

10 points for and 10 against trams - cancels out the trams!

1. So many other towns and cities on the mainland of Europe have tram systems that they must, therefore be a very good thing, indeed. We must have them, too. We must compete with Manchester, in particular. **Their many billions, spent over the last forty years to replace buses and trains with trams, could have gone into free electric buses for all, with commuter trains put back on the railway lines! This is much more cost-effective. There was never any need for the railway tracks on roads for the trams to run along.**
2. Only slick, swish, smart trams can entice motorists out of their cars onto trams. Therefore, only trams everywhere will cut congestion, air pollution and reduce greenhouse gas emissions. **Unfortunately, trams are the second most expensive mode to build after HS2. Even more so than Maglev! That means it is the second heaviest on fossil fuels - and therefore greenhouse gases - after very fossil fuel intensive HS2. The tram parallel to the A41 has not even reduced the rush hour crawl!**
3. Trams are electric, but buses and trains are diesel. Therefore a VERY GOOD thing, indeed. Let them take over the diesel railway network in urban areas, as Manchester has done. **Instead, turn all trains and every bus and coach into using renewable electricity.**
4. Dudley's Labour leader, Qadar Zadar has said that he wants them because they are a modern form of public transport. **But you should not be putting an extremely expensive, modern tram onto a supposedly safeguarded, virtually ready-built, mainline intercity, 120 Kms (74 miles) railway that simply needs the most vital, middle half put back in use. That half runs through the most congested and densely populated, too - where we live and work!**
5. Dudley's Conservative leader, Patrick Harley rejoices that Dudley will now be back on the railway network, even though passengers will have to be shuttled by the Metro trams to Dudley Port in Sandwell for the West Coast Mainline trains or, to Grand Central via Wednesbury. **Patrick does not realise that his shuttle tram line is on his OWN mainline railway and he does not need to use it as a shuttle tram line at all, to his neighbours. Just put the commuter, regional and intercity trains back on the wasted 56 Kms! The dear man fails to understand that his predecessors put roads and buildings on the Dudley to Birmingham railway!**
6. From 2020, £750 million spent on mainly trams (some trains back, too) in every year for 20 years, says Mayor Andy. £15 BILLION in total. This will finally make a real difference to congestion and pollution and free up road space. **In fact, trams mean more traffic lights to hold them up and the road vehicles. No need for trams when they replace buses and trains. Trains not trams are best for train lines!**
7. There are also vested interests and improper influence at play, too I fear. The UK tram promotion group shares the same building as Transport HQ and the Combined Authority. **Enough said!**
8. We now have the money for trams. That is capital. Therefore, we are not allowed to spread the benefits of Fare Free Public Transport that I have enjoyed, as an old bloke, for 12 years because that is revenue. **Climate change demands system change. Therefore, switch capital to revenue. Easy and cheap to do.**
9. Two nibble-sized tram sections totalling 6 Kms still leave 50 Kms for trains. **Pity this is like putting frequent stopping, London Underground trains on 6 Kms of the London to Paris, HS1, Eurostar line - it mucks it up nicely!**
10. Multi-modal public transport is essential to tackle Climate, congestion and air pollution. More modern modes must be better to entice motorists onto public transport. **More modes mean more changes, more delays in waiting and a more broken-up, longer journey. Instead of vast sums spent in price and in weight of GHG emissions for multi-modal provision, use that money to extend Fare-Free Public Transport for ALL. And, get bus and train irresistible!**