

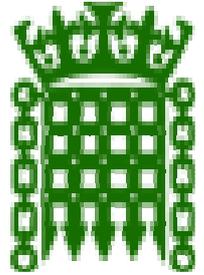


Light Rail (UK)

All Party Parliamentary Light Rail Group

House of Commons
London SW1A 0AA
Ref: LR Applg Winter 09 v.1

Light Rail & Trams, Affordable & Sustainable Transport



"The past we inherit, the future we build"

All Party Parliamentary Light Rail Group (APPLRG)

Report of a meeting held at the House of Commons on Tuesday 22nd January 2013

Chairman: John Leech MP (Chairman APPLRG)

John Leech apologised for the delay in beginning the meeting which was due to a previous overrunning cross party lunch with the Minister to discuss the Leeds-Bradford TramTrain scheme.

He then introduced Greg Mulholland MP (Lib-Dem, Leeds Northwest) to open the report on the Leeds-Bradford TramTrain scheme.

Greg Mulholland said that Leeds-Bradford Airport, the 17th largest in the UK, is in his constituency and is very important to the regional economy. It handles around 3 million passengers a year and employs 3000 people. It is the worst connected both by road and public transport of all the country's significant Airports. Originally owned by a consortium of local councils, the Airport was sold to private owners and has recently benefited from considerable investment, including a new terminal. Because of the poor transport links, however, many people in parts of the Leeds City Region find it quicker to use Manchester Airport than Leeds-Bradford. Improving access to the Airport is therefore a high priority. Providing the link is a challenge because although the nearest railway line is only 1.1 miles away, the Airport is much higher and light rail technology is the only way a rail connection can be economically provided. The railway is the Leeds – Harrogate – York line and there has been a recent campaign to upgrade this to provide a more frequent service with more modern rolling stock. Although result of the TramTrain pilot project in Sheffield is still awaited, it is felt that TramTrain would provide not only the means to make the Leeds-Bradford Airport connection but significant improvements to connectivity elsewhere in the region, connecting with Harrogate and York as well as street running in Leeds.

Politically now, as well as having cross-party support in Leeds, there is support from Bradford and other local councils as well as from the Airport itself, the local business community and the public at large as providing benefits for the whole region. Leeds City Council has passed an all-party motion in support of the scheme and the Bradford Breakthrough Group has supported it as well as Kirklees Council. The challenge now is for all these groups to come together to lobby hard for the scheme, overcome the inertia induced by delays in the TramTrain pilot scheme and secure funding of about £100 million.

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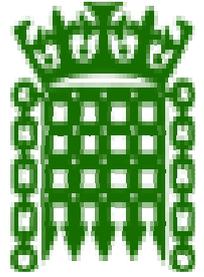


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The scheme is of great importance not only to achieve connectivity to the Airport but for the regeneration of the wider region. Leeds City Council is looking to achieve this by 2022 at the latest.

Geoff English (West Yorkshire Metro) added that about four years ago the 11 local authorities in the Leeds City Region had developed a transport strategy which identified key priorities including better links between Leeds and Bradford and between both cities and the Airport. Road access to the Airport is poor and the bus connections are slow and not well used. More recently a strategy was developed for the Harrogate line and Metro is in discussion with Network Rail and DfT on ways to develop the line to its full potential. This is in partnership with North Yorkshire Council and Harrogate Borough Council. The ultimate aim is the overhead electrification of the line with the option of TramTrain to provide the Leeds – Airport service at one end and a Poppleton – York service at the other.

The Leeds City Region has developed a City Deal with Government and part of this is a £1 billion transport fund. Local transport planners are modelling 50-60 potential schemes one of which is a fixed link to the Airport. Local politicians will shortly be deciding on the priorities for schemes to be funded. The Leeds-Bradford-Airport triangle is likely to be high on the list.

Finally Councillor Ryk Downes (Deputy Leader for Lib Dems on Leeds City Council and former Chairman of Metro,) said the West Yorkshire Transport Fund is just awaiting final approval. Despite the £1 billion fund there are already schemes in the pipeline totalling £4 billion, so there is a huge backlog of works. One of the problems is that road schemes tend to score much higher with the government.

The Minister was asked whether innovative schemes such as TramTrain could be prioritised over road schemes and he said that this was something he could support. The Airport connection is the top priority and light rail the most practical option. Some of the costings that have been produced for this should be challenged and less costly solutions looked for.

