

# Introducing...



## LIGHTWEIGHT RAIL SOLUTIONS FOR BRITAIN'S TRANSPORT CHALLENGES

You may well be aware that there are many miles of branch railway lines that remain more or less intact, but are used only for freight or heritage rail – or even not used at all. You may also be aware that new 'tram trains' are being developed that have the convenience of trains, do not require overhead lines or electrified rails, and have low running costs and environmental impacts.

What you may well not know is that a new business, Lightweight Community Transport, is being formed to bring the two together. It will lease light railcars, and provide other assistance, to independent operators to provide an efficient local public transport service.

By making a social investment in our community benefit society, you will help restore services to destinations presently cut off from the mainline network, and help to reduce the need for car travel in these areas.

Why not request a copy of our prospectus, and find out how you can be part of the lightweight rail revolution?

Email [info@lctltd.co.uk](mailto:info@lctltd.co.uk), visit [www.lctltd.co.uk](http://www.lctltd.co.uk), or call Alex Lawrie on 0845 458 1473



# EXECUTIVE SUMMARY

Name: **Lightweight Community Transport Ltd**  
Registered with the Financial Services Authority as an Industrial and Provident Society for the Benefit of the Community, number 30451  
Registered Office: **12 North Street, Stoke sub Hamdon TA14 6QP**  
Telephone: **0845 458 1473**  
Email: **info@lctltd.co.uk**  
Website: **www.lctltd.co.uk**

## What is the opportunity?

The development of light rail vehicles that do not require overhead lines and use hybrid drives to conserve energy has lowered the cost threshold for constructing and running local light rail services. Branch lines unused by conventional rail exist that provide ideal routes for this. The one remaining barrier is the finance required by operators to invest in rolling stock. A light rail leasing company is the solution.

## How do we hope to benefit the community?

Of all forms of public transport, light rail with regenerative braking has the lowest climate change impact per passenger mile. Other benefits include better connections to the national rail network, the relief of traffic congestion and the regeneration of smaller town centres.

## What funding is required?

£475,000 startup funding, followed by a further £1.1M in 2009. The funds will be used for the purchase of rolling stock and support for the development of the light rail projects where it will be used.

## What are the financial returns to investors?

We expect to make modest payments of interest on shares issued at first, rising to 5% by year 5. All dividends will be dependent on the actual trading performance of the business. First and second round investors will be credited with additional shares to avoid dilution as the share capital increases, which will lead to an internal rate of return in excess of 5.5%.

## Who is running LCT?

The Directors are a group of experts drawn with a range of skills and experience across business, commerce, finance and transport: John Eckersley, Steve Deane, David Bathurst and Howard Johnston. The Chief Executive is Alex Lawrie, a Somerset-based social enterprise consultant.

## Who is advising LCT?

Wrigleys Solicitors, Somerset Co-operative Services CIC and the Wessex Reinvestment Trust. Our bankers are Unity Trust Bank, Birmingham.

## Why has the introduction of new rail services proved so difficult to bring about?

The public's preference for rail modes has already led to acute overcrowding on some routes and could get worse, but investment decisions are mainly made by public sector processes which are slow and risk-averse, and can disadvantage small initiatives.

## How can the innovations help?

By reducing project scales and involving small, private organisations, cost saving innovations in rail technology and operating methods could be introduced onto privately-controlled lines that are only busy at weekends for leisure purposes.

Also, the main national network owner is willing to consider giving access to existing freight and mothballed lines. These projects will pave the way for new line construction.

## Where can this first be done?

There are examples in Scotland, Wales, Cornwall, Yorkshire, Gloucestershire and counties within the Midlands where existing non-passenger railways terminate at main centres of work and education, or at main line junction stations.

London Midland have already commissioned one such service between Stourbridge Junction and Stourbridge Town, and some heritage rail operators are studying the feasibility.



## What trials have been carried out?

Three periods of extended trialling between 1993 and 2006, involving carriage of the public and culminating in a one-year exercise on a national rail network branch line involving 4,000 timetabled services, have provided the necessary experience and have validated the claims of low cost, minimal environmental impact and passenger acceptance.

**A prospectus including financial forecasts and background information is available on request or from our website.**