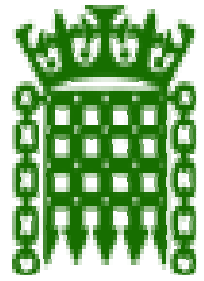


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Many thanks to Mr Iain MacDonald
Vice Chairman
TramFuture
LRTA

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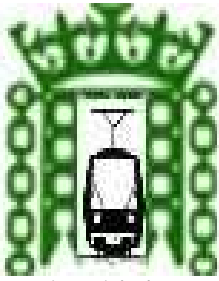
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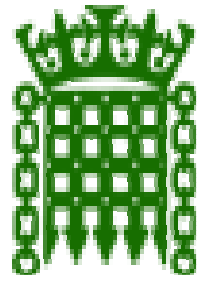
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of our high streets, was good for labour, good for our businesses, and helped people link with jobs.

That the Baroness stated was why Government was continuing to invest in light rail and would continue to do so.

Edinburgh: The start of a journey

City of Edinburgh Council Chief Executive Mrs Sue Bruce made her second visit to the UK Light Rail Conference in as many years to update delegates on the tramway scheme in the city; this time her attendance a fortnight after the long-awaited launch of public services. Mrs Bruce talked about the low opening and the initial success in passenger numbers. She revealed that some key road corridors in Edinburgh display among the worst air pollution in Scotland. She saw that trams can make a significant difference. It was early to say anything about extensions but the council had assembled all the necessary evidence in preparation for Lord Harvie's non-statutory inquiry. In addition to the 'bounce' seen as the UK emerges from the economic crisis of recent years, Mrs Bruce said that investors were coming to the city in their droves, property values were going up especially along the tram corridor and what

the Council; seeing was a real bounce. With the system now open however – and discussions already taking place on possible extensions. Bruce commented that it was a very much the beginning of the journey, not the end of the journey.

Conference ended with a networking social refreshment

Yours aye,

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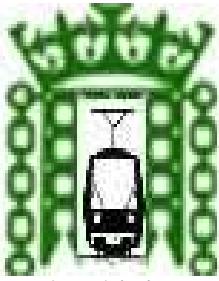
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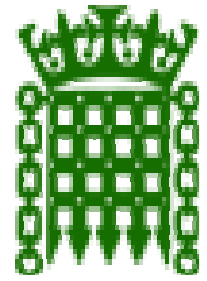
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Mr Brad Read President of TIG/mLLC said of catenary free running that they have proven that they can operate 20 hours per day, with no need for wayside power or opportunity charging. They keep the batteries as cool as they can, and between 40-75% of full power at all times. In this way they have proven we can double the manufacturer's warranty.

Mr Mark Terry, Associate Director and Head of LRT Rolling Stock, Mott MacDonald noted that for any new schemes we build from now on, in ten years' time many of the vehicles currently on offer may not be made any more. In terms of design it's about trying to think outside the box and to try to future-proof the systems for compatibility.

Project update: Midland Metro

Mr Paul Griffiths Metro Programme Director Centro updated delegates on progress on track laying and utility resiting in Central Birmingham and track replacement starting at Prestfield and working thereon to the city centre. Extensive proving had been undertaken on the new vehicles and the new depot area.

Keynote Address

Baroness Susan Kramer, the UK Minister of State for Transport speaking at the conference on the second day of the conference was telling delegates that the reasons for light rail's popularity were clear. The Liberal Democrat Peer said that light rail was good for passengers, good for the local economy, good for the environment, and one of the most user-friendly ways to get around our cities. The Government wanted more people to discover the benefits of light rail, particularly urban car. Not just to reduce congestion, local pollution, and carbon emissions, but because light rail was an excellent way to get more people into city centres. It helped the growth

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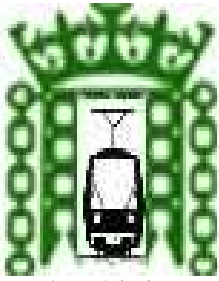
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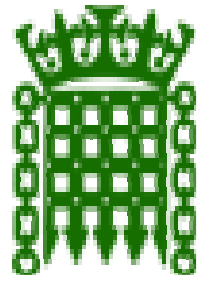
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Mr Roger Harrison of the Light Rapid Transit Forum and Mr James Hammett General Manager UKTram updated delegates on the changes in UKTram as the umbrella organization for regulation and development of light rail and tramways. Mr. Hammett outlined the formal development of an UKTram board and the constituent sub groups. He talked about the development issues in track and overhead that UKTram had gained grants for research and development. He pointed also to the recent research commissioned by UKTram on the role that light rail had played globally in transit orientated development.