There is also the possibility of connecting to the west with the railway at Guiseley to provide a link to Bradford. The Harrogate line with its old rolling stock is crying out for modernisation and electrification and that is the time to be looking at light rail on the route.

Leeds Central Station lacks capacity and running a TramTrain service from the Airport on to the street in the centre of Leeds would also free up capacity at the station to better cope with other services. This scheme now has cross-party support among Leeds and Bradford MPs and needs to be pushed forward as quickly as possible.

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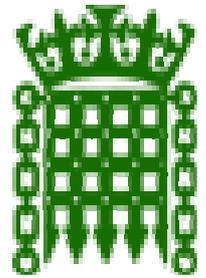


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John Leech added that following the working lunch it was agreed that local MPs Greg Mulholland (Lib Dem), Alex Shelbrooke (Con) and Gerry Sutcliffe (Lab) should lead on taking the scheme forward so it very much an all-party affair. In the past those schemes with all-party support have tended to be the most successful. He then called for questions.

Mel Reuben (LRTA Leeds Area Officer) asked if the TramTrain proposals would adversely affect the current NGT trolleybus proposals.

Greg Mulholland replied that the northern trolleybus line would serve his constituency. He said that he had been very supportive of the original Supertram scheme and was a reluctant supporter of the trolleybus which replaced it at DfT insistence, not least because it could be converted to light rail in the future.

There is some opposition to the trolleybus in the constituency but this might also have been directed at a light rail system or any major transport development. The trolleybus and the TramTrain would be serving different functions. The real need is for a complete light rail network to serve the whole region

John Parry (Parry Associates) asked if electrification was the most effective answer for the Harrogate line and the Airport link.

Geoff English replied that the Harrogate line was only one of a number of lines in the region earmarked for electrification. The present service uses very old diesel units and Metro believed that a more efficient service could be provided with electrification. That would pave the way for subsequent TramTrain operation. Ryk Downes added that electrification would allow the insertion of additional stations without significantly extending overall running time.

John Parry referred to the Stourbridge Town branch which was upgraded effectively without the expense of electrification.

Ryk Downes replied that he was aware of that development and that if such a scheme were proposed for Leeds it would be examined along with other options.

John Leech said that the priority was to get a rail link to the Airport. The mode of propulsion was a secondary consideration.

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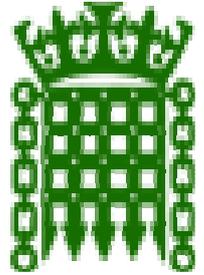


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Chris Elliott (Sheffield Supertram) asked what was people’s perception of delays to the TramTrain pilot project. Lessons were already being learned which could be incorporated into other potential schemes.

John Leech replied that there had been delays and the general perception that it was taking longer than it should.

Greg Mulholland said that there was frustration that nothing could be done until the pilot was completed. He thought this was unnecessary as TramTrain had been operating successfully for a number of years in other countries. We were too conservative in this country and although it was right to be focussed on safety we don’t get the balance right. He had still not got a definite answer from DfT about when the project would be completed. Why is it taking so long? We were talking about this five years ago. He thought a result unlikely within the lifetime of this government and this is too long and delays the prospects for developing TramTrain for Leeds.

The confines of having to wait for this and not being allowed to proceed until all the boxes are ticked is not a good way of progressing when everyone including the DfT and Ministers are clear that this could improve connectivity and be a big boost to local economies. In the middle of a recession it does not make sense.

Clive Betts MP (Lab. Sheffield South East) said that the one thing that was needed was consistency of policy from the DfT and this has been lacking over the years. Sheffield Supertram was built around 1990 and has been very successful yet there has been not one extension. There have been proposals but these were not implemented because of the DfT obsession with perceived cheaper alternatives. The TramTrain pilot was started five years ago and we are just at the point of ordering the trams. The original scheme for the Penistone line did nothing to test the transfer between heavy rail and light rail. At least now we have a proper pilot but it is not going to start until 2015 then there will be the evaluation so it will be 2018 before anyone will say that it is a success. Then there will be another delay while we think on what lines it will run next so it will be 2020 before anything else happens which is nonsense.

