

A Tram for my Constituents



Stephen Metcalfe MP

South Basildon and East Thurrock



All Party Parliamentary Light Rail Group meeting 7 October 2020



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Goals and ambitions towards a sustainable greener future

I firmly believe in protecting both the UK's vibrant ecosystem and the natural environment worldwide. Environmental and economic progress are not just compatible: they depend on each other. The Government is committed to being the UK's greenest ever, and has established a 25-Year Plan to Improve the Environment to help achieve this goal.



Thurrock has ambitions to deliver significant numbers of high-quality housing, major infrastructure and regeneration schemes. This ambition, coupled with the creation of new mixed-use developments, substantial environmental improvements and enhancements to the public transport network, will transform Thurrock into the economic hub of south Essex by 2035.

Basildon too is attracting significant development funding to underpin its continued growth and its status as a centre for technical and engineering excellence.

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Sustainable, efficient transport a key element for growth

South Essex has become increasingly more difficult to move around by car, with greater road congestion causing delays to journeys and cost to the local economy. This situation is likely to get progressively worse with expected further development. An efficient integrated transport solution needs to be found that does not rely on the motor car.

Thurrock – Gets Business, Does Business, Means Business



£20 billion of investment in jobs, homes and infrastructure, **1,000 acres of land** ready for business development, **3 international ports** along 18 miles of riverfront, **30 minutes** from central London by train, **24,500 new jobs** to be created.



Above: Typical view of the congested Dartford crossing

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Transport options

Within the public transport options available as part of an integrated solution, there are buses, trams and trains. Each has its own strengths and weaknesses.

Tramways, in particular, are poorly understood in parts of the UK. South Basildon and East Thurrock have been fortunate in being supported by a team at Thames Gateway Tramlink. With more than 100 years' experience in public transport planning, transport engineering and transport infrastructure project management of all types, they are well placed to evaluate all options.

Thames Gateway Tramlink (TGT) are promoting the KenEx cross river tram which will provide a sustainable economic boost to the local economy and allow a better flow of people across the river for work, leisure etc.

TGT expect the project to replicate the success of the cross river light rail to Woolwich Arsenal. So successful has that light rail river crossing been that it is due to be supplemented by Crossrail. There are even plans by TfL to build a second light rail crossing nearby!



Above: Moroccan tramway

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Trams as part of the solution

The advantages of trams within a complete transport solution include:

- 1) Greater ability to achieve modal shift from car than bus (20% to 25% compared to 5%)
- 2) Tram operating costs per passenger lower than either bus or heavy rail within its ideal patronage range
- 3) No highly toxic non tailpipe emissions (PM2.5 from tyre, brake and road wear)
- 4) No CO2 emissions at point of use
- 5) Track “fixity” provides for a permanent economic enhancement corridor
- 6) A popular high quality transport solution



"the sustainable tram solution linking Kent and Essex"

Non exhaust emissions

Air pollution is still the largest environmental risk to public health and contributes to shortening and reducing the quality of life for thousands. Fine particulate matter (PM2.5) is widely understood to be the pollutant that is the most damaging to health. Defra July 2019.

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Trams in South Basildon and East Thurrock

TGT are working closely with the team at Thurrock and ASELA (Association of South Essex Local Authorities) actively contributing towards a new Transport Strategy. Feasibility work to date has involved looking at the key Grays/Basildon/Canvey Island triangle (right) where several possible cost effective tram routes are currently being evaluated to work in conjunction with local rail and bus operators and include major employment centres around London Gateway Port and Logistics.



Furthermore, TGT are working closely with South Essex College to establish the training and expertise necessary for advanced tram technologies and future industry.



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Conclusion

We can, and I believe we will, be the first generation to leave the environment in a better state than we inherited it. I work to realise this green ambition in Parliament and locally in Basildon and Thurrock.

Stephen Metcalfe

Member of Parliament for South Basildon & East Thurrock



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