

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Objection to the Road Improvement plans for Warrington Sept 2017

Councillor,

I am writing an open letter to object and complain about your recently announced road plans and housing building plans.

I have been in contact with [REDACTED] Warrington Borough Council and his predecessors with for a significant number of years to ensure that Warrington has a Tram and Light option included in LTP 1, LTP2 and the current Transport Plan going back over the last 15+ years

I have had a number of meetings with [REDACTED] and his Consultant from Mott Mc Donald & Co. At last meeting it was agreed that a number of potential route in Warrington including Park & Ride were possible especially in support of the Rail North project that is happening

I was advised that the next stage was up to the political section of the Council as this was bigger than their powers.

I tried unsuccessfully 10+ times to arrange a meeting with the leader of the Council Mr Terry O' Neil earlier this year with promises to ring back that never happened despite the fact that this gentleman is our representative with Transport for The North

These road and housing plans are contrary to best urban practice in the light of what is happening

elsewhere in the world and are more of yesterday's planning. Overwhelming evidence shows that it is not possible build your way out of congestion and the significant threat of road/tyre/brake wear in the urban area is greater than that recognised by "Tailpipe emissions"

As a local business, we specialise in this area and am disappointed in the lack of cognisance and support for Warrington based business and will be requesting more details under the Freedom of Information Act

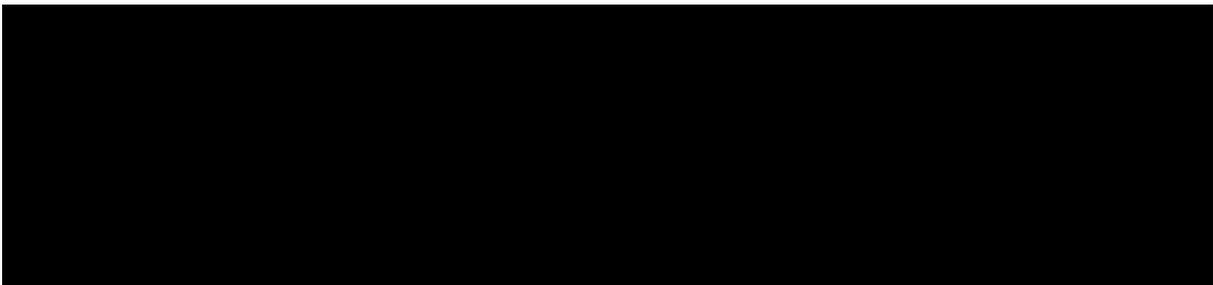
I am prepared to have a meeting with you to discuss how we can avoid Warrington squandering scarce resources and potential legal claims

There is more evidence on www.applrguk.co.uk, a site that we maintained for the All Party Parliamentary Light Rail Group, House of Commons

Yours 









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"The past we inherit, the future we build ourselves"

How dangerous is rubber dust?



Black mark: Each time a tyre rotates, it loses a layer of rubber about a billionth of a metre thick. (Source: rcyoung/iStockphoto)

In our modern cities, roads make up about one-fifth of the urban land area, and about half of the impervious surfaces. On these roads we have driven our cars and trucks with inflatable rubber tyres for over a century.

These rubber tyres wear, and have to be regularly replaced.

Sometimes the rubber comes off in a dramatic cloud of smoke when the car skids on the road.

Sometimes the road surface is sharp and slices fragments out of the rubber. But most of the time, in the course of normal rotation without skidding or cutting, the rubber is compressed and then expands.

As it compresses and expands, tiny cracks develop and spread in the tread — and tiny particles of rubber flake off.

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How much rubber dust is there, where does it go, and is it harmful?

Each time a tyre rotates, it loses a layer of rubber about a billionth of a metre thick.

If you do some numbers, this works out to about four million million million carbon atoms lost with each rotation.

A busy road with 25,000 vehicles travelling on it each day will generate around nine kilograms of tyre dust per kilometre.

In the USA, about 600,000 tonnes of tyre dust comes off vehicles every year.

