

# [Joint statement between the UK and France: 10 May 2020](#)

Press release

A joint statement between the UK and France, following a conversation between the Prime Minister and President Macron earlier today.



The Prime Minister and President Macron spoke today.

They stressed the need for close bilateral, European and international cooperation in the fight against Covid-19.

The leaders spoke about the need to manage the risk of new transmissions arising from abroad, as the rate of coronavirus decreases domestically.

In this regard, the Prime Minister and the President agreed to work together in taking forward appropriate border measures. This cooperation is particularly necessary for the management of our common border.

No quarantine measures would apply to travellers coming from France at this stage; any measures on either side would be taken in a concerted and reciprocal manner. A working group between the two governments will be set up to ensure this consultation throughout the coming weeks.

Published 10 May 2020

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[PM address to the nation on](#)

## coronavirus: 10 May 2020

It is now almost two months since the people of this country began to put up with restrictions on their freedom – your freedom – of a kind that we have never seen before in peace or war.

And you have shown the good sense to support those rules overwhelmingly.

You have put up with all the hardships of that programme of social distancing.

Because you understand that as things stand, and as the experience of every other country has shown, it's the only way to defeat the coronavirus – the most vicious threat this country has faced in my lifetime.

And though the death toll has been tragic, and the suffering immense.

And though we grieve for all those we have lost.

It is a fact that by adopting those measures we prevented this country from being engulfed by what could have been a catastrophe in which the reasonable worst case scenario was half a million fatalities.

And it is thanks to your effort and sacrifice in stopping the spread of this disease that the death rate is coming down and hospital admissions are coming down.

And thanks to you we have protected our NHS and saved many thousands of lives.

And so I know – you know – that it would be madness now to throw away that achievement by allowing a second spike.

We must stay alert.

We must continue to control the virus and save lives.

And yet we must also recognise that this campaign against the virus has come at colossal cost to our way of life.

We can see it all around us in the shuttered shops and abandoned businesses and darkened pubs and restaurants.

And there are millions of people who are both fearful of this terrible disease, and at the same time also fearful of what this long period of enforced inactivity will do to their livelihoods and their mental and physical wellbeing.

To their futures and the futures of their children.

So I want to provide tonight – for you – the shape of a plan to address both fears.

Both to beat the virus and provide the first sketch of a road map for reopening society.

A sense of the way ahead, and when and how and on what basis we will take the decisions to proceed.

I will be setting out more details in Parliament tomorrow and taking questions from the public in the evening.

I have consulted across the political spectrum, across all four nations of the UK.

And though different parts of the country are experiencing the pandemic at different rates.

And though it is right to be flexible in our response.

I believe that as Prime Minister of the United Kingdom – Scotland, England, Wales, Northern Ireland, there is a strong resolve to defeat this together.

And today a general consensus on what we could do.

And I stress could.

Because although we have a plan, it is a conditional plan.

And since our priority is to protect the public and save lives, we cannot move forward unless we satisfy the five tests.

We must protect our NHS.

We must see sustained falls in the death rate.

We must see sustained and considerable falls in the rate of infection.

We must sort out our challenges in getting enough PPE to the people who need it, and yes, it is a global problem but we must fix it.

And last, we must make sure that any measures we take do not force the reproduction rate of the disease – the R – back up over one, so that we have the kind of exponential growth we were facing a few weeks ago.

And to chart our progress and to avoid going back to square one, we are establishing a new Covid Alert System run by a new Joint Biosecurity Centre.

And that Covid Alert Level will be determined primarily by R and the number of coronavirus cases.

And in turn that Covid Alert Level will tell us how tough we have to be in our social distancing measures – the lower the level the fewer the measures.

The higher the level, the tougher and stricter we will have to be.

There will be five alert levels.

Level One means the disease is no longer present in the UK and Level Five is the most critical – the kind of situation we could have had if the NHS had been overwhelmed.

Over the period of the lockdown we have been in Level Four, and it is thanks to your sacrifice we are now in a position to begin to move in steps to Level Three.

