



Alistair MacIntosh
17 Great Stuart Street
Edinburgh
EH3 7TP

Our Ref: PD CORR 127

Date: 24 October 2008

Dear Mr MacIntosh,

Traffic Displacement through The Moray Feu

Thank you for your letter of 9 October 2008 regarding Traffic Regulation Order (TRO) Design Update Exhibitions held on 23rd and 25th September 2008, which were concerned with draft proposals for the regulatory measures considered necessary to accommodate the Edinburgh Tram through the West End area. We understand that you were unfortunately unable to attend these sessions, however your letter outlined your concerns clearly.

The purpose of these exhibitions was to share information and to give the public the opportunity to view and comment upon the emerging TRO proposals as the design process reaches its conclusion at the end of this year. Comments arising from this process will be considered, and as far as possible, will be incorporated in the finalisation of the design in advance of the formal public deposit of the TRO Order which is scheduled for the Spring of 2009. When the statutory process is commenced, members of the public will be able to scrutinise the final TRO design and if they wish, raise objections at that stage which will be considered by CEC as the Roads Authority.

Part of the material presented at these exhibitions included proposals to close Shandwick Place as a through route for private vehicle traffic, although local access to Coates Crescent, Atholl Crescent, Canning Street and Stafford Street will remain accessible to general traffic.

I would however wish to point out that whilst the signposted diversion and traffic management measures put in place during the full closure of Shandwick Place (this being required to accommodate necessary utilities diversion works), was considered a success in terms of maintaining traffic flowing through the City Centre during these critical works, this has had little bearing on the draft proposals presented at the TRO exhibitions, but was rather considered necessary due to a number of key factors driven by the design process, which has evolved in detail since the conclusion of the Parliamentary approval for Edinburgh Tram Line One and Two.

Whilst it is recognised that trams and general traffic share road space in many other cities across the world, and indeed several sections of the Edinburgh Tram Network (including on Constitution Street, Ocean Drive and Haymarket Yards) will see trams and general traffic running on the same piece of road, there are several key factors which complicate matters in regard to Shandwick Place, these are:

delivering transport projects

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- There is limited road space available for general traffic, particularly adjacent to Shandwick Place Tram Stop which is already carrying large volumes of buses, taxis and cycles.
- The critical West End junction of Queensferry Street/Lothian Road/Princes Street and Shandwick Place has been operating at or near to capacity during peak periods for a number of years. This being a combination of significant volumes of buses, taxis, general traffic, cycles and pedestrians from all directions, as well as conflicting turning movements particularly the right turns along the east/west axis.
- There is insufficient road space available at the Lothian Road junction to accommodate the tram tracks as well as the existing dedicated right-turn bay from the west. Therefore in order to optimise the operation of the junction and avoid excessive queues and delays not only along the east/west bus and tram corridor, but also for north/south movements to/from Lothian Road, it is desirable to reduce the number of traffic signal phases by removing the right-turn phase from Shandwick Place to Lothian Road, and thus create additional capacity at this key junction.
- The removal of general traffic from Shandwick Place will create additional latent capacity at the West End junction to allow this junction to operate at appropriate levels of service into the future.

With regard to your previous correspondence with City of Edinburgh Council, the findings of the CETM Hearings from 2003, and your own observations following recent tram related works, it is clear that a proposal to close Shandwick Place to general traffic will result in displacement of traffic to other routes across the City, including through the Great Stuart Street corridor.

It should be acknowledged that the Council's case for CETM was not dependant on implementation of the tram project. At that stage, tram had still to go through the parliamentary process for approval, and as a result any traffic management measures subsequently required to accommodate the tram are separate from the CETM scheme, which was designed as a short term measure to help manage increasing traffic congestion in the city centre.

