



#lrsummit21

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Welcome

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The 2021 UKTram & LRSSB Summit

George Lowder MBE, UKTram Chair

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The aim of the Summit

Opportunity for UKTram and the LRSSB to provide a high-level briefing on progress and the future direction of the nation's light rail sector.

The 2021 Light Rail Summit



- **Update Overview of the Industry – Pandemic impact and opportunities.**
- **The Light Rail Strategy – The latest on the Industry Strategy, why, how and what next.**
- **UKTram & LRSSB Updates – Progress on work Streams, Deliverables and Key Objectives from UKTram & LRSSB.**
- **Innovation & New Technologies – The latest industry development and UKTram/LRSSB developed technologies.**
- **Functional Group Updates – Deliverables and Objectives progress update from the Key Working Groups.**
- **The Future – Your Ideas, have your say.**

Pandemic Consequences and Opportunities

- **Strategic Engagement DfT and Treasury**

Pandemic Funding Support



Allowing Operators to deliver loss-making services for essential journeys and key workers.

Funding Support April 2020-October 2021

Manchester Metrolink - **£77.8million**

Tyne & Wear - **£41.2million**

Nottingham Tram - **£20.6million**

West Midlands Metro - **£9.3million**

Sheffield Supertram - **£11.9million**

Blackpool Transport - **£677K**

Recovery Funding October 2021 - March 2022 - **£56million**

Edinburgh Trams -

up to **£14.9million**

July 2020-October 2021

Glasgow SPT -

up to **£19.1million**

July 2020-October 2021

Verbal agreement of continued funding support October 2021-April 2022

Pandemic Funding Support



**Total
Support:
£252.477
million**

Pandemic Consequences and Opportunities

- Strategic Engagement DfT and Treasury
- Ministerial Engagement
- Industry and Membership Engagement
- Transport Scotland Engagement
- Transport for Wales Engagement
- Review of Governance
- Strategy Development

Pandemic Consequences and Opportunities

- **Strategic Engagement DfT and Treasury**
- **Ministerial Engagement**
- **Industry and Membership Engagement**
- **Transport Scotland Engagement**
- **Transport for Wales Engagement**
- **Review of Governance**
- **Strategy Development**



A Light Rail Strategy for the UK

A Look Inside

James Hammett, UKTram Managing Director

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Development Timeline

**September
2019**

- **Industry need for a Strategy** – following 2019 Summit the UKTram Board, Senior Leaders and Key Players agreed the need of a bespoke Light Rail Strategy

**February
2020**

- **Initial Working draft** - industry experts, Chaired by Peter Cushing, produced initial working draft by February 2020, then Covid.....

**July
2020**

- **Minister meeting** – UKTram Chair and Managing Director met with Baroness Vere on 27th July 2020 – Agreement that UKTram ‘should hold the pen’ and write the Industry Strategy

**August
2020**

- **Formal Strategy Working Group Formed**

**November
2020**

- **First Draft Internally Reviewed** - Supporting Evidence gathered

Development Timeline 2

May
2021

- **Industry Consultation Review Session** – Duty Holders and Stakeholders Review – Next Redraft by UKTram team

June
2021

- **Industry Consultation** – Latest Draft circulated to all members for Comment and Review

July
2021

- **Consultation Review** – July 2021, all members comments from consultations reviewed and Strategy updated

August
2021

- **Latest Draft Shared with the Department for Transport** – DfT review of Strategy started

September
2021

- **Final Draft Presented to Industry** – with accompanying Video released today at the UKTram Summit!

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What the Strategy Covers

The Big Picture:

- Social Mobility
- Connectivity
- Regeneration
- De-carbonization
- Large Economic Benefits
- Popularity
- Accessibility
- Improves Cityscapes



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What the Strategy Covers

The Big Picture:

- Decongests
- 'Building back Better'
- 'Levelling up'
- Green credentials
- Positive return on investment
- Employment
- Multi-modal Integration
- Innovation and R&D

