

Operating Sustainably: a North-South Perspective on Transport and COVID-19

Chair:
Tomos Joyce,
Guidance Manager



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Today's Speakers



Nabeel Khan
Director – Enterprise, Jobs
and Skills
London Borough of Lambeth

Speaker



Laura Davy
Head of High Streets
London Borough of Lambeth

Speaker



Victoria Le Mare
Sustainable Journeys Delivery Lead
Transport for Greater Manchester

Speaker



Susannah Wilks
Director
Cross River Partnership

Speaker



Anusha Rajamani
Project Officer
Cross River Partnership

Speaker



Tomos Joyce
Guidance Manager
Cross River Partnership

Chair



Abby McDougall
Air Quality Analysis Officer
Cross River Partnership

Chat Moderator



Rachael Aldridge
Project Officer
Cross River Partnership

Technical Lead



Today's Agenda

1. CRP:
Introduction and
Context

2. London Borough
of Lambeth:
Economic
Resilience Strategy

3. Transport for
Greater
Manchester: TfGM
COVID-19 response

4. CRP: Last Mile
Deliveries and
Consolidation
Centres

Have your say:
Q/A session after each
presentation

Introduction and Context

Susannah Wilks, Director of CRP



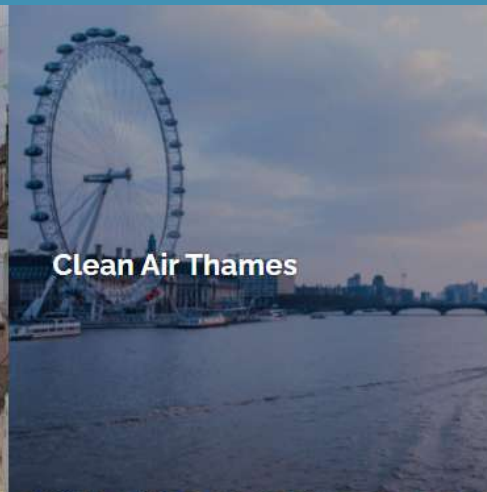
CRP Projects



Clean Air Villages 3



Healthy Streets Everyday



Clean Air Thames



Central London Sub-Regional Transport Partnership



EV Fleet-Centred Local Energy System (EFLES)



Creative and Digital Industries



Chelsea 2030 - Cadogan 10-Year Stewardship Strategy



Lighting London Sustainably

CRP Vision

People

Work with engaged people, connecting stakeholders to successfully collaborate and deliver

Places

Deliver great places, sharing best practice whilst ensuring all businesses are supported to grow sustainably

Projects

Deliver innovative projects for partners encouraging businesses to shift from incremental to permanent change, whilst inspiring others to do more at pace



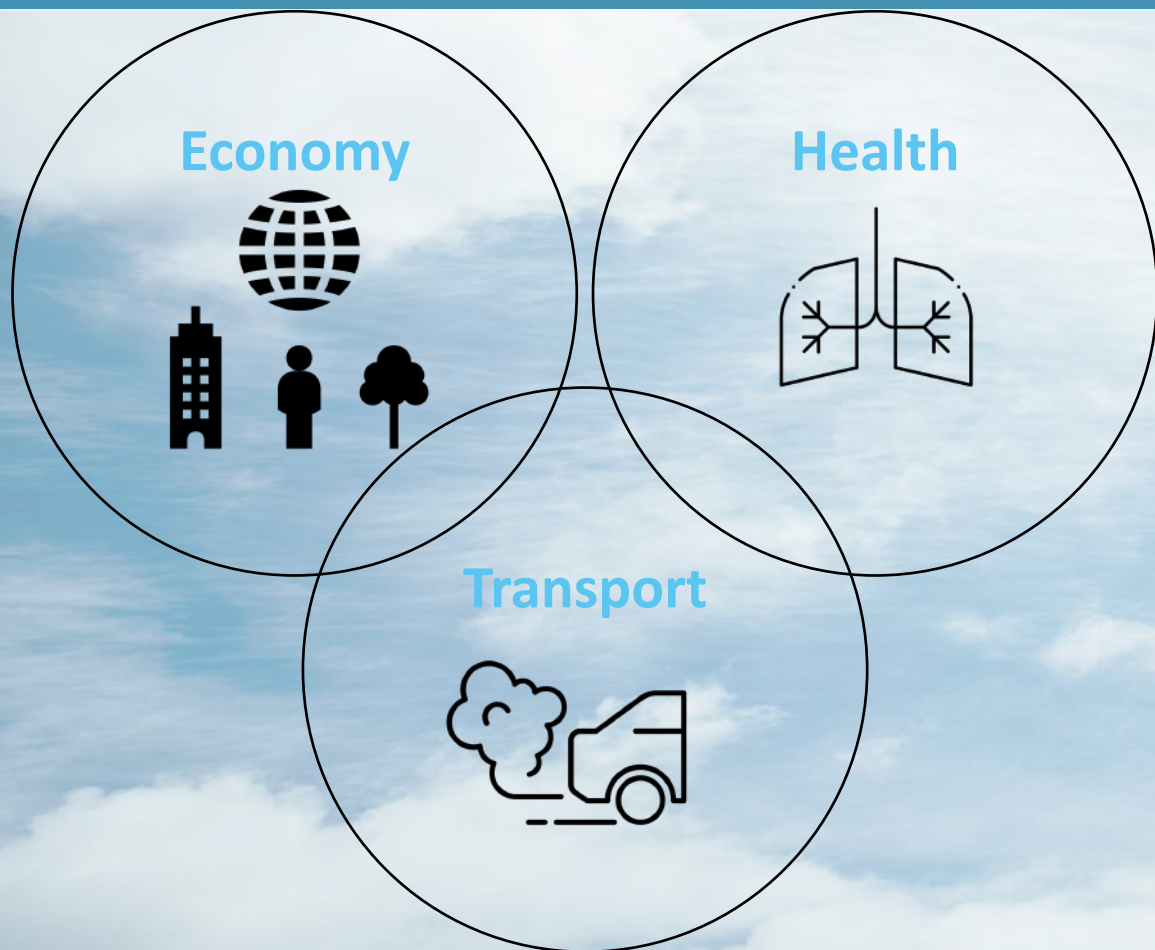
Air Quality Context

70% of Londoners want the government and local authorities to **tackle air pollution and traffic more urgently** than before the coronavirus outbreak.



Source: Global Action Plan's Business for Clean Air (B4CA)

The Imperative for Improving Air Quality



“You could pick any city in the world and expect to see an effect of air pollution on people’s risk of getting sicker from coronavirus”.

Aaron Bernstein, Director of the Center for Climate, Health, and Global Environment at Harvard University.

“Dirty air is preventing people of colour, in low-income communities in particular, from being able to have a fighting chance against this pandemic”.

Gina McCarthy, president of the Natural Resources Defence Council, US.