In Appendix 2 of the CETM report, the reporters made their formal recommendations in relation to the order covering the Moray Feu. The fourth recommendation was as follows:

"The present traffic flow arrangements in Randolph Crescent should be retained combined with improved pedestrian facilities, and traffic light regulation of the volume of traffic entering the north arm from the Dean Bridge direction. Alternatively, and preferably, there should be some more radical approach that keeps through traffic out of the Crescent and the remainder of the Great Stuart Street route altogether."

The Council accepted this finding and the pre-CETM traffic arrangements were retained in Randolph Crescent. As to the alternative, the reporters' suggestion was not based on any

technical assessment of such a closure. This part of the road network forms one of the main arterial routes into the city centre and it would not be practicable to ban through traffic, as suggested by the reporters. The reporters themselves considered the complete closure of Great Stuart Street to through traffic and concluded that

"it is not practical at this time since the route is needed to accommodate existing and predicted traffic flows". (Paragraph 10.54)

You will be aware the reporters did not recommend modifications to the CETM orders to reduce or stop through traffic in either the Moray Feu or the West End Crescents.

It should be noted that tie Ltd has not undertaken traffic surveys on Great Stuart Street since commencement of the City Centre tram works. However, traffic modelling has been undertaken as part of the tram design process, and this would indicate that the closure of Shandwick Place to general traffic would result in a displacement of around 1100 vehicles in each direction during the 2011 am peak period (0700 – 0900).

As the table below indicates, this displacement of traffic would be expected to disperse across a range of available routes including through Great Stuart Street, which we would anticipate resulting an increase in demand of around 370 vehicles (or 33% of the Shandwick Place general traffic demand) during the peak 2hr period. The remaining displaced traffic being split between the Western Distributor Road (29%) and other routes (38%) including Ferry Road, Telford Road and Craighleith Road to the north; Morrison Street and Fountainbridge to the south; and trips transferring from private car to the tram.

Displacement of General Traffic as a result of Shandwick Place Closure

2011 am	Direction	No Tram	Tram	Difference	(%) Difference	(%) displaced from Shandwick
Shandwick Place	eb	1127	0	-1127	-100%	-100%
	wb	1131	0	-1131	-100%	-100%
2011 am	Direction	No Tram	Tram	Difference	(%) Difference	(%) displaced from Shandwick
Great Stuart Street	eb	1075	1443	368	34%	33%
	wb	936	1305	369	39%	33%
2011 am	Direction	No Tram	Tram	Difference	(%) Difference	(%) displaced from Shandwick
Western Distributor	eb	1628	1951	323	20%	29%
	wb	1583	1901	318	20%	28%
2011 am	Direction	No Tram	Tram	Difference	(%) Difference	(%) displaced from Shandwick
Other Routes & mode shift	eb	n/a	n/a	436	n/a	39%
	wb	n/a	n/a	444	n/a	39%

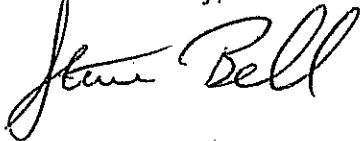
As a result of discussions held with members of the public and concerns raised at the TRO exhibitions, tie Ltd met with Councillor Dundas and residents of The Moray Feu on 1st October

2008, where the traffic modelling process was explained and results of these assessments were presented. Following that meeting, Councillor Dundas undertook to raise these concerns with the City of Edinburgh Council, to request that consideration be given to testing measures which may limit the volume of displaced traffic expected through this residential area. We understand that CEC City Development are currently considering a range of options to this end.

With regard to other West End residential crescents which could see increased traffic flows as a result of the tram works, City of Edinburgh Council are considering permanent measures, including traffic calming, to maintain the 20mph speed limits, improve pedestrian crossing facilities and thus encourage traffic away from these residential streets. It is notable that such measures would not require a Traffic Regulation Order, and are therefore not part of the formal statutory process.

We trust that the information presented herein will be helpful, but should you have further queries on these matters, please contact Alasdair Sim on 0131 623 8610.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Steven Bell', written in a cursive style.

Steven Bell

Project Director – Edinburgh Tram