

Bath Area Trams Association national conference

TRAMS* BEAT JAMS!

No overhead wires needed
in historic Bath!

and can provide Pollution Solutions
in Bath, Radstock, Frome and Bristol

All are invited to make their views known at a 1 day conference on
Saturday 8th February 2020

At Bath Royal Literary and Scientific Institution,
16-18 Queen Square, Bath BA1 2HN

Admission £5 - £15 including tea / coffee / light
lunch - just turn up or preferably book at
www.bathtrams.uk or by email to
tyningroad@gmail.com



Doors Open 9am
Presentations from
industry professionals
and politicians from
10am - 4.30pm

*Integrated with buses

One thousand times less particulates and less greenhouse gas emissions
whilst carrying more passengers, more comfortably than any bus

PROGRAMME: Bath Area Trams Association national conference

- 09:00 Registration: Coffee & Biscuits**
- 10:00 Welcome: Mark Shelford** *standing in for Dave Andrews, Chair of Bath Area Trams Association*
A warm welcome to all our delegates and speakers, to explain that Dave Andrews had to fly to West Africa last night on business, and to introduce **Andrew Braddock** as our chairman for today.
- 10:10 Opening Remarks: Wera Hobhouse MP, Chair, All Party Parliamentary Light Rail Group:**
Wera continues as the MP for Bath, having been re-elected at the 2019 general election by an outstanding majority of 12,322 votes, is the Liberal Democrat Spokesperson for Climate Change and Environment and Chair of the All Party Parliamentary Light Rail Group.
- 10:20 The Case for Trams: Andrew Braddock Consultant and Vice-President Light Rail Transit Association**
Andrew will highlight the various benefits of trams such as modal shift to trams from cars, the low carbon footprint, the added attraction to business whenever implemented, referencing successful UK implementations, never achieved using buses or busways. He will also explain that trams can be viable in smaller towns (like Bath) as well as in big cities based on a case study which compares York in the UK to Freiburg in Germany. The two towns are very similar in size, socio-economic data, population, wealth etc. and both have large universities. The big difference is their transport strategies: Freiburg has the highest per capita use of public transport of any city in the world and York has no trams.
- 10:40 Keynote Presentation: Christian Wolmar, published author on transport issues**
The 100 year War. Christian Wolmar puts the current transport situation in a historical context, arguing that with the political focus on climate change and air pollution, we are seeing a historical reversal of a century long trend of car domination. Christian Wolmar is a writer, journalist and broadcaster, specialising in transport, with titles such as "Why Britain Has No Transport Policy" and was named Transport Journalist of the Year in the National Transport Awards in 2007, is the author of a series of books on railway history. He was on the staff of The Independent (from 1989–97) and their transport correspondent for four years from 1992, covering the privatisation of British Rail by the Major government and continues to write a regular column for RAIL magazine. He is a critic of rail privatisation and opposed to the construction of HS2, the planned high-speed railway linking London, Birmingham, Leeds and Manchester.
- 11:00 Coffee and networking:** Note that forms for questions will be handed out and these will be put to the Technical Panel later
- 11:30 Ultra Light Rail – the highly affordable, gas & mechanical powered hybrid tram-train option Cllr Beverley Nielsen**
Associate Professor and Director of the Institute for Design & Economic Acceleration (IDEA) She has worked at Birmingham City University (BCU) for over 12 years supporting start-ups' growth and helping students into employment. She has assisted over 45 new businesses through early development, most recently as Chair of Ultra Light Rail Partners Ltd and Boundless Outdoors. She is a Liberal Democrat Councillor on Malvern Hills District Council with responsibility for the Economic Development Portfolio..
- 11:50 Light Rail Technology for Coventry and Bath: Dr Nick Mallinson, Warwick Manufacturing Group**
Nick is currently Programme Manager at Warwick Manufacturing Group which is leading a consortium that is developing a lower cost tram solution on behalf of Coventry City Council and Transport for West Midlands with the aim of achieving a system cost of £10m per kilometre. In January 2012 Nick was appointed Programme Manager for the newly established Warwick Manufacturing Group Catapult Centre for High Value Manufacturing. This centre is focussed on collaborative research with industrial partners in the area of low carbon mobility, in particular the light-weighting of vehicles and improved energy storage and management solutions for electric and hybrid vehicles.
- 12:10 A short announcement from Chris Donovan, Head of Media Studies at Writhlington School, Bath and North East Somerset**
Writhlington is the main secondary school in the Radstock area and became an academy in October 2011
- 12:15 Lunch will be held in the Bath and County club** *Go out of the main door, turn left, cross over the road and it is on the right*
- 13:00 John Hammond, Director at P CAT Pre-cast Advanced Track Ltd – low cost prefabricated, rapidly installable tram tracks**
John will discuss PCAT's system that enables tram tracks to be installed with a minimum of excavation and capable of spanning Bath's vaults without damage being and protecting the vaults from damage by other vehicles
- 13:20 The Costs and Feasibility of Reinstalling Trams in Bath. Giles Atkinson, EGIS**
The large French engineering group EGIS has engineered the re-installation of many of the 27 French tram systems that have been re-installed since the war. They will give their views on the costs and feasibility of re-installing tram in Bath based on their experience of similar sized towns. Egis' expertise covers the complete range of rail transport including: conventional or high-speed lines, regional and commuter systems, multi-modal hubs, freight rail, stations, platforms, rail and road sites.
- 13:40 Tramway Safety David Walmsley - BSc, PhD, CMILT, MCIHT, UKTram**
The first priority for all railways and tramways is to ensure that passengers, staff and all who come into contact with the system are safe. This is especially important for tramways which run in the street and interact with pedestrians and other road users.
- 14:00 The Technical Panel of experts and speakers chaired by Christopher Maltin:** the members of our expert panel will each give a brief introduction for less than one minute to add anything they think is significant and which has not already been included in their descriptions.

