

Welcome

We're delighted to welcome you all to our mid-term conference at the British Library. Sintropher (Sustainable Integrated Tram-based Transport Systems for Peripheral European Regions) has been underway since September 2009, and plenty has been going on recently.

We have established a strong working partnership and regular workshops have considered such topics as interchanges, 'going transnational', marketing, and trams as tools for urban regeneration.

Now in 2011, Arnhem-Nijmegen have produced a feasibility study to reactivate a mothballed railway, and on 1 March work began on construction of a new multimodal interchange at Koksijde, West Flanders. Elsewhere, North Hesse in Germany has launched a new marketing campaign for its RegioTram services, and at Valenciennes in France plans for the new tram line have entered the consultation phase. And in Blackpool, consultants have begun looking at options to extend the town's tramway system. Further findings and investments will follow.

We hope you enjoy this update!

Charles King
Communications Manager



this issue

Welcome **P.1**

What is Sintropher? **P.1**

Region News **P.2**

European Transport Roadmap **P.4**

Spotlight On ... **P.4**

What is Sintropher?

Sir Peter Hall, Bartlett Professor of Planning & Regeneration at UCL and director of Sintropher. We're taking five minutes to talk to him about the project.



How did the project come about?

Having visited Kassel in 2006 and seen the tram-train there under development, I felt there was potential for the technology in the UK. And so after retiring as Chair of the Blackpool Urban Regeneration Company in 2008, exploring tram-train technology further seemed to be a logical next step.

How has the project evolved?

It was originally a tram-train project, deliberately aimed at taking one region's experience and applying it to the UK. But in the search for partners, it became clear that tram-train occupied different priorities for different parties. In particular there were obvious challenges for West Flanders and Valenciennes, so this affected their aims and objectives. And whilst our Dutch partners were open-minded about tram-train, their recent findings tell a different story.

In what ways do you hope and expect that the project will contribute to our understanding of, as well as actual investment in, tram-based transport?

Well, we hope it will shed light on where trams and/or tram-based technology are appropriate, where tram or rail rights of way can be restored. It's all about underused routes, where trams could provide a better service.

We're also concerned with interoperation – how light and heavy rail run together on shared tracks.

What have been the most interesting – and potentially unexpected – findings of the project so far?

The report from our Dutch partners – here the case for tram-train hasn't stacked up at all. We've had few surprises in West Flanders as the focus there is largely on interchange, and Valenciennes didn't consider interoperation. In the UK, the imposition of new EU emissions regulations on diesel engines has meant we've effectively found ourselves without a tram-train to test. This raises the real question of what our best strategy is when considering motive power in the short and medium term.

Where do you hope the project will lead?

How to get a viable tram operating over track that isn't electrified? We're also looking at a purchasing consortium, which would enable a sufficient scale of build to make investment in diesel technology worthwhile. Alternative sources of electric power such as super capacitors represent new technologies, which were not feasible when the project was started, and are now beginning to be properly tested.

Nijmegen – Kleve NL

Reactivation of the Nijmegen– Kleve link is feasible

ProRail and Arnhem-Nijmegen City Region have investigated the possibilities of improving the quality of cross-border rail services. They undertook a study to consider the possible reactivation of the Nijmegen–Kleve link. The feasibility of a new connection between the Kleve–Weeze railway line and Weeze Airport was also examined. In the study three transport modes: tram, tram-train and Regional Express, were further developed.

The conclusion of the study is that there are enough passengers to achieve a twice hourly connection between Nijmegen and Kleve. A new connection to Airport Weeze is not feasible. The infrastructure costs are high and the expected number of travellers low. Tram and train both have their own advantages. The tram is easier to fit into the urban environment. Because it's possible to connect the train to the Regional Express, the heavy rail solution is quicker to achieve. More research is needed before a final choice can be made for the tram or train, in particular for the investment and operating costs.



Regions News

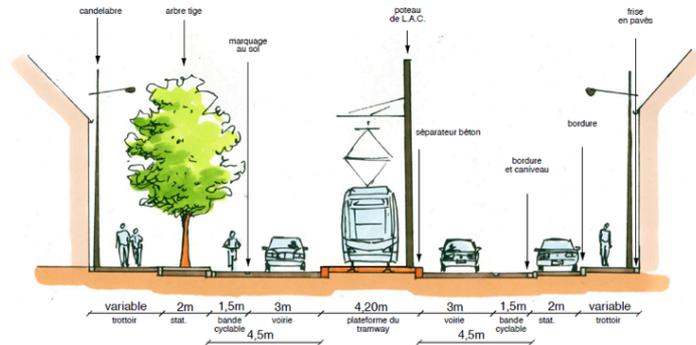
Valenciennes FR

Building on the success of its tramway system launched in 2006 (phases 1 and 2), Valenciennes is undertaking works to upgrade transport links. This new line will link Valenciennes to the north-east of the metropolitan area, the Pays de Condé (phase 3), as well as a second branch towards the Belgian border at Crespin (phase 4). These phases will make up the second tramway line.