In the Australian outback, traces of lead from car exhausts have been found up to 50 kilometres away from the nearest road. So some of the tyre dust can travel that far — but of course, most of it will settle around the road.

Some of the tyre dust gets mashed into the road. Most of it gets blown off away from the road by the air turbulence of the vehicles.

Rain easily washes the rubber dust off the road into the nearest waterways where it ends up as sediment on the bottom of creeks, ponds and wetlands.

Tyre dust contains two main classes of chemicals — organic and inorganic.

These organic chemicals are especially toxic to aquatic creatures (such as fish and frogs), and depending on the levels, can cause mutations, or even death.

In test tube laboratory experiments, they damage human DNA. Latex (a component of rubber dust) has been implicated in latex allergies and asthma.

Some of the inorganic chemicals in tyre dust are heavy metals (such as lead and zinc).

But there's another dark side to rubber dust — particles.

The organic and inorganic chemicals are carried as, or on, particles.

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In general, the smaller the particles, the more deeply they can penetrate into your lungs. PM10 stands for particulate matter that is smaller than 10 microns in size. (A micron is a millionth of a metre. A human hair is about 70 microns thick). PM2.5 particles are smaller than 2.5 microns, and are even more dangerous.

On average, about 80 per cent of all PM10 in cities comes from road transport. Tyre and brake wear causes about three to seven per cent of this component. Each year in the UK, PM10s of all types are blamed for an extra 10,000 deaths, due to heart and lung disease.

In Europe each year, the normal wearing of tyres releases some 40,000 tonnes of PAHs (polycyclic aromatic hydrocarbons), mostly as PM10. PAHs are a component of the heavy oils used to make tyres.

They accumulate in living tissue, and have been implicated in various cancers.

California is notorious for its heavy smog pollution — which can vary from day to day.

One study showed very strong links between PM2.5 particles, and the daily death rate in six Californian counties.

When the PM2.5 count was high, so was the death rate.

Back in 1922, T S Elliot wrote his poem *The Waste Land*. In it appear these words: "I will show you fear in a handful of dust."

We don't need to be terrified of rubber dust just yet. But we do need to know how dangerous it is. Even today, after over a century of using rubber tyres, we are not still not sure of the exact health hazards of the rubber from the tread of tyres.

Luckily, modern tyres last much longer than they used to, so there's less tyre dust ending up in the environment

You still need a spare tyre, but it's better in your boot than around your waist — or even worse, in your lungs.

Courtesy: DR Karl Kruszelnicki, ABC Science
<http://www.abc.net.au/science/>

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The real costs of air pollution



(Getty Images: Mint Images)

Air pollution doesn't just look and smell bad. It kills. And it costs megabucks.

We all know that high blood pressure, smoking, high blood sugar, and cholesterol are big risk factors for premature death. But air pollution is right behind them — it's killer number five.

Remember the infamous Volkswagen car emission fraud? It has been estimated to cause the early deaths of some 1,200 people in Europe alone — via air pollution.

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Emissions Scams

The fraud happened over a seven-year period.

According to the New York Times: "From 2008 to 2015, Volkswagen sold 11 million diesel cars worldwide rigged with software that cheated emissions tests by running the full emissions-control system only if the car sensed a test was underway."

So if the car's software detected that the car was out of the testing laboratory, it increased the emissions far above the legal limits. It did this to improve both the fuel economy and the car's performance. And the difference it made was enormous.

When the 2011 Volkswagen Jetta was tested in a hilly environment — without the cheating software — it emitted 38 times the permitted levels of one pollutant!

How the scam worked:

Emission omissions

Diesel engines burn the fuel at a higher temperature than petrol engines.

This means that inside the combustion chamber, a wider range of chemical reactions can happen between the diesel fuel and the nitrogen gas that makes up about 80 per cent of our air. So diesel engines produce more nitrogen-based pollutants.

After leaving the combustion chamber, the exhaust gases go through a filter to trap particles, and then a nitrogen oxide trap. But for the nitrogen oxide trap to work properly, the engine has to use a little more diesel fuel, which reduces its fuel economy.

