



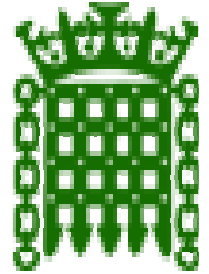
All Party Parliamentary Light Rail Group

House of Commons

London SW1A 0AA

Light Rail & Trams, Affordable & Sustainable Transport

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



"TramTrain does it Greener and Cheaper on lightly used railway lines and in the streets"

"Tram Train - Grasping the Opportunity"

Meeting started with an updated presentation by Greg Mullholland MP, originally presented to APPLRG by Metro on April 21st 2009.

The PowerPoint presentation was given by Mr James Harkins, Light Rail (UK), a copy of which is available on www.applrguk.co.uk /tramtrain

Second guest was Steve Barker who spent a considerable amount of time in the process to persuade UK Government officials to support Nottingham during their efforts to win a tram system for the city.

It was felt that Leeds had been let down in the past by DfT and Whitehall but suddenly and uniquely whilst the recent trolley bus proposal had been rejected the £173 million budget remained in place towards finding a more suitable solution to meet the needs of the city.

TramTrains and Trams were shown to have a superior modal shift outcome and be more attractive to passengers, especially in light of the perceived success of the latest patronage figures for Edinburgh.

Statesman's like leadership is required to bring together stakeholders to share the vision and demonstrate the benefits to solving transport challenges in the City and surrounding economic region. This has been significantly demonstrated by Greater Manchester

The Yorkshire Evening Post today in their front page headline story brought together the views of six local MPs, three of whom specifically made mention of Tram Train in sharing their views on public transport.

It was recommended by the meeting that the most important thing to achieve was a place to start and subsequently build a network for the future from this planned successful initial service.

Manchester built its network over a number of years in this manner and Leeds to Harrogate would be the best option, the Network Rail track exists and it goes with a mile and a half of the international airport.

Leeds Bradford Airport has a new £11 million terminus but most unusually for a prestige airport no direct rail station to access the rest of the country expected by today's international traveller or visiting business person.

There may be a conflict of interest between car park charges and public transport access

These meetings are by invitation only, where MPs, Stakeholders etc., within the Light Rail industry and invited members of the Public will have a chance to discuss debate and raise questions concerning Light Rail

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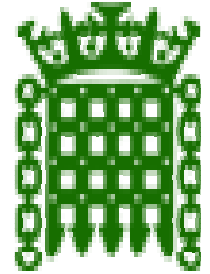
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Leeds Council seems fixated on road schemes to the exclusion of environmentally superior rail based solutions, the Council must be educated and pressured to learn and realise the benefits certainly enjoyed by other cities.

It was thought that Leeds has politicians who lacked understanding of the possibilities offered by TramTrain who were not statesmen with a vision of how the regional economy could be transformed.

Connectivity in transport was likened to the lifeblood in human arteries and veins, movement was life and blockage was serious leading to terminal decline.

There was an urgent need to create low cost, environmentally sustainable forms of carbon free transport ideally with no local or national subsidy being required to satisfy the requirement to transport people from home to work, shop and be entertained.

It was highlighted that Parry People Movers supplied railcars for a long established passenger light rail service run by London Midland in Stourbridge and new vehicle designs with the latest in technology and innovation were expected from them and Warwick Manufacturing Group with a budget target of £500,000 to around £1 million subject to specification and passenger carrying capacity.

There are excellent examples abroad of tram systems that meet environmental and economic constraints whilst providing massive commercial and social benefits, e.g. Karlsruhe, Kassel, but to name a few.

The UK and Leeds Council should look to examples of light rail and Trams, not to look to heavy rail for solutions that best meet the needs of the city, always assuming the Council can be persuaded off bus rapid transit.

A paper was circulated with the three page lecture outline showing trams were a solution to poor air quality where fatalities were clearly attributed to diesel vehicle emissions and the Nano sized particles produced from the results of the wear of roadways and tyres.

Discussion took place on a number of potential suitable routes for Tram Train in the region connecting the five main towns.

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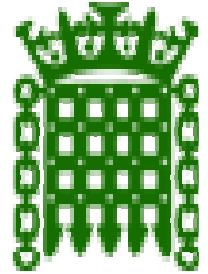


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There has been no final decision to confirm Leeds as an HS2 station, a lot to play for as with a tram system established there would be an easier case to justify a direct connection to HS2 and subsequently be assured of one also to HS3 and HS4.

Tram systems should be designed with temporary termini that can much more easily be adapted and extended to new destinations as part of the overall system enlargement.

A great deal of brownfield land development is available including along proposed rail corridors leading to the prospect of transit orientated land value enhancement opportunities.

Similarities were drawn between the relationship of Derby benefiting from Nottingham's tram system and Bradford with relation to the proposed system for Leeds.

A Q&A session involved Neil Brook LRTA; David .Walmsley, Andy Steel, Future Rail; Stephen Firth, UK Tram (former railway inspector); Malcolm Hinds, Headingly; Neil Robey, (false starts); Chris Hagens, Rail Future; Paul Lovel, Future Rail;

An announcement was made regarding the forthcoming Leeds Summit to be held next month on 10th June.

A light buffet lunch followed the meeting at 12.40pm thanks to the sponsors Colas Rail during which networking was encouraged.

Yours aye,
James Harkins FCILT MTPS
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Notes Compiled by Mr Ian Hamilton

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