Due to narrow streets, it was necessary to develop innovative low-cost technology with passing loops at stations, allowing bidirectional movements on a single-track right of way.

become the example of a new type of public transport. As it is less expensive than either a tram-train project or a double-track tram system, this project could help non-major cities to develop a sustainable and affordable transport system.



It will serve 129,000 inhabitants along a route with 32 stations. The service frequency will be every 10 minutes for most of the line. The final three stations will be served every 20 minutes.

The unique feature of our project is that our tramway will use a single-track infrastructure for 30km. It is the first time in Europe that the single-track system will be used on such a long distance.

Thanks to Sintropher, the SITURV will be able to match-fund the passing loops and the associated signalling technology. The whole scheme will cost €155,022,000, of which the Sintropher allocation amounts to €11.09m (€2.22m ERDF, €8.88m match funding).

No other city or country has operated this type of innovative transport system until now. Valenciennes could

Fylde Coast UK

The tramway refurbishment programme is proceeding to plan and its target opening time at Easter 2012. New Bombardier trams will be arriving from the summer of this year (2011) and will be tested on the new track laid between the Stargate depot and Pleasure Beach in the south of Blackpool. The new and spectacular depot complex to accommodate the new trams is approaching fitting out to completion. This means that the match-funding spend profile will be





North Hesse DE

As the 'mentor region' for the Sintropher project with its RegioTram network running since 2007, one of the goals for North Hesse is to promote its system further.

Especially in the city of Kassel car usage remains high and drivers are reluctant to switch to public transport and maximise the potential of the RegioTram.

As part of its marketing campaign, the local transport authority has brought in a local family as the faces of the RegioTram.

The Tremmers can be followed on www.familietremmer.de. For instance, Rainer Tremmer uses it to commute to work, and for leisure in the evenings and at weekends.

The idea is to showcase the system's advantages – modern, environmentally friendly, comfortable, inexpensive, fast and safe – by showing how the RegioTram has become an integrated part of their day-to-day lives.

achieved. Consultants to evaluate the Sintropher options have been appointed. These are Steer Davies Gleave, supported by engineers, Mott MacDonald.

As the funds available have been reduced following the withdrawal of English regional funding, the consultants' brief is being reconsidered. The Sintropher appraisal work is now on target to achieve outcomes agreed with the Lead Partner, which will be submitted within the Strike 2 submission.

A project to improve Talbot Square outside the Grade 2-listed Blackpool Town Hall is to be implemented, part funded from the resort's Local Transport Plan. This work will accommodate a future delta junction and platform for a tram system.

will be investing in the development of the whole railway station area to create a seamless multimodal interchange point in which the new railway station building will be the centre. The municipality wants the works to be ready for the World Cyclo Cross Championship that takes place in Koksijde in January 2012.

In **Diksmuide** the development of the master plan for the railway stations area kicked off on 9th March. This master plan is designed to turn the railway station area into a seamless multimodal interchange for train, bus and other modes like car, bicycle and pedestrians. The design will increase the accessibility of the area. The master plan has been developed with DeLijn, the public transport company for buses and

trams in Flanders, to integrate a new investments in the area such as the bus station and a more accessible subway access to the platforms.

In **Veurne** a master plan was developed that led to an agreement between the NMBS / SNCB-Infrabel (railway companies) – DeLijn and the City of Veurne. As a result, technical studies into the development of the subway access to the train platforms and future tram platforms can start. This investment will be completed in 2012.

Future tramway extension from the coast towards the regional transport hub in Veurne

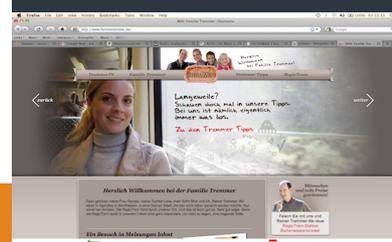
DeLijn West Flanders conducted a feasibility study for the tramway extension from the Belgian coast in Koksijde inland towards the railway station in Veurne. Several possible routes have been defined from which the best options were selected for further technical feasibility studies. On this basis, a preferred alignment will be chosen for further work-up and detailed design over the next two years.



West Flanders BE

Investments in West Flanders stations prepared and initiated

The demolition of the old railway station in **Koksijde** began on Tuesday 1st March. This marks the start of much bigger work: in nine months the municipality of Koksijde



Commission Unveils 2050 Roadmap for European Transport

Spotlight On...

