

**WEST OF ENGLAND COMBINED AUTHORITY**

**OVERVIEW AND SCRUTINY COMMITTEE**

**24 JANUARY 2022**

**Statements received for this meeting:**

1. David Redgewell – Budget and transport issues
2. Peter Travis – Transport
3. David Andrews – Transport
4. Christopher Maltin – Transport



## **STATEMENT 1 – David Redgewell**

Public statement on the budget and transport

Public transport users and voters are concerned about the Bristol city council and the city mayor, Banes and South Gloucestershire council passporting the support bus subsidies to the west of England mayoral combined Transport Authority for the supported service bus Network which provides bus services to some of the poorest communities in Greater Bristol in South, East and west Bristol.

At present the metro mayor Dan Norris has no precepting powers to main bus services and public transport infrastructure like the mayor of the west Midlands Andy Street and Andy Burnham mayor of Greater Manchester. The support bus and coach Network is important alongside covid 19 bus operators recovery grant from the Department for transport grant to maintain the important Great Bristol and Bath city region and North Somerset council bus Network.

Which is under threat from the Department for transport buses minister Baroness Vere of Norborton.

We need to retain covid 19 bus operators recovery grant.  
past April 2022.

As bus services in the west of England mayoral combined Transport Authority and North Somerset council. area no buses are conical and carrying 60% on pre covid 19 levels.

we have bus service cut from 30th January 2022 .

on services 4 Bristol city centre sea mills Shirehampton, Lawrence Weston and Henbury no longer services Cribbs Causeway bus station and food shops services 23 24.

Ashton vale to Bristol city centre has no Evening and Sunday service. services 3 3 a Bristol bus and coach Ashton Gate, Bower Ashton, Pill and Portishead

services 17 Keynsham, Kingswood, Southmead hospital, bus station. the services is withdrawn in the Longwell Green and Speedwell and Soundwell.

services 71 is no longer serving Gloucester road North Filton Ave. now operating Along Gloucester road from Uwe Bus station to Parson street. but not Uwe at Bower Ashton.

Bristol city centre Gloucester road Bristol parkway station and Cribbs Causeway bus station. is diverted in Bradley Stoke area.

Whilst there is a link between Bristol city centre Lawrence Hill St George Hanham Longwell Green Bitton Cherry Garden service 45 change for Bath service 19 via Bitton, Kelston, Weston, Bath Spa bus station

whilst we welcome the connections

the Public transport interchange at Cherry Gardens has no lighting CCTV cameras or proper passengers facilities.

this is the same at Henbury Crow Lane Portishead town centre.

with need for the Town services to meet the x4 x5 ,to Bristol via pill or Avonmouth.

x5 to Clevedon and Weston super mare

In Weston super mare Somerset whilst welcoming the new bus and coach interchanges at £6.8 million pounds.

we are very concerned about the Design of the bus and coach station shelters.

which we feel should be more wind and water proof similar to Bridgwater bus and coach station design or Wells bus and coach station.

Thornbury must have a well designed

bus interchange in the high street and Rock street.

we must restore bus service 18 from UWE Bus station to Downend, Staple Hill, Kingswood, Warmly, North Common, Oldland, Willsbridge and Keynsham Railway station and town centre.

we also need proper budgets for bus stops, bus shelters and interchanges coach stops which are part of the West of England Mayoral Combined Transport Authority Network.

in all other Mayoral Combined Transport Authorities all the infrastructure and staff work for the combined transport Authority.

we also clear budgets for graffiti removals from Public transport interchanges and bus stop and more enforcement by the police and Crime Commissioner and the Avon and Somerset police and the British Transport Police.

Alex Reake Public Transport Safety Partnership is working well with the public transport operators, Taxis, Ferries, British Transport Police, Avon and Somerset Police and Police and Crime Commissioner Office, the West of England Mayoral Combined Transport Authority, North Somerset Council, Banes Council and South Gloucestershire Council.

but Public Transport interchanges and bus stops are very important and well must remove graffiti repair shelters, lighting, real time information systems.

so we must have clear maintenance budgets and prosecution by the city council West of England Mayoral Combined Authority and the Avon and Somerset Police.