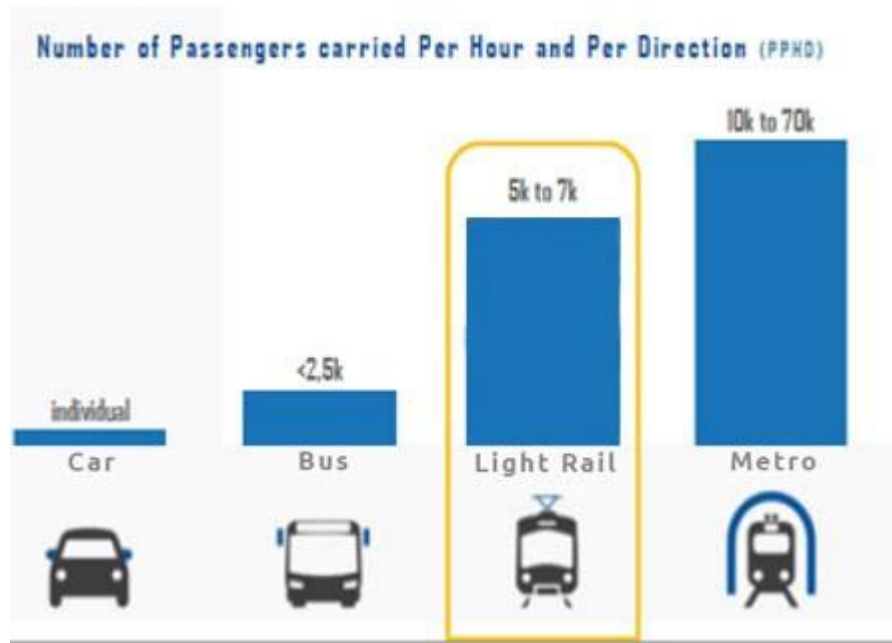
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Key Extracts

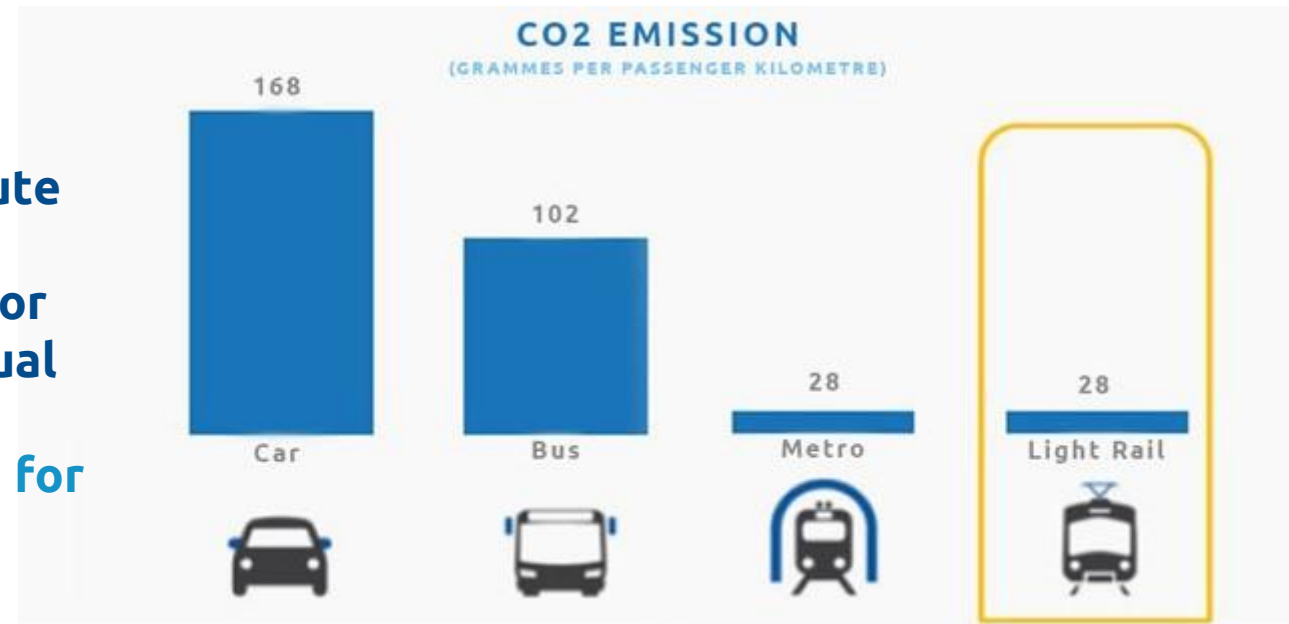
- **The Strategy covers all forms of Light Rail from VLR, ULR, LRT, Tram-Train and Pre-Metro/Subway**
- **Forms part of wider urban regeneration that supports housing, jobs and public and private investment around the area of the network.**
- **Light Rail provides support to our urban areas with an infrastructure offering a multi-modal integrated transport solution combining: Cycling/walking, Heavy Rail/Metro, Bus and Road.**
- **Light Rail provides quick journey times, covering local areas in a predictable, rapid, frequent, safe and efficient way, making the '20-minute neighbourhood' possible and the aim of a '15-minute city' a feasible.**
- **Light Rail complies with minimal local pollutant metrics – operates in ultra low emissions zones and supports the journey to Net Zero.**
- **It offers an attractive urban landscape that keeps the UK on a level footing when competing to attract investment of our global partners. There are currently nine urban areas in the UK where Light Rail supports transport needs.**