As part of the Lead Partner Team, Véronique Shipley and Lenore Scott job-share the Assistant position.

Véronique, after graduating in Public Relations, moved to London in 1991, and worked nine years in broadcasting before moving into Facilities Management. Since joining Sintropher in September 2009, she combines this role with English Literature studies.

Lenore studied industrial business administration and has worked in a variety of business sectors in her home country Germany, fulfilling administrative roles. She moved to England in 2010 and joined the team in May last year.

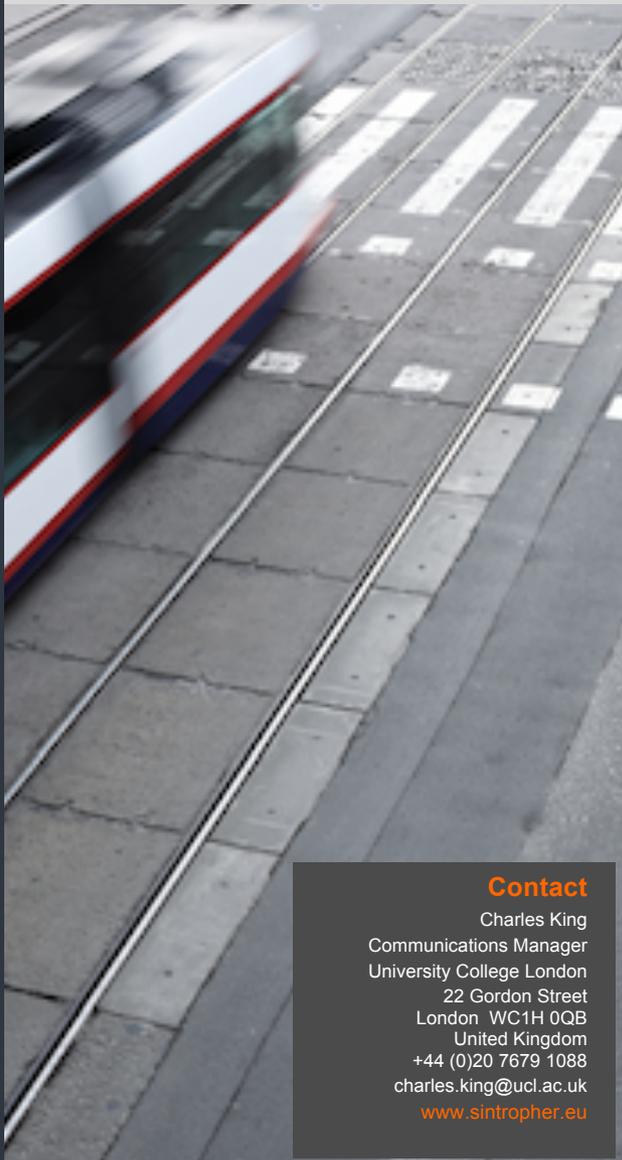
Besides the general office organisation, such as travel planning, dealing with expenses, filing issues and correspondence, Véronique and Lenore are responsible for the management of records, the creation and development of different databases, the organisation of meetings and minutes taking. In addition, they support the Project, Communication and Financial Managers to make sure all runs smoothly. Both like the flexibility of a small team where their own ideas, creativity and motivation are in demand.

The European Commission has published (March 2011) its new Transport White Paper, a 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system'.

The roadmap contains 40 concrete initiatives to be put in place over the next decade and beyond to build a competitive European transport system that will increase mobility, remove major barriers in key areas, fuel growth and employment, dramatically reduce Europe's dependence on imported oil (currently estimated at around 96%) and cut carbon emissions in transport by 60%.

Some of the paper's key goals to be reached by 2050 include:

- no more conventionally-fuelled cars in European cities - as part of the EU's Green Cars initiative, €24.2 million from the European Investment Bank and the 7th research and development framework programme (FP7) will be put towards a cross-European electromobility initiative, Green eMotion, aiming to exchange knowledge and develop market expertise on electric vehicles, smart grids and urban mobility
- a 40% use of sustainable low carbon fuels in aviation and at least a 40% cut in shipping emissions
- a 50% shift of medium-distance intercity passenger and freight journeys from road to rail and waterborne transport
- improving the efficiency and infrastructure of the European transport system
- introducing a new infrastructure financing system, to coordinate European and national public funding around the most strategic projects with the most EU added-value



Contact

Charles King
Communications Manager
University College London
22 Gordon Street
London WC1H 0QB
United Kingdom
+44 (0)20 7679 1088
charles.king@ucl.ac.uk
www.sintropher.eu

Regionalmanagement
NordHessen



ProRail



UNIKASSEL
VERSITÄT