At least on a local level people are starting to work out which lines it can be extended to if it works on the trial and I think this should be happening everywhere and we could work out where it would be cost beneficial providing the technical aspects are all right and we know they will because they have been running in Germany for twenty years. We know its going to work so let us assume that it will and start planning now

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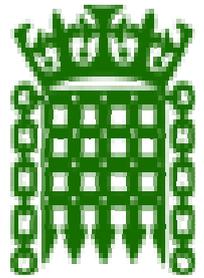


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Jerry Swift (Network Rail) said that those who have been involved with the project from the beginning appreciate the frustration on the time taken. But lessons have been learned. There are some things which are transferrable from Europe but others that are specific to the UK. Once the project is delivered we will have the cook book that we can use elsewhere.

He did not share the pessimism that there is five years to implementation of anything else. It is the process of getting to a system which is safe and delivers for passengers which is the most important thing. He was not as pessimistic about the future and believed that the trial will prove to be a success and we will then have the technology to implement TramTrain where it is the right transport solution

John Leech introduced Richard Mawdsley of Peel Holdings and Scott Macintosh of Mott MacDonald to talk about the Wirral Waters project.

Richard Mawdsley said that Peel Holdings is a private development company, owned by John Whittaker, with assets of over £6 million but cash poor and with a strong regeneration record. The company has a Ports Division which operates the Port of Liverpool and the Manchester Ship Canal, an Airports division, including the John Lennon Airport, and a large renewable energy department. These three divisions underpin the real estate activities, representing infrastructure underpinning regeneration. The track record includes the Media City project in Salford and the relocation of the BBC from London. £750 million has been spent on this project since 2008 and investment has continued through the financial downturn. One of the key aspects of the BBC deal was the extension of Metrolink into their front door. In 2005 the Mersey Docks and Harbour Board was bought, the operating company for the whole of the port of Liverpool, and with this came a lot of derelict and semi-derelict land including 100 acres which is the Liverpool Waters scheme which is currently with government

On the other side of the Mersey is the Wirral Waters site which is the subject of the discussion today. This comprises the dock system, 500 acres of derelict and semi-derelict land, in a fairly deprived area of North Birkenhead and Seacombe. There are four railway stations fairly close to the site, which includes a roll-on-roll-off ferry terminal. The heart of the scheme is East Float which will be a mixed use, high-density, high-rise development.

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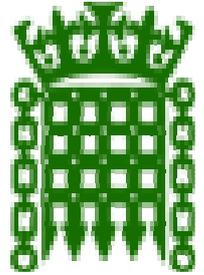


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The West Float area will be retained for port-related activity and will also include the Peel International Trade Centre, a large catalytic project which is also underpinned by the Streetcar project. Across the Mersey, East Float is only about a mile from Liverpool city centre, which has changed dramatically over the last few years with about £6 million of public and private investment. Very little investment has come into Birkenhead and the Wirral project seeks to redress that balance.

The Wirral is very polarised, the west side is very leafy and affluent, while on the east side there is a lot of deprivation. There is a 14 year life expectancy difference between those born on the opposite sides. So Wirral Waters project is in an area of real need.

When the master plan was drawn up, it covered an area much larger than was actually owned in order to make sure that the project will integrate successfully with the surrounding area. Peel looked at what other port cities have done in terms of infrastructure, especially transport. In the first plans in 2007 there was a small tram project. What was wanted was a series of walkable neighbourhoods giving people a choice of walking, cycling or using public transport. So the final plan for East Float included residential, office, educational and cultural areas. Planning permission was granted in May 2012 and it is the largest regeneration scheme in the UK.

It is a big project which will take 30+ years to complete and consists of 17m square feet of floor space. The project is jobs-driven not retail-driven. The master plan is flexible enough to accommodate the Streetcar project and the Section 106 agreement with the local authority includes a sustainable transport tariff that Peel will pay into and which will fund sustainable transport measures in the area. The project is also fully supported by government and has achieved Enterprise Zone status. There are also other bits of money from Growing Places, Regional Growth Fund and European money. Peel is looking at what can be delivered in the short term, the next two of three years, such as integrating the Wirral Streetcar project with green infrastructure and planting trees along the proposed tram route as well as integrating with demand drivers for the Streetcar, such as the trade centre, the hydraulic tower, hotels, offices, a university technical college and a residential.

