

TramForward

Campaigning for Light Rail

PRESS RELEASE FROM *TramForward*

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TramForward calls for another look at central London tram schemes.

TramForward congratulates Sadiq Khan on his election as Mayor and looks forward to him working with the London Assembly and the Boroughs to further improve the capital's public transport.

It will be especially important for him to implement policies that can reduce the serious problem of air pollution caused by tail-pipe emissions and the harmful particulates arising from the interaction between rubber-tyred vehicles and road surfaces.

Andrew Braddock, Chairman of the Light Rail Transit Association, said "In particular, there is an urgent need for the new Mayor to invest in surface public transport by restricting traffic and developing a tramway network along the most heavily-used bus corridors in central London". "With the city's continuing growth in population", he added, "it is essential that the busiest bus routes are upgraded so that greater capacity can be offered at an economic cost. As dozens of other cities around the world have found, light rail systems bring significant benefits in terms of reduced car dependence, economic regeneration, job creation and environmental improvement".

TramForward urges Mr Khan to look again at the plans made at the turn of the century for "Cross River Tram" which had the strong support of the Boroughs through which it would run. This would serve as a local distributor for the Kings Cross and Euston to Waterloo corridor, as well as greatly improving connectivity to inner south London - all of which are both congested and polluted. The well-known problem area of Oxford Street could be eradicated by a similar east to west tramway which would work perfectly alongside the plans to pedestrianise this famous shopping artery

London's 8,500 buses are major contributors to the city's current poor air quality and hybrid vehicles are only a partial solution, while the sheer numbers of buses on the busiest routes create their own traffic congestion.

Plans for tramways have often been rejected on grounds of cost but they could be built for less than a tenth of the expenditure per mile of the two Crossrail schemes, and would substantially reduce the operating costs of the busiest bus services.

With a newly-elected Mayor and London Assembly in place, now would be a good time to look again at modern trams for central London.

NOTES FOR EDITORS

1. **TramForward** is the campaigning arm of the Light Rail Transit Association (LRTA).
2. The LRTA is the world's leading organisation campaigning for better public transport in urban areas through light rail, tramway and metro systems and has been in existence for more than 75 years. It also supports the revitalisation of suburban and rural transport through the application of light rail and TramTrain technology.
3. The LRTA acts through its network of local branches, which campaign for better transport in their areas.
4. Membership of the LRTA costs less than 14p a day. To join, visit www.lrta.org or write to the Membership Secretary, LRTA, 38 Wolseley Road, Sale, Greater Manchester, M33 7AU. Members receive the monthly magazine *Tramways & Urban Transit* - written and read by experts in the field - and gain other benefits including discounts on videos and books, tours of transport systems and cut-price admission to selected transport museums.

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