And as we go everyone will have a role to play in keeping the R down.

By staying alert and following the rules.

And to keep pushing the number of infections down there are two more things we must do.

We must reverse rapidly the awful epidemics in care homes and in the NHS, and though the numbers are coming down sharply now, there is plainly much more to be done.

And if we are to control this virus, then we must have a world-beating system for testing potential victims, and for tracing their contacts.

So that – all told – we are testing literally hundreds of thousands of people every day.

We have made fast progress on testing – but there is so much more to do now, and we can.

When this began, we hadn't seen this disease before, and we didn't fully understand its effects.

With every day we are getting more and more data.

We are shining the light of science on this invisible killer, and we will pick it up where it strikes.

Because our new system will be able in time to detect local flare-ups – in your area – as well as giving us a national picture.

And yet when I look at where we are tonight, we have the R below one, between 0.5 and 0.9 – but potentially only just below one.

And though we have made progress in satisfying at least some of the conditions I have given.

We have by no means fulfilled all of them.

And so no, this is not the time simply to end the lockdown this week.

Instead we are taking the first careful steps to modify our measures.

And the first step is a change of emphasis that we hope that people will act on this week.

We said that you should work from home if you can, and only go to work if you must.

We now need to stress that anyone who can't work from home, for instance those in construction or manufacturing, should be actively encouraged to go to work.

And we want it to be safe for you to get to work. So you should avoid public transport if at all possible – because we must and will maintain social distancing, and capacity will therefore be limited.

So work from home if you can, but you should go to work if you can't work from home.

And to ensure you are safe at work we have been working to establish new guidance for employers to make workplaces COVID-secure.

And when you do go to work, if possible do so by car or even better by walking or bicycle. But just as with workplaces, public transport operators will also be following COVID-secure standards.

And from this Wednesday, we want to encourage people to take more and even unlimited amounts of outdoor exercise.

You can sit in the sun in your local park, you can drive to other destinations, you can even play sports but only with members of your own household.

You must obey the rules on social distancing and to enforce those rules we will increase the fines for the small minority who break them.

And so every day, with ever increasing data, we will be monitoring the R and the number of new infections, and the progress we are making, and if we as a nation begin to fulfil the conditions I have set out, then in the next few weeks and months we may be able to go further.

In step two – at the earliest by June 1 – after half term – we believe we may be in a position to begin the phased reopening of shops and to get primary pupils back into schools, in stages, beginning with reception, Year 1 and Year 6.

Our ambition is that secondary pupils facing exams next year will get at least some time with their teachers before the holidays. And we will shortly be setting out detailed guidance on how to make it work in schools and shops and on transport.

And step three – at the earliest by July – and subject to all these conditions and further scientific advice; if and only if the numbers support it, we will hope to re-open at least some of the hospitality industry and other public places, provided they are safe and enforce social distancing.

Throughout this period of the next two months we will be driven not by mere hope or economic necessity. We are going to be driven by the science, the

data and public health.

And I must stress again that all of this is conditional, it all depends on a series of big Ifs. It depends on all of us – the entire country – to follow the advice, to observe social distancing, and to keep that R down.

And to prevent re-infection from abroad, I am serving notice that it will soon be the time – with transmission significantly lower – to impose quarantine on people coming into this country by air.

And it is because of your efforts to get the R down and the number of infections down here, that this measure will now be effective.

And of course we will be monitoring our progress locally, regionally, and nationally and if there are outbreaks, if there are problems, we will not hesitate to put on the brakes.

We have been through the initial peak – but it is coming down the mountain that is often more dangerous.

We have a route, and we have a plan, and everyone in government has the all-consuming pressure and challenge to save lives, restore livelihoods and gradually restore the freedoms that we need.

But in the end this is a plan that everyone must make work.

And when I look at what you have done already.

The patience and common sense you have shown.

The fortitude of the elderly whose isolation we all want to end as fast as we can.

The incredible bravery and hard work of our NHS staff, our care workers.

