

---

**From:** Chris Highcock  
**Sent:** 12 October 2012 14:48  
**To:** Hogg, Gillian; David Young  
**Cc:** Joanna Mowat; julie mcdonald; david@ingrams.co.uk; Blackleyian@██████████  
Blackleyhel@██████████ Brian Leishman; allanhogg@carronvale.com; Caroline Burwell; Gary  
Patton; Paul Matthews; Trams; Alasdair Sim; Alf Orriell; Alasdair Sim; Jim Davidson  
**Subject:** RE: Northumberland Street traffic -  
**Attachments:** Northumberland Street East 13Jul to 2 Oct.xls

Professor Hogg

Further to your email of 7 October, please find attached the data downloaded from the radar detector on Northumberland Street. We had committed to share this data with any interested stakeholders including local businesses and residents so that all had a full and accurate understand of the actual impact of the traffic management arrangements, as we had with the data from the monitor on Albany Street. This is for the section of Northumberland Street **east of Dundas Street**. I have requested the data from the site to the west of Dundas Street and will provide this as soon as I get it. This data is presented at the raw data from the monitor, with graphs drawn to show the traffic volumes and average speeds.

I sent this to local Councillors earlier this week for circulation but wanted to send it to you directly as well in case you had not yet received it.

With respect to your questions, illegal speeds in the context of these streets would be speeds exceeding 30 mph which is the legal limit. The Traffic Management Review Panel is an element of the management of the tram project which is designed to ensure that there is no major or adverse impact on the traffic flow as a result of any diversions or road closures. The focus is the safety of road users and pedestrians. Stakeholders including the police, utilities companies, Lothian Buses and specialist traffic engineers are involved in assessing all proposals. Residents are not directly represented on the Panel although their interests are a prime consideration.

Regards

Chris Highcock

---

Chris Highcock | Corporate Projects Manager (Depute Returning Officer) / Tram Communications | The City of Edinburgh Council | Waverley Court, G.1 4 East Market Street, Edinburgh, EH8 8BG | ☎: ██████████ | ✉ Tram Enquiries: trams@edinburgh.gov.uk Mobile: ██████████

---

---

**From:** Hogg, Gillian [mailto:G.Hogg@hw.ac.uk]  
**Sent:** 07 October 2012 20:47  
**To:** Chris Highcock; David Young  
**Cc:** Joanna Mowat; julie mcdonald; david@ingrams.co.uk; Blackleyian@██████████ Blackleyhel@██████████ Brian Leishman; allanhogg@carronvale.com; Caroline Burwell; Gary Patton; Paul Matthews; Trams; Alasdair Sim; Alf Orriell; Alasdair Sim; Jim Davidson  
**Subject:** RE: Northumberland Street traffic -

Dear Mr Highcock

Thank you for copying me into your email to Mr and Mrs Young. We have a common interest in this matter so I would like to endorse their points.

My understanding was that the Northumberland street residents were to be given the data from the camera. I think we would like to see this, in particular we would like to see the volume of traffic, the peak (not average) speed and the

difference since the 20mph being painted on the road. I would also like to understand if your assessment of 'illegal speeds' is the 20mph limit which we were assured by your colleagues would be respected, or the 30mph 'legal' limit.

I am pleased to learn that the traffic island at the corner of Howe st and Northumberland st has been investigated. What is the process for consulting residents before this decision is made?

Finally I note that there is a Traffic Review Panel, can you please provide details of how residents are represented on this panel and what is the mechanism to ensure our views are considered by this panel.