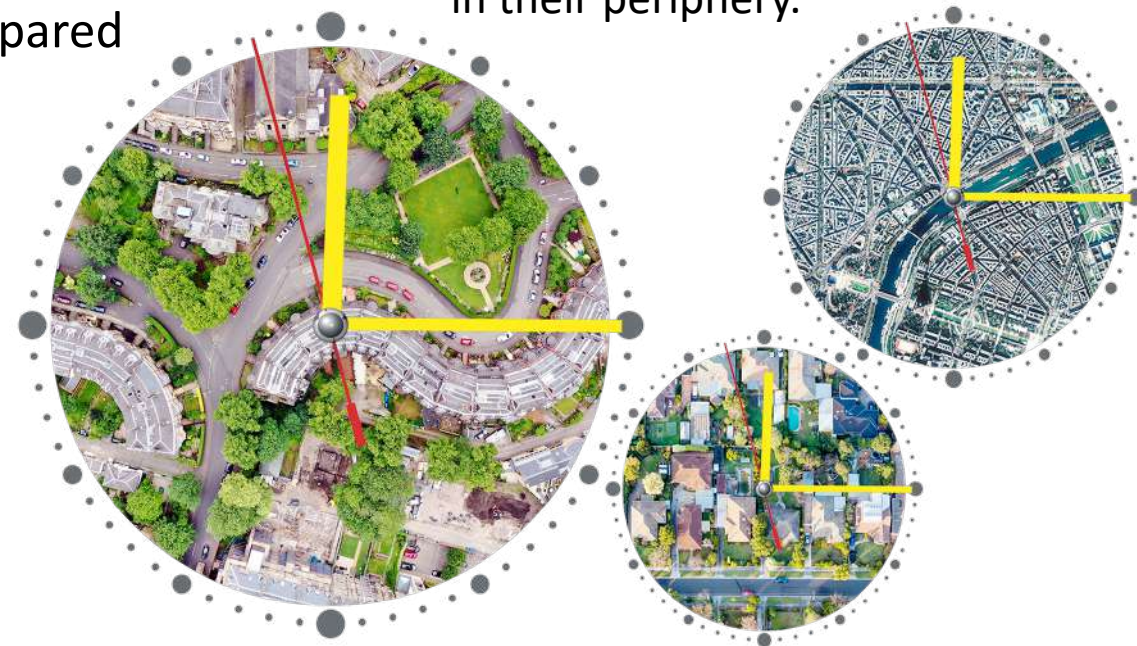
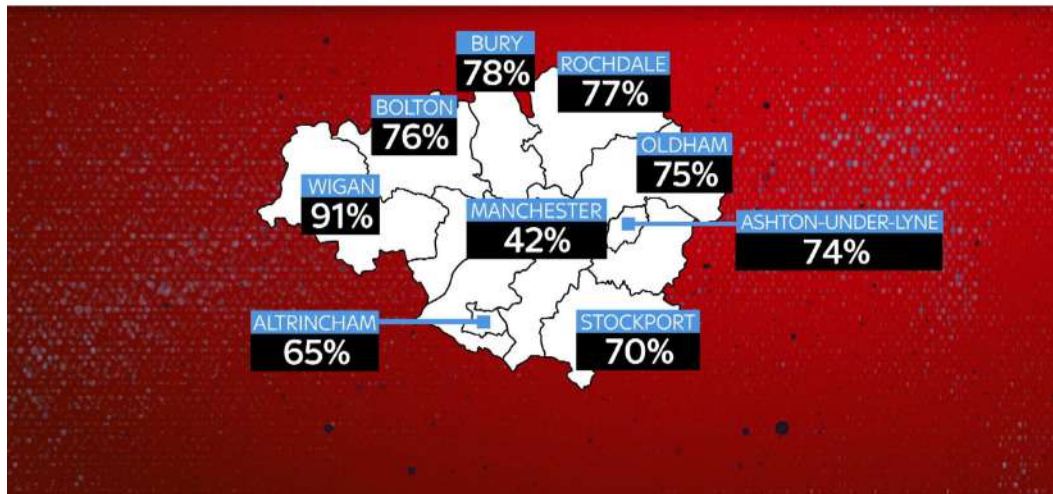
Future Roles for Central London

The Sky news item of 2/9/20 was a response to the Prime Minister saying people are going back to work in city centres. The report was saying there is no evidence of that. Then it pointed to significant variations between the centre and periphery. It also said recovery in Manchester is faster compared to London.

It is too early to say, but the centres of large cities may need to change their function more significantly than the local centres in their periphery.

VIRUS PANDEMIC

SOURCE: CENTRE FOR CITIES

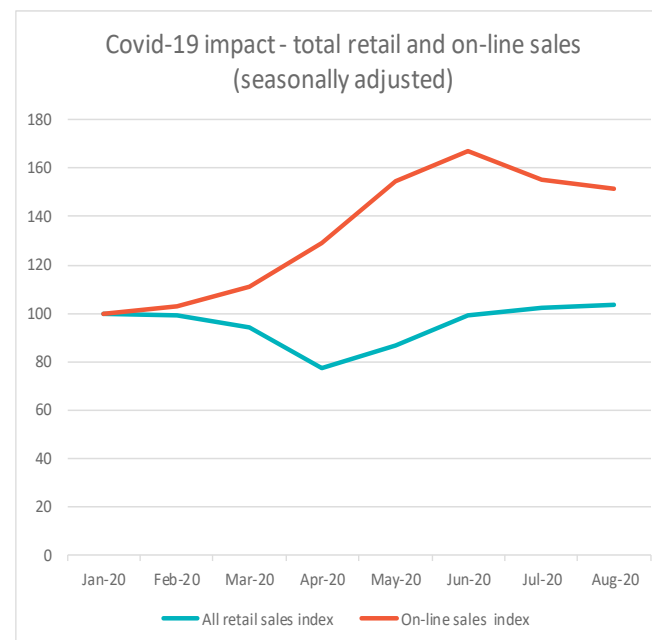


15 minute city. Source: Financial Times

Post COVID-19 impact: 'new norm' for the retail sector?

Best 15 centres	Footfall recovery index	Worst 15 centres	Footfall recovery index
Blackpool	141	London	31
Bournemouth	133	Manchester	49
Birkenhead	124	Birmingham	52
Southend	123	Oxford	57
Chatham	116	Leeds	57
Burnley	115	Nottingham	59
Basildon	110	Cardiff	61
Doncaster	110	Sheffield	63
Portsmouth	106	Bristol	63
Telford	106	Leicester	64
Warrington	104	Aberdeen	65
Sunderland	101	Glasgow	68
Hull	100	Liverpool	69
Swansea	99	Newcastle	70
Middlesbrough	97	Edinburgh	72

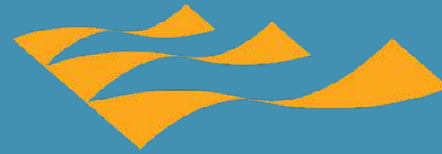
Town centres ability to retain market share and compete with on-line sales will be critical for the vitality and viability of town centres in the post-Covid norm.



