

Delivering Light Rail - A Green Light

Geoff Inskip

Chairman UK Tram



Strategy for Light Rail/Tram Train

- Why:-
 - Fuel Prices
 - Congestion
 - Carbon
 - Electrification

- Wealth creation
- Growth and jobs





DfT Business Plan

- Transport system that is an engine for economic growth, greener, safer, and improves the quality of Life
- High Speed network connecting our cities and international Gateways helping bridge the N-S divide
- Secure our railways for the future and create capacity for improving services





Light Rail Investment Supports Growth and Jobs

Investment in Light Rail and Tram/Train will benefit:

- Business
- Regeneration
- Quality of Life in our cities



Green Trams



- Environmentally sustainable
- low noise and emissions
- Go through existing developments, supporting and strengthening new developments
- Attracts car users reducing congestion

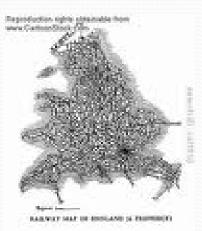




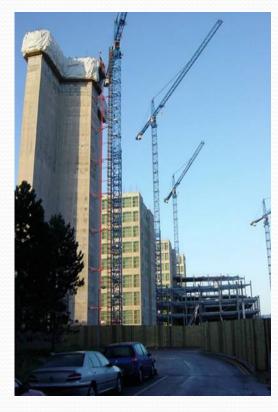
High Speed Rail Local connections

- Early introduction of Tram conversion and tram/train is required
- integral to creating the necessary capacity needed for the future development of our HS Network;
- deliver real benefits to passengers allowing increased frequencies, faster journey times and improved city centre penetration;
- will bridge the gap between local, urban rail services and optimise and capitalise on both heavy and light rail systems' assets;
- the application of light rail technology linking and connecting with existing heavy rail systems can create bigger networks at reduced capital cost freeing up capacity at mainline stations.





The Strategic case for Light Rail - a Realistic Future --DfT Business Plan



Light Rail can deliver/isan engine for economic
growthgreen, safequality of LifeHigh Speed network
connectionscreate capacity for
improving services

DfT Business Plan

Rail

- Vision of/Secure a sustainable railway
- Franchise Reform
- Electrification
- Address the high cost of the railway
- Simplify funding and drive smart investment



Addressing the high cost of the railway



- Tram Conversion and Tram/Train
- Technically proven; available with various power configurations which provide flexibility



Lower cost

Tram/Train - Improving services and capacity





The case for Tram/Train

- Run on railway lines
- Run on streets, and pedestrian areas
- Able to operate freight and tramway on same infrastructure, improving benefits
- Tram has lower operating cost than train/ high capacity
- Create city/town centre connectivity to rail network and enable customers to get to destinations quickly
- Technically proven

A lower cost railway

Potential Tram and Tram/Train schemes that could be brought forward	
Leeds- Harrowgate- York	Wigan-Atherton-Manchester
Walsall – Birminghamvia Duddeston	Wednesbury- Dudley- Stourbridge
Marple – Manchester	Edge Hill -Liverpool Waterfront
Stocksbridge Line	Leeds-Lower Aire Valley-Five Towns
Woodhouse- Lincoln	Bradford-Guiseley
Walsall-Wolverhampton	Dearne Valley
Leeds-Leeds Bradford Airport	

Funding the opportunity for growth

Existing subsidy Capital investment Rolling Stock Infrastructure Capital and Revenue Flows = Borrowing for Tram investment



Funding the opportunity for growth

Tram and Tram Train investment Case by Case basis Identify projects and get on with it Experienced industry and experts World class





DfT Business Plan



Light Rail can deliver	
Greater capacity	\checkmark
Lower cost	\checkmark
Smart investment	\checkmark
create capacity for improving services	\checkmark

Thank You



Geoff Inskip

Chairman UK Tram