Thank you

Regards

Gill Hogg  
Professor Gillian Hogg  
Head of School  
School of Management and Languages  
Heriot Watt University  
Edinburgh  
EH14 4AS

---

**From:** Chris Highcock [mailto:Chris.Highcock@edinburgh.gov.uk]

**Sent:** 03 October 2012 16:42

**To:** David Young

**Cc:** Joanna Mowat; julie mcdonald; Hogg, Gillian; david@ingrams.co.uk; Blackleyian@[REDACTED]; Blackleyhel@[REDACTED]; Brian Leishman; allanhogg@carronvale.com; Caroline Burwell; Gary Patton; Paul Matthews; Trams; Alasdair Sim; Alf Orriell; Alasdair Sim; Jim Davidson

**Subject:** RE: Northumberland Street traffic - West End

Mr Young

Thank you for your email below and I apologise for the delay in providing a response.

With respect to your first point regarding the speed of traffic you will be aware that there is ongoing monitoring of the impact of the diversions in terms of the speed of traffic and the volume on the street. On the basis of our observations and of the data that has been collected, there is no concern regarding either the speed of traffic or the volume on these streets. I can understand that the streets are busier than they have been previously, but our monitoring has not indicated excessive or illegal speeds in general.

I would also note that at the end of November, the plug at South St Andrew Street will be released – this will trigger the removal of the diversion signage from the New Town, and should see a significant reduction in the traffic passing along Albany Street and the other diversion routes. Again this will be monitored using the radar sites.

With respect to your query regarding the Howe Street junction, the potential for a traffic island has been investigated, with some designs drawn up. There are obviously a number of factors to consider before an island could be installed and those elements are now being looked at. For example there would be a potential impact on Parking in the street and we therefore need to consider whether the loss of parking spaces would be justified by the installation of the island. Traffic engineers are currently looking at this and other issues and a decision on the island will be reached when they have considered all of these factors.

In general with respect to all traffic management arrangements and diversions happening as a consequence of the tram works, it might be helpful to be aware that all changes are considered and approved by a Traffic Management Review Panel who take account of the overall impact of the changes and ensure that they will not adversely affect road safety or the general flows of traffic in the city. This Panel includes representatives from the Emergency Services and public safety and the safety of all road users is always the primary concern.

If you have any further queries please do not hesitate to contact me or my team on [REDACTED] or email [trams@edinburgh.gov.uk](mailto:trams@edinburgh.gov.uk)

Regards

Chris Highcock

---

Chris Highcock | Corporate Projects Manager (Depute Returning Officer) / Tram Communications | The City of Edinburgh Council | Waverley Court, G.1 4 East Market Street, Edinburgh, EH8 8BG | ☎: [REDACTED] ✉ Tram Enquiries: [trams@edinburgh.gov.uk](mailto:trams@edinburgh.gov.uk) Mobile: [REDACTED]

---

---

**From:** David Young [<mailto:davidyoung.edinburgh@gmail.com>]

**Sent:** 14 September 2012 10:01

**To:** Chris Highcock

**Cc:** Joanna Mowat; 'julie mcdonald'; [G.Hogg@hw.ac.uk](mailto:G.Hogg@hw.ac.uk); [david@ingrams.co.uk](mailto:david@ingrams.co.uk); [Blackleyian@\[REDACTED\]](mailto:Blackleyian@[REDACTED]); [Blackleyhel@\[REDACTED\]](mailto:Blackleyhel@[REDACTED]); 'Brian Leishman'; [allanhogg@carronvale.com](mailto:allanhogg@carronvale.com)

**Subject:** RE: Northumberland Street traffic - West End

Dear Chris Highcock

Thank you for your email of 27<sup>th</sup> August. We are pleased that 20 mph signs have been painted on Northumberland Street at the junctions with Howe Street and Dundas Street, but would be very interested in the 'before and after' statistics collected by the monitoring device which was installed immediately following our meeting on the Street with Council officials on 21<sup>st</sup> August, as there is no noticeable reduction in the speed of traffic.