The community even with budget savings to keep the city clean as per the Mayor Campaign for Cleaner Street and for Bristol Waste Limited to remove graffiti from across the city again another successful Mayor Policy which must be funded.

we must remove graffiti from buildings and bus infrastructure in South Gloucestershire.

we need to repair broken bus shelters and stops in Odd Down, Southdown Twerton

During Covid 19 we successfully fund Public Toilets in city centre and the harbour.

we must have a public toilets policy and community toilets funding within the budget including in South Gloucestershire Council area, Kingswood, Staple Hill Thornbury, Yate, Charfield, Seven Beach, Cribbs Causeway, Chipping Sodbury, Hanham.

Buses must develop more public toilets in Bath city centre and in Keynsham, Radstock, Peasedown St John, Midsomer Norton and Paulton.

Bus drivers, staff and passengers need access to good quality public toilets.

Of course maintaining public service is very difficult at present with COVID-19. Especially around housing and social care, parks and gardens, sports and leisure centres.

We need to invest in Tourism Bristol and Bath Tourist West as it's worth 4 billion pounds in the bus economy and we need a tourist information centre in Bristol and Bath. One option is to use empty shops in Bristol and Bath Spa bus station.

Tourist information centres in Chipping Sodbury and Thornbury but at other key locations.

But without access to public transport many people in Bristol cannot access employment, education and shopping facilities, health care and leisure and tourism.

On capital budget it's important we fund the works to Bristol Harbour flood defences.

Bristol city region cannot function without investment in high quality public transport.

The West of England Mayoral Transport Authority and North Somerset Council bus service improvements plan and city region plan.

The A37 bus corridor from street Glastonbury, Wells bus and coach station, Chewton Mendip, Farrington Gurney, Clutton, Pensford, Whitchurch, Hengrove Knowle, Bristol Temple Meads and Bristol bus and coach station.

A4018

Bristol city centre, Park Street, Clifton Down station, Westbury, Henleaze, Southmead, Brentry, Henbury and Cribbs Causeway bus station.

We need bus priority to Cribbs Causeway bus station.

We want to see progress on the Bristol to Thornbury metro bus corridor.

Bristol city centre to Yate and Chipping Sodbury metro bus corridor.

A367 Bath Spa bus and coach station, Peasedown St John, Radstock, Westfield, Midsomer Norton, Paulton, Shepton Mallet, Wells bus station.

A369 Bristol city centre to Pill and Portishead.

A370 Bristol city centre to Weston Super Mare.

A38 Bristol bus and coach station and Bond Street to Bristol Airport, Churchill, Brent Knoll, Bridgwater, Taunton, Wellington, Cullompton, Exeter, Newton Abbott and Plymouth.

As far as the Somerset border.

Metro West railway network.

Portway Parkway.

Bristol Temple Meads to Portishead via Pill.

New station at Ashton Gate.

Bristol Temple meads Lawrence hill Stapleton road, Ashley Down ,Filton Abbey wood ,Filton North ,Henbury for cribs causeway.

Bristol Temple meads to Gloucester central with station at Lawrence hill, Stapleton road ,Ashley Down, Filton Abbey wood ,Bristol parkway yate charfield cam and Dursley , stonehouse Bristol road and Gloucester central.

Bristol Temple meads to Avonmouth Dock and Severn Beach via Lawrence hill, Stapleton road ,Montpellier ,Redland Clifton Down station ,sea mills shirehampton, Avonmouth Dock st Andrew road and Severn Beach .

Bristol Temple meads to keynsham oldfield park, Bath spa Freshford ,Avoncliff, Bradford on Avon Trowbridge Westbury and warminster.