The Streetcar is an extension of an existing historic tram line. It is a catalyst for regeneration. It is capable of starting small and growing in response to the demand drivers created by Peel. It is low capital expenditure, using second-hand trams, existing track and volunteers to help with the operating.

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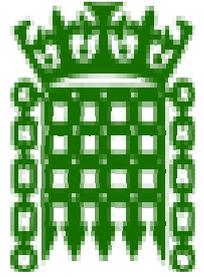


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There are only three land-owners involved, Peel, the local authority and the Homes and Communities Agency all keen to contribute to the project. There is huge community support. Peel is keen to develop the workforce and has already started to create the apprentices to deliver the project. Merseytravel will be the operator, Peel will be a partner.

The existing heritage tram goes from Woodside Ferry for about 200 metres, so it is a modest visitor attraction, but one which gives Peel a starting point. Peel will extend the tram all the way to the Hydraulic Tower. 700,000 people p.a. come on the ferry Peel is looking to bring the Hydraulic tower into use as a cultural hub and a centre for creative industry so it will be job-driven but underpinned by the Streetcar project.

Phase Two of the tram will take it down a disused railway line for about two miles to the site of the Peel International Trade Centre. The land is all owned by Peel. At the moment there are apprentices working on it as part of trying to develop a workforce to work on the Streetcar project. The trade centre will be 2.5 million square feet of exhibition space for manufacturing companies to showcase their products.

Phase Three is more long term and will be the Wirral Waters loop which will go into Wirral Waters itself and will be dictated by the demand drivers that are created in the Wirral Waters main project.

Altogether this will be six or seven miles of streetcar project on land predominantly Peel-owned which will be low on capital expenditure and be cheap and achievable

To sum up there is a unique set of circumstances in Birkenhead – single ownership, a long term partner with vision and a project of scale. The Streetcar will be a catalyst for regeneration and will help create demand among potential occupiers. It will increase patronage for Mersey ferries and the Merseyrail system

Scott Macintosh (Mott MacDonald) explained it was being called Streetcar to show that Peel was thinking differently in virtually all aspects of the scheme. Tramways are traditionally regarded as expensive. DfT identified a way forward: keep it simple; engage a team of professionals who know their trade; always be prepared to ask why; use readily available components; avoid utility relocation; simple, easy to build designs; take every opportunity to recycle. This project meets every single one of those objectives.

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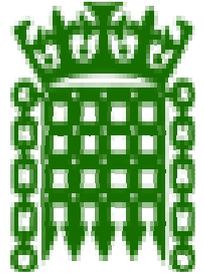


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The scheme is built upon experience. There are now over 30 streetcar or small circulator systems in North America, their aggregate total length is 130 km. Compare this with the total light rail experience we have in the UK. They vary from very small one-car systems to the San Francisco F line, 5.5 miles long and carrying 9m passengers a year, which is roughly comparable to what is expected in the fully developed Wirral Streetcar. Most important, 60 more systems are in the planning stage.

So they work, people like them and people want to see more. APTA, the American Public Transport Association, Modern Streetcar Committee is bringing together data to help to establish a gold standard for these systems. The data comes from the US, Germany, Australia, Czech Republic and is being analysed and synthesised to bring together a huge body of experience

In this project, everything that is done is benchmarked. Everything is based on discussion with the developer and experience from abroad, we are always open, always want to learn more and none of us think we know the answers. We know what we want, we are happy to discuss how we do it. A member of the team is an active member of the APTA Streetcar Committee so we are plugged in at all stages of the process. We listen to others.

The chair of the US Transport Research Board's Light Rail Committee has identified three basic points for a successful system, which have been adopted: minimal street running; stops about 400 metres apart to take advantage of faster running; integrated through ticketing with Merseytravel, and ticket vending machines at stops.

Samuel L. Scheib is a right-wing blogger, not necessarily supportive of public investment, but he does say that there is nothing inherently wrong with streetcars provided they are deployed in the right way and we would say that what we are doing linking the rail network, the ferries and major car parking to a new central business district which is what Wirral Waters will be and we are supporting walkable development hits all the nails on the head

In Kenosha a simple loop has brought 50 acres of former industrial land into development, tying it in with the central business district and the rail station.

Final cost at present day figures £1.6m/km. In Portland the initial system would be about £7.3m/km today. These are the top and bottom ends of what we are looking at.

