



Our goal is public transport that delivers zero CO2 emissions, zero toxic pollution and A-class energy efficiency. That's the idea behind Lightweight Community Transport Ltd. We offer services to communities that are seeking to promote and develop ultra light rail - that is, light rail with the simplest, most lightweight technology.

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Low cost light rail



Ultra Light Rail (ULR) is a new, low cost design concept for both urban and rural public transport; depending on circumstances it can be 30% to 75% of the cost of a tram.

ULR has some of the characteristics of a bus and some of conventional light rail; but it can also have some novel features unique to ULR.

These include:

- On board energy recovery, storage and reuse technology
- Rail vehicles with lower axle weights than trams or trains
- Remarkably low carbon emissions, even without the use of overhead lines.

Most of the pictures on this site show one example of a lightweight railcar: the PPM60 made by Parry People Movers. Trampower, Sustraco and TDI are also manufacturers with ULR products.

A light rail leasing company is needed to help communities invest in ULR technology.

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.

In the national rail network there are branch lines underused by conventional rail that would suit ULR.

There are examples in Scotland, Wales, Cornwall, Yorkshire, Gloucestershire and the Midlands where 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.

Reuse of existing lines paves the way for extensions and entirely new routes.

For more information, [download our guide:](#)

LIGHT RAIL INNOVATION:

realising the potential of the
ultra light rail industry



A briefing for policy makers, public transport professionals and social entrepreneurs

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A class 139 lightweight railcar



Ultra light rail does not require overhead lines; uses less energy per passenger than any other powered transport mode; is cheap to commission; and delivers a popular, user friendly service. The class 139 operated by London Midland at Stourbridge are a great example of what can be achieved: since their introduction, costs are down and passenger numbers are up. It's the most reliable and frequent service on the rail network.

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