Bristol Temple meads station to Bedminster parson street Nailsea and Backwell yatton for clevedon ,worle parkway Weston million , Weston super mare. Highbridge and Burnham on sea Bridgwater and Taunton.

metro west is a very important public transport project for the Bristol and Bath city region.

with accessible station at Bedminster parson street Nailsea and Backwell Weston super mare ,Freshford, Lawrence hill ,Stapleton road, Avonmouth,pilning.

on Mass transit system the key corridor is Bristol city centre bus station

Bristol Temple meads Arnos vale, Brislington keynsham, Salford, Newbridge, Weston and Bath spa bus station.

and one option is to use the North Somerset railway line as a cycling route walking and mass transit bus route to callington Road then the ring road to Bath Road to Hick Gate along the keynsham bypass with interchanges for Keynsham town centre, saltford Newbridge, Weston Bath spa bus and coach station.

we need mass transit line in Bristol.

to the South, East kingswood and North of the city region.

Brislington and Odd Down park and ride site need to be Developed into bus and coach interchanges and we must remove the ODD Down to Bath spa bus station and city centre park and ride service with bus services 171 172 173 174 calling instead.

On Brislington to Bristol Temple meads and Bristol city centre park and ride services with service 178 349 x39 39 services calling instead

it very important to support the city region Public and sustainable transport fund through the west of England mayoral combined Authority.

we also need the 106 planning agreements from YTL arena and housing Development to be released by the mayor for the west of England mayoral combined Authority jointly with Bristol city council to make progress on bus service provision to Bristol city centre. and to make progress on Bristol Temple meads to Ashley Down Filton Abbey wood Filton North Arena station and Henbury for cribs causeway bus station.

we still wish to see the mayor of the west of England mayoral combined transport Authority and North Somerset council set up a bus Advisory Board with passengers and Passengers forum.

like Somerset county council and Wiltshire council.

we note the new time line for the bus services improvements plan and enhanced quality partnership from the Department for transport.

David Redgewell South west transport Network and Railfuture Severnside.

.Bus back better National bus strategy.

in line with the west of England mayoral combined transport Authority and North Somerset council bus service improvements plan.

we like to promotion of intergrated ticket

with Bus fare changes on the 23 rd of January 2022.

The following tickets Avon Rider Bristol Rider Bath, Rider Weston super mare rider ,Wiltshire Rover Rambler freedom passes bus and rail tickets first west of England and first group South west buses of Somerset plus area ticket across Somerset and parts of Gloucestershire Dorset Wiltshire and Devon .

and These promoted in Bus stations at Bristol Bath,wells s yate cribbs causeway Southmead

And Tourist information offices in Bristol Bath wells and Weston super mare bus coach interchange like Cornwall council.

David Redgewell South west transport Network and Railfuture Severnside.

## STATEMENT 2 – Peter Travis

public statement.

Somerset catch the bus campaign

Somerset bus partnership.

Gloucestershire catch the bus campaign.

we are very concerned about the reductions in covid 19 bus service recovery grant from £25 .3 to £226 .5 from from October 2021 to April 2022 .

with 33 bus being withdrawn or cut back on the 30 th January 2022.

Leaving areas of the west of England mayoral combined Authority and North Somerset council with reduced bus service or No Evening or sunday services .

places in the to have reduced services are Portishead with its link to Bristol bus and coach station x3 and 3 being withdrawn leaving just service x4 x5 to Bristol via pill or Portishead.

service 23 from Ashton vale to Bristol is a replacement for 24 a Shuttle bus service Ashton vale to Ashton gate .

connections on to service 24 from Ashton vale to Southville, Bedminster Bristol city centre, Old market, Stapleton Road Eastville park, lockleaze, Horfield and Southmead hospital bus station.

The present services 23 Ashton vale to Bristol city centre has no evening or sunday service.

Ashton vale is on the Bristol city council North Somerset council boundary .