Source: Centres for Cities footfall data for 13 February – 1 September 2020

Economic Resilience Strategy

Nabeel Khan & Laura Davy,
London Borough of Lambeth



Lambeth

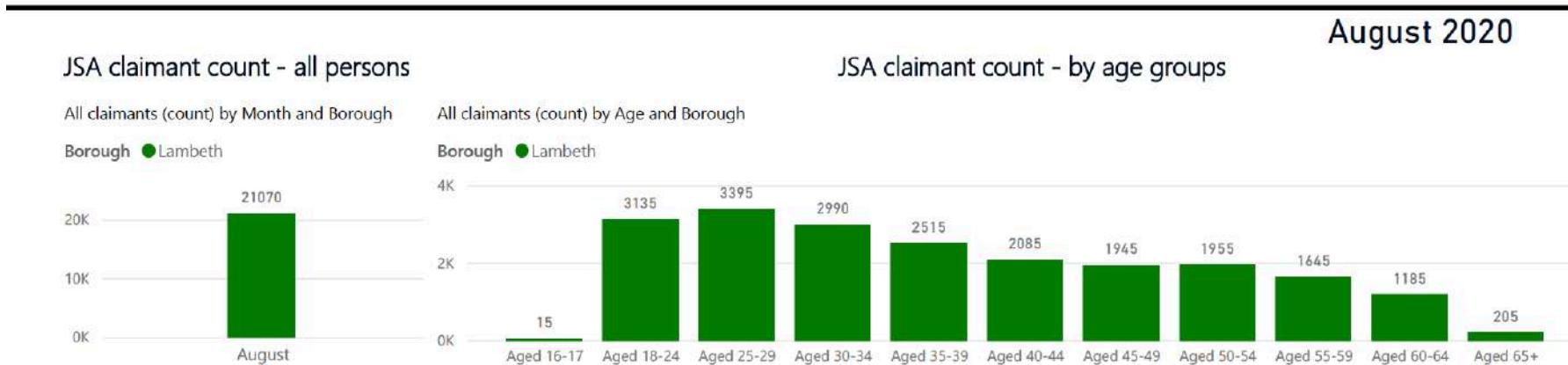
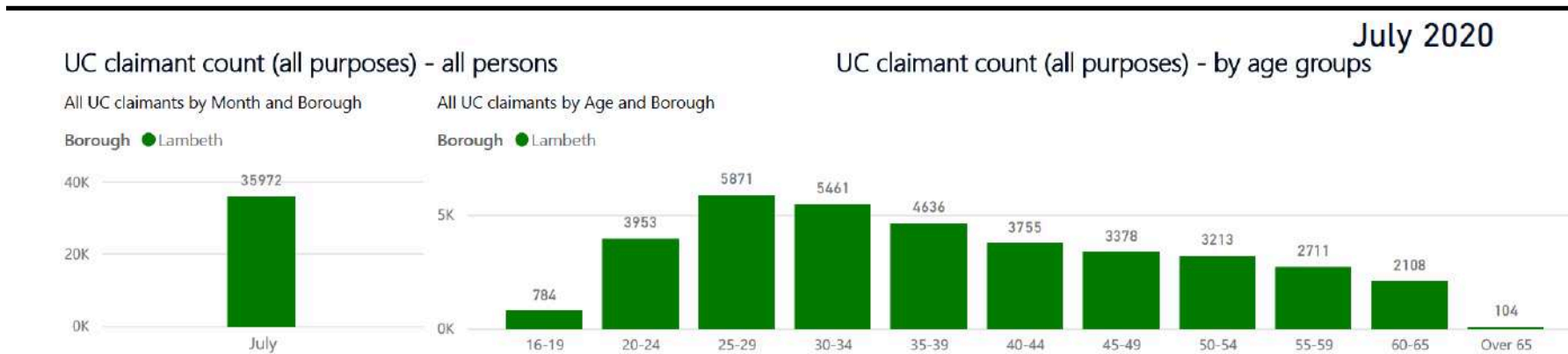
LAMBETH.

NOW'S

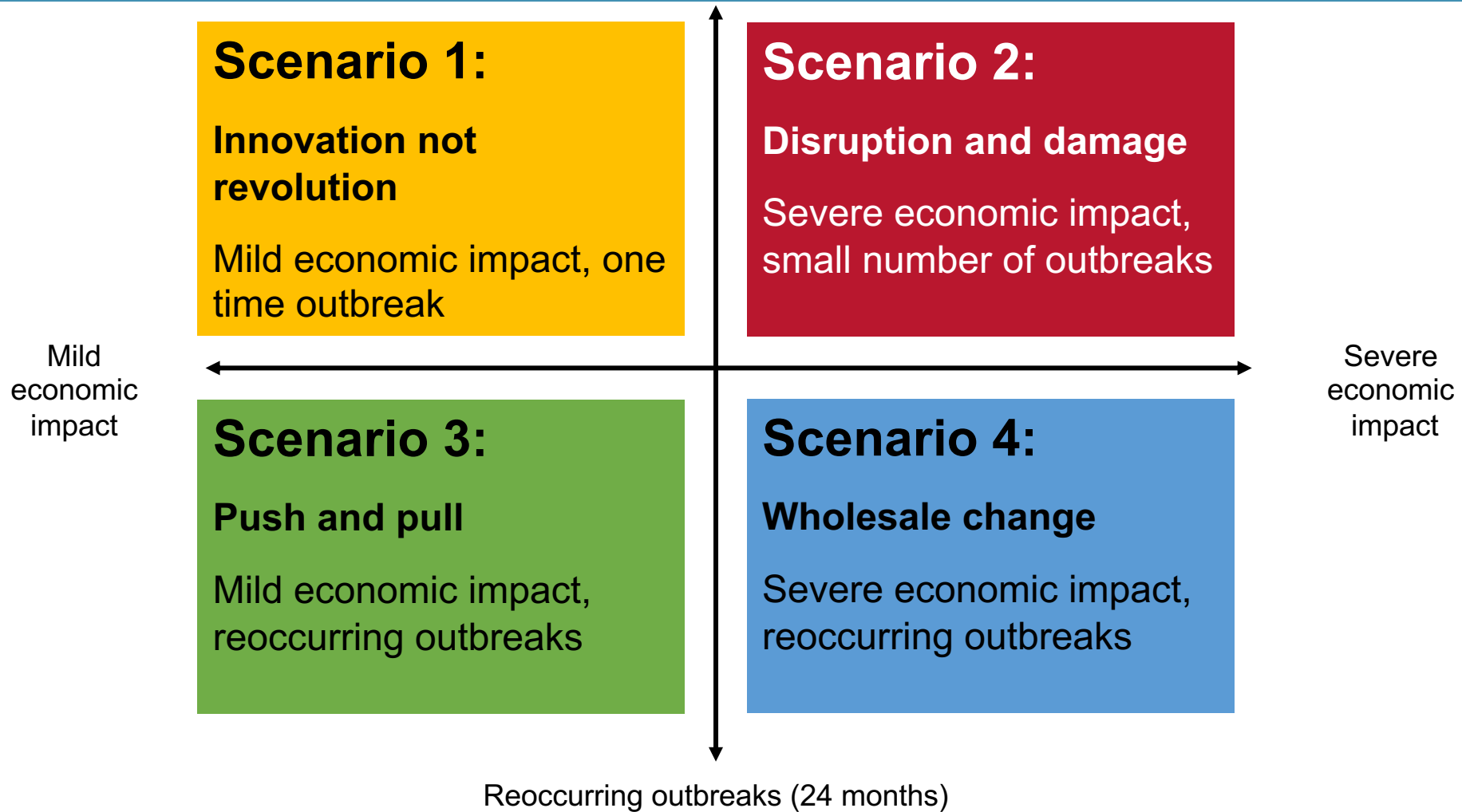
THE TIME.

