

**Questions to Boris Johnson, Chairman, Transport for London (TfL) and  
Sir Peter Hendy CBE, Commissioner, TfL  
London Assembly (Plenary), 10 September 2014**

**PRIORITY ORDER PAPER**

**Report No: 4**

**Subject: Question and Answer Session on the Policies and Work of  
TfL**

**Report of: Executive Director of Secretariat**

**Bearing Down on Fares**

**Question No: 2014/2976**

[Richard Tracey](#)

How will TfL bear down on fares and introduce more flexible ticketing from January 2015?

**Decreasing Journey Time Reliability**

**Question No: 2014/2977**

[Darren Johnson](#)

Journey time reliability on London's strategic road network recently fell to its lowest level since October 2010. Can you improve it without reducing the overall volume of traffic?

**Part Time travelcard**

**Question No: 2014/2978**

[Caroline Pidgeon](#)

What progress has been made in meeting your pledge to the London Assembly, that was made in January 2014, to introduce ticketing which specifically addresses the needs of part-time workers from January 2015?

**2016 Achievements**

**Question No: 2014/2979**

[Valerie Shawcross](#)

Londoners are finding their fares much higher, their buses and trains more crowded and their air still dangerously polluted after 6 years of your administration. Will you solve any of these problems by 2016?

## Questions for Written Answer

### **Increasing road capacity**

**Question No: 2014/2980**

[Caroline Pidgeon](#)

Given that car ownership in London continues to fall, why does your Infrastructure Plan place so much emphasis on increasing road capacity?

### **Feasibility studies for inner orbital tunnel**

**Question No: 2014/2981**

[Caroline Pidgeon](#)

What is the total expenditure on feasibility studies for the proposed inner orbital road tunnel?

### **Feasibility studies for estuary airport**

**Question No: 2014/2982**

[Caroline Pidgeon](#)

What is the total expenditure on feasibility studies for the proposed estuary airport?

### **Rezoning Bermondsey and Kennington stations**

**Question No: 2014/2983**

[Caroline Pidgeon](#)

Given you have authorised the rezoning of Stratford station to Zone 2/3, will you consider rezoning Bermondsey and Kennington to become Zone 1/2 stations?

### **Cyclists turning left on red**

**Question No: 2014/2984**

[Caroline Pidgeon](#)

On page 26 of your 2008 vision for transport, *Way to Go*, you stated that you would consider allowing cyclists to turn left at red lights, as is allowed in many other European cities. What consideration has been given to this proposal, and why have you not implemented it?

### **Cycle Hire Battersea expansion**

**Question No: 2014/2985**

[Caroline Pidgeon](#)

I welcome the expansion of the Cycle Hire scheme to Battersea. Please provide details of the costs of this expansion, and how it has been funded, with a breakdown of each organisation's contribution.

## **Elephant and Castle roundabout proposals**

**Question No: 2014/2986**

[Caroline Pidgeon](#)

The recently published proposals for the northern roundabout at Elephant and Castle provide piecemeal segregated cycling space, create several new potential collision points, and have been met with a very mixed response from cycling campaigners. Will you revisit the proposals to address their concerns?

## **TfL telecommunications spending**

**Question No: 2014/2987**

[Caroline Pidgeon](#)

What measures are TfL taking to follow the advice of IIPAG, as set out in its 2013/14 annual report, to monitor and reduce expenditure on telecommunications?

## **Part-time travelcard**

**Question No: 2014/2988**

[Caroline Pidgeon](#)

Will you provide an assurance that a part-time travelcard will operate through Oyster?

## **TfL Safety Assurance Programme**

**Question No: 2014/2989**

[Darren Johnson](#)

Please provide the following details about Transport for London's Safety Assurance Programme:

- Which member of the Transport for London board has overall responsibility for the programme?
- What are the staffing arrangements?
- What is the annual budget?
- How does the programme report on its work?

## **TfL Audits of Bus Company Collision Investigations (1)**

**Question No: 2014/2990**

[Darren Johnson](#)

Please provide the following details about Transport for London's audits of Bus Company KSI Collision Investigations:

- Which member of the Transport for London board has overall responsibility these audits?
- What are the staffing arrangements?
- What is the annual budget?

