

### Delivering Light Rail - A Green Light

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# **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

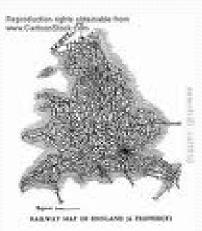




### High Speed Rail Local connections

- 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<br/>growthgreen, safequality of LifeHigh Speed network<br/>connectionscreate capacity for<br/>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