The devotion and self-sacrifice of all those in every walk of life who are helping us to beat this disease.

Police, bus drivers, train drivers, pharmacists, supermarket workers, road hauliers, bin collectors, cleaners, security guards, postal workers, our teachers and a thousand more.

The scientists who are working round the clock to find a vaccine.

When I think of the millions of everyday acts of kindness and thoughtfulness that are being performed across this country.

And that have helped to get us through this first phase.

I know that we can use this plan to get us through the next.

And if we can't do it by those dates, and if the alert level won't allow it, we will simply wait and go on until we have got it right.

We will come back from this devilish illness.

We will come back to health, and robust health.

And though the UK will be changed by this experience, I believe we can be stronger and better than ever before. More resilient, more innovative, more economically dynamic, but also more generous and more sharing.

But for now we must stay alert, control the virus and save lives.

Thank you very much.

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## [Foreign Office charity marathon spans the globe in 24 hours](#)

British Diplomats are completing a unique 24 hour global marathon relay that will help the NHS and charities right across the globe.

On Saturday 9 May, diplomats and their families from 155 British Embassies, High Commissions and Consulates – from Vancouver in the west to Samoa in the east; from Wellington in the south to Reykjavik in the north – will take part to raise money for NHS Charities Together and UNICEF.

Ambassadors to Moscow, Riyadh, Tel Aviv and Nairobi are all taking part, as well as the Foreign Office's most senior diplomat, Permanent Under Secretary Sir Simon McDonald, who will join the effort at his home in Hampshire.

Runners at each post will each run a mile, before video-conferencing with the next mission to pass the virtual baton on – sending it through the 24 time-zones.

The global marathon is the brainchild of Dr Ian Collard, acting Ambassador to Afghanistan, and his wife Tamara. With global flight restrictions, Ian's 3,500-mile separation from Tamara and their children has forced them to find creative ways to stay united as a family during the Covid-19 pandemic.

The pair knew their situation was not unique in the department and decided the marathon would be a good way to unite the department, and its families, and improve mental and physical wellbeing. It would also allow staff to virtually connect with their colleagues while social distancing measures were in place.

Dr Collard was inspired by the soaring use of video conferencing by diplomats forced to work from home as they contribute to the largest repatriation exercise in Foreign Office history.

Acting Ambassador to Kabul Dr Ian Collard said:

The Covid-19 outbreak has meant an almost overnight change in the way diplomats are operating. As a keen sports fan it became obvious to me that we could use that same technology to bring staff and families together, to boost their wellbeing, and to raise money to support those struggling in the pandemic.

Embassies across the world are raising funds for local charities, and Ian and Tamara have set up a Virgin Money Giving page that will share donations between NHS charities and UNICEF's contribution to the global fight against Covid-19.

Ian added: "Diplomacy is about serving your country through the relationships you build abroad, and working with allies towards shared goals. So diplomacy has a big part to play in overcoming Covid-19. Rarely have countries been so united by a single cause."

## **Further information**

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# **[Transport Secretary's statement on coronavirus \(COVID-19\): 9 May 2020](#)**

Good afternoon, and welcome to today's Downing Street press conference.

I'm pleased to be joined today by Professor Jonathan Van-Tam.

## **Latest data**

Let me start by updating you on the latest information from the COBR data file.

I can report that through the government's monitoring and testing programme, as of today....

- 1, 728,443 tests for coronavirus have now been carried out in the UK, including 96, 878 tests yesterday
- 215,260 people have tested positive, that's an increase of 3,896 cases since yesterday
- 11,809 people are currently in hospital with coronavirus in the UK, down from 12,284 yesterday

And tragically, of those hospitalised with the virus, 31,587 have now died. That's an increase of 346 fatalities since yesterday.

These deaths are devastating for the families and friends of victims, who are in our thoughts and prayers are with all of them every day.

But they also strengthen our resolve to fight this pandemic with all the resources we can muster in the weeks ahead...