At the 21<sup>st</sup> August meeting, Council officials promised to consider and hopefully install as soon as possible a traffic island at the junction with Howe Street, because of the very real concerns for safety of pedestrians (particularly the severely autistic young man who lives in No 66 Northumberland Street) when attempting to cross the road at this very dangerous point. A traffic island would not only encourage drivers to slow down but also prevent vehicles cutting the corner, which they currently do at great speed. Residents are extremely concerned about safety issues – as well as the increased pollution and noise levels - because of the speed and greatly increased volume of traffic, and were encouraged by the sympathetic response from the Planning Committee to our concerns when we presented our motion to them. Can you please let us know what is happening about the proposed traffic island and when it might be installed?

Kind regards

David & Anna Young

---

**From:** Chris Highcock [<mailto:Chris.Highcock@edinburgh.gov.uk>]

**Sent:** 27 August 2012 14:05

**To:** [David.young.edinburgh@\[REDACTED\]](mailto:David.young.edinburgh@[REDACTED])

**Cc:** Trams; Moira Fraser; julie mcdonald; [G.Hogg@hw.ac.uk](mailto:G.Hogg@hw.ac.uk); [david@ingrams.co.uk](mailto:david@ingrams.co.uk); [Blackleyian@\[REDACTED\]](mailto:Blackleyian@[REDACTED]); [Blackleyhel@\[REDACTED\]](mailto:Blackleyhel@[REDACTED])

**Subject:** FW: Northumberland Street traffic - MESSAGE ON BEHALF OF CLLR JOANNA MOWAT

Dear Mr Young

#### **Edinburgh Tram: Northumberland Street Traffic**

Thank you for e-mail dated 25 July 2012 regarding the traffic diversion on Northumberland Street. Councillor Mowat passed your email to my Tram Enquiries Team so that we could provide a response to the issues that you raise. I apologise for the delay in providing a response.

As previously indicated the left turn bans at the Howe Street/Heriot Row and Dundas Street/Abercromby Place junctions have been introduced in order to address the increase in traffic flow resulting from the closure of York Place.

Northumberland Street is the next east west route available for traffic from Heriot Row and the road is part of the public road network. It is also able to carry the projected increase in traffic flow resulting for the restrictions outlined above. In view of this it is deemed to be suitable as the signed diversion route. It should also be noted that there is no justification for treating

Northumberland Street in a different manner from other streets in the area or for increasing the length of the diversion route by directing traffic via Great King Street and Drummond Place.

I confirm that it has been agreed by the Traffic Management Review Panel for the tram works that a monitoring device will be installed on the west section of Northumberland Street to record the traffic flow and traffic speeds. This will be installed in the near future. As with the data from the other devices, this can also be shared with the public.

I hope that this is of assistance. Should you require any further information please contact the tram customer services team at [trams@edinburgh.gov.uk](mailto:trams@edinburgh.gov.uk)

Regards,

Chris Highcock

Chris Highcock | Corporate Projects Manager (Depute Returning Officer) / Tram Communications | The City of Edinburgh Council | Waverley Court, G.1 4 East Market Street, Edinburgh, EH8 8BG | ☎: [REDACTED] | ✉ Tram Enquiries: [trams@edinburgh.gov.uk](mailto:trams@edinburgh.gov.uk) Mobile: [REDACTED]

\*\*\*\*\*

This email and files transmitted with it are confidential and are intended for the sole use of the individual or organisation to whom they are addressed.  
If you have received this eMail in error please notify the sender immediately and delete it without using, copying, storing, forwarding or disclosing its contents to any other person.  
The Council has endeavoured to scan this eMail message and attachments for computer viruses and will not be liable for any losses incurred by the recipient.

\*\*\*\*\*

---

Sunday Times Scottish University of the Year 2011-2013  
Top in the UK for student experience  
Fourth university in the UK and top in Scotland (National Student Survey 2012)

We invite research leaders and ambitious early career researchers to join us in leading and driving research in key interdisciplinary themes. Please see [www.hw.ac.uk/researchleaders](http://www.hw.ac.uk/researchleaders) for further information and how to apply.

Heriot-Watt University is a Scottish charity registered under charity number SC000278.