

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 ultra-light railcars are being developed that have the convenience of trains, do not require overhead lines or electrified rails, but 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.

Our investors are ordinary people who are keen to support the development of sustainable branch lines. As a Society for the Benefit of the Community, we are committed to public service and good value.

Why not contact us to find out more?

info@lctltd.co.uk 0845 458 1473 www.lctltd.co.uk

LIGHTWEIGHT RAIL SOLUTIONS
FOR BRITAIN'S
TRANSPORT CHALLENGES

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. Public sector processes which are slow and risk-averse, and can disadvantage small initiatives. 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 regeneration of smaller towns.

What funding is required?

£240,000 start up funding, followed by a further £300K in year 2 and £400K in year 3. The funds will be used for the purchase of rolling stock and support for the development of the light rail projects.

What are the financial returns to investors?

We expect to make modest payments of interest on shares issued at first, of between 2 and 3%. However, by year 5 we expect this to have risen to between 8 and 9%. All dividends will be dependent on the actual trading performance of the business. Early 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.

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 be done first?

We are in contact with independent railways and community rail operators in locations in Wales, Cornwall, Yorkshire, Hampshire and the Midlands where existing non-passenger railways terminate at main centres of work and education, or at main line junction stations.

What trials have been carried out?

Three periods of extended trialling between 1993 and 2006, involving carriage of the public and followed by the adoption of a PPM railcar by London Midland for regular branch line use, 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. Email info@lctltd.co.uk, visit www.lctltd.co.uk, or call Alex Lawrie on 0845 458 1473.