Other concern is the loss of services 37 from Bristol bus and coach station to old market Lawrence hill Station St George ,Hanham ,longwell green ,Bitton cherry garden, Bitton ,kelston, Weston Bath spa bus and coach station.

The replacement services is service 45 from Bristol city centre Broadmead Lawrence hill station st George Hanham longwell green Bitton cherry garden connections with services 19 at Bitton cherry garden for Bitton,Kelson, Weston and Bath bus and coach station.

.The concerns we have is the interchange at cherry Gardens Bitton has no CCTV or lighting no help point .

This issue need look into as an interchange policy with the west of England mayoral combined transport Authority and North Somerset council.

Bus service improvements plan.

Along with the interchanges at Bath Grand parade with services 6 and 7 larkhall and Fairfield park terminal for interchanges to Bath bus and coach station Rail station and the Royal united hospital. services 3 .

Better interchanges facilities at Portishead town centre. with services to and from Bristol city centre and Bus and coach station. x4 x5 X 5 to clevedon and Weston super mare new bus and coach interchanges with Portishead Town services run by stagecoach west for North Somerset council.

we are concerned Somerset catch the bus campaign and Somerset bus partnership welcome the new £ 6.8 million pounds new bus and coach interchange but members has Expressed concern about the bus and coach waiting shelters and hope theses are weather proof.

on the positive side we are please to see the mayor reinstate the following services to operate from the 30th January 2022  
178 Radstock ,Westfield ,midsomer Norton, Paulton ,Timbury ,Marksbury Keynsham ,Bristolington ,Arnos vale; Bristol Temple meads ,Bristol bus and coach station  
D1 Bath spa bus and coach station, limpley stoke,Winsley, Bradford on Avon Trowbridge ,Westbury ,warminster.  
with a connections on services 24 Warminster,colford, Salisbury .  
with funding from Wiltshire council.  
services 8 Bath to kingsway.  
services 620 69 Bath spa bus and coach station to lansdown,Wick,Puckchurch Yate bus station , chipping sodbury Tetbury and Stroud bus and coach station.  
service 5 Bristol bus and coach station to Downend evening and Sunday service.

But we are very very concerned about the loss of bus operators recovery grant from the 4 th April 2022 with bus services in the Greater Bristol and Bath city region and south west England.  
with bus services only carrying 60.% to 62 % on pre covid 19 figures .  
we must retain covid 19 operators recovery grant otherwise vital bus and local coach services will be reduced or withdrawn in April 2022.  
Has the mayor Dan Norris metro mayor and the leader of North Somerset council.  
raised this issue with the m10 core cities.  
Regional Transport Boards western Gateway. and South west Transport Board.  
western gateway Partnership.  
urban Transport Group.  
Transport Focus .  
Transport select committee.  
Regional mps and members of the house of lords.

we also support the City region Transport plan and bus service improvements plan for North Somerset council and the west of England mayoral combined.  
with the Transport corridor Along the A4 from Bristol bus and coach station to Arnos vale, Bristolington ,keynsham Salford, Newbridge ,Weston and Bath spa bus station for mass transit bus .  
and bus service 39, x39, 178, 349 .  
A367 Bath spa bus station to peasdown st john Radstock Westfield midsomer Norton Paulton shepton mallet Chilcompton and wells bus station.  
171 ,172 ,173 ,174 .  
A37 Street Glastonbury wells bus station chewton mendip, Farrington Gurney Clutton, Pensford, whitchurch Hengrove knowle Bristol Temple meads and Bristol bus station 3 3a 376 bus corridor  
A4018 city centre park street Clifton Down station, Henleaze Southmead Brenty and cribbs causeway bus station  
no 1 3 3a Corridor.  
we welcome bus interchanges.  
At Farrington Gurney Pensford for the chew valley.

Henbury crow lane we have concerns about and community safety .  
But would welcome bus interchanges at Radstock, midsomer Norton Paulton  
and Keynsham Ashton way for a new bus and coach facility.