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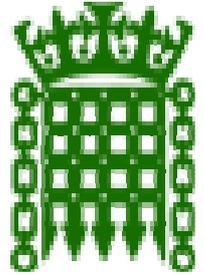


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In Stockholm what started as a small tourist tramway is now becoming a vital part of regeneration in the central area and a link between two metro lines. And in the UK somewhere like Seaton is a purely commercial operation. It shows what can be done. and the amount of infrastructure that has gone in at Beamish and Crich, for example, shows that the technology is understood

We are looking at a simple track form, similar to that used in Portland and adapted in St Louis. Very simple, straightforward, single pour of concrete, easy to install. We are maximising the amount of boulevard track, not only because it looks good bur because it is easy to deliver.

The Wirral Waters Streetcar is like a frying pan, the handle being the existing historic tramway which then extends into a simple one-way clockwise loop through the development. To the north is the heritage line to Seacombe and later we shall be extending to the ICC. It is a single track one-way loop. Experience in Croydon showed that this is a good way of fitting in to the city centre.

The Streetcar is easy to fit into the master plan and minimises interaction with existing utilities, while new utilities to serve the development will be kept clear of the tramway. It is only on street over the two bridges (200-250m each) and gives good penetration of the site, with no building plot more than 250m from a tram stop.

The other route runs out to the ITC and on to a shopping centre site and an existing country park. All of this uses the existing railway which gave access to the docks and was built to main line standards There is already a railway training business here and as part of their training apprentices are restoring the derelict track. The tramway will be grass track with 30mph running

There is already a fleet of five ex-Blackpool cars and there are detailed plans for lengthening the low floor section to make them DDA compliant. They are the starting point for the system. Other options across Europe for further second-hand cars are also being looked at as is the construction of cars with new bodies but using recycled traction equipment. There have been offers of other second-hand equipment from all over Europe, including substations from London Underground. Renewable energy is available locally, generated by another part of Peel Holdings

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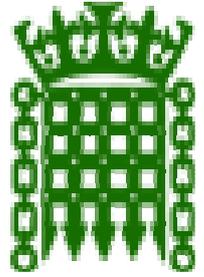


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Where are we? What government told industry to do is done or ongoing: involve developers; minimise land costs; minimise utility works; careful design to reduce costs; engage with highway authorities (only one - Wirral BC); get a sound business case. In addition plan to maximise recycling, engage with politicians, engage with enthusiasts (there is a very active group who run the existing heritage service).

The scheme will be used to promote training for disadvantaged youths, cooperating with the Prince's Trust and local engineering firms

An investigation by Deloitte showed that the line could be built without the high cost and risk associated with other tram projects. The project is potentially a catalyst for community involvement. A positive net flow of the operating account can be achieved within the first few years. Peel will not be going to government for finance but is looking at every other possible source: EU grants; Investment Fund grants; Environmental Improvement grants etc. Peel is already involved in a Section 106 agreement which puts money into a fund. The government would be the lender of last resort.

The scheme is a blessed trinity of developer, transport authority and their advisors who need to work together to maximise the value for money of the project. The transport authority will benefit from up to 25,000 extra passengers per day for their trains and ferries, they need to help by ensuring this system is integrated with their fares and transport system

Openness to new ideas helps the project to grow. Lessons can always be learnt from elsewhere, costs can be contained by using imagination and knowledge but everything always takes longer than expected in the UK but we are going to keep calm and carry on

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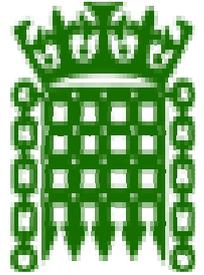


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Questions

John Leech said that, of the two US systems quoted, one was seven times more expensive. Why consider both ends of the scale? What is the overall estimated cost of the scheme and what proportion is it of the overall Wirral Waters development costs?

Scott McIntosh replied that one is 75-80% grass track and uses refurbished vehicles while the other is mostly in street and uses new vehicles and is therefore more expensive. We believe we can deliver between these figures and this is as much as we can say until the scheme is further refined.

Richard Mawdsley said that it was difficult to gauge the proportion of the total cost as the project will run for years. The Streetcar will start small but can be gradually upgraded over time, so will be small compared with the capital expenditure on the whole project but that might take 30 years to complete. [

John Leech: If it is such a small proportion of the whole, could it not be funded without seeking money from elsewhere in order to ensure the success of the overall regeneration scheme?

