

Key Considerations for Recovery.

Below are the key major headline points for consideration for Government in the recovery phase for Light Rail

FINANCE

- Based on the information received from 5 networks, none of these Light Rail systems can maintain service (even at reduced levels) post June lockdown funding, without additional funding support.
- Resuming full service or increase in service frequency without some form of funding is not viable (see service section)
- If social distancing remains in place at 2m, systems can only accommodate 10-12% of passengers – even at full service level this would lead to a estimated **daily shortfall** in the region of **£495,000** income across the Tramway/Light Rail networks (excludes London and Scottish systems) so approx. **£3.5m per week shortfall**. At 1m social distancing systems could achieve between 20-30% capacity, which would give a daily income shortfall in the region of **£114-172k** so approximately between **£798k-£1.2m** per week.
- Any additional staffing required for social distancing measures will incur additional cost

SERVICE PROVISION and STAFFING

- Time to 'Business As Usual' in terms of service, this varies between 3 days and 4 weeks on the various networks to resume to full service.
- Systems have no capacity for running more trams or higher frequencies than BAU peak service
- Current staffing levels do not allow for staff to be deployed for social distancing enforcement/policing – additional resource would be required – training would bring an added cost and time factor that needs to be included.
- Current Service levels are seeing breaches of social distancing due to capacity constraints at peak times already and further lifting of lockdown will require more frequent services to operate if social distancing is to be maintained.
- Returning to work delay, re-rostering, competency management and refusal to return to work will all impact on service
- Sickness levels and self-isolating will impact on staff availability
- Clear and consistency customer communications and messages across transport modes and networks will be required.

PPE and SOCIAL DISTANCING

- Tramways are open network systems, so controlling passenger access, social distancing and use of PPE (facemasks) will be extremely challenging
- A large percentage of Tramways do not have staff (other than the driver) on the vehicle
- Any policing or enforcement of Social Distancing and the use of PPE should not fall to the Tramway Staff. This imports litigation risk from both staff and passenger