## **TfL Audits of Bus Company Collision Investigations (2)**

**Question No: 2014/2991**

[Darren Johnson](#)

Please provide copies of any Audit Reports about Bus Collisions that resulted in a KSI from 1st April 2008 onwards.

## **Rise in KSIs for taxis and cyclists**

**Question No: 2014/2992**

[Darren Johnson](#)

Thank you for your response to question 2014/2349. Are you concerned about the rise in the number of KSI's involving cyclists being in collision with either taxi or private hire vehicles?

## **Rise in casualties for taxis and private hire vehicles**

**Question No: 2014/2993**

[Darren Johnson](#)

Thank you for your response to question 2014/2349. Are you concerned about the rise in total casualties amongst either the drivers of taxi and private hire vehicles, or their passengers? Given the rapid fall in the number of car drivers and passengers who are being injured in traffic collisions over this period, why is this going the other way?

## **Reducing KSIs for taxis and private hire vehicles**

**Question No: 2014/2994**

[Darren Johnson](#)

As you regulate the private hire fleet, can you explain what additional actions you have taken since 2009 to reduce conflicts and injuries?

## **Recording KSIs for taxis and private hire vehicles**

**Question No: 2014/2995**

[Darren Johnson](#)

Will you require taxi and private hire companies to record and report all collisions to Transport for London so that the data can be analysed and any problem areas identified?

## **Withdrawing private hire licenses**

**Question No: 2014/2996**

[Darren Johnson](#)

Will you withdraw the licence of any private hire vehicle company whose drivers are involved in repeated incidents?

## **Increasing capacity on 108 bus route**

**Question No: 2014/2997**

[Darren Johnson](#)

TfL recently confirmed that capacity will be boosted on this severely overcrowded route, beginning in the autumn. Please provide the date from which additional buses will be brought into service on this route. Please also provide an update on the longer-term solution of running a new Kidbrooke Village to North Greenwich route.

## **Temperature target on buses**

**Question No: 2014/2998**

[Darren Johnson](#)

Your response to MQ number 2014/2689 did not disclose a health and safety target temperature for London buses. Please confirm whether or not TfL has such a target and, if it does, please let me know what it is.

## **New bus - emissions**

**Question No: 2014/2999**

[Darren Johnson](#)

In your answer to my question 1381/2013 in May last year, you stated that you would be testing emissions of the New Bus for London on route 24. Now you have had a year to compare results, will you please publish them in full, including the average mpg for the bus, broken down by month?

## **Crossrail – further extensions**

**Question No: 2014/3000**

[Darren Johnson](#)

The Transport Secretary recently announced that Crossrail could be extended to Hertfordshire. Please list any representations you have made to the Government on this or other extensions to Crossrail.

## **Crossrail – link to Thamesmead**

**Question No: 2014/3001**

[Darren Johnson](#)

Thamesmead is one of the largest areas of London to have no railway station of its own. Have you studied the potential for a future extension of Crossrail to the area?

## **Vauxhall Bus Station Redevelopment**

**Question No: 2014/3002**

[Darren Johnson](#)

Some residents groups around Vauxhall want TfL to remove the gyratory at Vauxhall Cross but retain the bus station. Will TfL model the impact of this option on traffic levels, journey times, air and noise pollution levels, and the bus network, and release the results to the public?

## **Kings Cross Gyratory (1)**

**Question No: 2014/3003**

[Darren Johnson](#)

Of the 433 respondents to TfL's consultation on changes to be made at this gyratory, 220 supported the introduction of segregated cycle lanes and/or advance stop lines at the traffic lights for cyclists. Please give the reasons why the decision has been taken by TfL not to implement to the wishes of 52% of respondents.

## **Kings Cross Gyratory (2)**

**Question No: 2014/3004**

[Darren Johnson](#)

How much did this public consultation cost?

## **Kings Cross Gyratory (3)**

**Question No: 2014/3005**

[Darren Johnson](#)

Eight key stakeholders - LB Camden, LB Islington, Camden Cycling Campaign, Sustrans, UCL, Southwark Living Streets, University of the Arts and Cycling Embassy of Great Britain - expressed their concern about the lack of segregated, mandatory cycle lanes in TfL's plans for Kings Cross gyratory, yet TfL plan to go ahead without introducing them. Will TfL continue to ignore comments from key stakeholder groups in all of the impending Better Junctions reviews?