We support the A38 bus corridor from  
Bristol bus and coach station to Bristol Airport, Churchill Brent Knoll Bridgwater  
Taunton Wellington Cullompton Exeter Newton Abbott and Plymouth.  
in partnership with North Somerset Council and Somerset County Council and  
Devon County Council and Plymouth City Council.  
Bristol bus and coach station. to Pill and Portishead bus corridor x4 x5

Bristol bus and coach station to Weston Super Mare bus coach and  
interchange.  
corridor. x1 x2 .  
with new buses .  
A370 .

Bristol to Nailsea and Backwell station Nailsea and Clevedon bus corridor.

we wish to ask for Evening and Sunday services on these corridors 18 hours  
a day .  
with provision for some night services.

on information point we like to see like Cornwall Council bus information  
points and Tourist information centres in Bus and coach station in  
Bristol, Bath and Wells and at the new information point at Weston Super  
Mare. by the Town Council. at Yate Uwe Cribbs Causeway and Southmead bus  
and coach station.

on the new fares booklet we like to see more promotion of Avon Rider Bristol  
Rider Bath Rider , Weston Super Mare Rider , Wiltshire Rambler West of  
England plus ticket across first group West of England and first group South  
West Bus Network. and the Freedom bus rail tickets as these are cross  
company and mode under bus back better the National bus strategy.  
Along withabus services Advisory Board and passengers forum.  
please bring statement to the scrutiny commission 24 th January 2022 .  
28 th West of England Mayoral Combined Authority meeting and joint  
committee.  
please we will send a representative to these meetings

Peter Travis .

Somerset catch the bus campaign  
Gloucestershire catch the bus campaign.  
Somerset bus partnership.

### STATEMENT 3 – David Andrews

What is the point of a consultation, if WECA (West of England Combined Authority) have not briefed the consultees (ie citizens of Bath, Bristol, Keynsham) beforehand on the pros and cons of the main options under consideration.

It would seem sensible to us in a Democracy give the consultees more details and some illustrations of the arguments for and against the different forms of rapid transit. For example:

#### **Bus Rapid Transit**

Bus Rapid Transit is fairly cheap to implement because it runs mainly on existing roads.

[In the UK BRT's have failed to attract significant numbers of drivers out of their cars, and has as a result failed to cut congestion.](#)

[Buses require high energy and resource consumption to run the service, 3 x higher that of a tram per passenger hour.](#)

[Buses have much higher lifecycle energy resource and carbon costs than trams](#)

[Buses still produces high levels of air pollution from the tyre and road tar particulates.](#)

There will be high on-going capital costs due to short life of buses - 5 years for buses, and higher driver, operating and maintenance costs.

<https://bathtrams.uk/solving-baths-traffic/comparative-benefits-trams-vs-buses/>

#### **Tram / Light-Rail**

Higher start-up costs due to infrastructure costs, [yet once installed cheap to run and cheaper fares](#) – 1 Euro per day in Vienna for example to travel anywhere.

[Trams have been proven to attract drivers out of cars and to create significant modal shift sufficient to ease congestion and pollution.](#)

[Low energy needs of steel wheels on tracks and high carrying capacity, 3-5 times the capacity \( total passengers per hour\) of even a double decker bus.](#)

[No on-street pollution from tyre and road tar particulates.](#)

Can run on renewable energy directly and very efficiently and cut carbon emissions no need for resource intensive batteries.

[Every modern tram system in the UK has cut congestion, pollution and emissions.](#)

#### **Notes**

BRT's buses still suffer slow journey times as they get mired in congestion.

Bus passengers will still be crammed into rows of bench seats on buses which is very unattractive to car drivers, children and women; not so with roomier trams.