The laboratory tests that measure air pollution from cars are well defined. The engine is started, and then allowed to idle for specified time, and then run at number of different power levels, each for a specified time.

Emissions cheating software wasn't just in Volkswagens - it also appeared in some Audi, Seat and Skoda models.

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What Volkswagen did was build into the car's software an alert for this exact laboratory testing regime.

When this very specific testing regime was seen to be active (in other words, the car was being tested for exhaust emissions), another bit of software kicked in.

Known as the "EA 189 Engine Software", the crooked software was used in a variety of Volkswagen engines, and in other cars in the Volkswagen group, including models of Audi, Seat and Skoda.

The software was designed to temporarily reduce both the power and the fuel economy of the car, which would temporarily improve the exhaust emissions. Once the test conditions finished, the car reverted to its higher emissions, higher performance programming.

The resulting air pollution came with extra profits for Volkswagen, but at extra costs to the community.

The real cost of air pollution

In early 2017, Professor Steven Barrett from the Massachusetts Institute of Technology wrote a paper entitled "Public health impacts of excess NOx emissions from Volkswagen diesel passenger vehicles in Germany".



Professor Barrett and his team estimated that just from the illegal emissions in Germany alone, some 1,200 people would die around 11 years earlier than expected.

They also estimated that if Volkswagen were to recall and fix these cars so they would meet the European emission regulations, over the life of the vehicles this would avoid an extra 2,600 premature deaths and save the European community 4.1 billion euros in health costs.

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Another 2017 study showed that worldwide, air pollution from all sources kills over 4 million people each year.

And a joint study by the World Bank and the University of Washington estimated that air pollution costs the entire world economy about \$US5 trillion each year.

When you compare that \$US5 trillion to the growth product of the entire planet of around \$US75 trillion, it's clear that air pollution is a significant financial cost.

It seems the only people who benefit from air pollution are those who create it, and who do not pay for the consequences.

Courtesy: DR Karl Kruszelnicki, ABC Science
<http://www.abc.net.au/science/>

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Why Warrington needs a Tram system

Light Rail (UK) Warrington believes that Warrington's congestion and serious transport air pollution can best be tackled by provision of high quality public transport. There is an opportunity coming in the proposed rebalancing of the North - South economy This can be provided by rail as part of the "Rail North" proposals and must include light rail and tramways, each mode providing optimal service for varying traffic flows. The essential requirement is full integration of modes, in terms of interchange and through ticketing, allowing seamless journeys into and within Warrington. Trams and light rail should form an essential component of our public transport provision especially connections in the East with Manchester Metrolink We need our local politicians to be more proactive to secure Warrington's position as a central hub and future proof our transport links

Trams are an efficient way of moving large numbers of people in towns and cities from 150,000 citizens upwards, and can cope with 2,000-18,000 passengers per hour. They have a proven record in attracting people out of cars; the rate of modal transfer from car to tram at peak times is typically around 20%.

This compares with estimates of between 4% and 6.5% for quality bus investment. Levels of traffic reduction from trams are typically around six times greater than with bus schemes. Reductions of road traffic of up to 14% after introduction of tram schemes have been recorded.

A tramway will improve Warrington's image and assists urban regeneration. Shiny rails instill confidence. All UK schemes have had positive effects on the image of the city in which they have been built, which has brought benefits in terms of attracting inward investment as well as business and tourist visitors

As part of an integrated public transport system, tramways can attract motorists out of their cars and thus reduce the number of vehicles in the city centre, particularly in conjunction with park and ride provision. This not only reduces the number of vehicles moving on the street but also reduces the demand for city centre parking. Conversion of heavily trafficked bus corridors to tram also reduces the numbers of buses, replacing them with fewer trams providing the same passenger-carrying capacity.

There is a confusion in the term used to describe Light Rail as the scope of this and operations are very wide so I will use the term Light Rail in specific and the term Tram in general as the term Light Rail generally has now become polluted by the sub conscious thoughts of over engineering, over costs and general urban blight etc. , where as the term Tram is more acceptable in human and affordable cost terms



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Light-rail transit, (LRT) or Trams, is a relative newcomer to the world of mass transit. Heavy rail and subways take a long time to build and they're expensive.