## **Planning for restart/opportunity for lasting change**

Tomorrow, the Prime Minister will set out a roadmap for the next phase in our strategy to tackle coronavirus.

In support of this, I am setting out today an ambitious programme to help prepare our transport network for the critical role it will play as we emerge from this crisis.

Importantly, it is true to say that moving beyond COVID will be a gradual process... not a single-leap to freedom.

When we do emerge, the world will seem quite different, at least for a while.

The need to maintain social distancing means that our public transport system cannot go back to where it left off.

Here is a very stark fact...

Even with public transport reverting to full service – once you take into account the 2 metre social distancing rule – there would only be effective capacity for one in ten passengers on many parts of the network.

Just a tenth of the old capacity.

So, getting Britain moving again, while not overcrowding our transport network, is going to require many of us to think carefully about how and when we travel.

## **Everyone involved**

We have accomplished so much over the past 7 weeks of lockdown.

The whole country has been responsible for reducing the COVID reproduction or 'R' rate...

Millions of households across the UK have changed their behaviour for the greater good.

Getting Britain moving again, whilst not overcrowding our transport network, represents another enormous logistical challenge.

Yet this is a problem which presents a health opportunity too... an opportunity to make lasting changes that could not only make us fitter, but also better-off – both mentally and physically – in the long run.

## **Active travel**

During the crisis, millions of people have discovered the benefits of active

travel.

By cycling or walking, we've been able to enjoy this remarkably warm spring whilst sticking to the guidelines.

In some places, there's been a 70% rise in the number of people on bikes whether it's for exercise, or necessary journeys, such as stocking up on food.

So, while it's still crucial that we stay at home, when the country does get back to work, we need those people to carry on cycling and walking, and to be joined by many more.

Otherwise, with public transport capacity severely restricted, more cars could be drawn to the road and our towns and cities could become gridlocked.

We also know that in this new world, pedestrians will need more space.

So today (9 May 2020) I am [announcing a £2 billion package to put cycling and walking at the heart of our transport policy](#).

To set out how we will deliver this, I will bring forward a national cycling plan for publication in early June, in line with the statutory Cycling and Walking Investment Strategy to help double cycling and increase walking by 2025.

The first stage, worth £250 million, is a series of swift, emergency interventions to make cycling and walking safer.

Pop-up bike lanes. Wider pavements. Cycle and bus-only streets. All examples of what people will start to see more of.

Accompanying the new money, we are today publishing fast-tracked statutory guidance, effective immediately, requiring councils in England to cater for significantly-increased numbers of cyclists and pedestrians, and making it easier for them to create safer streets.

For employees who want to start cycling to their place of work, but who don't have a bike right now, the popular [Cycle to Work Scheme](#) already allows employees to save between 25% and 39% on the cost of a new bike or an electric bike.

There has been a huge increase in people using the scheme, and we will work with employers to increase uptake further.

And for those who may have an old bike in the shed, and want to get it back into a roadworthy condition, there will be a voucher scheme for bike repairs and maintenance.

Plans are also being developed to boost bike fixing facilities.

What's more, over the next few months, we will set out further measures to make a 'once in a generation' change to the way people travel in Britain.

These will include tough new standards for cycling infrastructure;

- a new national cycling champion to inspire us
- much closer links with the NHS, with GPs prescribing cycling to help us get fitter
- legal changes to protect vulnerable road users
- at least one “zero-emission city,” with its centre restricted to bikes and electric vehicles
- and the creation of a long-term cycling programme and budget, just like we have for our roads

There’s clear evidence, including from the Prime Minister’s time as mayor of London, that making streets safe for walking and cycling is good for retailers, business and the economy.

## **Green travel / E-scooters / E-vehicles**

And in making these changes, our national recovery can also become a green recovery.

One of the few positive benefits about the crisis is drastically better air quality and the health benefits that that brings.

More than 20,000 extra deaths a year in the UK are attributed to nitrogen dioxide emissions, which are highest in areas with most road traffic.

We want to try to preserve this as much as possible.

