

Compare and contrast the projects in Reims and Edinburgh.

The dream of Edinburgh City Council is already the reality in Reims.

Modern tramways servicing the heart of an aspirational European City, as part of an integrated transport system knitting all elements of traffic together efficiently and effectively.

A city further pedestrianised, safe and cycle friendly; more liveable for citizens and residents alike. .

Reims is slightly smaller than Edinburgh but certainly comparable.

More comparable for sure (and closer) than the far, far larger urban conurbation around the City of Melbourne so eagerly visited by council and tie employees on a fact finding visit at the beginning of Edinburgh's project.

However while Reims' dream has turned into a reality, Edinburgh's has become an ongoing nightmare that will not end with the completion of the single line, now expected in 2014.

There are reasons for this but they remain unacknowledged by a n Edinburgh Council in a state of denial over the entire project. BY refusing to acknowledge facts they are refusing to address reality and continuing to follow the flawed trajectory that is increasing the scale of the disaster, rather than reduce it.

EDINBURGH	REIMS	COMMENT
<p>Edinburgh budgeted £473,000,000 for 3 lines in 2003. In 2006 we budgeted £484,000,000 for 1 line Leith Harbour to Airport later revised upwards to £545,000,000.</p> <p>Now revised to a total (latest estimate work ongoing) of £1,000,000,000+</p>	<p>Come in around budget at £255,000,000</p>	<p>Bad initial planning, flawed assumptions made the fulfilment stage an exercise in throwing larger and larger amounts of cash at less and less in the way of track length without being able to guarantee success</p>
<p>Started construction on project in June 2008 ---MIGHT have part finished by 2014</p>	<p>Started construction in March 2008 – finished and running by April 2011</p>	<p>As above the flaws in planning and conception almost make inevitable the fact that fulfilment of plan becomes impossible.</p>
<p>Present final Length 13.5km and 16 stops</p>	<p>Planned Length 11km 23 stops -</p>	<p>Correct planning in all stages, achievable goals and ensuring all necessary conditions truly exist make planning fulfilment more likely</p>
<p>Main rail station not connected, University not connected, main hospital not connected,</p>	<p>Main rail station connected, TGV station connected, university specially connected, main hospital connected</p>	<p>Simple examples of differences.</p>
<p>Historic world heritage centre blighted by OLE (Overhead line Equipment) mounted on industrial sized poles which in the Council main project feasibility report were even described as ‘Major adverse’ the worst level of effect</p>	<p>In world heritage centre no OLE used, instead tried and tested ground system used to give a ‘positive visual impact’ – OLE used outside the heritage centre</p>	
<p>Placing the tram on the major arterial routes leaves the problem of ‘where will the traffic go.’—Council’s own predictions for decades ahead show traffic continuing to grow even with</p>	<p>No major arterial routes are seized by the tram way. A Major National motorway runs to within 800 yards of the historic centre across the city and .. major dual carriageways larger</p>	<p>Traffic management capacity was in place in Reims before the tram project began---the tram was not lain on the major arterial routes.</p>

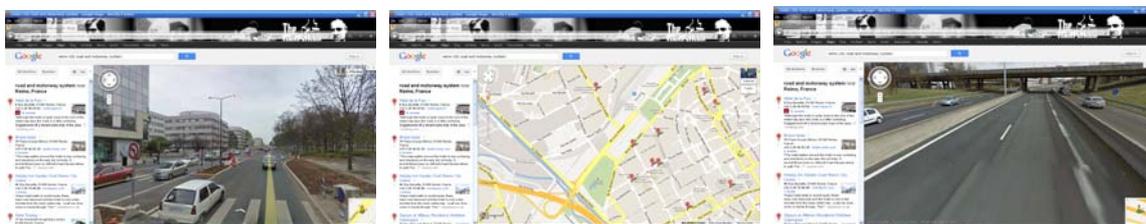
<p>tram, but the issue of how the road system can cope is left completely unplanned.</p> <p>In truth everyone inside the project knows this traffic will ‘find it’s own way’ through residential streets, and will <i>have</i> to do this or the commercial prosperity of the city will collapse.</p>	<p>than Edinburgh bypass take and from traffic from the historic heart smoothly and efficiently, around the City centre, and out onto national motorway system.</p> <p>Residential streets are not expected to have to suffer to the degree they do in Edinburgh</p>	<p>Edinburgh had major problems in any case with our city’s road system—but through ineffective, and in some ways dishonest, project planning, coupled with a total lack of will to address the issue, has left the city residents facing the prospect of the only outlet for main arterial traffic being residential street route ways across the city.</p>
<p>Road traffic in residential areas moves the noise, pollution, degrading effects on the environment from lightly residential routes used for decades, and centuries to the doorsteps of thousands of homes across the city.</p> <p>All the problems are made worse because traffic congeals and moves more slowly in smaller streets.</p>	<p>The road traffic necessary to commercial, business and social life in any modern city is able to get across the city and enter the area in specific arterial routes shielded and distanced from homes.</p> <p>The City centre is quieter and traffic lighter, abut the problems are not moved, and thereby made worse, in residential streets ‘out of sight’.</p>	<p>Reims knew traffic cannot be addressed by wishful thinking. Roads to cope with the traffic were <u>already in place</u> and the tramway was integrated with those.</p> <p>Edinburgh had <u>no roads capable</u> of coping and the response was simply to empty those and force traffic down roads even less able to cope.</p> <p>Health and life impacts are not only transferred to less capable residential streets but are made more acute by the transfer.</p>
<p>Our trams was predicated on unachieved goals, such as the regeneration of Leith, which by its mere existence it was supposed to enhance.</p> <p>The Credit crunch and bust exposed the fragility of this and the all but destroyed any rational case for continuing with the tram.</p>	<p>IN Reims the tram achieves distinct, easily understandable, integration goals linking University and rail stations into the system.</p> <p>It isn’t predicated upon ‘regeneration fantasies’ although of course through success it may</p>	
<p>The major failure of the Edinburgh tram project is that the numbers of <i>residents</i> who</p>	<p>The Reims tram has none of the disbenefits of the Edinburgh tram because of the pre-</p>	

