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Dear Wera Hobhouse MP
Chair
Applrg.

You will note that now Bath has received funding for a full transport study, and I understand from Mark Shelford that UK Tram will be providing the scoping study for the consultants. Mark Shelford has suggested to me on several occasions that I approach UK Tram in order to be appointed a local representative of some sort for UK Tram, on the basis that we have accumulated considerable knowledge and respect from the local authorities. As I am sure you are aware, it is solely due to my efforts, which persuaded B&NES to support this, (with help from Mark Shelford) and the continual professionally applied pressure and well-founded arguments that has

- a) provided the money,
- b) persuaded WECA to not only extend the Bristol route from Keynsham to Bath, but also to look at trams in Bath.

Therefore, can we please meet up soonest to discuss this further.

By the way, I should mention that we have no allegiance to any proposed untried technology or track systems - that is not our expertise.

Can you also please forward this press release, or a version of it to your media contacts.

With best Wishes

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



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Bath secures funding for study into rapid transit

At a meeting [Bath and Bristol Trams](#) Wednesday night, Mark Shelford, BANES cabinet member for Transport reported that funding had been secured from WECA of £1.95 m for the Bristol mass transit study to develop the feasibility and business cases which will include the spur from Bristol to Bath and villages and towns in between.

A further tranche of £450k has been secured from WECA to investigate the Bath mass transit study looking at all options including trams.

Dave Andrews, Chair of Bath Trams said "this is excellent news and we hope that the study confirms what we have been promoting ie a fixed on-street running rail link, and a fixed on-street rail tram network within Bath, on the basis that buses or busways have never solved a traffic problem in any British city - the failing Bristol busway (widely opposed by locals) being a good example. Car drivers simply will not use buses as they do not offer the required quality of service, in terms of comfort, prestige, reliability that a tram can"

Bath Trams promoted the concept of trams in Bath which lead to the BANES commission an initial study from ATKINS which indicated there were " no show stoppers" for at least 4 tram lines in Bath.

Dave Andrews also said " anyone who has travelled in Europe will know that numerous cities in Europe have a tram system, including historic cities, and those smaller than Bath, where it is obvious that only a tram can deliver less traffic congestion and commercial regeneration, and it is amazing that a high profile heritage city such as Bath does not have one. He cited the Coliseum in Rome, and the Grand Opera House in Vienna with trams running close by, with the Opera House having tram wires attached to it"

He said that "Bath Trams will continue to point out the hard evidence that buses, on their own simply cannot deliver good public transport that car drivers will use. There are no Bus based Rapid Transit in Britain that have actually worked - most turn out to be white elephants."

Ultimately, we need Radstock and other Somerset towns connected by light rail / tram to the Bath Bristol network to enable people from out of the cities to get to their work, on time, reliably and at not excessive cost.

References to evidence for all these points can be found in the attached letter below, to WECA.

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