Snapshots



*Less road space
equals more room
for pedestrians
and cyclists*

- Light Rail vehicles do not pollute along the route
- Can use renewable energy supplies & sources
- Modern technology reduces the requirement for overhead power supplies and lessens their visual impact
- Energy efficient utilising regenerative braking for battery charging and feeding power supply



Highlights the facts of Light Rail:

- **Contributes to 'Building back better greener and faster'.**
- **Investment in urban areas to continue to drive their economies - not all focused on London and South East, e.g. Northern Powerhouses such as Midland Connect concept.**
- **Provide the conduit for Central Government initiative but local government delivery and accountability.**
- **Focus on UK employment and R&D –Vehicle construction, Infrastructure Construction Support Services, Signalling, Power and Control systems, Service industries (Operations, Cleaning etc.), support high street outlets as well as retail centres.**
- **Be a catalyst for regional improvements in economic and social mobility.**
- **Significantly improvements in regional air quality and landscapes.**
- **Light Rail will be an important contributor to the 'Restore your Railways' programme.**
- **Light Rail will support central government investment projects, e.g. HS2 connectivity.**
- **World leading schools and hospitals need world leading Local Transport networks; Light Rail provides a UK template and expertise that can be exported across the world.**

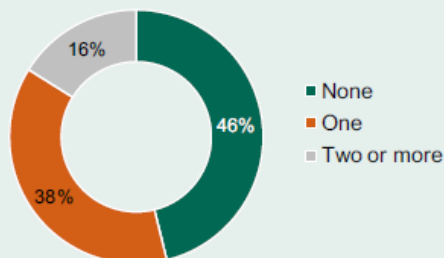
Details how Light Rail is Popular

Passengers

Households without access to a car account for a larger share of trips by light rail.

Higher income households tend to make more trips by light rail.

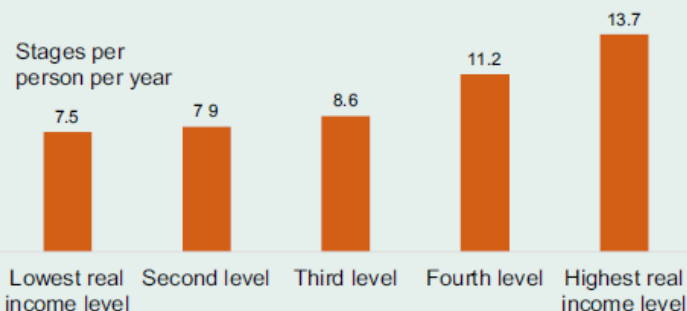
Journey stages by household car access



■ None
■ One
■ Two or more

Journey stages by household income

Stages per person per year



See page 7 for the definition of a stage

Source: National Travel Survey

Passenger satisfaction



87-97% of passengers are satisfied with their overall journey



59-91% of fare paying passengers are satisfied with the value for money for their journey



85-93% of passengers are satisfied with the punctuality of the tram



68-89% of passengers are satisfied with the availability of seating or space to stand

Blackpool Tramway (2018), Midland Metro (2018), Manchester Metrolink (2019), Sheffield Supertram (2019)

Source: Transport Focus

Concessionary journeys



33.8 million
passenger journeys

12.8% of all light rail passenger journeys were concessionary.