Mixed fleets: challenges and opportunities

.Mr László Szedlmajer, from BKV in Budapest, shared his experience of mixed fleet operation from the Hungarian capital and its 600-strong tram fleet of varying age and types. Different vehicles from different epochs needed and created a range of engineering and maintenance regimes. There was clear need to have these needs documented and planned for. The development opportunities offered by UK Tram it is hoped will lead to uniform and practical vehicle development.

Ms Emma Doherty, Head of Engineering, London Tramlink said maintaining operational and maintenance efficiencies while maintaining undisrupted service can create quite a stressful environment.

LRT Vehicle design

In the panellist's discussion Mr Colin Robey, Metro Operations Manager, Centro commented that there was consensus that the next generation of light rail vehicles we need to put the 'light' back into light rail. Mr Richard McClean, Managing Director, DB Regio Tyne & Wear said that there was often talk about light rail being the environmental solution, the low-carbon solution, but we mustn't underestimate the rate of progress that the automotive sector is making in this area. They will be carbon neutral, or carbon-free, long before we are on the basis of the current LRT development

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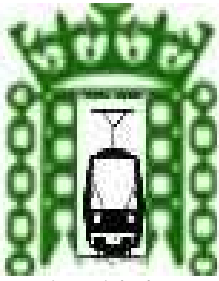
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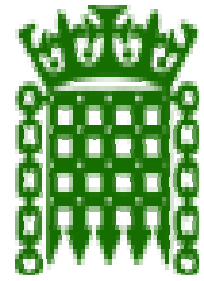


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Mr Mark Barry talked about the Welsh Metro plan proposed for the surrounding Cardiff and the valleys area. The current situation was an assessment being undertaken of a market model looking at the impact in the central area and the upper valleys. The metro may be a mix of tram-train or heavy rail and tram. The Welsh Government has given continued authority to assess the work/travel geography. There is currently a difference of opinion between the Welsh and Westminster Governments over funding. In terms of funding Mrs Mary Bonar and Mr Taylor Ferguson spoke about LRT funding. Consideration had to be given to the impact of Local Authorities integrating in the Local Enterprise Partnerships. In this, common objective had to be hammered out rather local ones. Time had to be given to settling in. The objective would be Economic Drivers rather than Passenger Transport Executive objectives. The accent is collaboration with the assessment criteria set as a benchmark of priorities. Examples would be High Quality LRT, which attract value in terms of employment, property assets and industrial development.

Inward investment and fixed rail schemes are bound to be a golden opportunity for LRT.

In terms of best value in France all TGV developments have associated LRT schemes. Looking at the future what might the schemes be?

LRT to HS2 stations will be available before HS2 arrives?

Newcastle LRT proposal from Nexus?

The Welsh Metro proposal that involves Cardiff and ten Local Authorities – affordability?

The march of technology will also have implications with catenary free systems and a push to achieve more for less

UK Industry Update

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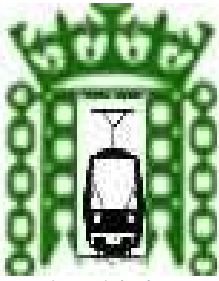
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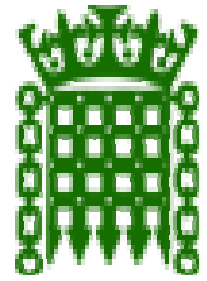
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possibility of trails of track slabs by UKTram. Concern was also expressed about stray currents and it was noted that ORR through UKTram would review the requirements.

Alstom spoke about their APPItrack laying machine, which had been tracklaying for some nine years .It offered simplicity and balance forming concrete formation in straight and curved routes. Mechanization was important in lowering costs and offering pinpoint accuracy. The company would develop APPItrack further.