Richard Mawdsley: Peel, although it has substantial assets, is cash poor and has been affected as much by the financial downturn as anyone else. They are looking to deliver the initial scheme within the next two years while the financial market remains poor and there are a number of other competing projects so investing a large sum of money on public transport infrastructure is not possible.

John Leech: But this would be a relatively modest scheme compared with every other scheme in the UK so far – a modest outlay for a significant boost to the whole development

Scott McIntosh: Peel has already negotiated a Section 106 agreement with the local authority which funds a transport plan so they are already putting money in not just for the Streetcar but for road improvements, supporting bus services, ferries, railways and so on. That is the route that people look for in the UK for doing this. Are you asking for a Section 106 plan and a free gift?

John Leech: Merely asking whether, given that the scheme can be done relatively cheaply; there was a financial incentive for the developer to do it to make the development more attractive to tenants.

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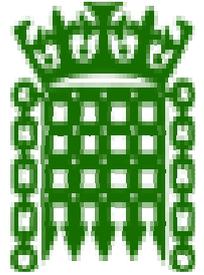


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Richard Mawdsley: Peel is already giving the land, which has a value – 90% of the Streetcar is on Peel's land - and funding the design work. There is just not the money available at the moment to completely fund the whole project.

John Leech said that it was not meant as a criticism, just whether or not it had been considered as an economically advantageous way of kick-starting the whole development.

Mike Willsher (LRTA) congratulated Peel Holdings on their vision and on the expedition with which the scheme was being taken forward. Is this seen as a unique occurrence, due to specific favourable local factors, or would Peel be able to do similar things in the future in their other developments?

Richard Mawdsley: It is practically unique in the sense that there is a large body of land with disused railway lines, and an existing tram operation with a body of volunteers and not all sites will have those characteristics. But Peel does recognise the importance of public transport infrastructure to underpin regeneration. Routes were left at Salford Quays to allow Metrolink construction and the Chatham and Liverpool developments are being future-proofed for possible light rail.

Dave Holliday: With the Section 106 agreement, do you see the benefits of engaging with large institutions such as hospitals, which generate a lot of traffic and are interested in travel plans? They save money by reducing their need for car parking, should they contribute to S106?

Richard Mawdsley: A good idea but up to the local authority. It could produce a larger sustainable transport fund.

Dave Cockle (Transport consultant) asked if Peel already had prospective tenants for office space etc.

Richard Mawdsley: Yes. This is a jobs-driven not a retail-driven project. Peel's job is to create an environment attractive to people to come and set up business.

Dave Cockle: Is the job-driven approach seen as a model for future development?

Richard Mawdsley: This is a long term project - 30 years – in contrast to the typical retail development. It is for future generations. Peel can do this because it is a private company and does not need to focus on short term returns for shareholders.

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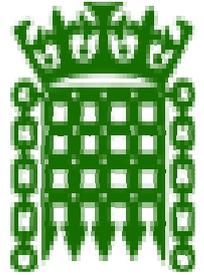


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John Parry. This is a very innovative and credible scheme. Public transport an all-day, seven days a week operation and for this rolling stock maintenance is key. Second hand stock and equipment could be a problem; would it be better to go for a modern design of vehicle?

Scott McIntosh agreed that reliability was important. The level of refurbishment of the vehicles will be equivalent to what has gone into refurbished vehicles for the San Francisco F line, which have the highest level of availability of any stock in the US. It needs high quality refurbishment, a good supply of spare parts and a reliable supply chain to make this happen. There can be problems with “innovative” systems like the Maglev in Birmingham which was abandoned because the manufacturer was unable supply spare part. We are aware everything has finite life, so will be looking at possible replacements, either further refurbishments or new. Recycle reliable components with a proven history.

The level of refurb should be such that the passenger perceives it as same quality as modern vehicles;

John Leech then introduced Roger Harrison (Chair LRTF, Chair Tramlink Nottingham) who spoke on Where Next for LRT in the UK?

LRTF (the Light Rail Transport Forum) is a private sector body representing operators, financiers and manufacturers. The presentation will look at the role of light rail in rebalancing the economy, give some feedback from the LRTF Party conference panel discussions, and also look at city and regional populations, potential schemes and localism and financing.