Passenger journeys



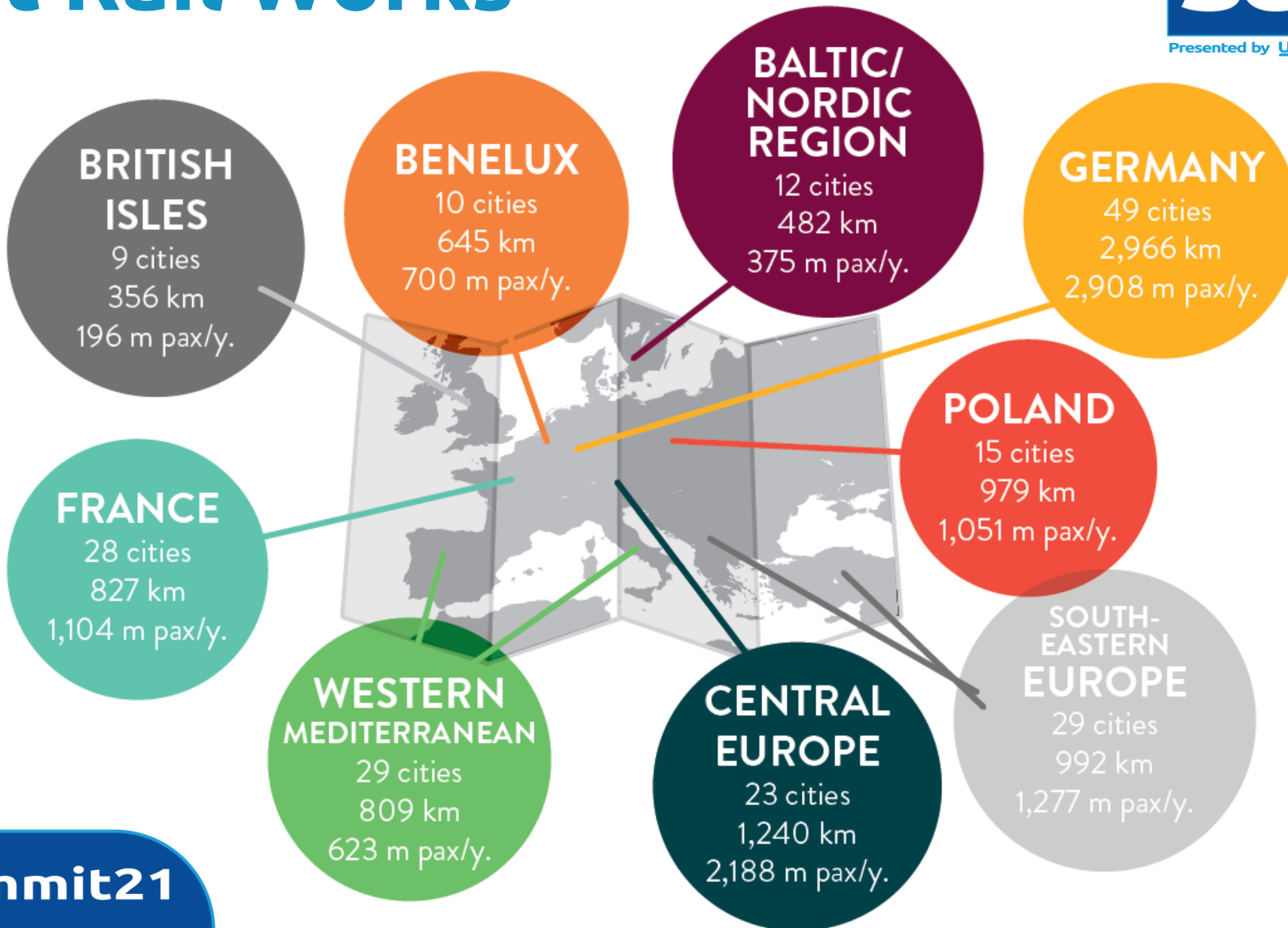
263.4 million
passenger journeys



14.9
passenger journeys per head

Passenger journeys decreased by 4.2% in 2019/20.

Light Rail Works



Industry Strategy

- **Re-structure and re-energise the Industry to deliver this:**
 - **Use “Williams” new National Rail Agency to include Light Rail and create central support function for Planning, Standards and Help/Assistance**
 - **Minister to lead and endorse the strategy for Light Rail**
 - **Provide support and fast-track solutions for Mayors of devolved regions and Local Transport Authorities (LTA's)**
 - **Agree a “6+ year funding scheme” to provide certainty and consistent pipeline for UK suppliers**
 - **Create an Innovation Centre and test track to become world leaders ready to export UK skills and technology**
 - **Create a Light Rail template scheme with a standardised Design Guide**
 - **Multi-modal Collaboration with Bus, Rail and all forms of public transport to ensure modal support rather than competition, and drive integration and mobility.**

Industry Aims & Requirements



- Long term 'Control Period' funding commitment from Government via DfT and Treasury:
 - to deliver the Light Rail Strategy
 - deliver all ongoing industry technology advances to compete in Global Market
 - continue the development and improvement of Light Rail in the UK
 - Fund Safety and Standards Body for delivery of safety initiatives
- Provide the industry the opportunity to commit to longer term investment, collaboration, Innovation and growth of a UK based industry
- Provide the backbone of Integrated Public Transport in Cities and Towns of the British Isles
- Continued commitment and engagement from members and stakeholders to assist in delivering industry consolidation.
- Further enhance engagement in wider transport strategies to maximize integration of the 'Union' infrastructure transport improvements.
- Continue to contribute and capture innovation within the 'International Stage'
- Agreed Long-term funding scheme to provide certainty and consistent pipeline for UK suppliers to reduce costs and keep industry knowledge and experts.

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