BATA Second National Conference: PROGRAMME, continued

14:05 Comments and answers to questions submitted to the technical panel and speakers by the delegates:

David Rumney – *utilities and tram planning*

David Rumney is a chartered engineer and a (retired) member of the Institution of Civil Engineers, the Institution of Highways and Transportation and the Institute of Arbitrators. David was involved in the planning of many UK successful tram systems such as the Manchester Metro-link, Birmingham, and has had varying levels of involvement in the Croydon, Liverpool and Nottingham tram networks.

David Walmsley *BSc, PhD, CMILT, MCIHT, UKTram*

David Walmsley was formerly Fixed Track Executive at the Confederation of Passenger Transport after working at the Transport Research Laboratory, mainly on public transport projects. Since retiring in 2012 David has worked on a European tram safety project and on some projects for UK Tram. He is an individual member of UKTram and a Council Member of the Light Rail Transit Association.

Christopher Maltin – *Chairman of Organic Power Holdings Ltd*

Christopher is a qualified and experienced mechanical engineer whose life has been developing environmentally friendly vehicles and clean fuels and has been involved in the design and construction of over 100 niche vehicles which have completed over 30 million miles, trouble free. He has advised governments and regional committees all over the world, and was the UK's representative on the bioenergy committee of the International Energy Agency for eight years.

James J Harkins – *Managing Director at Light Rail (UK), FCILT, MTPS*

Jim is a leading member of the All Party Parliamentary Light Rail Group (also providing secretariat support), is chair of the TramForward Campaigns Group and also Chief Engineer at Transport Design International with some current tram projects. In regards to the Cheshire tram system Jim stated "The main aim is to target car users. We hope that by putting in a light rail network we can get about 30 to 35 per cent of people out of their cars. We are not competing with heavy rail trains, we see it as a service enhancement."

Bob Chard – *ULR consents and approvals; expert adviser to over 20 promotional teams*

Bob is an expert in consents and approvals procedures for major transport infrastructure projects and urban transit systems, with over 40 years' experience in consultancy, local government and academia, as well as formerly being a member of the Royal Town Planning Institute. He is also a UK Tram member, town planner and transportation consultant with expertise in environmental resources protection and management, town planning legislation and government policy.

14:30 Brief Overview of Previous Tram Systems in Bath plus Recent and Current Mass Transit Studies:

Cllr Neil Butters BA, MBA, FCILT. B&NES Joint Cabinet Member for Transport Services – lead for rail, and Member of WECA Transport Board. A former career railway manager, Neil served as Secretary to the Railway Heritage Committee (RHC) – a national statutory body sponsored by the Department for Transport – from 1998 until his retirement in 2013. (He now serves as a Member of the RHC's successor body the Science Museum Group's Railway Heritage Designation Advisory Board.) A councillor locally since 2007, he was previously a Borough councillor in Swindon. Between 1985 and 1987 he was seconded by BR to the role of Assistant Director of Bath Enterprise Ltd, at Green Park Station.