This is a mode of transport which uses rail vehicles which are more versatile than conventional "heavy rail" trains and have street running capabilities. A light rail vehicle can negotiate sharper curves than a conventional train (both vertical and horizontal), can negotiate steeper gradients and can stop much faster so can operate in line of sight mode without major signaling requirements.

The systems available provide the ability to follow the curves and gradients of the urban environment which a conventional train cannot do. Light Rail systems offer an attractive and effective system, reducing congestion and pollution by offering motorists an alternative to car use, Manchester Metrolink registered a modal switch approaching 32%, helping to create pollution-free zones in cities (clear zones).

It moves large passenger flows in a more cost-effective way than buses, but at a fraction of the cost of a full urban railway. Light rail/tram is mainly appropriate in urban or inter-urban systems in medium-sized cities where full metro systems are inappropriate.

In the largest cities underground/metro systems tend to be the mainstay of public transport but such cities might use a light rail solution to supplement the metro system.

Light Rail vehicles provide the ambience of a train, but can run in places where a train cannot. They are thus able to attract motorists out of cars where a bus would not be successful. Even when running on former rail alignments, light rail vehicles can offer a better service because they can offer a more frequent service. They can stop at more places because the stops are much easier and cheaper to construct than railway stations. On roads as trams, they can offer attractive journey times in comparisons with cars and buses by taking advantage of segregated alignments and the latest traffic engineering techniques to avoid road congestion .

A frequent light rail/tram service provides security in city streets throughout the day, both on and off the vehicle. Low-floors together with a spacious layout provide easy access to mainstream public transport for everyone including parents with buggies and disabled people using wheelchairs.

Trams are generally electric vehicles which produce no pollution at the point of service delivery, may use locally produced "green" electricity and the visible path makes sharing precincts with pedestrians a safe option. Thus pedestrian precincts with trams can provide access to city centre areas where buses and cars would be obtrusive.

A significant part of the success of any system is the demonstration that changing peoples life styles away from the car and its choking consequences and can be of considerable benefit to them and their surroundings

In some situations, where conventional tramway systems are not appropriate, intermediate light rail can be considered.



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There are a number of former and lightly used lines in the Warrington and North Cheshire that should be included in the Rail North plan taking advantage of developed low cost construction and vehicles

Intermediate light rail vehicles can be a TramTrain which can run on main line railways but have some of the characteristics of light rail vehicles. Typically they would have (in the UK) a floor height of 950 mm to give level access on standard Railtrack platforms and the flexibility for street level platform, magnetic track brakes and balancing, capable of running on line of sight, inter-working with conventional trains and frees up capacity at main stations

This would enable them to run on non-segregated alignments providing better access in places where the railway route is not near to the destination of passengers and where it would be difficult or prohibitively expensive to construct a conventional railway.

In the meantime, LRT technology has made great advances. It's clean, relatively quiet, and is quicker to build than heavy rail systems, for example Manchester Metrolink Airport Line which came in significantly under budget and a year early

Tram Train has the potential to provide a new passengers to rail, a better transport offering whilst reducing overall costs to UK plc, development of a new service to rail users, providing new journey opportunities, taking the railway to where people want it to go to both origin & destinations, providing easier access to trains, in effect taking the railways to the people again. May have higher upfront costs but deliver lower whole-life costs.

Substantial evidence from Europe shows that this develops into a significant revenue streams and enhances the modal switch from road to rail in the urban area, but will only be delivered if the wider industry work in partnership to make it happen

Examples in the UK are:

Greater Manchester with plans for TramTrain in the Stockport/Marple area, Birmingham, Glasgow, Edinburgh, Liverpool, Leeds, London, Bristol, Cheshire, Cardiff Bay development but to name a few who are almost TramTrain ready

A recent development in light rail/tram is the growth of on board fuel supplied vehicles giving catenary free vehicles powered by hydrogen fuel cells.