To rebalance the economy, according to Heseltine, we have to reduce the north-south divide, improve connectivity, generate local growth and jobs, stimulate economic benefit and inward investment and regenerate our core cities.

The localism agenda is very important – Norman Baker was on the panel at the Lib Dem conference and clearly stated that initiative for new schemes must come from local decisions. The CBI and local chambers of commerce are of the view that cities must be at the centre of economic growth, since - 75% of the private sector workforce in the core cities.

In the party panel discussions there was broad support from all the parties, notably from the Minister, Norman Baker, and Lillian Greenwood, the Shadow Minister. The British Chambers of Commerce are broadly supportive, although there is no great clamour from business for new light rail schemes. From London, Caroline Pidgeon pushed the case for Cross River tram. That all schemes must be driven locally was the message.

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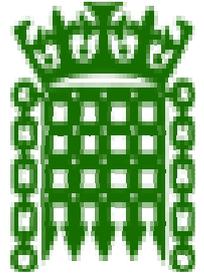


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Another message coming out of the debates was about congestion. Congestion in our major conurbations will cost the UK Economy £22bn by 2025 and Cllr Jane Urquhart noted that congestion costs Nottingham £160m per year, while the British Chambers of Commerce identified congestion as the biggest problem for their 104,000 businesses

The CBI noted that business wants improved transport connectivity. Lost time getting to airports from cities costs business, particularly in the north and midlands. There is also a lack of integration within urban areas and between cities and major transport corridors.

Jobs and Growth. Cllr Fender stated that in Manchester, largely due to Metrolink, city centre residents had increased from 500 in the 1980s to 20,000 today. In Nottingham they calculate that the Phase Two tram project will lead to an extra 8,000 jobs and £390m per year of economic benefit as well as more than 500 apprenticeships and more than £90m business for local suppliers.

The Leeds trolleybus will create some 4000 new jobs and we have just heard from Peel about 20,000 jobs to be created on Merseyside. So tramways are really efficient generators of jobs and growth and it is a message that government should be listening to at the time when we desperately need both.

Norman Baker came out with a challenge at the LRTF Lib Dem Panel discussion: “Local authorities and sub-regional Local Enterprise Partnership must come forward with proposals for new tram schemes – not just extensions” but they must be driven locally - his door is open for schemes.

The LRT industry has had a few good years with £500m for Metrolink, £570m for NET Phase Two, £500m for Nexus, £140m for Birmingham, Blackpool trams and DLR extensions, but the tram industry skill base is getting older and to continue to prosper there must be a pipeline of new projects. That is the message from the industry.

So where next? Should it be projects linked to HS2? Should it be projects to help re-balance the economy? Should it be projects where both local authorities and business are in agreement (very important)? Projects which reduce congestion and improve connectivity? Or, those schemes which are most developed?]

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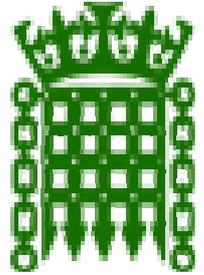


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Other Issues are well known. Local authorities currently without tram schemes find it very hard to get one started. While there is devolved funding to local authorities it is only modest amounts of money (e.g. Leeds city Region £20-25m p.a.) and spread over several districts. There are other schemes such as Metrolink's Earn-back but it is very difficult for smaller cities.

HS2 Implications. London to Birmingham the first phase followed by extension to Manchester and Liverpool in the west and Derby-Nottingham, Sheffield and Leeds in the east. The business case is improved when good urban transport links around HS2 stations are included.

Compare the UK with France, where there are currently 30 tram systems with two or three new ones each year. They are also combining purchase orders for new trams. Wherever there is a TGV stop there has to be a good transport links. In Germany there are about 60 tramways and even in the USA, land of the car, there are more than 100 tram schemes

Which are the schemes which are most developed, is that the way forward? The Leeds trolleybus has obtained initial approval. Merseytram still has its Transport and Works Act powers until February 2014, but there is lack of agreement between the six councils. Could it follow on from the Wirral scheme? The South Hampshire LRT had a good business case but was forced to go for BRT, which is not doing so well, but there is no real appetite for another go. The Cross River Tram in London lacks Mayoral support.

