

Ladies and gentlemen thank you for the opportunity to speak.

I want to get over to you the simple idea that simply clamping down on car traffic in Bath using LTNs etc whilst a very good idea in principle, for climate, environment, and health reasons, will overall have a detrimental effect on Bath's economy and general well-being, unless an alternative form of transport is provided that is acceptable to motorists.

Something like 80% of the traffic in Bath is generated by motorists driving **to the city**, moving around the city shopping, visiting, school run, etc...it's not caused by people driving through it.

They do this because the bus service is unable to provide a reliable, sufficiently frequent and acceptable service. And there is irrefutable evidence demonstrated by numerous UK city failures that for technical and economic reasons a bus service is simply not able to provide an acceptable alternative.

The only technical solution that has proven to be attractive to motorists in 6 or so other UK cities has been to reinstall trams which for various reasons that are well understood, can offer a service acceptable to motorists. This is because they are fast, comfortable, not cramped, spacious, higher frequency, comfortable and more prestigious than buses and are in fact cheaper in the long term.

If cars are simply restrained by LTNs then the users will go elsewhere either shopping online or in other cities and this will continue to cause the gradual commercial decline of Bath and the general degradation of the pleasure and amenity of living here.

Therefore whilst it may well take 10 years to get our first tram in it is essential to start planning now on the assumption that we will be using trams.

Electric cars and electric buses are no solution to the traffic and congestion problem. Clearly just substituting electric cars and buses will not improve the congestion or moving around situation. Furthermore electric cars and electric buses are nowhere near as environmentally benign as is claimed due to the huge environmental bill in mining the rare metals. And electric cars and electric buses have a much high energy consumption than a similar tram.

There is also the issue of the rubber tyre dust which is a significant atmospheric pollutant.

Electric trams on the other hand which do not need overhead wires produce zero pollution at the point-of-use and have a much lower energy consumption.

We therefore urge the council to pressure WECA to build the first line which would be a tram line from Bristol to Bath running through to Batheaston and also support our proposal for trams from Radstock and Chippenham.

New houses should no longer be plugged down in Greenfield sites with two parking spaces on the assumption that residents will drive from the the housing estate to the nearest city for work education and other services.

Do what Freiburg does which is insist any new development is located within 400m of a like rail line with a resultant huge drop in car traffic.

We do not want a a Metrobus type scheme as these have universally shown to be useess in terms of attracting car drivers.

We do not want to see worker spending 10 million like Swansea did on a metro bus type scheme only to take it out a few years later.

Robust scientific evidence to backup these claims are all on the Bath and Bristol Area Trams Association website.

Best Wishes

David Andrews
Chair Bath Trams
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