[Trams have fast journey times partly because they can make use of the Green Wave Light Pre-emption.](#)

<https://bathtrams.uk/trams-dont-need-segregated-road-space-not-necessary-to-get-rid-of-cars-first/>

The cost of investment, if from government borrowing, over 100 years at 3.5% discount (As specified in Treasury Green Book – the same as for bridges, railways, sewers, education, schools etc and which allows for future generations to pay their share) means the net improvement in the local economy exceeds the cost of repayment as outlined in Leeds report (soon to get its trams). [“Poor public transport 'costing Leeds £2.8billion a year'](#) which specifically cites the problem as being caused by reliance on buses.

[The road through Saltford represents a bottleneck for buses but this is not the same for a tram on the same road.](#)

<https://bathtrams.uk/solving-the-saltford-bottleneck-on-a-tram-line-between-bath-and-bristol/>

Would you please let us know what steps you will be taking to ensure consultees are fully informed about the benefits of the different schemes under consideration?

Please understand that we at BABATA are not against buses, the best city and rural systems have a backbone of trams closely linked to the bus network.

We in Bath and Bristol Area Trams will be very happy to assist you in any way we can.

<https://bathtrams.uk/why-trams-work-and-buses-cut-car-driving-congestion-pollution-emissions-but-buses-on-their-own-wont/>

<https://bathtrams.uk/buses-have-a-much-lower-modal-shift-ie-attracting-car-drivers-capability-than-trams/>

**Bath and Bristol Area Trams Association**

## STATEMENT 4 – Christopher Maltin

I was born in Bath and my whole life has been developing clean and renewable fuels and the vehicles to run on them. My companies have designed and built over 100 specialised vehicles running on biomethane (gas made from waste organic materials) and our work has led directly to millions of vehicles being produced which now run on a fuel which causes no climate change and actually improves local air quality.

We trust you are in agreement that the air quality in Bath and Bristol is unacceptable and in many places is actually illegal as defined by the World Health Organisation. This is because of the high levels of particulates which are created mainly from the degradation of the flexible tyres on buses and cars and their abrading of the surfaces of the roads. These carcinogenic micro-particles are causing major health problems and are leading to increased premature mortality.

It is now universally accepted that trams with steel wheels on steel rails do not produce these dangerously high levels of particulates and that they require less than one quarter of the energy to power them. The question then becomes how should trams be powered, for which I offer my comments on the four most obvious methods:

### A Overhead wires:

- 1 Require installation and maintenance
- 2 Are liable to suffer from problems caused by extreme weather conditions, likely to become more extreme due to climate change:
  - a. Wind, hot weather, snow, ice and falling trees have all been shown to have a detrimental, sometimes catastrophic, effect on overhead power lines
- 3 Appear unsightly and I am sure WECA are concerned that the wires and stanchions will be visually unacceptable to the public, particularly when being considered for the historic city of Bath
- 4 Use electricity which is not even 50% renewable as it comes from the electricity grid:
  - a. The electricity grid will not be supplied from 100% renewable sources for many years to come, if ever
  - b. Power from fossil fuel gas is presently being used for heating at a rate at least four times greater than the total electricity use. When this ceases the renewable electricity grid will need more than five times the amount of electricity for direct heating and for heat pumps
  - c. The electricity for the overhead wires serving mainline railways is contractually supplied by EDF and is almost entirely generated from non-renewable sources

### B On board batteries:

- 1 Are expensive
- 2 Are heavy, so require more energy to accelerate and slow and stop the vehicle in which they are carried around

- 3 Have a limited life compared with a generator
- 4 Have high environmental impact:
  - a. Require rare earths and precious metals in their construction
  - b. Will always get more expensive as the demand increases, not cheaper as is being widely assumed
  - c. Have dubious mining methods as regards human rights with their extraction causing permanent environmental damage and visual damage to the landscape
  - d. Use finite fossil based resources which are non-renewable
- 5 Have limited range:
  - a. May well be increased in the future, but will take time to develop
  - b. Can never have the energy density of a fuel
- 6 Require expensive fast charging systems
  - a. Require cooling, hence wasting energy

