

<b>MDA No.</b>	1	1	8	3
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Title: Impact of COVID-19 on London's transport network

### **Executive Summary**

The Transport Committee meeting on 15 June 2020 was used to discuss the impact of COVID-19 on London's transport network with the Deputy Mayor for Transport and senior officers at Transport for London (TfL). At the meeting, the Committee resolved:

*That authority be delegated to the Chair, in consultation with the Deputy Chair and party Group Lead Members, to agree any output from the meeting.*

### **Decision**

That the Chair, in consultation with the Deputy chair and party Group Lead Members, to agree a letter to the Deputy Mayor for Transport on the impact of COVID-19 on London's transport network.

### **Assembly Member**

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

**Signature**

**Date** 14 July 2020



**Printed Name** Dr Alison Moore AM (Chair, Transport Committee)

## Decision by an Assembly Member under Delegated Authority

*Notes:*

1. *The Lead Officer should prepare this form for signature by relevant Members of the Assembly to record any instance where the Member proposes to take action under a specific delegated authority. The purpose of the form is to record the advice received from officers, and the decision made.*
2. **The 'background' section (below) should be used to include an indication as to whether the information contained in / referred to in this Form should be considered as exempt under the Freedom of Information Act 2000 (FoIA), or the Environmental Information Regulations 2004 (EIR). If so, the specimen Annexe (attached below) should be used. If this form does deal with exempt information, you must submit both parts of this form for approval together.**

### Background and proposed next steps:

The Transport Committee meeting on 15 June 2020 was used to discuss the impact of COVID-19 on London's transport network with the Deputy Mayor for Transport and senior officers at Transport for London (TfL). At the meeting, the Committee resolved:

*That authority be delegated to the Chair, in consultation with the Deputy Chair and party Group Lead Members, to agree any output from the meeting.*

The letter will be reported back to the next suitable meeting of the Transport Committee. The next Committee meeting is currently scheduled for 22 July 2020.

### Confirmation that appropriate delegated authority exists for this decision

Signed by Committee Services



Date 8/7/20

Print Name:

Laura Pelling

Tel: X. 5526

### Financial implications REQUIRED/NOT REQUIRED

**NOTE: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.**

Signed by Finance

Date .....

Print Name

Tel: .....

### Legal implications

The Transport Committee has the power to make the decision set out in this report.

Signed by Legal



Date 8 July 2020.....

Print Name

Emma Strain, Monitoring Officer

Tel: X 4399

**Supporting detail/List of Consultees:** Caroline Pidgeon MBE AM (Deputy Chair), Keith Prince AM, David Kurten AM, Caroline Russell AM

**Public Access to Information**

Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

**Part 1 – Deferral**

**Is the publication of Part 1 of this approval to be deferred? No**

Until what date: (a date is required if deferring)

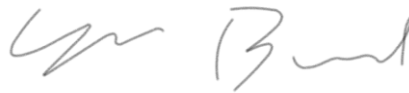
**Part 2 – Sensitive information**

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

**Is there a part 2 form - No**

**Lead Officer/Author**

Signed



Date 10 July 2020

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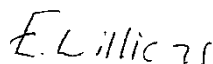
Print Name

**Gino Brand, Senior Policy Advisor**

Tel: x 5792

Job Title

Countersigned by  
Executive Director



Date 10 July 2020

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Print Name

**Ed Williams**

Tel: X4399

Chair of the Transport Committee

**Dr Alison Moore AM**

Londonwide London Assembly Member



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**Heidi Alexander**

Deputy Mayor for Transport

(Sent via email)

14 July 2020

Dear Heidi,

### **Impact COVID-19 on London's transport network**

Thank you again for attending, with your TfL colleagues, the London Assembly Transport Committee meeting on 15 June 2020, to discuss the impact of COVID-19 on London's transport network. The Committee is aware of the scale and complexity of the COVID-19 crisis, and how this has affected how people live and move around the capital. We commend TfL's response to maintaining transport services during the first few months of the crisis, and the continued efforts to keep TfL staff and Londoners safe in their essential journeys.

The Committee is acutely aware that the COVID-19 crisis is rapidly evolving. Given the recent further relaxations from 4 July 2020, demand is anticipated to increase considerably on TfL services and at key interchanges with other transport operators.

#### *Ensuring safety across London's transport network*

We are aware that TfL has implemented a range of measures to ensure the safety of frontline workers, including new cleaning regimes, reducing bus capacity and, increasing communication on social distancing. Since 15 June 2020, face coverings became mandatory on all transport services, and compliance is being enforced by British Transport Police. At the June meeting, the Committee was informed that TfL has "clearly defined and risk-assessed procedures which have been shared with the Office of Rail and Road (ORR) as well, and following ORR guidance" to manage areas where 2-metre social distance cannot be maintained.<sup>1</sup> The Committee is concerned about the safety risks posed to frontline workers to monitor compliance, especially without adequate training and if adequate PPE is not provided to them. **It would be helpful to receive**

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<sup>1</sup> London Assembly Transport Committee (15 June 2020), *Item 9 – Impact of COVID-19 on London's Transport Network*, <https://www.london.gov.uk/moderngov/documents/b19239/Draft%20Minutes%20-%20Appendix%201%20-%20COVID-19%20and%20Londons%20Transport%20Network%20Monday%2015-Jun-2020%2014.00%20Tran.pdf?T=9>, pg. 29.