Foshan, a city of some eight million in southern China, has rolled out the first of what will be many trams powered by hydrogen. When they enter service, each will carry up to 380 passengers, have a range of 100 km, and a top speed of 70 km/h. Refueling it will take just three minutes. Hydrogen fuel cells generate electricity by creating a chemical reaction using hydrogen and oxygen. That means their exhaust is nothing but water.

The trams are manufactured by Sifang, a subsidiary of state-owned China South Rail Corp.



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If the new trams turn out as planned, China plans to spend US\$ 32 billion in the next five years to build and equip 2,000 km of lines.

At the other end of the scale, several relatively low cost hydrogen trams have been developed in service.

One successful hydrogen tram is operating in Aruba linking the Port with the capital city Oranjestad



An example of a low cost hydrogen tram in the tourist role, there are standard type vehicles with this manufacture.

A scheme using this technology has been proposed for Dundee

Air pollution has been linked to coronary artery disease, heart attacks and strokes, with studies showing that traffic-related air pollution affects lung function in children and older people. Diesel vehicles emit more of the dangerous pollutants than petrol vehicles. Sixteen cities and regions including London, Manchester, Warrington, Leeds, Birmingham and Glasgow have illegal levels of air pollution long after they were obliged to comply with agreed limits



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Wednesday 6 August 2014 16.55

Photograph: Peter Macdiarmid/Getty Images

Particulates are one of the worst offenders in air pollution because they damage the lungs when inhaled.

Stand at a busy road junction on a bright day and chances are you will see it: a Wacky Races cloud of black smoke left hanging in the air after a cars pulls away. These clouds are actually particles of soot – partially burnt fuel from diesel engines – and they are arguably the worst environmental menace facing Warrington – and children in particular.

Particulates are one of the worst offenders in air pollution because

"Exposure to air pollution affects the health of everyone, especially children, and those living with pre-existing lung conditions. Developing and implementing a coherent strategy for reducing air pollution is therefore essential if we are to clean up our dirty air and protect the health of us all."



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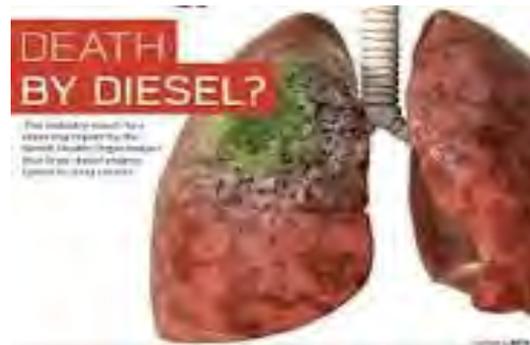
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Air pollution causes 29,000 early deaths a year in the UK, more than obesity and alcohol combined

A look back at the costs in 1999/2000 to the NHS (when these figures in this format were last readily available) there were over 10,500 operations for respiratory disease.

The total cost of respiratory disease to the NHS 1999/2000 £2,576 million made up of Primary Care for respiratory disease across the UK costs £647.5, hospital inpatient care costs £1,062.2 million, hospital day case care costs £18.2 million, outpatient care costs £40.7 million, 2,800,000 bed days per year used for treatment alone. In 1999 alone, respiratory disease caused 153,000 deaths (74,000 men and 79,000 women) production losses due to respiratory disease £3,194 million, mortality £1,643.6 million morbidity, working days lost 28,309,000 multiplied by the average daily earnings produces an estimated £2,239 million pound



The Government must take immediate action to tackle high levels of nitrogen dioxide (NO₂) pollution in the UK following a landmark court ruling.

Supreme Court justices announced the verdict today and said ministers must draw up new air quality plans to meet obligations under European law on pollution limits.