In track design many British systems had different rail profiles. It was important that UKTram came up with a standard profile for rails. An example of unusable rail was track from the failed Liverpool tram system that had a groove profile, which was unique.

Mr David Waters from Vossloh Cogifer spoke about tramway noise reduction at crossings and switches using specialist flanging materials and shaping of crossing to reduce bump noise while Mr David Rowe of Rowe Hankin talked of his software programme to reduce tram wheel/rail interface friction modifications which saw improvement in wheel performance and lengthening of wheel tyre life and lessening of rail wear.

Beyond 2015: where are the new UK systems?

The Panellists had a lot of hope in terms of future developments.

Mr. Bernard Garner from Nexus talked about the Tyne and Wear Metro modernization programme, which is now moving to South Tyneside where stations such as Jarrow, Hebburn and Bede will refresh and in other stations lifts will be replaced. In the driver's cabs and control rooms there will be a new digital radio system. Nexus has also ambitions to place a street running tram in Newcastle but will need to negotiate finance will the local LEPS.

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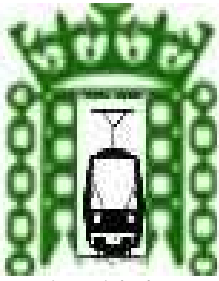
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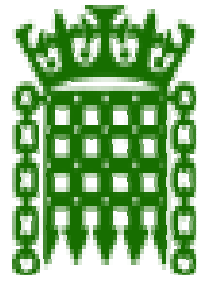
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Snr. Paolo Carbonne updated delegates with the Luas extension progress. The Rosie Hackett Bridge across the Liffey has been officially opened at the end of May and works on moving utilities have started at the College Green area

Search for an ideal track form

Panellists debated the elusive search for the ideal track form. There was criticism about over specification and concern that the risk in terms of track laying design is not properly articulated and shared. In terms of warranty it can be described as overlong. In discussing the optimum in track design there were a series of coupled costs such as integrating it with the roadway, foundation stability, safety, gauge resilience, accessibility, and maintenance regimes. There was also debate about track encapsulation, partial or overall and the use of varying polymer finishes on track. If we went to a larger depth to lessen risk we had excavation costs and also extra haulage and landfill costs. Panellists then debated the issues surrounding utilities- should large pipe and cabling be bridged? How wide should the swept path of the tramway be? How deep in the sub strata should the contractor go? It was concluded we should have a system design that ensures the tramway can be continuing in service during utility maintenance.. Particular interest was focused on the rail/rail edge interface where severe force can be experienced from heavyweight vehicles lorries and busses. The sharp concentrated rolling force of these vehicles especially at 30-degree angles lead to edging degrading quickly.

Thought has also to be given to skid resistance of the rail and edging.

Thinking of track form components such as ties, red track geodetic sleepers, monoblock sleepers you wish to have resilient track that's not too stiff but not subject to vibration. The ideal trench/void is seen as a metre but this has cost implications as mentioned before.

In thinking about track repair, it's accessibility for welding repair in situ. In terms of rail removal can you access the rail easily without ripping the whole track out? Talk about overall slab replacement led to discussion about modular track slabs and the

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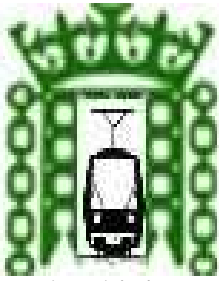


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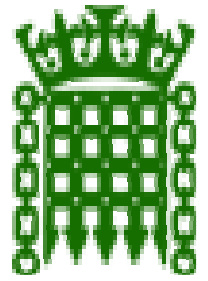
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17.5km (11 miles). Tramlink Nottingham Chief Executive Mr. Phil Hewitt gave an update on the system and stated that shortly start seeing the first trams running over to the south side and the dynamic testing of Phase Two will start. Delegates also heard from Fred Garner, Director of Rail Projects at Taylor Woodrow, and were able to inspect some of the 'progress first hand with a guided tour of some of the extension sites and a ride in one of .NET's new Alstom Citadis trams.