So today I’m also fast-tracking trials of e-scooters, bringing this programme, already underway, forward from next year, to next month...

And extending those trials from four local authorities to every region in the country that wants them...

... in a bid to get e-scooter rental schemes up-and-running in our cities as fast as possible...

Helping reduce car use on shorter journeys, and taking some pressure off buses, at this vital time.

These trials will help us assess their safety and benefits, together with their impact on public spaces.

The car industry has of course been very badly hit during this crisis, but April’s new sales figures showed – for the first time – that the two biggest selling models were both electric vehicles.

So, to help keep this quiet, clean car revolution going, I can also announce today, £10 million of additional support for car-charging points on our streets.

The car will remain the mainstay for many families and, as well as backing electric infrastructure, we’re going to accelerate the filling of pot-holes

that plague so many road users.

## **Data**

And just as new technology is changing the vehicles we use, so new digital technologies will help us make more informed transport choices in our battle against Covid.

At a time when transport demand could quickly overwhelm capacity if users have no access to real-time travel information...

... It is crucial that we take advantage of the UK's digital tech expertise.

With the right mobile apps, people can find out which parts of the transport network are overcrowded. And avoid them!

They can choose alternative travel options, to help maintain safe social distancing...

... or they can get information to help stagger their journeys – and lift the burden on public transport at peak times.

This week I chaired a roundtable with key players like Google, Microsoft, and British firm, Citymapper, to develop both data and apps to help the public view crowding across the transport network, in real-time.

## **Overall package**

This £2 billion announcement represents the most significant package of cycling, walking and green travel by any British government.

Clearly, it will never be possible to cycle, walk or e-scooter everywhere. Cars will remain an absolutely vital form of transport for many...

And so in the coming days...

as we look to the future...

... there will be further announcements about the huge investment we're making in road and rail networks – taking advantage of their low usership during this COVID crisis.

Finally, as we begin the process of preparing public transport to get Britain moving again, no-one should underestimate the sheer scale of the challenge ahead.

Even with every train, bus and tram fully restored to service – this will not be enough.

Social distancing measures mean that everyone who travels will need to contribute to meeting this capacity challenge.

Changing our behaviour is the single biggest thing that's beaten back this

virus.

The welcome fall we've seen in deaths is not only the achievement of our doctors and nurses and careworkers – but of everyone in the country for following the stay at home guidance.

To re-iterate, nothing I have said today changes these basic rules.

But as we contemplate the future, we will have to carry on making changes, particularly after we leave our homes.

Preventing overcrowding – which could lead to a second spike and more deaths – will be the responsibility of each and every one of us.

So please, only travel when you need to.

Be considerate to others, and help us prioritise essential workers.

And let's all play our part in Britain moving safely again when that time comes.

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## [£2 billion package to create new era for cycling and walking](#)

- largest ever boost for cyclists and pedestrians
- emergency bike lanes and streets will help support transport network
- trials of rental e-scooters to be brought forward to increase green transport options
- government working with leading tech developers to reduce crowding on public transport

Far more people will be cycling and walking thanks to plans to boost greener, active transport, launched today (9 May 2020) by Transport Secretary Grant Shapps .

Pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors will be created in England within weeks as part of a £250 million emergency active travel fund – the first stage of a £2 billion investment, as part of the [£5 billion in new funding announced for cycling and buses in February](#).

Following unprecedented levels of walking and cycling across the UK during the pandemic, the plans will help encourage more people to choose alternatives to public transport when they need to travel, making healthier habits easier and helping make sure the road, bus and rail networks are ready to respond to future increases in demand.

The government will fund and work with local authorities across the country to help make it easier for people to use bikes to get around – including Greater Manchester, which wants to create 150 miles of protected cycle track, and Transport for London, which plans a “bike Tube” network above Underground lines.

Fast-tracked statutory guidance, published today and effective immediately, will tell councils to reallocate roadspace for significantly-increased numbers of cyclists and pedestrians. In towns and cities, some streets could become bike and bus-only while others remain available for motorists. More side streets could be closed to through traffic, to create low-traffic neighbourhoods and reduce rat-running while maintaining access for vehicles.