All the key cities have huge populations

- West Midlands 2.74m
- Greater Manchester 2.68m
- East Midlands (Derby-Nottingham-Leicester) 2.5m
- West Yorkshire 2.23m ("big Gap")
- Merseyside 1.38m ("big Gap")
- South Yorkshire 1.34m
- Tyne & Wear 1.12m

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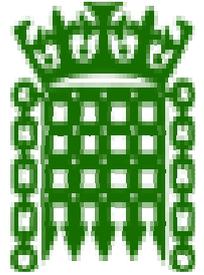


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There are 40 or more cities and unitary authorities with a population of 200,000 or more. In France, for example, they have built trams systems in Le Mans (pop, 200,000) and Angers (80,000).

Core Cities:

- London 8.17m
(Inner 3m, Outer 5m)
 - 19 Boroughs >200k population
 - Croydon 346k (tramway)
 - Docklands Light Railway
- Birmingham 1,037m (tramway)
- Leeds 799k (trolleybus network planned)
- Sheffield 556k (tramway)
- Bradford 513k (?)
- Manchester 499k (> 1m metropolitan area) (3 Phase tram network)
- Liverpool 445k. Merseyside 1.38m (?)
- Nottingham 307k. 800k metropolitan area (NET Ph 2 underway)
- Croydon 346k (tramway)
- Cardiff 341k
- Wakefield 326k
- Coventry 316k
- Leicester 307k
- Newcastle 292k (light metro) (Tyne & Wear 1.12m)

So, Where Next?

- West Midlands – expanded tram network and regional tram train?
- West Yorkshire – trolleybus and tram train. Extensions to Bradford/Wakefield?
- Greater Manchester – further cross city extensions and regional tram train
- East Midlands – further extensions to NET (and to Derby for HS2?) & tram train
- Merseyside – well developed tram schemes and tram train opportunities
- South Yorkshire – further extensions and regional tram train
- London
 - Further Croydon tram extensions
 - Further DLR extensions
 - Cross River Tram?

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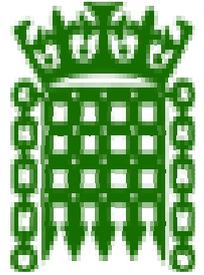


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Roger Harrison finished here, omitting a section on local financing. His slides for that are included below for completeness.

Local Financing

- *Local agenda and more local financing*
- *A few thoughts based on views from business/CBI recommendations:*
 - *Local pension funds pooling resources to create local infrastructure funds*
 - *expand the Business Rate Retention Scheme to include property values, extend reset periods to at least 20 years and remove the cap on business rate retention*
- *Local Authority Pooling*
 - *leveraging private sector financing*
 - *Tax Increment Financing (TIF)*
 - *allows LA's to borrow against predicted growth in locally raised business rates*
 - *"Earn-Back" model used for Metrolink*
 - *Growing Places Fund (£770m) to help generate jobs and growth*
 - *Bond financing: Borough Bonds....*
- *Green Investment Bank*
- *PFI Mark 2 financing*
- *Workplace Parking Levies or Road User charging*

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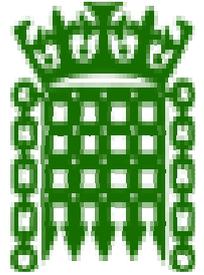


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Questions

Ian Souter (Independent consultant) What Roger describes is very true. What is stopping us? One is a failure to realise what has happened to local transport demand in Britain since the last war, the other is the effect of bus deregulation and rail privatisation, particularly on ticketing. We do not need renationalisation but we do need something to bridge that gap otherwise we do not have a public transport network.

Roger Harrison: Nottingham is a good case in point with a deregulated bus market and bus companies fighting each other on a daily basis (although the market has increased due to the competition despite the recession) and competing with the trams. We are trying to introduce an integrated ticketing system with smart cards.

Steve Barber: We are working with the City Council towards a smart card hoping that Tralink would take it on board but they seem to be going off with a card of their own and City Transport have their own scheme and other companies may do the same. We are going to end up with three or four different smart cards when what we need is a London Oyster card system

Ian Souter: ITSO cards are very slow.

Roger Harrison: This is a problem in Nottingham; the ITSO cards have a transaction time of several seconds rather than milliseconds with the more sophisticated cards. It is impossible to run an efficient tram or bus system with the slow speeds. The ITSO times need to be got down to less than half a second.

There being no more questions John Leech closed the meeting thanking the presenters and attendees for their participation and support.

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