## **Old Street roundabout – rejection of crossroads option**

**Question No: 2014/3006**

[Darren Johnson](#)

Given that the Mayor and TfL are not minded to pursue the replacement of the Old Street Roundabout with a crossroad design, to what extent is TfL's position based on its wish to benefit financially from the construction of a new tower block on that site?

## **Better Junctions priority locations**

**Question No: 2014/3007**

[Darren Johnson](#)

Please list the budget which has been allocated to each of the 10 junctions that have been prioritised for delivery before May 2016, with a breakdown of the funding sources for each.

## **Better Junctions – junction reviews (1)**

**Question No: 2014/3008**

[Darren Johnson](#)

How many of the 100 locations have reviews now been completed?

## **Better Junctions – junction reviews (2)**

**Question No: 2014/3009**

[Darren Johnson](#)

Are all the completed reviews made publically available?

## **Cycling access to the Olympic Park**

**Question No: 2014/3010**

[Darren Johnson](#)

Do you regard the new bridge (opened this August) from Fish Island to the Olympic Park as contributing to your declared aim of creating a 'paradise for cycling'? Cyclists must dismount and climb steps without a side trough to push their bike up. There is a path to the side with multiple turns that is hard for bikes with large wheels to use, and has to be shared with people using wheelchairs and prams.

## **Gallions Reach bridge**

**Question No: 2014/3011**

[Darren Johnson](#)

Your proposal for a bridge at Gallions Reach, which is being consulted upon at the moment, is for a four-lane bridge with the 'second lane in each direction potentially being reserved for buses and goods vehicles only'. You suggest 'user charging to manage traffic use' but note that this 'would be subject of a separate later consultation if this was chosen as the preferred option.' Have you produced traffic modelling to support the option of Gallions Reach crossing being built with all four lanes open to car traffic and no charging? Will you publish this material and its impact on the surrounding road network?

## **Silvertown and Blackwall Tunnel tolls (1)**

**Question No: 2014/3012**

[Darren Johnson](#)

Will you push ahead with the building of Silvertown Tunnel even if there is overwhelming opposition to having tolls on the Blackwall Tunnel when you hold the public consultation on that?

## **Silvertown and Blackwall Tunnel tolls (2)**

**Question No: 2014/3013**

[Darren Johnson](#)

Can you confirm that the formal public consultation on whether the Silvertown Tunnel should be built will be held separately to the formal consultation on whether the Blackwall Tunnel should be tolled?

## **Robotic freight (1)**

**Question No: 2014/3014**

[Darren Johnson](#)

What consideration did you give to the potential role of robotic freight in reducing congestion in London when producing your Long Term Infrastructure Investment Plan?

## **Robotic freight (2)**

**Question No: 2014/3015**

[Darren Johnson](#)

You have ordered TfL to carry out a feasibility study into an underground ring road. Mole Solutions Ltd has carried out a number of DEFRA/DFT and TSB sponsored studies to explore the feasibility of introducing freight pipelines beneath our cities. Will you ensure that relevant TfL officers meet with representatives of this company to learn more about the role which robotic freight could play in reducing freight traffic on London's streets?

## **Underground ring road feasibility study**

**Question No: 2014/3016**

[Darren Johnson](#)

In May you stated that TfL were conducting a feasibility study into an underground ring road. When and how will the results of the study be made available?

## **East London air pollution monitoring (1)**

**Question No: 2014/3017**

[Darren Johnson](#)

What are the 75 locations where TfL has installed nitrogen dioxide diffusion tubes across east London?

## **East London air pollution monitoring (2)**

**Question No: 2014/3018**

[Darren Johnson](#)

Will you commit to publishing the results of the nitrogen dioxide diffusion tubes monitoring on the London Datastore when available?

## **East London air pollution monitoring (3)**

**Question No: 2014/3019**

[Darren Johnson](#)

How do you plan to use the results of the nitrogen dioxide diffusion tubes monitoring in east London?



## **Diesel Trains and the Ultra-Low Emission Zone**

**Question No: 2014/3020**

[Jenny Jones](#)

Will those train companies that use diesel engines be fined for entering the Ultra-Low Emission Zone?