Situation on the ground

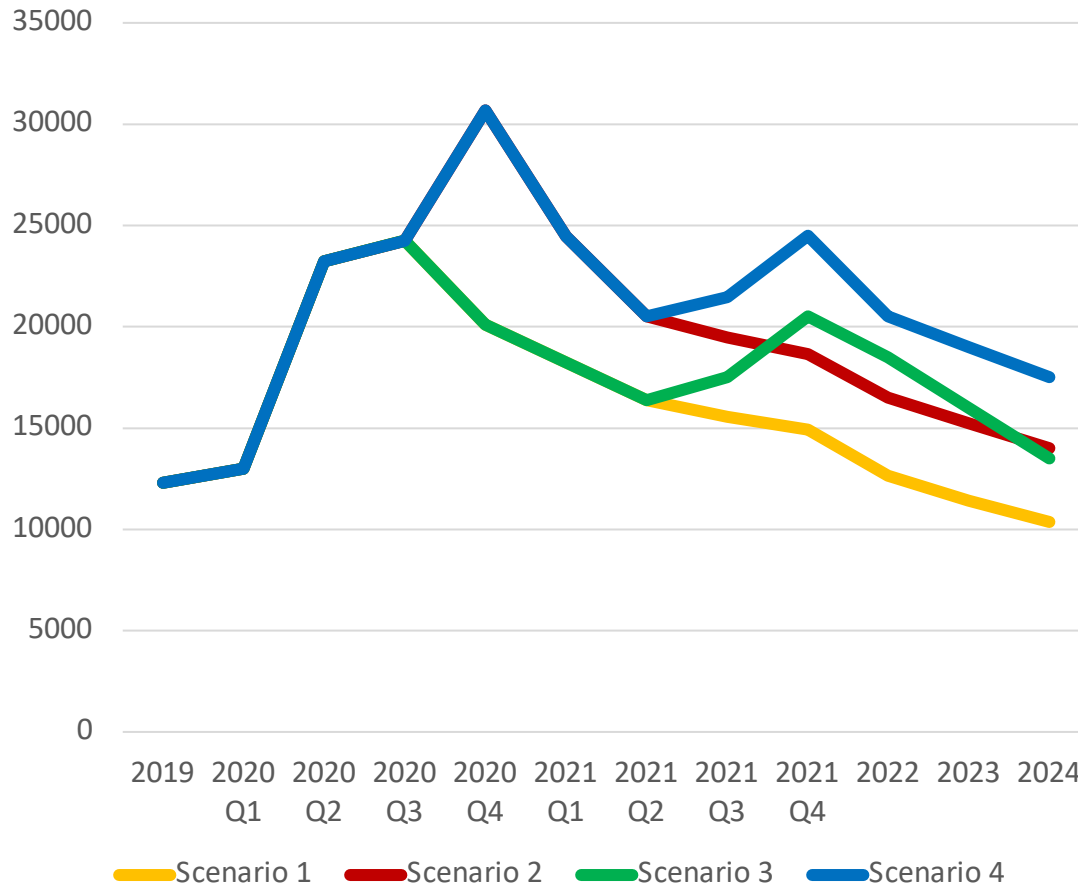
Situation on the ground - 21,000 unemployed and 36,000 residents on Universal Credit



An Uncertain Future



Unemployment expected to peak in late 2020/early 2021



Best case: Lambeth's unemployment peaks at 24,250 in Q3 2020, before returning to 2019 levels by 2022

Worst case: Unemployment peaks at over 30,000 in Q4 2020, remains over 20,000 through to 2022, and does not return to 2019 levels until the late 2020s

Phase 2

Building Resilience

Our ambition:

An inclusive and resilient recovery

People

Enabling all our residents to find and stay in employment and providing those directly impacted by COVID with opportunities to upskill or reskill so they can meet their core economic needs now and in the future, but with a particular focus on addressing the systemic inequalities that our black, young and disabled population face.

Business

Having a diverse, locally rooted business and cultural base, which survives and adapts to the impacts of COVID-19, and then thrives again in the future, underpinning the Council's financial resilience, transitioning to a zero-carbon economy, and instilling confidence in Lambeth as a place to invest and do business.

Place

Supporting a diverse and flexible mix of uses in our high streets and town centres and investing in the delivery of new homes and workspace, that enables people to live and work in sustainable urban environments which better enable walking and cycling and provide improved digital connectivity.

Economic Resilience Strategy

<p>People</p>	<p>Create a skills system responsive to changing employer demand and the growth sectors of the future.</p>	<p>Support our residents into employment pathways, with a particular focus on our black, young and disabled residents.</p>	<p>Enable our residents to unlock their potential through upskilling, reskilling, training provision and apprenticeships.</p>
<p>Business</p>	<p>Support our existing and new businesses to survive in the short term and to adapt and thrive in the new post-COVID economy.</p>	<p>Encourage our businesses to be inclusive and resilient, by tackling low pay, in-work poverty and to reduce their carbon emissions.</p>	<p>Work with our anchor institutions and major employers to utilise our supply chains and increase spend with local businesses.</p>
<p>Place</p>	<p>Increase the supply and accessibility of homes of all types and tenures across the borough, and the supply of workspace that responds to changing needs.</p>	<p>Improve physical and digital connectivity in and between all of our neighbourhoods.</p>	<p>Achieve sustainable, welcoming places with inclusive public realm improvements in our neighbourhoods that are accessible for all.</p>

'People' theme...

Our action plan: people

Employment

Skills

Individual resilience

Next 3 months Short term

Rapid back to work support for those newly unemployed and close working with our BIDs and Health partners on a jobs brokerage service

Increase the volume of and **expand the range of online courses** being delivered by our providers to help residents upskill and reskill

Support residents experiencing hardship through the emergency support scheme and through our benefits advice services

3-12 months Medium term

'A Lambeth Youth Promise' for our young people in transition – guaranteed support to find work, apprenticeship or further education

Improve pathways to work for young people from our schools, colleges and universities directly through to local employers

Address the digital divide so residents can access online learning and remote working

12 months + Long term

Sector based 'work academies' for our growth sectors, i.e. health and life sciences, low carbon, creative & digital

Apprentices first programme – significantly expand the creation and take up of apprenticeships at all levels across the borough

Provide access to **integrated wellbeing support**, including health & wellbeing, housing, employment and advice services

'Business' theme ...

