

**Response ID ANON-PA1N-7GGW-C**

Submitted on 2015-07-27 10:56:37.433774

## **Evidence**

**Questions about you:** In order for the evidence to be analysed and taken forward by the Inquiry we will need some further information about you and / or your organisation. Please note that all evidence submitted to the Inquiry may be published at any point during the Inquiry or when the Inquiry Report is issued. If you are responding as an organisation your full details will be published. If you are responding as an individual your name will be published, but your address will only be published if the Inquiry considers this to be relevant to the evidence submitted.

**Organisation Name (if applicable):**

**Surname:**

Sharman

**Forename:**

Ian

**Postal Address:**

[REDACTED]

**Postcode:**

[REDACTED]

**Phone:**

**Email:**

[REDACTED]

**Are you responding as an organisation or an individual?**

Individual

**Does your evidence relate to a particular period of time?**

Yes

**If yes, what period?:**

Tram opening to June 2015 and beyond

**Does your evidence relate to a particular event or activity?**

Yes

**If yes, please explain what the event / activity was.:**

Living in the West End of Edinburgh, we tend to use other forms of transport. But it is sometimes necessary to drive from Queensferry Rd/ St to Lothian Rd and its

environs.

The ability to drive from Lothian Rd to Queensferry St was eliminated when the trams opened since alternatives were banned by road orders, so it necessitated a long diversion through Haymarket, already now over-burdened as a junction by new tram operation (and obviously not fit for purpose in rush hour).

This led to the rather ridiculous situation where one could travel FROM Queensferry Street to Lothian Road, but not vice versa.

**We are particularly interested in:**• How you found out about what was happening, and how informed you were throughout the project• What did you think would happen• What actually happened• What were the effects if any, on you (or your organisation) at the time of the project• What if any, were the on-going or longer-term effects on you (or your organisation). Please write your evidence here.

**We are particularly interested in:**

We found out that this was the case when the tram opened, but the diversion routes AND the original routes was simply suspended.

I wrote to the council to relay the impact of the changes. They said that they had promised to revert alternative routes after the tram opened, but we expected that there would be some form of passage.

It meant longer journeys, more hazardous navigations with far more turns, junctions, traffic signals and pedestrians who also seem frustrated to wait at the junctions.

The council had a re-think, and decided that they would re-open the road between Hope St and Queensferry St, but because of the new bus gate to Shandwick Place, it is a contra-flow. They say that they modelled the traffic flow, but have clearly not modelled reality, because traffic is often stuck along Queensferry St where buses are queuing for the Northbound stops. That means that traffic is stuck in the contraflow, which means that the opposite flow of traffic can also not move. It leads to temporary gridlock around the junction, with buses and vehicles across the pedestrian crossings. It is more dangerous than prior to the trams.

**Do you have any documents which you think it would be useful for the Inquiry to see?**

Yes

**Details of documents:**

Email Correspondence in which matter was left without resolution

**Upload documents:**

Complaint re road scheme.pdf was uploaded

**Upload documents:**

SR Assignment SR Ref 661179 Frontline Resolution Ian Sharman Target Date 12112013.pdf was uploaded

**Upload documents:**

No file was uploaded

**Upload documents:**  
No file was uploaded

**Upload documents:**  
No file was uploaded

**Are you content for the Edinburgh Tram Inquiry team to contact you again in relation to this evidence?\***  
Yes