
From: [REDACTED]@scottish.parliament.uk on behalf of
Marco.Biagi.msp@scottish.parliament.uk
Sent: 10 August 2015 16:24
To: Info
Subject: FW: Tram inquiry Evidence
Attachments: B.F. AbercrombyPlaceTrafficCount2014.odt

Categories: Green Category

Please see attached a message from a constituent of Marco Biagi MSP, requesting that it be passed on to the Inquiry.

Yours sincerely,

[REDACTED]
Marco Biagi, MSP for Edinburgh Central (SNP)
[REDACTED]

From: JOHN FRAME [mailto:f[REDACTED]]
To: Biagi M (Marco), MSP
Subject: Tram inquiry Evidence

Dear Marco

Tram Inquiry: Evidence
Barbara Frame, [REDACTED]

In response to your 'Holyrood Update Summer 2015' I would like to take the opportunity to ask you to help me engage with the inquiry. I have completed the online survey. However, I would also like to ask you to put forward the points that I raise below.

I communicated with you on a number of occasions during the time that York Place and Queen Street were closed due to tram construction (July 2012 to September 2013). During this time east/west and west/east traffic was diverted along Abercromby Place and Albany Street. More than 1,200 vehicles per hour were monitored. It was a very difficult time with noise, air pollution, structural damage to some properties and a change of ambience in what is supposed to be a protected National Heritage Site. The CEC team told us that there was no alternative and residents would have to bear the pollution and inconvenience. Our window frames and sills became black during this period and we were not able to open the windows due to noise. However, we were told that on completion of the work the traffic flow would return to its pre-diversion state. It was also stated that the roads would be resurfaced.

On completion of the work traffic flow did reduce. However, it has never returned to its pre-diversion state. Myself and other residents have continued to monitor the traffic flow (see attached grid). Approximately 500 vehicles per hour have been monitored. The CEC team consider this to be acceptable as it is lower than 1,200. However, long term residents like myself argue that traffic flow is much higher than it was. Unfortunately, there are no figures for pre-diversion traffic flow. This was an error in the CEC Team 'modelling' that was carried out prior to work beginning. The fact is that this part of the New Town has become a 'rat-run'. The CEC Team have acknowledged our comments and admit that drivers have gotten used to this route and now use it as a preferred route across the City. The NTBCC and residents have asked

for action to be taken to actively discourage drivers. Suggestions such as speed bumps and chevrons have been discussed but no action has been taken.

The consequence of the Tram Project for residents of the New Town is that traffic has not been successfully redirected. The consequence of heavy traffic in a residential street has impact on the health and safety of the residents and in the long term impact on the uniqueness of the New Town as a protected National Heritage Centre. (Large tour buses are driven through daily to look at the architecture. In the past people would have walked and enjoyed the ambience of the area).

The issue that myself, other residents and the New Town Broughton Community Council continually raise is the impact of the displacement of traffic from the City Centre to the New Town. This displacement is a direct consequence of the 'Vision for the City Centre Project' and the 'Tram Project'. The aim of The City of Edinburgh Council to reduce traffic in the City Centre is to be applauded. However, this cannot be achieved by closing off streets to traffic as this merely results in traffic being displaced to other areas such as the New Town. The Council are proud of the fact that there has been a decrease in traffic flow in Princes Street, George Street and St. Andrew's Square (obviously so if vehicles are not permitted access). At the same time they ignore the displacement of traffic to the New Town.

My fear is that the New Town will again suffer heavy traffic flow when Picardy Place is affected by the proposed changes to the St James Centre and the continuation of the Tram Project. If the Council do want to reduce traffic then they must do more than close off streets. Actions might include: improved park and ride, congestion charge, street furniture to slow down and deter traffic. Lessons should be able to be learned from other successful city policies on traffic. Additionally, the public should have access to data which records the impact of noise and air pollution. To date this has not been readily available. Just how well is Edinburgh meeting European safety levels?

I would ask that you represent these views.

Thank you

Barbara

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