Tram-train: Up date and why wait for Sheffield

Work on the UK's tram-train pilot began in earnest in 2014 Network Rail's Simon Coulthard reiterated a message for interested parties he says he's given before, to come and talk to us. Mr Tim Kendall, Infrastructure Technical Manager from the UK's Department for Transport echoed this message, adding they wanted to be able to spread this out and they we're documenting everything and that they are happy that the learning is running smoothly more secure and more robust. It was important they learn first, so that they can pass on detailed information to later projects. They wanted form a large bank of experience and get it right, but they welcomed inquiries. Herr. Nils Jänig, Deputy Director of Transport Technologie-Consult Karlsruhe, identified a threat to tram-train schemes coming from Europe-wide rules, which threatened to impose heavy-rail style rules on aspects like crash worthiness onto tram-train vehicles. Once again, the message on the need for unity and leadership in the longer term was emphasized. In Karlsruhe, Herr. Jänig explained, it came from a person; in France the leadership has come from state railway SNCF, which is effectively offering tram-train solutions to communities.

Herr. Jänig, said leadership was one of the success factors identified. The Conference audience heard that Sheffield's vehicles are to arrive towards the end of 2015, with services beginning in spring/summer 2016.

Project Update: Dublin

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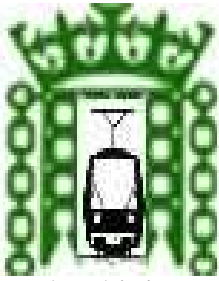
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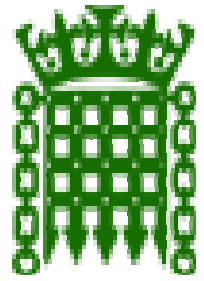
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There is absolutely a monetization and advertising opportunity there when joining together the transport system within a wider city network.

Mr. Craig summed up TfL's forward thinking strategy as about understanding who the people are that use each of the stations, what is it that they want, and how do those stations connect into the different areas of London and what is it that those different areas of London need which might be retail or hotels, but it could also be cycle parking or a library, or a post office or a police station.

Evening Dinner

At the end of the first day Mr Bernard Tabary, CEO International for Keolis hosted a networking dinner for delegates and complimented Nottingham and the UK on promising light rail growth.

Day 2

Project Updates: Nottingham

Nottingham faces the extensions of its light rail system to Clifton and Chilwell. They are nearing completion and when opened, they will expand the system's length by

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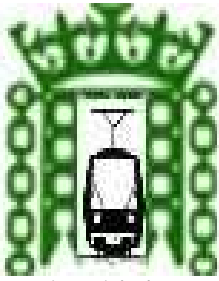
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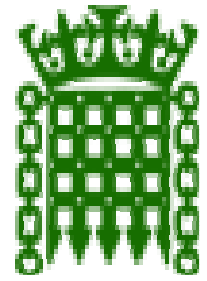
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beauty of the system he noted was that we had a very low impact streetcar infrastructure installation because they had no need to go deep into the streets. They can generally get away with a 12in (30cm) deep substrate, utilising a firm well rolled sub-base that's existing below the streets.

The result in Oranjestad to commercial activity from cruise ships is a real boost, it has become a place-maker that is regenerating a city that was 600 years old and has brought it back to life.

The role of Social Media and new Technology

Ms Joanne Bentley, Customer Services Manager, said in her presentation that they noticed that over the last six months, that as we've utilised social media more to communicate with our passengers, that dissatisfaction has diminished. Passengers understand that from time to time there may be a slight disruption to service, but what they don't like is not being told about it. You also need to give out positive messages, such as "Great news, service running smoothly with no delays today".

In the panel providing further advertising and communication opportunities further perspectives came from Ms. Nicole Gueretta of Exterior Media – which works with TfL, as well as many other light and heavy rail, and bus businesses. She explained that at the moment there was a disconnect between what a passenger wants and what's available at stations. Running trains on time and safely was a given, but was the service provider you going to do to improve the customer experience.

The service provider had the opportunity to drive additional revenue from system assets.

Working on projects to deliver managed mobile networks that offer equivalent quality connections to those found in buildings, the panellists noted passengers now want free Wi-Fi... the big challenge for transport operators is delivering that and funding it.