**a copy of the guidance that has been shared with TfL staff, and for you to provide further information about how workers will be protected.**

Compliance with the mandatory wearing of face masks on TfL services was initially gently enforced and compliance levels have been reasonably high. TfL received new enforcement powers on 2 July. TfL has been designated as a prosecuting authority, thereby allowing it to prosecute passengers who refuse to wear a face covering or refuse to pay a fine of up to £100 for non-compliance. Passengers can also be barred from travelling. **Please can you inform the Committee of the current level of compliance across the network and how that has changed since face masks were made mandatory on 15 June. How is TfL enforcing non-compliance of face mask wearing and what is the level of fines issued to date?**

We are conscious that BAME members of society are disproportionately affected by COVID-19. The report from Public Health England released on 16 June 2020, *Understanding the impact of COVID-19 on BAME groups*, highlighted the disproportionate mortality rate among black and Asian men. During the June meeting, you stated that nearly half of the Underground's frontline staff come from the BAME community and almost half of the networks bus drivers come from BAME backgrounds.<sup>2</sup> In your opening remarks, you also drew our attention to the fact that those frontline transport workers who have lost their lives during the COVID-19 pandemic were all men.<sup>3</sup> In response to the report, the Mayor advised that employees of the Greater London Authority (GLA) family are to "have access to risk assessments as part of measures to help those disproportionately affected by Covid-19."<sup>4</sup> To achieve this objective, Gareth Powell, Managing Director, Surface Transport, TfL informed the Committee that TfL is in the early stages of implementing these specific risk assessments for BAME staff and all staff who wish to undertake the process.<sup>5</sup> Both Gareth Powell and Andy Lord, Managing Director, London Underground, TfL, stated the risk assessment is being communicated to staff through internal communications, line managers and via TfL trade unions or union partners. **Please can you inform the Committee how staff, particularly BAME colleagues, will be supported to provide accurate self-report risk assessments and how you will use this data you receive to update operational guidance and improve safety.**

### *Managing key transport interchanges*

Despite the newly implemented practices across the network, we recognise that key interchange stations can pose difficulty with inconsistencies in messaging and safety measures between TfL and other railway operating companies. The TfL quick reference guide for *Interchange Best Practice* is 11 years old and therefore out of date.<sup>6</sup> During the meeting, Andy Lord stated that TfL is "the first railway in the country" to reinforce social distancing requirements, with over 236,000 social distancing stickers and the use of an enhanced anti-viral cleaning regime across the network.<sup>7</sup> Furthermore, the Committee was informed that he has been in frequent communication with the Rt Hon Grant Shapps MP, Secretary of State for Transport, as well as senior representatives at Network Rail and National Rail members of the Rail Delivery Group to discuss

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<sup>2</sup> London Assembly Transport Committee (15 June 2020), *Item 9 – Impact of COVID-19 on London's Transport Network*, pg. 32.

<sup>3</sup> *Ibid*, pg. 1.

<sup>4</sup> <https://www.london.gov.uk/press-releases/mayoral/mayor-introduces-risk-assessments-for-bame-staff>

<sup>5</sup> *Ibid*, pg. 33.

<sup>6</sup> TfL (2009), *Interchange Best Practice Guide*, <http://content.tfl.gov.uk/interchange-best-practice-guidance.pdf>.

<sup>7</sup> London Assembly Transport Committee (15 June 2020), *Item 9 – Impact of COVID-19 on London's Transport Network*, pg.30.

TfL and the Department for Transport matters.<sup>8</sup> **Considering the large number of key interchange stations across the capital, please can you report back to us regarding what plans have been put in place at interchange hubs to ensure continuity of messaging and safety measures remain high across all interchanges in the capital. Additionally, will the *Interchange Best Practice* reference guide be updated in line with the changes, and if so, what are the timelines for doing so? How is consideration given to those with disabilities and sensory impairments?**

As lockdown eases and schools and non-essential retail continue to reopen from 4 July 2020, demand on London's transport network is likely to increase. As a Committee, we are concerned that the network will be unable to manage this anticipated increase in demand whilst maintaining social distancing. The Government continues to advise that journeys only be made if they are essential or for work, where working from home is not possible. The Committee is concerned that increased opening of amenities will increase demand on the network and that journeys will be made that are non-essential. **Therefore, the Committee would like to receive information on how the potential increase will be monitored to ensure that journeys being made on the network are essential and how the wearing of face masks will be enforced with greater levels of demand. The Committee would also like to know what active work TfL are carrying out with the operators of all TfL services, Network Rail and the Rail Delivery Group to help manage demand and passenger flow.**

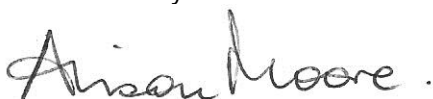
#### *Planning for the future*

We fully appreciate the financial pressures that TfL is experiencing as a result of reduced income from passenger fares. We acknowledge that 90 per cent of TfL's income has been lost, primarily due to decreased ridership. During the meeting you argued that the funding model is fundamentally broken and that income generated from passenger levels across the network may never return.<sup>9</sup> We acknowledge that the Government funding package of £1.6bn provides a temporary stream of income. **The Committee would like to know what TfL's initial thoughts are with developing scenarios that offer a more sustainable long-term strategy and funding model.**

**We would appreciate a response by Tuesday 28 July.**

Again, we would like to extend our thanks to TfL and yourself during this time. Please contact Gino Brand (gino.brand@london.gov.uk), Senior Policy Adviser, if you have any questions about the contents of this letter.

Yours sincerely



**Dr Alison Moore AM**  
Chair, Transport Committee

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<sup>8</sup> *Ibid*, pg.6.

<sup>9</sup> *Ibid*, pg. 24.