

The light, coloured areas of the map represent places where it's faster to use public transport than to drive if you want to get to work in central Edinburgh by 9AM (centred on postcode: EH1 2QL)

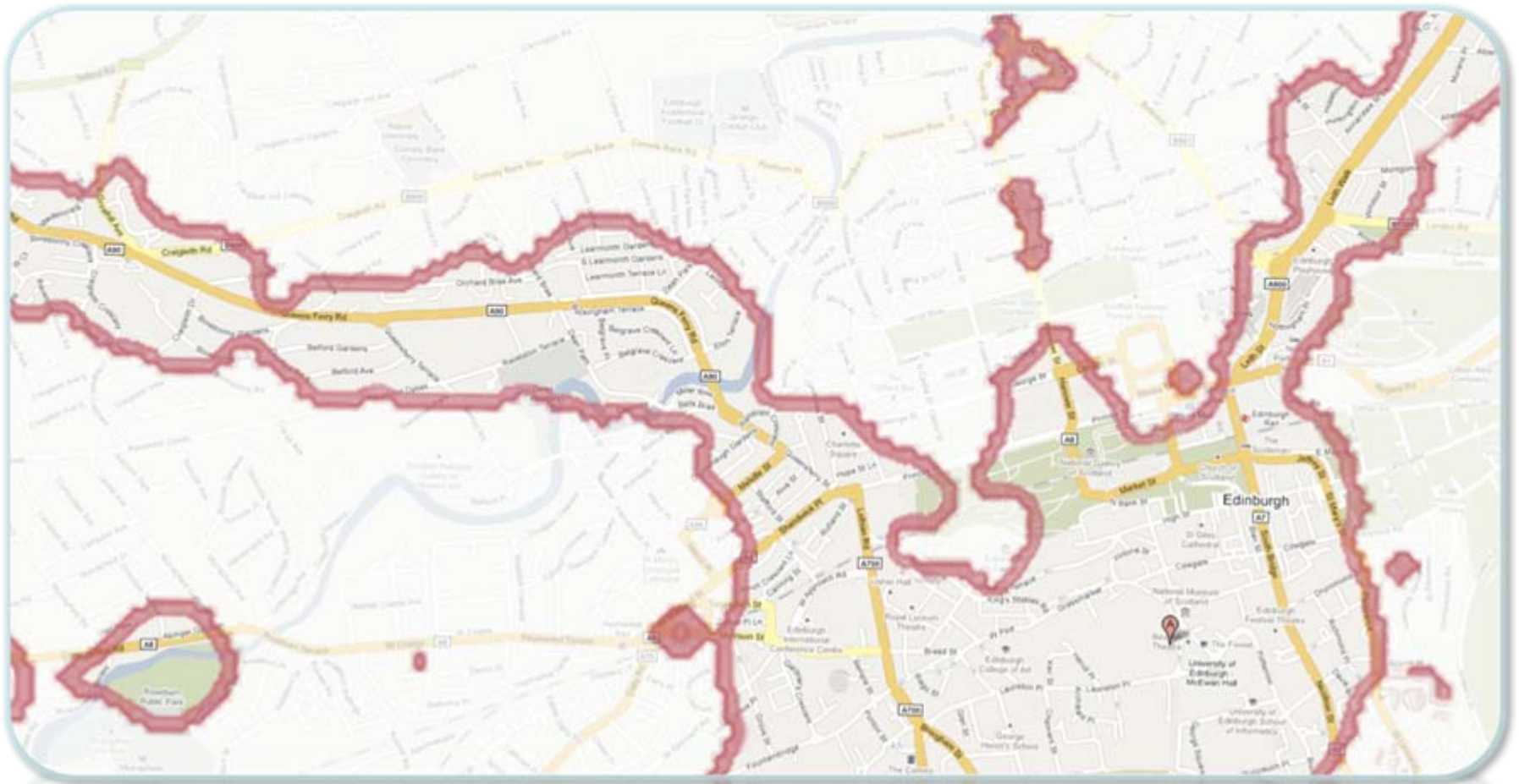


Figure 8: Using the Department for Transport map based on a 2007 analysis, and focussing down on the centre of Edinburgh shows the relative isolation of the north and west residential areas where public transport is a slower option than driving. Give flat fare structures, driving for families is also likely to be a cheaper option



Figure 9: Overlaying Figure 8 on top of the noise data collected by the Scottish Government in 2005 shows that relative isolation from the benefits of public transport is compounded by exposure to the general traffic displaced by public transport. This is set to get worse given the current TRO for the Tram – transport planning is focussed on faster East-West links, whilst traffic is displaced through residential streets that become harder to navigate as a pedestrian.

Edinburgh Primary School struggles to cross road because of aggressive coaches



3 May 2010

12:20:44, 12:20:45, 12:20:47, 12:20:49