Our action plan: business

Business friendly Lambeth

Central London economy

Neighbourhood economies

Next 3 months

Short term

Reopen our high streets safely through partnership working with our businesses and implement a pilot of the Key Account Model

Develop Southbank and Waterloo's **reopening action plan**, including targeted cultural sector support

Administer **the local economy hardship fund** to help our businesses survive the lockdown

3-12 months

Medium term

Develop an **Affordable Workspace Fund** to invest in a variety of workspace projects that reimagine spaces and meanwhile use

Destination marketing, positioning Lambeth as a business friendly borough and attract a larger share of the domestic visitor economy

Establish a local first supply chain approach, increasing local jobs and local spend

12 months +

Long term

Launch a **Lambeth Co-Investment Fund** to incubate med tech, low carbon and creative industries start-ups in the borough

Green New Deal - strengthen low carbon sector clusters placing Lambeth at the forefront of building a new economy

Digital connectivity – **invest in 5G and high speed broadband** to super charge growth in the borough

'Place' theme ...

Our action plan: place

Investing in Lambeth

Development friendly Lambeth

Zero Carbon Lambeth

Welcoming Neighbourhoods

Next 3 months Short term

Focus on accelerating build projects which will create new jobs and new homes **on our own Land**

Provide certainty and **single point of council contact** to enable development activity through PPA+

Complete delivery of our **Emergency Transport Programme** and establish our carbon baseline

Deliver **short term public realm** improvements to ensure public spaces are safe and welcoming

3-12 months Medium term

Use our **economic infrastructure fund** to accelerate new opportunities, in partnership with other Land owners

Work with developers, SMEs and our academic institutions to prioritise **place-based investment** and establish Innovation Districts and Corridors to drive future growth

Use our **zero carbon transition fund** to scope and deliver real improvements; and hold our citizens assembly

Reimagine our high streets and town centres to **increase productivity in the everyday economy** and embed our liveable neighbourhoods focus

12 months + Long term

Secure a **long term project pipeline** to deliver more jobs and homes across Lambeth

Land strategy that maximises opportunity for **investment & secures** financial contributions for local community **benefits**

Reduce the **CO2 emissions** of the borough to achieve net zero carbon objective in partnership

Support successful neighbourhoods as **complete places** through impact based decision model

Leading a Green Recovery

Deep dives

Green Zone



Homes for Lambeth



LAMBETH. NOW'S THE TIME.

Slide 14
lambethnow.co.uk
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 **Lambeth**

Carbon Neutral by 2030



Embodied carbon

Some materials are manufactured in a way which produces a lot of carbon. We will source materials produced with lower carbon emissions. We will also consider how best to use discarded materials within our new building to minimise waste.

Circular economy

Most materials are produced, used once, and then discarded. In a circular economy, materials are used many times. We will look for ways to introduce materials that can be part of a circular economy.



Adaptation through change

New houses will be designed to meet the needs of the future. We will consider future climate conditions in our design process and research new technology.

Fabric first

Older buildings have high air leakage and rely on mechanical or electrical means of heating and cooling which consumes energy. We will look to reduce this by designing and constructing buildings with thicker walls, floors and roofs ensuring they are better insulated and limiting the air leakage providing improved resident comfort.

Energy efficiency

We will promote the longer-term view of efficiency over cost.



Low Traffic Neighbourhoods

- London runs on public transport – two thirds of Lambeth households do not have access to a car
- Public transport capacity is greatly reduced: no standing allowed on buses and double decker capacity is now 30 people.
- Creating conditions suitable for more people to feel safe to walk and cycle short journeys is part of Lambeth's transport response.
- The Oval low traffic neighbourhood improves conditions for walking and cycling within the neighbourhood including the quietway 5 route which is an alternative to the northern line.



High Street Recovery: Parklets



Initial phase of parklet installations on Atlantic Road, Brixton

High Street Recovery – a Greener Future

- Learning from emergency response:
 - Delivered 2500 parcels a week from Brixton Recreation Centre using electric cargo bikes
- Working with TfL to develop Town Centre Freight Management Plans for Brixton Town Centre
- Lambeth 'Try before you bike' scheme
- BID led initiatives:
 - InStreatham electric cargo bike scheme
 - StationtoStation electric cargo bike delivery pilot



Electric cargo bikes



Consolidation hubs



Rapid Electric Vehicle Charging

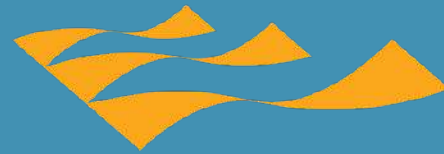


Online marketplace



Green skills

Questions?



Lambeth

TfGM's COVID-19 Response

Victoria Le Mare, Transport for Greater Manchester



Transport for
Greater Manchester

Approach

- Bikes for Key Workers
- Making Public Transport Safe
- Safe Streets Save Lives
- Data & Insight
- September's 'Do Your Bit' campaign activity



Transport for
Greater Manchester



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Bikes for Key Workers



Transport for
Greater Manchester



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Safe public transport

What has TfGM done?

- Enhanced cleaning on the region's buses, trains and trams and our stations and interchanges.
- Seats marked to help maintain social distancing.
- Handing out of face coverings to those who need them.
- Development of Journey Assist card scheme to aid those who are exempt from wearing face coverings.
- Hand sanitiser dispensers installed at stations and interchanges.
- Changes to services in line with increased demand.
- We've introduced discounts to support flexible working.
- The new Clipper tram ticket will help people travelling less often.
- Metrolink passengers can also use the contactless early bird bonus to save money when travelling before 7am on weekdays.



Pre-Covid Modal Split



Also looked at pre-Covid modal share split of over 7m trips per day.

Public transport makes up just 2% of primary school trips, but 28% of secondary school trips. Therefore weighted the active travel message to parents of younger kids and pushed PT and active travel to teenagers.

The GM Travel Survey indicated commuting trips were likely to decrease by 10% overall and there will be a considerable move away from a five-day commute.

We then used this insight to push active travel and flexible ticketing initiatives to commuters, and with people moving away from a five-day commute and being more flexible pushing them to travel outside of peak times.

#SaveStreetsSaveLives



55 miles of new routes and 140 new crossings to be created across Greater Manchester by December 2021



Transport for
Greater Manchester



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Insight Data

Clusters of HE and FE contributing to above GM average congestion levels

- These were used as priority areas for targeting paid media
- We then targeted those areas with an active travel message where there is cycling infrastructure within 500m of the school
- Great Ancoats St was also highlighted as a key congestion area and so paid media was used to target this area too



