

Scottish Association for Public Transport

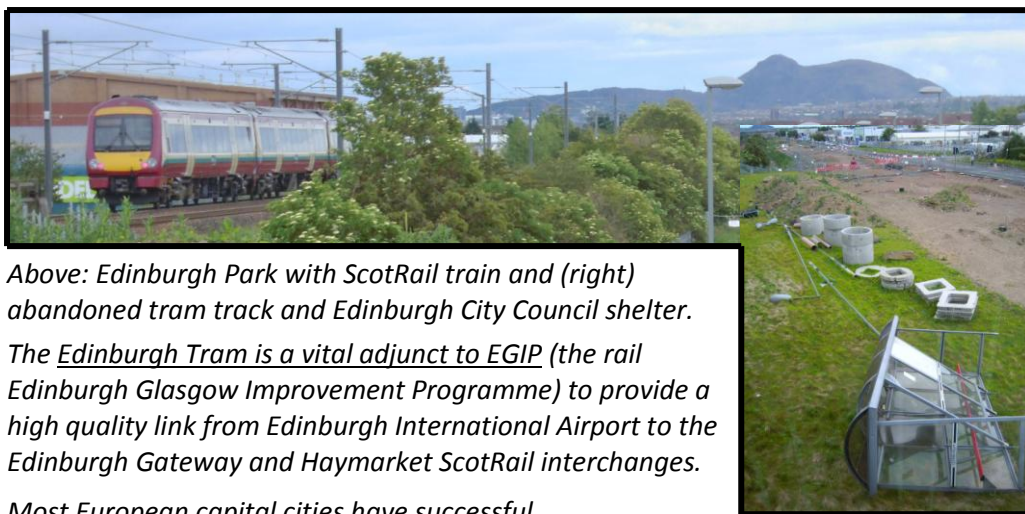
Edinburgh Trams and Transport Policy

When the project was formed in 2002, the Edinburgh Tram project was expected to:

- *Improve the quality, speed, capacity and frequency of public transport in the City of Edinburgh*
- *Boost the City's economy when operational*
- *Attract car users and reduce road congestion and accidents*
- *Reduce CO₂ emissions and air pollution by using electric power generated from renewable sources*
- *Protect public transport against future oil price increases as world oil reserves dwindle*

These objectives are still valid, particularly following oil price rises which are likely to continue long term. Electrically powered transport is the way ahead, as recognised in the £1 billion EGIP rail electrification plan.

The cost overrun for the Edinburgh Tram is not unknown in large infrastructure projects, with most recently the Beaulieu-Denny power line rising from £330 million to £600 million. But scrapping the Edinburgh Tram when much of the work has been done would be a high profile failure, very visible to all visitors to the City.



Above: Edinburgh Park with ScotRail train and (right) abandoned tram track and Edinburgh City Council shelter.

The Edinburgh Tram is a vital adjunct to EGIP (the rail Edinburgh Glasgow Improvement Programme) to provide a high quality link from Edinburgh International Airport to the Edinburgh Gateway and Haymarket ScotRail interchanges.

Most European capital cities have successful tram systems including Bern, Vienna, Oslo, Stockholm, Helsinki, Lisbon and Dublin.

Right: Connections with trains and buses (as at Berlin Alexanderplatz) provide people with a fully integrated public transport network.

In Britain, Manchester, Sheffield, Croydon, Nottingham, and Birmingham have popular tram systems. Manchester is now going ahead with four new tram routes.



***Failed
city
project

or
Quality
transport
system
for the
future?***

No rational person wants to see Edinburgh City Council spend over £400 million and end up with a failed project. Our Association therefore recommends that Councillors should unite in seeking a positive solution:

1. Edinburgh City Council should agree to complete the Tram Line from the Airport to St. Andrew's Square
2. The Scottish Government should help to facilitate additional finance arrangements for the Council
3. Transport Scotland should assist with setting up a Task Force with the Council to complete the project

Issued June 2011 by the Scottish Association for Public Transport.

Contact: Dr. John McCormick sapt@btinternet.com 07760 381729