



Light Rail (UK)

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So, in summary I will finish by saying

I believe this is the right time for a socially inclusive approach to push forward with this new industry, community supported,

There will be bounce back from the pandemic, the transport market will recover, it will be different, and we can transform local transport to meet people's new needs

Using ultra-light rail systems which can reshape towns and cities and create jobs there.

There are many individuals in communities in the UK who sincerely believe it is worth investing in and using ultra-light rail.

It can only be done where the business case stacks up and with Ultra-light rail being part of an integrated transport plan as the backbone

There must be a realistic approach to procurement and delivery timelines.

The positive outcome I would like to see is a relatively small Government investment.

£5 million pump priming would enable a significant start by covering the cost of pre-feasibility studies and a light WebTag, 3 PER YEAR over a 10-year period, and begin the process of drawing down further development funds and Private sector involvement

£20k investment in Tram Tracker 2.

Tram Tracker 2 is our next level CRM concept which will develop and fine tune the business of PG supporting the new industry

In conclusion I say Invest in this New Industry, base it in the North of England, and let us make it happen.

Thank you for your time.

Dan Giblin
Director
Light Rail (UK)



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Slide 9

Digital transformation and data technology

We seek to develop Tram Tracker further as 'Tram Tracker 2' an APPLRG sophisticated management tool for decision making and prioritising Light rail scheme opportunities in the UK,

a CRM system which is open and available for use by communities and contractors alike.

We spoke previously with Minister Jesse Norman about the 80plus Tram Tracker projects and he expressed interest in receiving, using and he was considering investing in such a monitoring instrument.

Though the Minister has moved on from Transport to the Treasury we continue to seek support in getting Government funding to extend the Tram Tracker to assist with scheme Procurement , and for improved communication using state of the art software. Funding required £20k.

Slide 10 Grow the industry. Endorsement



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Slide 7 Community Ultra-Light Rail

Community Societies

the Community Light Rail Society approach is a very doable model for accelerating small or starter ultra-light rail businesses

They are self-funded through a Board and shareholders and regulated by the Government's Community Interest Companies 2005 regulations.

Mayors and Councils will need early high-quality independent advice to define their strategic plans for an Ultra-light system specification, its financing and procurement within a multimodal solution.

Societies have access to the likes of the government's new £900m 'Getting Building Fund' is aimed at projects that can be started and completed quickly creating jobs and driving investment to aid economic recovery following the Coronavirus lockdown.

Slide8. Customer Centric, customer demands

Risks and the The Opposition

We are all for integrated transport but some activists crusade to kill tram projects citing waste of taxpayers' money etc.

Yet that argument is geared to the financial interests of the producers of petrol and diesel vehicles who promote increased fuel consumption

which in turn results in taxes being spent on road asphalt, meanwhile the UK chokes on road vehicle exhaust fumes and tyre/road corrosion particulates.

The governments new Road Investment strategy 2 (RIS 2) Has Funding of £27.4 billion proposed in it. This amount of money would cover the cost of every proposed light rail system in TramTracker with better VFM for the Nation per £.

We need a level playing field to challenge and outperform the opposition.

Post COVID we will likely be living in a different world in respect to travel patterns

There may be much more local and home working

people probably will make more local journeys, with less long-distance commuting, and that may well contribute positively to town centre rebirth with many local hot desk offices

To check that out deep and early diagnostic research is needed of their new travel patterns



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The Ultra-Light Rail service at Stourbridge with the class 139 operated by London Midland is a good example of what can be achieved, with its passenger numbers rising, low costs achieved and providing a frequent service with good reliability.

Preston is on the way too with Preston Trampower developments

TIG California is in joint venture with Light Rail UK for their USA designed hydrogen powered Tram. Production facilities will be constructed in the North West of England to build the TIG Light Rail Vehicles on appointment to a scheme. Weston-Super-Mare is a potential opportunity for a TIG Ultra-Light rail demonstrator to meet the Government's objective of Hydrogen usage in transport.

The national innovation and test centre in Dudley aim to develop the next generation of Very Light Rail coaches. There will be excellent Facilities there for production and training

Slide 5 and 6 **Engage with Funders**

We are currently in the process of approaching Institutional investor/funding groups worldwide to seek investment to partner in implementing our aims.

APPLRG intends running its 2nd investment seminar in 2021, a follow up to our 2018 event hosted by Lawyers Addleshaw Goddard LLP

At the next seminar we will present our updated vision of the New Industry, seeking to generate new investment and promote co-operation with Sponsors, LEPS, Councils, Equity Investors, Funders, Banks, Legal Firms, Contractors, Consultancies who will all again be invited to get involved and advise on determining whether to advance priority prospects from the tram tracker database?

A serious analysis needs to be done of cost estimations and of course bankability is essential Light Rail systems are unfortunately seen to be expensive initially, but using methods as developed by UKTram, a DfT funded body, ultra-light rail can be made very affordable through careful assessment of funding gaps and benefits, for example Costs can be spread generationally over the lifetime of the vehicles.



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It is already possible to imagine the reality of a new world where we look forward not back and move away from old polluting transport technologies, we must act now or suffer FAR reaching consequences.

Slide 3 Tram Tracker projects

These are a selection of potential schemes, light, and ultra-light rail

The Re-use of existing railway lines can pave the way for new ultra-light rail routes and extensions, to reconnect disconnected areas.

And so, putting the old rail routes in towns and cities back into service at a fraction of the cost of heavier rail alternatives, and make them the economic arteries of local communities.

In the national rail network, there are branch lines underused by non-passenger railways which terminate at main centres of work and education, or at main line junction stations.