Transport for
Greater Manchester



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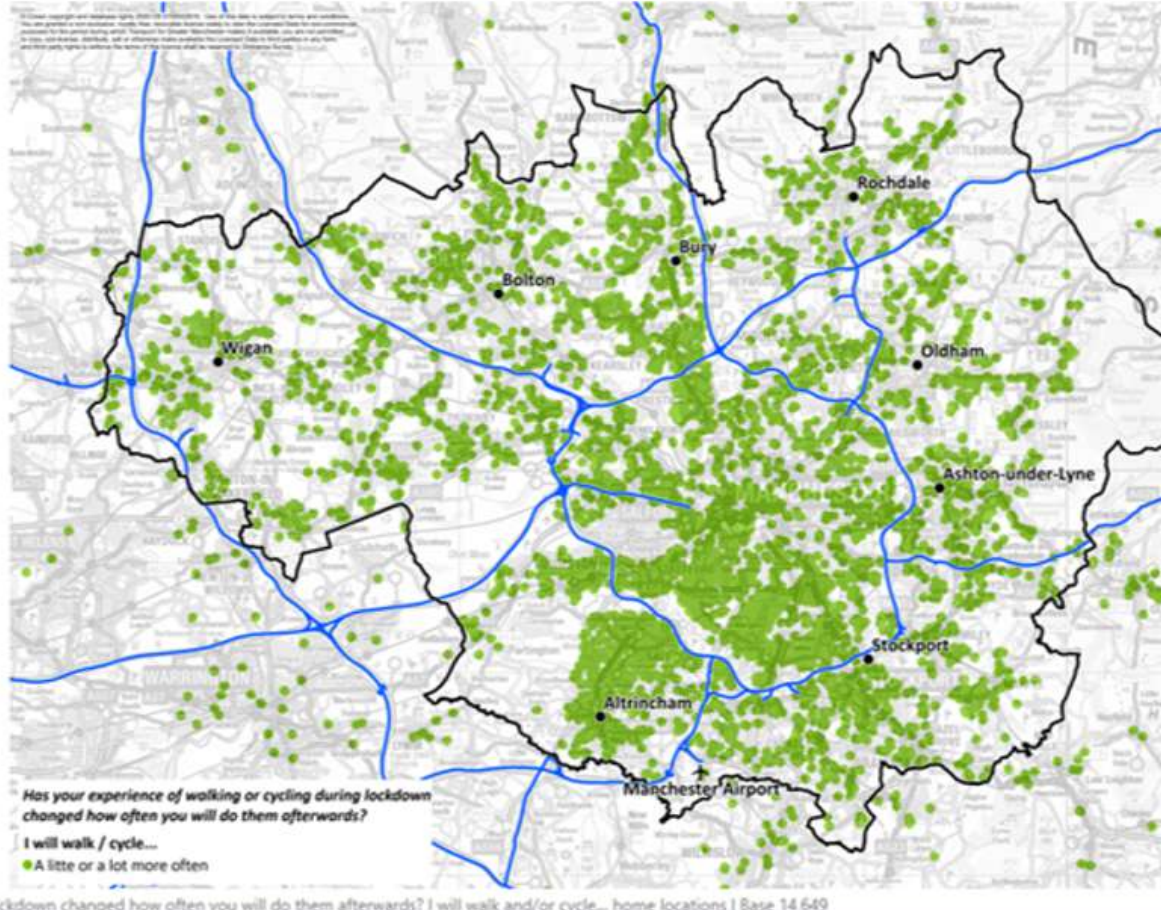
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Campaign Targeting

Where will people cycle or walk more often?

Are we able to isolate areas where there is likely growth?

NB. Focused maps of Trafford and Tameside follow and others can be produced



⚠️ % of respondents, not GM population

We used this data to target areas that are more susceptible to cycling and walking modal shift



Transport for Greater Manchester



Delivering London's Future Together

Schools Messaging

Apply for your
igo card
today



No pass required
to travel on



Yellow School
Buses from September



buses may have
limited space



BUS
FULL!



use exact
change



Transport for
Greater Manchester



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Wider Campaign

DO YOUR BIT



TRAVEL OFF PEAK.

DO YOUR BIT

**BIKE IT, WALK IT,
BUS IT, TRAM IT, TRAVEL
WHEN IT'S QUIET.**

DO YOUR BIT



TRAVEL SAFELY.

**WE'RE GREATER TOGETHER
WHEN WE CYCLE
OR WALK INSTEAD.**



**WE'RE GREATER TOGETHER
WHEN WE PLAN OUR
COMMUTES.**



DO YOUR BIT



DRIVE OUTSIDE RUSH HOUR.



Transport for
Greater Manchester



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Consultation on the GM Clean Air Plan

8th October – 3rd December 2020



Clean Air
Greater
Manchester

Bolton • Bury • Manchester • Oldham • Rochdale • Salford • Stockport • Tameside • Trafford • Wigan



Transport for
Greater Manchester



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Why is the GM Clean Air Plan important?



