



# \*Light Rail (UK)



Commercial Specialists in Affordable & Sustainable Tramways

*\*Is a trading name for Light Rail Solutions UK 2024 Ltd, a not-for-profit organisation.*

## Why Trams for the Thames Estuary Project



Or why a Very Light Rail (VLR)  
Cross river tram without air pollution is better value to the Public Purse  
than yet another quick to fill up road bridge  
Less than £10M per track Km  
(excluding submerged tunnel)



www.applrguk.co.uk  
Warrington, UK  
07721378223, 01925 740675  
E-mail jimh@jimmyharkins.com  
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Podcast @ <https://www.railindustryconnect.co.uk/rail-industry-connected-hydrogen-trams-as-a-service-with-jim-harkins-light-rail-uk/>



*Employment, Removing the cross river barrier, enabling connectivity for new employment opportunities.*  
*Congestion Busting, Removes traffic from the (A282) Dartford Crossing and local roads.*  
*Environment, improved air quality as a result of transfer from road to tram.*  
*Community, Fast, Clean & Affordable transport for local communities.*  
*Cost, Estimated at <£10M per track Km*  
*Modal Switch is anticipated to remove 25%-34% of local traffic from the road network*  
*No Road/Tyre/Brake Particulates (NEE), genuine zero emission vehicles.*

**No Air Pollution at Point of Use!**



Self-powered new build tradition summer tram cars



City Cars (3) autonomously coupled, 300 passengers



Light Rail (UK) Group

# Tritonex

*an absolute game changer for all things hydrogen with 100% Angel share captured and corrosion protected*

<https://triton-hydrogen.com/>



## Why Green Hydrogen Trams? ©

**Our ambitious vision for transforming the Thames Estuary region of North Kent, South Essex and East London.**



**A Coventry VLR example.**

Trams have a proven record of getting people out of their cars whilst producing zero emissions and particulates at point of use and that these very light rail\* (VLR) offers significant potential for enabling these benefits to be realised on a significant larger scale.

**\* VLR trams are built to International Light Rail Standards and are a low cost starter line. Less than £10 per track Kilometre and are a significant Public Transport Legacy.**

The national delivery of an integrated transport system will often involve initiatives that span local authority and county boundaries and mechanisms for coordination at regional levels are needed to help promote and deliver this project.



The proposal for a demonstrator line to Liverpool city centre from the Liner Terminal for very light rail, a system involving vehicles on much lighter rails compared to current tramways with a dramatic reductions in construction costs, faster construction and less disruption.

**Legal utilities are left in place**



The new track is laid just 30cm within the road's surface, minimising the need to relocate pipes and cables which is time-consuming and expensive.

This is achieved by taking advantage of cutting-edge materials, while still making use of standard rail parts

**\*Installation less than £10M per Km**

The largest share of transport emissions comes from cars, accounting for 38% a 20% reduction by 2030!...Transport Scotland Jan 2022

**As Trams have a high modal switch circa 25% - 32%, this demonstrator line can achieve that target along this corridor**

**Samples of road space reallocation**



Hydrogen/electric buses can only be seen as a welcome interim solution in the short term with no transport legacy, they still remain a source of significant particulate pollution (\*NEE) arising from the friction between tyres and road surfaces while steel wheels running on steel rails create zero emissions of this type.

Statistics in Tram integrated Nottingham show that LEZs are not required

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E-mail [Jimh@jimmyharkins.com](mailto:Jimh@jimmyharkins.com)

**\*All UK Governments are aware of this (Greenwash) NEE pollution**

**\*39,000 folk died from Particulates**

Auchenshuggle Junction, Moore, Warrington, Cheshire, United Kingdom  
01925 740675 07721378223  
[www.lightrailuk.co.uk](http://www.lightrailuk.co.uk)



Light Rail Consultants, Transport Engineers, Private Enterprise, Politicians, Academics, Environmentalists and others.

Commercial specialists in low cost, VLR, affordable & sustainable tramways