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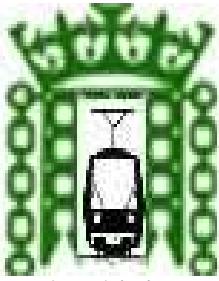
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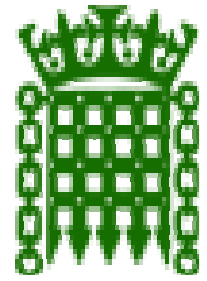
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communications throughout transport networks It's not just transport –its place making

Messer Jim Harkins of Light Rail UK and Brad Read, President and Co-founder of TIG/m LLC delivered a presentation of a completely carbon-free future for light rail. Mr. Harkins an authority on low cost and affordable tramways described the issues he felt that made carbon free light rail a possibility and outlined some of the areas that would benefit from this form of LRT including OHL free and no utility movement within an affordable project and with minimum intervention into the road surface

Mr Read explained the detail behind the tramway in the town of Oranjestad on the Caribbean island of Aruba, constructed by his company The Oranjestad tramway serves cruise passengers and locals on its just over 1km (0.6-mile) route – which functions without overhead wires using hydrogen fuel cell technology. In fact, Mr Read explained, eliminating the need for electrification can bring a 40%-50% reduction in costs, as well as reducing any undesirable effects on the surrounding environment by making wires, masts and substations unnecessary. TIG/m has never built a tramway that needs continuous wayside power, Mr Read explained, and said the mission was to reduce streetcar infrastructure impacts and costs by eliminating the need for continuous off-board electrification systems. Instead, he reported, TIG/m trams use a mixture of onboard energy storage, regenerative braking, and power generation aboard the vehicle. Six different motive power systems are on offer from the firm – from biodiesel to hydrogen. With the use of hydrogen won using electricity generated by wind power,

Mr Read claimed his organization has achieved the first zero-carbon transit system. All of the energy used onboard the vehicles is derived from renewable wind energy. What's more, he said, the avoidance of overhead power brings further benefits: The

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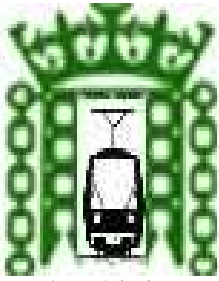
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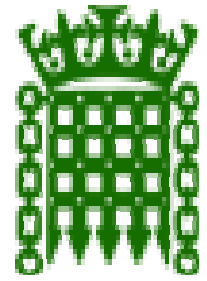
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"The past we inherit, the future we build"

In the Presentation on raising revenues an area that's increasingly of interest to light rail operators and promoters especially generating revenue from other opportunities other than the Farebox. Delegates listened keenly to, a range of presenters including, Graeme Craig who is responsible for nonfare revenue at Transport for London. Opportunity monies such as this are currently running at GBP240m (EUR301m) per year in TfL– but the target is to generate an additional GBP1bn (EUR1.25bn) over the next ten years. The potential, argued Mr Craig, is there. He noted that in the case of TfL, they were potentially London's largest landowner but that they have done remarkably little with their assets for several decades. They have a thousand retail units in stations that bear little relation to the quantity and quality of the people using our networks each day. In general there was a huge potential, improvement and that more that they could do can do based on the quality of assets, the scope of the assets and the numbers of people who are on the network each day. He commented that TfL might not have seen itself as being a car parking business, they owned 61 car parks. As part of the strategic vision of TfL it had actively sought out car park and retail management expertise. He noted that there was a large variety of things that they could be doing, and huge opportunities. It was just a question of prioritising and working out the most effective place to start and where do you find the partners to make this happen. The good thing is that this was money that we can generate, by providing parking, housing that London needs products and services that their customers wanted. There was no downside whatsoever to these things, they just needed to assemble the team, and get the support and find the investment in order to make it all happen. Recent innovations included making stations collection points for online 'click and collect' services, which started last November. The task, argued Craig, is to have hundreds of locations across London, each of which connects into the unique circumstances of that part of London and the people who use that station, but also providing an integrated solution for people whilst they're on the TfL network."

