

### [Jumbo Error..letter to the Scotsman newspaper.....](#)

This letter appeared in the Scotsman (<http://tinyurl.com/q4c63ju>) in the last few days (2<sup>nd</sup> Nov 2013) – by John Carson, a long term tram critic who years ago, when then tram project council spokesman Gordon Mackenzie was blithely saying the project was ‘On Time and in Budget’, said the project would cost well over £1 Billion pounds.

As we now know the project was never ‘on time and in budget’ in any meaningful sense—this was simply the spin and posturing that has passed for informing the public throughout the project.

Of course we didn’t get ‘the project’ in its entirety, just about half of it in track length—but we have got the £1.2 Billion and counting.

Mr Carson’s predictions have an annoying habit of being proved true by the passage of the time— perhaps we won’t have to wait as long to see if he’s right again on this one.

*Councillor Lesley Hinds’ recent euphoria regarding the progress of the Edinburgh tram project could be short lived. She and her team continue to ignore the elephant in the room: that the city centre road layout will simply not allow the longest, heaviest, and most expensive tram in the world to integrate with road traffic and run to their predicted performance.*

*The journey time of 29 minutes, on which the trams were based, is impossible without closing the complete route to all traffic, including cyclists.*

*Whenever existing traffic encroaches on the tram track, delays will ensue and the sheer length of tram vehicles would suggest that they are totally unsuitable for the proposed mixed use. Oblique crossings like the complex one at Haymarket, will prove over time*

*to be both dangerous and lead to intolerable delaying to both road users and trams.*

*Councillor Hinds should now face the fact that a stark choice may have to be made either to proceed with the proposed on-street testing, causing huge disruption to all road users; or, if these 55 tonne, 155ft-long vehicles are to run to anything like their predicted schedule, to ban all other traffic from the route.*

*The no-win dilemma is that the trams must be accessible to bus and other passengers as failure to maximise revenue from these sources would have significant implications to council finances, failure to do so will inevitably lead to a hastening of their demise.*