<p>benefit from the tram are extremely small--it does not reduce congestion in residential areas and other areas away from the City centre --it increases it.</p> <p>Against this is the fact that rises in pollution are not insubstantial, and, they also no longer occur in commercial streets in which shoppers and tourists are transient, but occur in residential streets where people spend far more of their lives and cannot 'escape'.</p> <p>The numbers of streets adversely affected are not 'small' or 'minor' in the original study it was set at 139,500 households—just under 70% of the population.</p> <p>Since then the number has fallen but only because of the present 'failure' to build as much of the system as had been planned</p>	<p>existence of a coherent and capable road system able to cope with through traffic, cross city traffic, through journeys and local traffic in a logical way.</p> <p>The gains for Reims are real and the improvements in the city centre are not wiped out for citizens by things getting worse elsewhere.</p>	
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Below the reality in Reims that Edinburgh desperately wished for but failed to plan for.

The small images show one of the wide dual carriageway (left) that is separated from the city centre by a small park and carries traffic to the nearby national motorway (right) , as the map shows, just a few hundred metres from the centre.

It provides a way for traffic to efficiently circle the city to other areas, without being forced through residential streets.



Below the results are already in place, but Reims trams have no poles in their World heritage city centre carrying overhead lines and as the second picture shows car, van and HGV traffic IS catered for on the shared roadways—the business and commercial life of the city can still function.



Our city has no real ‘motorway’ equivalent and no central broad and efficient dual carriageways.

The nearest equivalent in Edinburgh is Princes Street/Shandwick Place/Leith Walk—the exact route taken by the tramway which cannot share with traffic.

It is as if in Reims they had chosen to tramline their dual carriageway system and forced the traffic through all the suburban and city centre residential streets

Edinburgh has enormous problems (and world class advantages) that arise from the underlying volcanic ridges and the steep hills.

This has dictated the main routes into the city and its development, and unlike cities built on flat ground, some routes are extremely difficult for any transport, even road, let alone light rail systems.

Reims, like many cities to which the Council have tried to compare Edinburgh, is FLAT.

This has allowed these cities to build around very wide arterial streets, and many have augmenting those in the late 20th century, with urban road systems able to cope better with modern levels of traffic.

Edinburgh hasn’t enjoyed the ability to do this, as a consequence of the very things that make it such a spectacular urban area of course. But now those inadequate streets that DID serve as our arterial routes have been effectively snipped off, and completely closed by the presence of the tramline.

Not only does this create the problems in residential streets across the city (initial feasibility study STAG 2003 stating almost 70% of ALL residential streets will have worse air quality to a greater or lesser degree because of the tram) but it also has consumed money the city does not have, for decades ahead.

The £231,000,000 loan is expected to cost a FURTHER £400,000,000 (or so) in financing costs which will be paid back over three decades--- possibly longer than the life of the project itself.

This means the options to address the problems it is creating now; health and environmental issues are greatly reduced.

Our tram, far from improving existing issues, will provide a cosmetic appearance of modernity in a few central streets, while reducing the quality of life, environment and even health across vast swathes of the city.

The Edinburgh tram although similar in appearance is a bad influence on the city.

The Reims tram a good influence.

There is a place for blaming and the learning lessons and the rest of the post-project analysis but before that, the council in Edinburgh have to realise that the tram they are building is not going to provide a solution because, unlike in Reims, it is creating the problems.

Problems that its own voracious appetite for cash is ensuring will be impossible to correct, unless we do something now.

Below is the webpage for the pre inauguration PR for the Reims project—now closed.

Before our Council’s lavish and energetic PR website closes we must make the changes needed to produce a *different* outcome than the unmanaged diversion of traffic through residential streets, not merely within the World Heritage site but the other 60% or so of the city that will also be affected outside it.