Mr Peter Kingsland of Icomera, which provides mobile broadband services for transport reiterated the need for excellent and responsive Internet and

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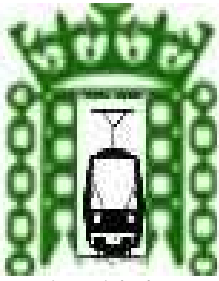
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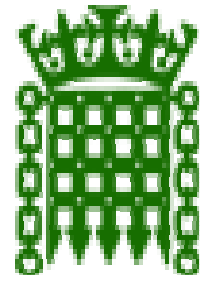
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Panellists talked of the thousand of extra passengers that HS2 would generate. Light rail could play a key role in distributing these large numbers to and from stations. LEPS and key partnerships could form the opportunities for maximizing jobs and skills in this demand industry.

It would be necessary to integrate trains with light rail timetables to gain the best opportunities and proposals.

Tramways as creators of Green Corridors

The panellist saw the green LRT environment as something that attracted passengers it terms of sustainability and pleasant public realm. They commented that we should forget the sustainable green issues that LRT also brought. Tramway projects brought with an expectation that the project would have improved green public realm. In Karlsruhe and Hamilton/Brampton Urban Design and Landscape design went hand in hand with the LRT project.

It was important to have community co-operation through meeting with key resident groups, communicating through web pages and taking part in community development initiatives. In many cases there were government criteria to meet and the opportunity to use well practiced cost benefit analysis on green public realm. In France there was also an economical study and analysis of contract bids.

After this in five years time after project completion there was a re-evaluation of how improved public and green realm had contributed to increased land value capture. In terms of green developments you needed to capture visionary developers along your route.

Additional Revenues

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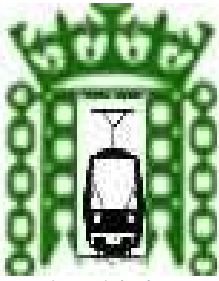
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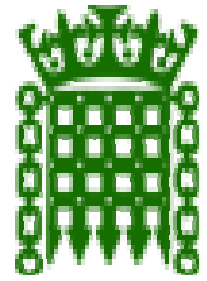
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In the discussion about Transit Orientated Development the panel of those who had experienced this form development looked at the further progress of TOD transit-oriented development in the UK,

While Herr Jan große Beilage from TTK (Karlsruhe) argued that the model of transport and urban development co-ordination needs stronger land usage policies to move away from car domination and to support higher density development around public transport hubs.

Street running LRT: Opportunities and Constraints

Mr Paul Dawkins of GHD reflected on his years of track laying experience on a range of light rail projects. Tracklaying and ground preparation accounted for 20-30% of the project cost. The issue was recognizing risk and being prepared to share it. He pointed to the European and American light rail where utilities do not have to be moved and ORR advice about bridging utilities so that access can be gained. He hoped that there would be de regulation of the current acts that place the cost with the light rail project.

We should look closely at how European systems use prefabricated track panels. In Europe and Australia track sections are laid or re-laid as a continuous work that is the section is cleared founded, track laid sleepers-spacers, clipped and then the roadway filled up. Continuous to completion (run on a 24 hour programme) works like this minimize the traffic disruption and public inconvenience.

If the utilities refused to keep to the project timetable then the project contractor should intervene and have the pipe work/ cabling moved or bridge. He hoped that UKTram would come up with some new practices and innovation in track construction.

High Speed 2: A Golden Opportunity for LRT

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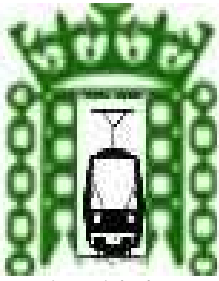
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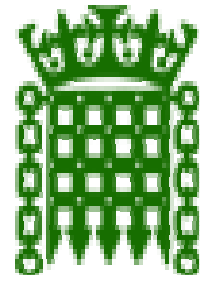
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Regis described the remarkable growth of LRT schemes in the country as due to the lack of capacity for bus systems to meet growing demand and how transport systems had the wider benefit of developing the urban realm.

Light rail came as a good idea, and then the way to have the population's enthusiasm was to refurbish the existing light rail and extend it.

