

Dear Sir,

I write in connection with paragraphs 70 and 71 of the Discussion Paper, to illustrate by way of a specific example the potential which clearly exists to greatly reduce energy use and GHG emissions without adversely affecting economic activity or human wellbeing.

The example concerns transport, and specifically the way advances in ICT are now enabling the concept of Personal Rapid Transport (PRT) to be developed to practical application, as for example by Advanced Transport Systems (www.atstltd.co.uk) 'ULtra' system. This is likely to have its first real-world use, perhaps ironically, at Heathrow Airport.

PRT systems offer on-demand, 24/7 personal trips between any two points on a network of segregated use. The point in this context is twofold (a) the demand-responsive, congestion free trips should be competitive with car travel - and generally point-to-point significantly quicker than e.g. buses - and therefore able to take a significant market (modal) share, and (b) the energy use should be in the order of 10% of that of car use, thus achieving the 90% reduction in energy use/GHG emissions often judged to be the necessary long term goal for countries such as the UK. This, far from being 'painful' for users should actually be an improvement to their lives, as (for example) they would be able to relax or use journey time productively rather than have to concentrate on driving. (You will doubtless be familiar with the current DfT work on the economic value of time spent travelling by train, for similar reasons.) In addition, PRT systems would be accessible to almost all people regardless of age or disability.

In the context of the UK, early commitment to challenging CO2e emission reductions, as well as practical support for technologies such as this, may well be judged to help UK industry develop a lead in these emerging areas and thus be in a position to export them to other parts of the world.

I trust this is use to the review and look forward to reading the outcomes of your work. I am sure you will be able to access technical material on PRT should this be helpful - sources include the Institution of Civil Engineers 'Transport' journal.

Please note this response is made in a personal capacity and not in connection with my employer.

Sincerely,

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