Clean Air
Greater
Manchester



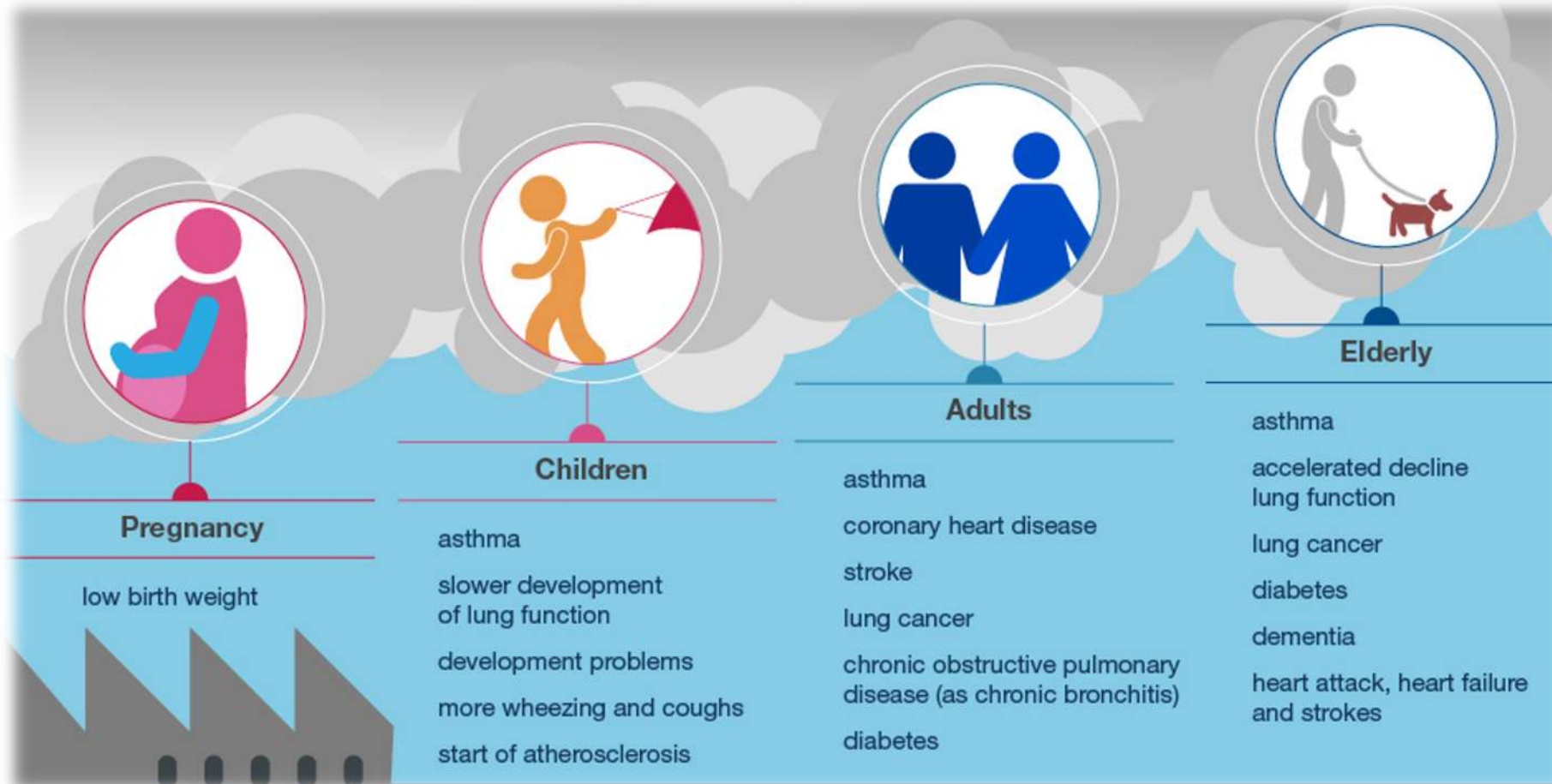
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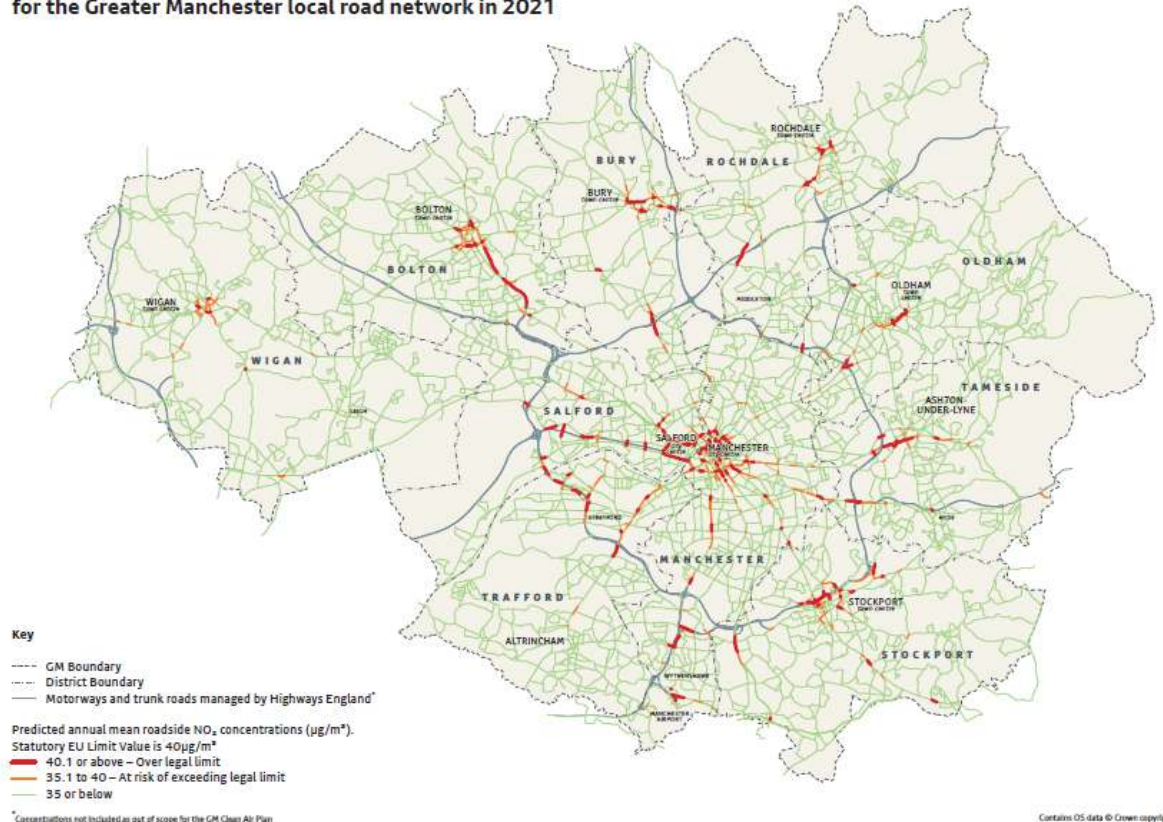
Air Quality and Health



Modelling shows that illegal levels of NO₂ will span all GM Local Authorities in 2021 if no action is taken



Predicted annual mean nitrogen dioxide (NO₂) concentrations for the Greater Manchester local road network in 2021



Over 150 stretches of road across GM will still be in breach of legal limits for harmful concentrations of NO₂ in two years unless action is taken

The red sections are over the legal limit, the orange sections are those that are at risk of breaching the limit

The Impacts of COVID-19

- The Government has asked GM to continue to progress the Clean Air Plan, and to undertake the consultation, based on proposals developed before the COVID-19 pandemic that showed compliance would be achieved by 2024.
- GM is assessing the possible effects of COVID-19 on the Clean Air Plan and the consultation is asking questions about the impact of COVID-19 on impacted groups.
- This information will inform future decisions on each aspect of the final plan.



Clean Air
Greater
Manchester



Transport for
Greater Manchester



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The Clean Air Zone

- **What is a Clean Air Zone?**
- This is a designated area which certain higher pollution vehicles would pay a charge to drive into and within.
- Vehicles which do not comply with the required emissions standards would pay a daily charge for each day on which they drive into, out of, within or through the Clean Air Zone.
- Failure to pay the daily charge would result in the issue of a penalty charge notice (PCN) requiring an additional payment.
- A Clean Air Zone is not the same as a Congestion Charge Zone.
- The purpose of a Clean Air Zone is to improve air quality by encouraging drivers to upgrade to a cleaner vehicle. It is not designed to tackle congestion.



Key elements of the GM Clean Air Zone

CATEGORY C CLEAN AIR ZONE

Boundary	Largely coincidental with the Greater Manchester administrative boundary. The Strategic Road Network (SRN) is excluded.
Time of operation	24 hours a day, 7 days a week, 365 days per year
Date for introduction	Spring 2022. Anticipated that it will remain in full operation until at least the second half of 2026.
Non-compliant vehicles impacted	<ul style="list-style-type: none"> Licensed Hackney Carriages Licensed PHVs Buses Coaches Minibuses LGVs HGVs



A set of permanent and temporary discounts and exemptions are set out in the consultation, such as Specialist Heavy Goods Vehicles, Non-road-going vehicles, Vehicles used by emergency services, Community Minibuses. The full list can be found in the consultation document.

Funding for Impacted Vehicles



Buses

Proposed support for those eligible and have a non-compliant bus which is used on a registered bus service in GM.

Grant of up to £16,000 per vehicle for replacement or retrofit.

Bus operators will not be offered access to the vehicle finance scheme.

No proposed cap on number of vehicles per applicant.



Hackney carriages

Proposed support for those eligible with a non-compliant hackney carriage licensed with the GM authorities.

£10,000 per vehicle for a running costs grant or a contribution for vehicle finance, for a replacement zero emissions capable wheelchair accessible vehicle.

or

£5,000 grant towards an LPG retrofit.

UK government grant available of up to £7,500 for purchasing a new zero emissions capable vehicle.

Limit of eight vehicles per applicant.



