

## Technology & Innovation

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### Traffic Solutions with TramPower offer to UK local authorities: ‘FREE Light Rail Networks’

#### Traffic Solutions & TramPower welcome NAW Enterprise and Learning Committee report on railway infrastructure for Wales

The support for Light Rail in Cardiff, Newport and Swansea in the Committee’s report has been welcomed by all.

Commercial Director Neil Anderson said, “The report is tremendous news for the Light Rail industry in the UK and we congratulate the Committee for recognising the contribution that Light Rail would make towards sustainability, improving urban accessibility, decongesting traffic and improving air quality in our cities”.

He repeated the offers made last week to provide Light Rail networks at virtually no cost to public finances to Cardiff/Newport and Swansea. Mr Anderson said the manufacturer had recently received Letters of Intent for the supply of 17 LRVs and track for their most mature project, in Galway, Ireland. The project, with an embedded renewable energy supply, has an Internal Rate of Return (IRR) exceeding 13%, will be wholly privately financed.



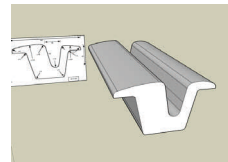
“We can offer privately-financed routes wherever they prove to be commercial. This may well apply in other places, like Wrexham and Deeside. Even Aberystwyth and Bangor might justify a single LR route” he said.

“Our products are about half the cost of our global competitors’, and the LRVs use about one-quarter of the energy. We can offer rail vehicles to tram-train specifications as well as ‘street trams’. Our low-cost and rapidly installed Overhead would make the electrification of the Valley Lines and other branch lines in Wales, also supported by the Committee, very affordable”.

“We are confident that private investors will be attracted by the return available. Cardiff is a rich city, and investing in local hardware will have an appeal that arcane financial instruments and over-the-horizon banks do not anymore.”



Mr Anderson, who made extensive submissions to the Committee on both Light Rail and High Speed Rail, supports the sale of Light Rail bonds to the public – “the sort of thing you might buy for your grandchildren” – as well as shares. “Such a community-based enterprise would have additional and very positive benefits for our people” he said.



“If the respective Councils and residents get behind Light Rail for their cities, and planning permission is obtained, an initial network could be operating 3 – 4y later.” Mr Anderson said “We will be seeking a meeting with the Deputy First Minister as soon as convenient to outline our proposals and discuss how the Welsh Assembly Government might assist the development of a Light Rail industry in Wales.”

#### Production

LRVs for Galway will be produced in Leyland, Lancashire. Galway project [www.gluas.ie](http://www.gluas.ie)

#### Pre-feasibility Studies

Any LR project would begin with studies to identify routes which were commercial and those which might require a capital and/or operating subsidy. It is anticipated that interested Councils, perhaps supported by the Assembly Government, would provide the funding for the pre-feasibility studies. A study would amount to less than 0.5% of the total cost of a LR network.

#### Biographical Note – Neil Anderson

Neil Anderson is a former elected member of two regional authorities in New Zealand, a transportation consultant and a Visiting Lecturer at Cardiff University.

His lecture on ‘sustainable transportation in Wales’ on 18 January at the Institution of Civil Engineers Wales attracted 90 people, the largest-ever audience ICE Wales have ever had for an evening lecture. Contact: [neil.anderson@trafficsolutions.co.uk](mailto:neil.anderson@trafficsolutions.co.uk)