Slide 4 The New Industry

The New Ultra-Light Rail Industry is happening right now with innovative schemes showing the way in product manufacture, leasing, outsourcing, procurement all in progress

Companies driving the new industry forward include Trampower, PreMetro, Severn Lamb, TiG Trailways, Parry People Movers, Sustraco and TDI. Light Rail UK Ltd., in consulting and Lightweight Community Transport Ltd. in leasing

vehicles produced are lightweight, energy efficient, cheap to manufacture & operate and deliver a popular user-friendly service geared to the needs of communities.

Look at the some of the results we are seeing in innovative schemes showing the way

Coventry Very Light Rail (CVLR) planned opening in 2024

The project has secured £14.66 million from the West Midlands Combined Authority Devolution Deal (£12.2 million) and Coventry and Warwickshire Local Enterprise Partnership, the LEP Growth Fund (£2.45 million).

Coventry City Council is collaborating with WMG, Transport for West Midlands and Dudley Council



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This should include a review of the funding equation rules which allow buses to be subsidised but exclude Light Rail systems

none of the tram systems in the UK currently can qualify for subsidy.

So, we need the DfT to support the New Industry, by removing any barriers to ultra-Light Rail development and encourage competition

Tram Tracker

the PG's digital Tram Tracker system shows over 80 tram schemes, of which 30 are possible to build medium term and 12 can be built short term.

Tram Tracker was created by the sweat of The Parliamentary Group, Light Rail UK and Tramforward the campaigning arm of the LRTA,

Members researched town and city requirements for Trams to build a comprehensive database of requirements in the UK. The demand is there.

if pump primed, several ultra-light rail projects from Tram Tracker can be started, thus giving much needed continuity and stability to this very important New Industry which **we seek to get moving onwards with feasibility studies and procurement**

It is to be noted that in 2019 collectively the UK's 8 Light Rail Tram systems carried 272.4 million passengers with passenger satisfaction at 91%, and a usage increase of 1.9%.

It is estimated that between 20% to 28% is modal switch from rubber wheeled transport. It is worth noting some highly subsidised TOCs carry less passengers

Remember Ultra-Light Rail is cheap to commission and uses less energy per passenger than any other powered transport mode,

Meantime,

today there are 38.3m registered Motor vehicles in the UK

In 2007 there were 27m registered motor vehicles

experts now predict numbers will rise above 40m within the next two years. And Company car owners got UK subsidies worth £5.2bn in 2019.

People need to be educated again on how to use Public Transport and shift out of their cars, and clear away cars from street parking of which there is far too much



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Slide 2 Vision, Mission

look at this way

This New Industry can be based in the North of England
Thus, creating Jobs there in design, engineering, and production
however, investment is needed to grow the new industry and create those jobs
This is where Gov leadership can kick start that new investment and incentivise Private
sector involvement

The parliamentary group has spoken before with Minister Jesse Norman who said to the
PRESS last year

And I quote"

'This is a great time to explore the incredible potential for light rail schemes across the
country. The ... call for evidence seeks new ideas and new support for the next generation
of light rail, so we can work with cities and towns across the UK to create new ones.' Jesse
Norman when Transport Minister

So Now we need to achieve CHANGE IN PRACTICE to build ON the Government's recent
good record which has included

The DfT call for evidence from the market, which the minister spoke about

The Transport Secretary's new Acceleration Unit to speed up delivery of transport
infrastructure projects has new funding of £360m

And THE Government's New Environmental Bill

The DfT now must consider the groundswell from a significant number of smaller cities and
towns crying out for low cost ultra-light tramways

and commit to approve and start building these schemes.

All appropriate strategies including land use should be linked and targeted in the bigger
context of decarbonising transport

To achieve that, there may need to be some Government restructuring

The Light Rail/Tram section should be moved from the Department for Transport's
Highways Maintenance, Innovation, Resilience, Light Rail and Cableways Unit to a separate
unit to give Trams and Ultra-Light Rail greater priority and funding

It is worth also reviewing the DfT's methodologies including WebTag to ensure these are fit
for purpose and there is no historic inbuilt bias towards Light Rail.



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So, what results can be achieved for COMMUNITIES. Communities rightly demand and will get improved air quality, better health, by **using ultra-light rail**

Because Ultra-light rail can deliver
zero CO2 emissions,
zero toxic pollution

ecological, A class energy efficiency

And fights global warming because tailpipe and particulate matter emissions are significantly reduced

Ultra-light rail will also contribute to regeneration, so therefore more employment prospects can result due to greater connectivity

linking ultra-light rail to new affordable housing build will enable large numbers of people to get around on non-polluting Ultra-light rail from their homes within a joined up local transport system,

There will also be other softer benefits such as improved ambience, increased retail, which will benefit business growth



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A New UK Industry for the 21st Century- Ultra Light Rail Speaker's Notes

Slide 1

Today's agenda

Good afternoon my name is Daniel Giblin from Light Rail UK and LCT Ltd.

it is a privilege to speak at this event today. The All-Party Parliamentary Group for Light Rail is a much-loved institution whose leadership has achieved a great deal in promoting light rail,

The New Industry I wish to address today is Ultra-Light Rail Manufacturing and Operation in and for the UK

The attractiveness of ultralight rail is that it is a low-cost design concept for both urban and rural public transport.

depending on circumstances it can be 30% to 75% of the cost of a tram. Ultra-light rail is already on its way to become a significant new home-grown industry.

I will talk also about the parliamentary Group's Tram Tracker database. This contains details of over 80 UK projects

A number of these schemes can be the foundation for building this new Ultra-Light Rail industry,