From this came the idea of how light rail could become a tool to refurbish the city centre.

Others noted that realising light rail schemes needs strong political leadership. The process of initial creation of light rail systems is 'two years in hell, 30 years in heaven'. The two years are quite critical. So you have to have a strong politician to show leadership

The advantages of bus ways and trams were also a topic of discussion, and Mr Eran Melamud explained that in Tel Aviv five LRT and three BRT lines were being developed and treated to the same design level. Whether it was to be BRT or LRT selection was made on expected

Capacity demands – buses being chosen where demand is expected to be lower, but "the stops for the BRT will be the same design and the same level of service as the LRT. This allows for a modular approach to construction, service continuity and future conversion to LRT for the BRT routes where demand exceeds capacity. Those on the panel with long standing experience of light rail development across Europe and North America also discussed the integration of LRT systems into the urban environment, public realm improvements and 'complete street' design. Alan Jones from Steer Davies Gleave Consultants called for more visionary approaches.

Mr Richard McClean, Managing Director of DB Regio Tyne & Wear, chaired the debates in the technical and operational presentations – brought insight into the refreshment and refurbishment programme expertise as the operator of the Tyne & Wear Metro.

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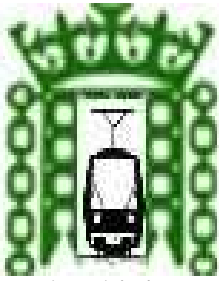
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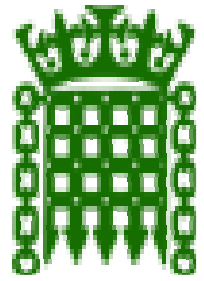


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"The past we inherit, the future we build"



LRT's strategic role as a city-building tool

Panellists, Cllr Jane Urquhart – Portfolio Holder for Planning and Transport, Nottingham City Council, Régis Hennion – Group Metro and Light Rail Director, Keolis and Eran Melamud – Planning & Design Manager, NTA – Tel Aviv Metropolitan Mass Transit

The Panel looked at a range of funding opportunities that had been used in UK infrastructure and transport projects. Comment was made on Earn back models such as the Stockport Motorway, which made £350M Councillor Urquhart stated that the Nottingham system was being expanded because it had been done that as part of an overall vision of a city that had become a European city, and a city that had put economic sustainability and environmental sustainability at the heart of planning and transport strategies.

Taking part in the panel debate on light rail's role as a potential strategic city-building tool together with Ms. Urquhart were Régis Hennion, Keolis Group Metro and Light Rail Director, and Eran Melamud, Planning and Design Manager at NTA – Tel Aviv Metropolitan Mass Transit.

Régis Hennion reflected on the experience of many French cities – where trams have become key drivers of regeneration in contrast to the UK, have become important drivers of regeneration. He explained that in contrast to the UK, French networks tend to be run as a 'whole' including such aspects as marketing and Public Relations, and therefore that operators become more closely involved with town planning and wider local authority planning agendas than in the more split English models. He pointed to the revival of French public transport as being the launch in the 1970s of a tax dedicated to transport – the Versement Transport (VT) a local tax levied on the total gross salaries of companies with more than nine employees that is used to invest in local public transport infrastructure and cover operating expenses.

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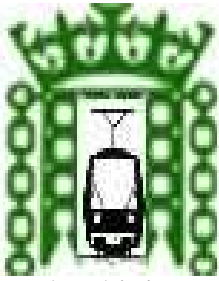
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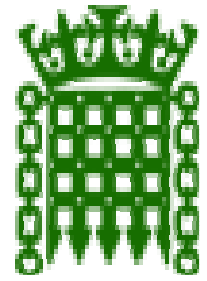
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"The past we inherit, the future we build"

Funding light rail in a climate of austerity – PLENARY SESSION DEBATE

Lilian Greenwood MP – Member of Parliament for Nottingham South

Joined other panellists to discuss issues surrounding funding light rail in an austerity climate.

