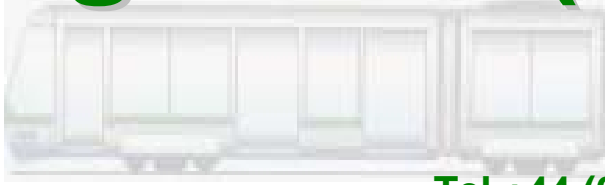


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6th March 2006

(1)

Trams – Garden Festivals – Liverpool Waterfront

Using the following as loose template, it would be possible to establish a Tourist Tramway in Liverpool – Waterfront Area and the Two Loops very quickly

In the 80's there was a need for regeneration in many UK Cities and amongst the many schemes proposed there was "The Garden Festival" Concept. This concept was a low budget scheme to revitalise derelict, rundown inner city and waterfront areas and a number of cities participated, Glasgow, Gateshead & Merseyside (Liverpool) in particular.

Merseyside was rated as a failure compared to the other two mentioned and amongst these reason was internal transport – they did not opt for the well proven by this time theme of using first generation, local trams. The others in this study as follows did.

(1) Glasgow and Gateshead in UK

(2) Glasgow: 1 mile of track in loop with stub terminal, partly using old dock railway track
(a mistake!)
Gateshead: ½-mile end to end (Approximately)

(3) Number of vehicles: 3 in Glasgow (Glasgow 22, Edinburgh 35, Blackpool 'boat' car). Subject to correction, the same in Gateshead (MET 331, Newcastle 102, Gateshead single-deck car.)

(4) Manning was driver plus guide / conductor in both cases. A small depot was also necessary, and a maintenance engineer.

(5) Numbers carried: I will need to check 'Modern Tramway' archives for exact figures. In both cases the number of passengers was much more than expected; in Glasgow there quite long queues for trams. (Numbers to be notified)

(6) Costs: I will need to check 'Modern Tramway' archives ditto. In both cases the trams more than 'broke even', though as fares were not charged on the cars, this is based on what the post-festival audit said, and there are no direct figures.



A member of the Transport & Training Services Group.

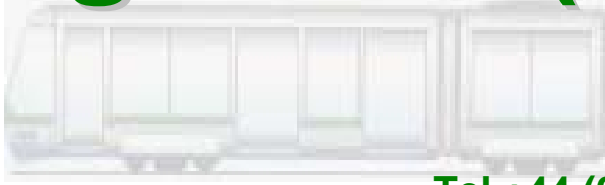
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Ref .LR Waterfront Garden Festival Outline



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(2)

(7) Success? Local press was very favourable to both; in Gateshead one tram (MET 331) was repainted in 'British Steel' livery by corporate sponsorship (a useful point for you here) Visitor feedback was positive, and there were no reported accidents.

In contrast, in Glasgow there was also a miniature railway with ambitious computer-controlled signalling (more sensibly, the trams drove traditionally on line-of-sight with no signals). You can guess what happened regularly every week or even every day, and complaints from visitors were numerous. (Having been personally stuck on a stationary train there for two hours with a fractious five-year-old in tow, I nearly wrote in to complain myself.)

In short, if it doesn't work, visitors will shout.

There were no shouts about the trams, therefore they worked.

(8) National Tram Museum (NTM) Crich, who also provided the vehicles, carried out tram maintenance and driver training; the festival organisers laid the track and erected the OHL. Some track in Glasgow was ex-dock railway, but the simple point work at the stub terminal and the loop were new (and worked better than did the re-used dock railway track.)

(9) In Merseyside, we already have a working museum tramway in Birkenhead run by Wirral Borough Council and Merseyside Tramway Preservation Society, with technical assistance from Blackpool Tramways (who are particularly good at erecting OHL in traditional style but with modern materials). I will liase with Birkenhead the museum tramway and its sponsors to get them 'on-side' as soon as possible, they have much local experience/expertise that would go down well with your Liverpool audience. Nice as the idea might be, I don't see the Wirral Museum lending any of its restored tramcars for intensive all-Festival use, though they have a couple of 'new' Hong-Kong built double-deckers that see much less use than they did now that the restored museum trams are operating, and which might be available. Blackpool is the obvious source here, though NTM Crich has a restored Liverpool Green Goddess (869) and also MET 331 (ex-Gateshead festival), both of which will handle crowds with ease.

If there was a lesson from UK tram use in previous garden festivals, it was "the bigger, the better" in terms of swallowing crowds of visitors.



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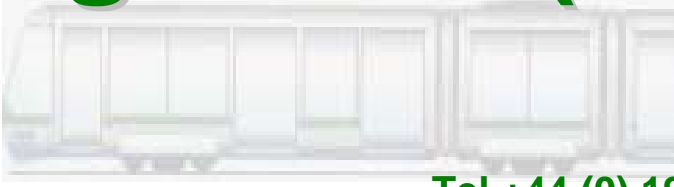
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(3)

I hope the above will give you some ideas of what can be achieved

Regards

Jim Harkins
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Cc David Orchard



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