14:50 Coffee and Networking

15:30 Lower Cost Tram Solutions: Professor Lewis Lesley, BSc, AKC, PhD, CEng, FRSA:

Lewis was formerly a public transport officer for a large local authority which involved fifteen years of researching into buses. After realising that "buses have their limitations" he switched to light rail, essentially to try to make light rail costs equivalent to bus costs and now boasts of having fifteen patents for light rail development to his name. Lewis was Technical Director at Tram Power Ltd. for 17 years, and also invented an easy and cheap to install track system

15:50 Tramways in a World Heritage City: Tim Kendell, BSc, CEng, MICE, MAPM, FPWI

Tim has recently retired from the DfT where he was their Infrastructure Technical Manager and the Technical Lead for the Tram Train Pilot. He has experience in track, station and depot design and was Project Engineer in the planning stages of major projects such as Thameslink 2000, taking the Southern Extension of the East London Line through the TWA Order process. He has been an Expert Witness at Inquiries for railway projects in London and Hong Kong and has planned potential alignments for the feasibility study for Dublin Metro West.

16:10 Panel Discussion and questions from audience: Local politicians and Business view

Cllr Neil Butters – Liberal Democrats

Chris Watt – Conservatives (representative speaker may change)

Labour partly – TBA

Dominic Tristram – Green party

Jeremy Labram – Federation of Bath Residents' Associations

16:40 Summary and next steps: Mark Shelford standing in for Dave Andrews, Chair of Bath Area Trams Association

Outlining BATA's 2020 vision to establish and have agreed the plans for clean, sustainable, transport in Bath and the surrounding area and explaining how this will be achieved whilst protecting the underground vaults in our historic city.

17:00 Conference Ends

For your consideration

Unprecedented media coverage, obvious climate change and appalling urban air quality will ensure the transition to zero or negative carbon and low particulate transport is inevitable.

Time after time incompetent UK Governments of all political persuasions have made calamitous transport policy decisions based on, or influenced by, the wrong information promulgated by individuals with vested interests or well funded organisations anxiously wanting to maintain the status quo whatever cost this may be inflicting on the rest of society.

Decisions such as the Beeching rail closures orchestrated by roadbuilder Ernest Marples, a tax on the diameters of the pistons in an engine, taking 15 years to ban the use of lead in petrol and the promotion of diesel vehicles were later all widely discredited and now seem absurd. They have resulted in damage to the British motor industry, congestion and pollution in our cities and an atrocious transport infrastructure with which the public have to struggle on a daily basis.

More recent decisions to prohibit the future production of cars and vans with internal combustion engines and to promote electric vehicles have failed to take into consideration the improvements to air quality which can be effected by the former acting as vacuum cleaners, sucking in polluted air and blowing out cleaned air, nor has sufficient account been taken of the latter's use of precious finite resources, the need to quadruple carbon-neutral electricity generation, its distribution and the creation of the necessary charging infrastructure.

Air pollution is thought to cause and contribute to as many as 40,000 premature deaths a year in the UK already, especially among vulnerable people such as those with existing respiratory problems. Perhaps even worse are the unknown effects on young children, the development of whose lung capacity is almost certainly being stunted resulting in permanent, irreversible damage to their long term health resulting from exposure to these pollutants early in life. In aged school buses the quality of the polluted air inside is many times worse than the air quality outside. Not enough has been done to combat the serious damage to human health from polluted air caused by transport. Research in June 2018 showed it cost the NHS in excess of £6bn and that more than 8% of all the drugs bought by the NHS were for treating respiratory problems.

Now more than ever the government needs to take correct and unbiased action. Urgently.

The new trams in Britain have already achieved significant reductions in pollution and congestion, something buses have never been able to bring about.

As has already been proved conclusively all over the world, the introduction of a tram system in Bath and the surrounding area will be the basis for this highly popular and effective system of public transport. Polluting particulate emissions from buses' tyres abrading road surfaces is actually over one thousand times greater than the particulates from their exhausts. Trams have no tyres and driving their steel wheels on steel rails requires 85% less energy than do wheels with inflated rubber tyres on road surfaces.

Think of trams with their zero polluting locally produced biomethane fuelled engines running on steel rails, which will reduce the present load on our historic underground vaults, as large vacuum cleaners sucking in the polluted city air and emitting it clean and particulate-free. Something so desperately required, but which electric buses and cars cannot achieve.

So we now kindly ask you to complete a pledge form to help towards empowering the Bath Area Trams Association, whose members have organised this conference, to carry out the following:

BATA will put forward politically and commercially unbiased and thoroughly researched grounds to make a strongly-documented case to the government and our local authorities, for pragmatic and practical measures to be implemented which improve public transport and are cleaner and more efficient, in order to help tackle our severe local air pollution and congestion problems while at the same time reducing the effects of transport on the global climate crisis.