Vouchers will be issued for cycle repairs, to encourage people to get their old bikes out of the shed, and plans are being developed for greater provision of bike fixing facilities. Many more will take up the [Cycle to Work scheme](#), which gives employees a discount on a new bike.

Transport Secretary Grant Shapps said:

During this crisis, millions of people have discovered cycling – whether for exercise or as a means of safe, socially-distanced transport. While there is no change to the ‘stay at home’ message today, when the country does get back to work we need those people to stay on their bikes and be joined by many more.

Otherwise, with public transport’s capacity severely restricted at this time, our trains and buses could become overcrowded and our roads gridlocked – holding up emergency services, critical workers and vital supplies.

We know cars will continue to remain vital for many, but as we look to the future we must build a better country with greener travel habits, cleaner air and healthier communities.

An updated [Cycling and Walking Investment Strategy](#) will be launched by the Prime Minister in the summer, with further measures to transform cycling and walking to deliver the government’s aims to double cycling and increase walking by 2025 – including:

- the creation of a national cycling and walking commissioner and inspectorate
- higher standards for permanent infrastructure across England
- getting GPs to prescribe cycling and exercise
- creating a long-term budget for cycling and walking similar to what happens for roads

The government will also be launching a campaign to encourage more people to look at alternative ways to travel, to walk or get on a bike for their commute instead of public transport. Today, riders from Team Ineos, including

Chris Froome and Geraint Thomas, will be telling people to #GetPedalling.

Sir Dave Brailsford, Team Principal of Team INEOS, said:

If ever there was a good time to get on your bike, it's now. You will be helping take pressure off public transport. You will be looking after your health. You will be looking after the health of others and you will be helping the environment. Let's all get pedalling and help Britain on the road to recovery.

E-scooter trials will also be brought forward from next year to next month to help encourage more people off public transport and onto greener alternatives. Originally set to take place in [4 Future Transport Zones, the trials of rental e-scooters](#) – which will now be offered to all local areas across the country – will allow government to assess the benefits of e-scooters as well as their impact on public space, with the potential to see rental vehicles on UK roads as early as June.

Andy Street, the Mayor of the West Midlands said:

The West Midlands is proud to be leading the way on future transport development, and I am pleased the government has put its faith in us again with this new and innovative trial of e-scooters.

This trial will help bring more flexibility, choice, and greener travel solutions for the region, at a time when we are facing a climate emergency and urging people to leave the car at home.

We will also use the trial to look at the current transport challenges the coronavirus pandemic has presented us with and explore how e-scooters could be used to help tackle them.

No region is better equipped than the West Midlands to test, review, and implement trials such as these at pace and scale, and that is testament to the hard work and innovation of those working in our future transport sector.

As the government aims to encourage people to choose greener forms of travel when the coronavirus restrictions are lifted, a further push is being made to encourage drivers to purchase an electric vehicle. An extra £10 million – double the current funding amount – is being committed to the on street residential chargepoint scheme which will allow local authorities to install up to 7,200 devices, making it more convenient to charge and own an electric vehicle.

Further efforts to encourage drivers to make the switch include the upcoming launch of a consultation which hopes to make charging electric vehicles just

as easy as filling up a traditional petrol or diesel car. It will explore measures such as requiring rapid charging points – which are fundamental for longer journeys – to offer contactless payment, improving transparency on pricing and giving drivers better access to information about the chargepoints available on their journey.

The government is also working alongside the tech sector to see how technology could be used to help commuters stagger their journeys and advise on alternative modes of travel. Leading transport tech experts including Google, Zipabout and Trainline met this week at a roundtable chaired by the Transport Secretary, to explore how technology could help ease overcrowding and reduce the risk of a second spike in coronavirus cases.

Potential solutions could include mobile phone apps warning when public transport is particularly busy or advising on a quieter time to travel, allowing people to flex their hours and prevent the transport network from being overburdened.