Private hire vehicles

Proposed support for those eligible with a non-compliant private hire vehicle licensed with the GM authorities.

£1,000 grant or vehicle finance contribution towards replacement to a compliant petrol or diesel vehicle.

or

£2,000 grant or vehicle finance contribution towards replacement to a hybrid or plug-in hybrid.

or

£2,500 running costs grant for replacement with a zero emissions capable vehicle.

or

£5,000 grant or vehicle finance contribution towards replacement of a minibus or Wheelchair accessible vehicle.

Limit of 10 vehicles per applicant.



Clean Air
Greater
Manchester



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Funding for Impacted Vehicles



Vans

Proposed support for those eligible with a non-compliant van.*

A grant of £3,500 per vehicle for replacement or vehicle finance contribution.

Limit of 10 vehicles per applicant.



Heavy Goods Vehicles

Proposed support for those eligible with a non-compliant HGV.*

A grant of up to £5,500 per vehicle for replacement or vehicle finance contribution. Limit of 10 vehicles per applicant.

or

A grant of up to £16,000 per vehicle for retrofit. Limit of five vehicles per applicant.



Coaches

Proposed support for those eligible with a non-compliant coach.*

Grant of up to £16,000 per vehicle for replacement or retrofit or vehicle finance contribution.

Limit of 10 vehicles per applicant.



Minibuses

Proposed support for those eligible with a non-compliant minibuss.*

A grant of up to £5,000 for replacement or vehicle finance contribution for replacement of minibuses (which are not licensed taxis or PHVs or used on a registered bus service in GM).

Limit of 10 vehicles per applicant.



Clean Air
Greater
Manchester

*Available for vehicles registered in GM, small and micro businesses, sole traders, charities and social enterprises, private owners, initially targeted towards individuals and the smallest businesses with the oldest vehicles.

Get involved in the consultation



A Greater Manchester-wide Clean Air Zone is coming from 2022 to reduce harmful air pollution on our roads

We want you to help shape our final plan.

Get involved and fill in the online questionnaire now at cleanairgm.com



Bolton | Bury | Manchester | Oldham | Rochdale | Salford | Stockport | Tameside | Trafford | Wigan

Visit cleanairgm.com to find out about the proposals and help shape our final plan.

Alternatively, if you have any questions contact info@cleanairgm.com or you can visit our **daily virtual drop-in sessions** and ask questions there.

Questions?



Transport for
Greater Manchester

Anusha Rajamani, Cross River Partnership

Last Mile Deliveries and Consolidation Centres



Consolidating Freight



Photo Credit: Daily Mail Online



Photo Credit: Michael Scott, Caters News

COVID-19: Freight consolidation and e-commerce



Percentage of motorised traffic accounted for by vans (weekday inter-peak) from TfL Task Force.

What are last mile deliveries and consolidation centres?

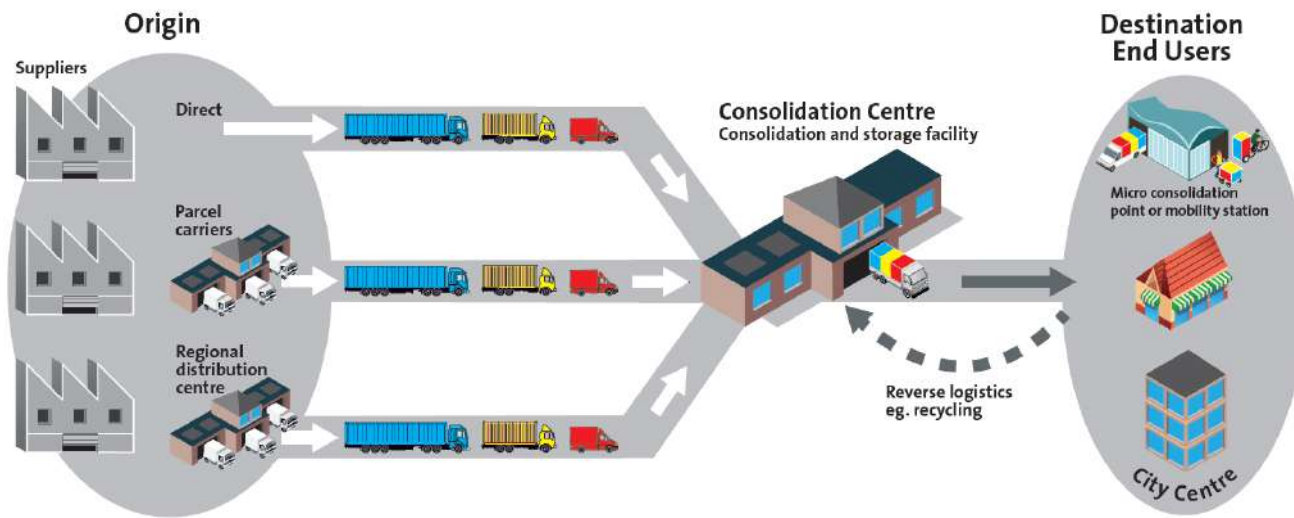


Photo Credit: Travelwest

- **Consolidation centre** is a logistics facility located near the area it serves where goods are received and sorted before last mile delivery.
- **Last mile delivery** is the movement of goods from a consolidation hub to the final point of delivery.

Challenges?

- Finding an optimal location for a consolidation centre.
- Company behavioural change to freight distribution.
- Initial costs to implement consolidation of goods and refining of company's last mile delivery process.
- Use of conventional vehicles to distribute to service area.



Photo Credit: Transforming Transport

Advantages of last mile delivery and consolidation centres

- Reducing the total distance travelled by delivery vehicles in urban areas
- Organised transport mobility model such as route optimisation and efficient tracking system
- Opportunity to implement zero emission delivery options
- Social benefits: noise reduction, less pressure on loading bays, public access to more space



Photo Credit: Petramalinak

Case Study: Guy's and St Thomas' NHS Foundation Trust

- CEVA Logistics and GSST implemented a consolidation centre in Dartford.
- Initially, the Trust used to process 2000 tonnes of cardboard per year.
- The hub has facilitated:
 - less on site waste
 - 90% reduction in deliveries improved on site air quality.
 - prioritisation of staff time by less time spent processing deliveries.



Photo Credit: CRP

Case study: Hospitality Source, Soho Village

- Frequent and high-volume janitorial deliveries in central London.
- Little storage space for businesses to store cleaning equipment.
- Implemented last mile delivery by foot to customers once a week.
- 40% reduced costs for customers after change in delivery process.



Photo Credit: CRP

Case study: Hospitality Source, Soho Village

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Photo Credit: CRP

Clean Air Villages Directory

Deliveries with a difference

From bakers and printers to cleaners and couriers - search using our CRP Clean Air Villages Directory.



How our directory businesses deliver their goods and services:



Foot



Electric vehicles



Alternative fuel vehicles



Bike or cargo bike



Hybrid (petrol) vehicles

Find your local directory here: www.crossriverpartnership.org/directory



This directory forms part of the DEFRA-funded Clean Air Villages programme.



Questions?



Final Observations





**Join us for our next
LiveShare session**

Thursday 29th October, 2pm

Thank You!



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