

COVID 19 transport update

Since the last commission meeting the country went into lockdown.

Councillor Richard Livingstone Cabinet member for Environment, Transport and the Climate Emergency with Caroline Bruce Strategic Director of Environment and Leisure are co-ordinating the councils response to the COVID 19 emergency.

To ensure the Community is informed Officers have set up a web page on the Council's website where officers will update progress. The webpage includes an interactive element managed by Common Place.

<https://www.southwark.gov.uk/health-and-wellbeing/public-health/for-the-public/coronavirus/impact-on-council-services/coronavirus-help-us-combat-covid-19-by-suggesting-healthier-streets>

Below is a summary of key information related to this;

On 1st May 2020 TfL requested all boroughs to pause all work on the existing LIP funded programme and other TfL funded programmes.

TfL have secured £45m of emergency funding from central government to deliver social distancing projects on borough roads

On 15th May 2020 following on from the agreement reached between TfL and DfT TfL circulated guidance. TfL advise that to maintain social distancing on public transport it will only be able to accommodate approximately 20% of the previous peak demand. So to ensure that those living and working in London do not choose to travel by car they have devised the **London Streetspace Plan (LSP)**, designed to radically reallocate road space to walking and cycling, and improve bus efficiency in London.

<https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london>

Southwark submitted their LSP bid on 22nd May 2020 and are awaiting news of the settlement.

On 9th May the Department of Transport (DfT) launched their **Emergency Active Travel Fund**. Unlike previous funding opportunities where TfL co-ordinate a single London response, clarity on London borough's opportunities has been clarified in a letter dated 28th May 2020

The key points to note are:

- London's indicative share of the £225m will be £25 million over the rest of the financial year, with £5 million in the first tranche. Equating to £100,000 to each individual borough and the balance of £1.7m to Transport for London. (Separate to the recent TfL funding settlement from the Department of £55 million.) Submissions for this first tranche should be made by 5th June 2020.
- The Department expects that the measures supported by this additional £25 million will be closely coordinated with TfL's active travel investment programme.
- To receive any money under this or future tranches, boroughs and TfL will need to satisfy the Department that there are swift and meaningful plans in place to reallocate road space to cyclists and pedestrians, including on strategic corridors.

- If work has not started within four weeks of receiving the allocation under this tranche of funding, or has not been completed within eight weeks of starting, the Department will reserve the right to claw the funding back by adjusting downwards a future grant payment to your authority. This is also likely to have a material impact on your ability to secure any funding in tranche 2.

Officers submitted the bid for the first tranche of £100k on 4th June 2020. The DfT have acknowledged receipt but have not announced settlement.

The type of measures to be considered are likely to be:

- Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance.
- Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine

General information from public response:

The lockdown has presented an opportunity to experience

- Quieter streets (with up to 80% less driving and public transport use)
- Less air pollution (about 40% less Nitrous Oxide pollution) and lower levels of carbon pollution,
- more people walking and cycling in the quieter, calmer and safer streets.

The return to post lockdown has raised questions about how the gradual return could be managed trying to maintain more of those positive experiences. By midday Tuesday 26 May, over 3,000 people had visited the Common Place web link.

The most common concerns related to social distancing, concerns on the return of traffic volumes and the increase in speeding during the lower trafficked period

Officers have been:

- talking to Transport for London about the strategic corridors under their authority about introducing social distancing measures
- talking to our neighbouring boroughs of Lambeth and Lewisham so that good ideas can cross borough boundaries

TfL have advised that the current funding situation may continue for some time after lockdown