### C Hydrogen:

- 1 Is not a fuel
- 2 It is just an energy carrier and, having been made into a gaseous fuel, has the lowest energy density of any fuel
- 3 Requires energy to create hydrogen as a fuel (e.g. from water) but less than 25% of the energy used is recoverable as useful energy for transport purposes
- 4 Does not exist anywhere on this planet as a gas, therefore:
  - a. Has to be made by splitting it out from other compounds
  - b. Hence will always be more expensive than a fuel which exists naturally
- 5 Has serious safety challenges, most of which can be overcome, but
  - a. Making the production, storage, distribution and use of hydrogen safe will require much research and development, all of which takes time
  - b. Will require regulations which require drafting, then agreements to be accepted throughout the affected industries which again means time before adoption
- 6 Has to be compressed to 700bar in order to be usable on a moving vehicle and still requires more storage space than is practically available
- 7 Requires three times the volume of biomethane to produce the same power
- 8 If used to fuel a bus, requires over 10 times the volume of the biomethane required to power a tram carrying the same number of passengers over the same route at the same speed
- 9 Used as a vehicle fuel hydrogen does no good whatsoever for the environment, it is just less bad than using fossil fuels and its production results in continuous environmental damage

#### D Biomethane:

- 1 Is a fuel in its own right
- 2 Requires minimal energy to collect
- 3 Exists almost everywhere on the planet, both on land and in water
- 4 Is totally renewable
- 5 Is entirely sustainable wherever there is sunshine and water and life
- 6 Is part of the circular economy
- 7 Capturing the biomethane which naturally arises from human, animal, food and crop wastes, and using this as a vehicle fuel, causes no climate change whatsoever
- 8 Is a naturally occurring gas which, if not captured but allowed to escape, becomes a global warming gas some 86 times worse than fossil carbon dioxide, hence using it as a fuel is reducing its natural global warming effect
- 9 Production also results in fossil free carbon dioxide, chemical free nutrient rich fertilisers and other sustainable products such as building materials and substitutes to replace existing plastics
- 10 Has an established record of being produced locally from local wastes using local labour to fuel buses in cities and trucks on motorways with less 'well to wheel' environmental impact than any other fuel
- 11 Requires no further research or development or regulations or infrastructure in terms of production, storage, distribution or use
- 12 Is ready to be used as a clean burning, fossil free fuel in over 22million existing engines powering cars, trucks and buses which are fully developed, tried, tested and shown to be reliable
- 13 Production involves collecting the naturally arising organic wastes, thus preventing them causing the eutrophication of waterways, by far the most extensive man made environmental pollution on the planet
- 14 Was mentioned many times during the COP26 discussions recently, stating that it is essential that mankind reduces methane emissions if we are to reduce climate change. A target of a 30% reduction by 2030 was agreed by 100 nations in Glasgow
- 15 Using biomethane as a vehicle fuel does no harm to the environment and its production does not cause environmental damage. Its use as a fuel actually prevents environmental damage and reduces climate change.

Comprehension of all the above leads, me (and the members of ULRP and many others to believe) to state unequivocally that, at this present time, a tram fuelled by biomethane is 'the world's most environmentally friendly form of public transport' and there is no other transport fuel which can begin to approach its environmental credentials.

I am looking forward to learning with which of my reasons to justify this statement you do not agree, or more preferably, looking forward your endorsement of this statement.

You may also be interested to learn that I have exclusive rights to use a patented and tried and tested track laying system which causes minimum disruption when being installed, costs less than one tenth of the price of laying conventional tram tracks and has been, and is continuing to be, completely reliable with 15 years of service, carrying trams and road traffic at an average rate of more than one every three minutes, twenty four hours per day, seven days per week.

Apologies for the length of this list, which has already been reduced considerably, but I am dedicated to the progression of low energy, clean and environmentally friendly public transport and I would be very disappointed if this was not adopted in my home town.

Trusting this innovative (as far as trams are concerned) technology receives your consideration to improve urban air quality and to reduce climate change, I look forward to hearing from you.