As part of the Core Cities agenda it was important that HS2 at Toton Station had good transport links to provide onward connectivity and that Nottingham would work with Derby. Lillian Greenwood felt that progress had been made despite a £9Billion cut in transport infrastructure and that despite light rail being a minority interest in the national transport structure it was making a valuable contribution. Others on the panel noted the problems that had beset Edinburgh could hinder the development of further schemes and extensions.

The positive side of light rail in terms of Transit Orientated Development shown in the recent UKTram research paper was referred to in developments in Birmingham and Manchester. In discussion it was agreed that local transport areas working with the Local Enterprise Partnership was the way forward. Investment in transport had to be driven locally in local solutions.

We had to recognize the Trelliborg effect of gaining value income back from growing and value increasing Transport Developed Assets.

STRATEGY, PLANNING AND FINANCE

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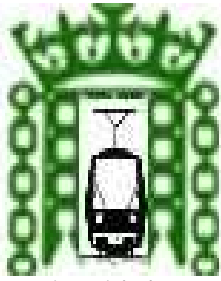
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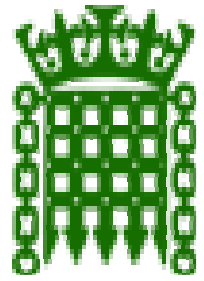


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"The past we inherit, the future we build"



Introduction: 9th Annual UK Light Rail Conference

In the in their Welcome Address and opening remarks, Cllr Jane Urquhart – Portfolio Holder for Planning and Transport, Nottingham City Council and Roger Harrison – Chairman, Light Rapid Transit Forum, said the choice to host the conference in the city demonstrated the confidence there was, not only in the current tram project, but in plans to expand it further afield.

They noted the Conference, which lasted two days, was welcoming more than 80 key industry exhibitors and prominent speakers to the city to discuss tram and light transport projects across the country. It was important to remember that Nottingham was the first project in the country to have genuine social objectives, working with local partnerships to create new apprentice-ships. It's an interesting project where they're trying to rebuild the British economy.

They also commented on the continuing interest from business, Derbyshire, Nottinghamshire and Leicestershire Chamber of Commerce who were very supportive of the concept that the tram needs to continue, it shouldn't stop with phase two, it could be built further north or north-east.

The Council now wanted in the light of developments with High Speed 2 to open up the debate about where it should go next.

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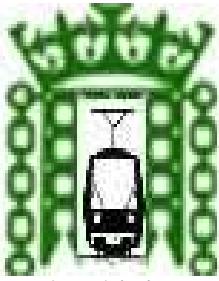
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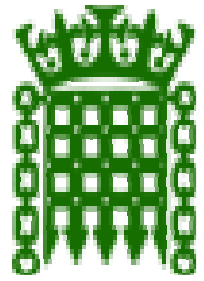


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9TH ANNUAL CONFERENCE UK LIGHT Rail CONFERENCE
NOTTINGHAM UNIVRSITY CONFERENCE CENTRE
11-12JUNE 2014

The 9th Annual UK Light Rail Conference and exhibition moved to Nottingham in June 2014 and brought with it over 267 leading decision-makers from across the UK and mainland Europe for two days of open debate covering all aspects of light rail development.

Across the two days, the conference invitees discussed a number of issues related to the tram including development, [finance](#) and its links with the HS2 project. This year the conference had grown to the point that multiple halls were used to allow presentations and panel debates to take place simultaneously. With support from hosts Tramlink Nottingham, Nottingham City Council, Taylor Woodrow Alstom and Nottingham Express Transit, the event also included an expanded exhibition of leading suppliers and service providers to the industry, a networking dinner hosted by international transport operator Keolis. The Theme of the Conference was "Investment and Innovation" and the presentations from key speakers ranged from Strategy, Planning and Finance to Technical and Operational Developments.

There was also the opportunity for all delegates to meet and listen to Key Issues such as the implications for the Age of Austerity, Opportunities from High Speed2, Future Light Rail Developments and Reflections and Aspirations from Baroness Kramer Under-Secretary of State for Transport and Lillian Greenwood MP for Nottingham South (Shadow Rail Minister) and a special tour of Nottingham Express Transit extensions. On the late afternoon of the first day the Conference Party was transported to the extension sites on one of the new Citadis light rail vehicles.

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