

Light Rail (UK)

All Party Parliamentary Light Rail Group

House of Commons
London SW1A 0AA
Ref: LR Apping Parliamentary Sponsors 2018



Conference

The Re-introduction of Steel Wheeled Trams to Bath



Amsterdam – before and after – note the cyclists ignoring the tram tracks

DATE AND TIME	LOCATION
Sat, November 24, 2018	Bath
9:30 AM – 5:30 PM GMT	Widcombe Social Club Widcombe Hill, Bath Bath BA2 6AA

Note this agenda is provisional –

This meeting by invitation only, where MPs, Stakeholders etc., within the Light Rail industry and invited members of the Public will have a chance to discuss debate and raise questions concerning Light Rail & Trams.

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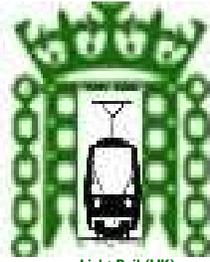
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Trams for Bath?

**Hosted by Wera Hobhouse MP and Bath Trams.
Saturday afternoon, 24th November**

Looking at the case for trams, where they could be deployed and the next steps.

[Click here for latest programme](#)

Bath MP Wera Hobhouse and Bath Trams are hosting a conference on the re-introduction of Trams for Bath as a solution to the congestion and pollution issues, as a stimulus to Bath's economy by facilitating shoppers and workers entering the city, and as a solution to movement in the public realm within the city.

In addition to a comprehensive network within Bath, tram connections to Chippenham, Radstock, Bristol and Bristol airport are proposed.

Experts from the transport sector will be giving their views, along with the leaders of the local political parties.

Note. All the hills in Bath are accessible to trams, and the routes indicated on the map have been surveyed and are more than wide enough.

A professional study indicated that at least 4 of the proposed routes were likely to be feasible "no show stoppers".

There are many trams systems serving towns smaller than Bath, and France has recently re-installed 27 systems specifically to revitalize the hitherto declining city centres.

In Britain, all the new tram UK systems including Edinburgh, have proved wildly popular and generated pressure to extend them, and have been shown to attract people from cars and thus to reduce congestion and pollution. Buses do not do this

Bath Trams assume "on-street running" where trams and cars share precisely the same narrow strip of road as is the case in many continental cities. ie, no special dedicated tram routes are required.

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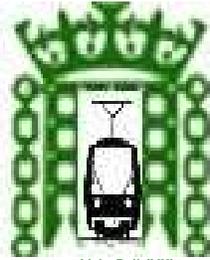
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Modern slab track systems can be installed over-night without major disruption to traffic or services, and can span all Bath's cellars. (Edinburgh used the wrong track system causing enormous installation delays partly due to the need to re-locate services and disruption which will not be repeated in Bath).

Tram systems have a high modal switch from cars are preferable to buses, because car drivers do not find buses an acceptable alternative, whereas they will accept trams.

This acceptability to car drivers means it is politically acceptable to the general populace and shopkeepers to restrict cars in cities if a tram system is installed results in a higher retail footfall, which is not the case with buses.

The transition to electric vehicles will only make a small reduction in deadly particulate pollution from engined cars, because as much particulate pollution particularly of the dangerous very small size comes not from the engine but from ground-up road material, tar and rubber tyre dust, and in any case, these will not help congestion.

The typical highways entering Bath can carry about 1000 cars per hour, buses could manage maybe 15,000 per hour and trams 40,000.

With a tram system it is possible to control traffic lights citywide (Green Wave Traffic Light Pre-emption) so that trams can have precedence, and thus get through traffic by having lanes cleared well ahead.

For non-obvious reason, this is generally not effective with buses. (basically, it would require 3 - 5 times as many buses and therefore 3 - 5 times the number of interventions which is not practical as the multiple pre-emptions mutually conflict)

There will be further announcements regarding speakers, agenda and venue. Click below for latest agenda:

by David Andrews, Bath Trams

<http://www.bathtrams.uk/>

<https://www.eventbrite.com/e/the-re-introduction-of-steel-wheeled-trams-to-bath-tickets-50781656301>

Please note the agenda will change over the next few days as it becomes populated with speakers.

Commercial entities are welcome to sponsor and display their marketing materials.

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