A panel of five judges, headed by the court's president Lord Neuberger, ordered "that the Government must prepare and consult on new air quality plans for submission to the European Commission, no later than December 31 2015

The Secretary of State "admits in this case the UK has failed to comply with the nitrogen dioxide limits first laid down by EU law in 1999, now contained in Article 13 of the directive". A DEFRA report from 2014 has lain unheeded until this court case

Some areas such as London, Birmingham Glasgow, Edinburgh, Dundee, Aberdeen, Liverpool, Bristol Warrington and Leeds will not meet pollution limits until 2030, 20 years after the original deadline of 2010.



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The "Green bus solution", an oxymoron in itself may be electric and therefore "Green" the wearing out of the road surface, the dust from brake lining and the microscopic dust created by tyre wear produces a greater combination of heavy metals in the PM2.5 pollution, a extremely lethal combination over and above any tail pipe emissions in the urban area

By forcing the Government to urgently clean up pollution from/and including diesel vehicles, by implementing as France has done light rail and tramway systems which are emission free and can use energy from non polluting means of power generation.

All governments have tried to sell us the low cost options of more efficient roads, cars, buses and trucks etc., but the evidence shows that these do not work on the scale now needed and this is a fatal path for many that they are taking and whilst it appears that lip service is paid to saving the planet etc., a step change with this new Government now that the facts are in the public domain has morally to do this to reduce the illness and death of hard working families, our very young and to enable our older citizens to enjoy considerable healthy, happy longevity

The "Oslo Effect" is produced by the road surface, tyres and brake linings which is now emerging as the "elephant" in the room. A toxic cloud composed of predominately heavy metal dust, one in particular "Magnetite" recent research is showing a significant contribution to Alzheimer's Disease and other similar type of conditions



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Light rail usage increased in 2015/16. Passenger journeys and vehicle miles reached the highest figures recorded in the modern, continuing two decades of growth without any direct operational subsidies unlike that a significant number of bottom end Train Operating Companies enjoy at the moment

The trams that ate Melbourne

Tram patronage is on the up and up, and plans are afoot to put jumbo trams into action to handle the growth



14.59 metres

W-Class (1920s-1950s)



23.5 metres

B-Class (1980s-1990s)



32.52 metres

C2 Bumblebees (2000s)



33.42 metres

E-Class (2010s) **32.52m**



Next generation

45 metres



Ten Toyota Corollas

Graphic: Jamie Brown



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Across the 8 light rail systems in England there were 252 million passenger journeys in 2015/16, a 7% increase on the previous year.

The rising passenger journeys and vehicle miles can at least in part be attributed to network expansion, for example route miles on the Manchester Metrolink increased by 15% from 2012/13 to 2013/14.

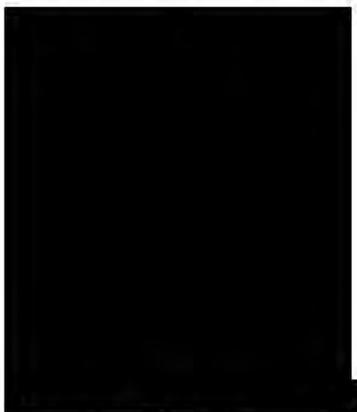
Light rail and tram revenue increased by 6% in real terms to £290 million in 2013/14 compared to 2012/13. Average revenue per journey has increased 4.6 pence (3.8%) in real terms to 128 pence between 2012/13 and 2013/14

We need our local politicians at Parliamentary and our Council to press for a change in the Cost Benefit Ratio to enable funding to become available for Trams for Warrington

A simple method of doing this is to change the DfT measurement tool Cost Benefit Ratio from the short number of years (12/20yrs) to something to reflect the generational benefits of Light Rail to 60 years + and be imaginative to capture many of the soft benefits as is done on many continental countries and then we can be a one nation enjoying our movements and health together and not one at the expense of the other

A recent report launched by UKTram at the summer meeting of the All Party Parliamentary Light Rail Group shows the significantly higher regeneration and jobs created in the 8 city regions in UK with this mode which will power the rebalancing and growth of the economy

We have the money, local experts and this nasty nettle has to be grasped and a statesman's view over several generation funding is needed and we will go a very long way to cleaning up and regenerating our cities



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A not for profit Company
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