## **Tube dust (1)**

**Question No: 2014/3021**

[Jenny Jones](#)

It is over ten years since the Institute of Occupational Medicine did their study on the health impacts of tube dust, which concluded that dust levels were 'highly unlikely' to cause serious damage to staff and public. Since then, there have been considerable advances in our understanding of the health impacts of particulate matter. For example, we now know that brake and tyre wear plays a major part in urban road pollution, which may be comparable to tube dust, and the WHO now states that "there is no evidence of a safe level of exposure or a threshold below which no adverse health effects occur." Given the significant progress in our understanding of the health impacts of air pollution over that time, will you commission some outside experts to measure air pollution in the London Underground and update your research?

## **Tube dust (2)**

**Question No: 2014/3022**

[Jenny Jones](#)

The Tube's Tunnel Cleaning Train, originally planned to begin operation in 2012, has been delayed again by the need to remove asbestos in the tube system. This asbestos removal work should only take up to 18 months, but TfL now don't expect to start cleaning tunnels until at least 2017. There is no urgency about this work to clean dust from the tubes that is harmful to human health. Will you push TfL to start the cleaning work within 18 months with no further delays?

## **TfL policy of maximising revenue from real estate holdings (1)**

**Question No: 2014/3023**

[Jenny Jones](#)

Are you concerned that TfL's current push to maximise revenue from its commercial assets could see hundreds of small, family-run businesses driven out of tube station kiosks and railway arches as big-name retailers are moved in when leases expire and platform plots are put up for sale at high prices?

## **TfL policy of maximising revenue from real estate holdings (2)**

**Question No: 2014/3024**

[Jenny Jones](#)

In formulating this policy, has TfL set either a network-wide target or local targets for the proportion of businesses occupying its commercial spaces which will remain independent, family-run outfits as opposed to big name retailers?

### **TfL policy of maximising revenue from real estate holdings (3)**

**Question No: 2014/3025**

[Jenny Jones](#)

Promoting a range of different types of businesses across TfL's commercial spaces will improve the resilience of its own business model. Please give further details on the mix of retailers which TfL hopes to see occupy its commercial spaces.

### **TfL policy of maximising revenue from real estate holdings (4)**

**Question No: 2014/3026**

[Jenny Jones](#)

Will TfL commit to providing opportunities for relocation where businesses occupying its commercial spaces find themselves priced out by rent increases or find themselves unable to purchase their plot if it is put up for sale by TfL?

### **TfL policy of maximising revenue from real estate holdings (5)**

**Question No: 2014/3027**

[Jenny Jones](#)

The move towards turnover rents is a welcome example of innovation in TfL's business model. However, has TfL analysed how this rent model could benefit some types of business – sole traders, for example – whilst proving ruinous to others, such as those with high turnovers but small profit margins?

### **TfL policy of maximising revenue from real estate holdings (6)**

**Question No: 2014/3028**

[Jenny Jones](#)

In the Alpertown Masterplan supplementary planning document, Brent council has committed to working with local businesses affected by developments in this growth area to explore relocation opportunities. In the same vein, what assistance is TfL offering to the news vendor at Alpertown tube station whose kiosk will not feature in the redeveloped station?

### **TfL policy of maximising revenue from real estate holdings (7)**

**Question No: 2014/3029**

[Jenny Jones](#)

Has TfL explored relocation opportunities with small business owners at Hampstead Heath station whose platform plots have recently been put up for sale, forcing them out of the station?

### **Replacement bus services**

**Question No: 2014/3030**

[Jennette Arnold](#)

How is information communicated to customers and, importantly, other Train Operating Companies (TOCs), when the pick-up and drop-off stops for TfL replacement bus services change at the last minute compared with information advertised on posters?

## **Crossrail 2**

**Question No: 2014/3031**

[Jennette Arnold](#)

What work will be done to ensure that stations along the proposed Crossrail 2 line will be 100% accessible and step-free?

## **Electrification of Barking-Gospel Oak Consultation**

**Question No: 2014/3032**

[Jennette Arnold](#)

What is the timeline for the stakeholder consultation on the electrification of the Barking-Gospel Oak line? And how will Londoners who use the line be involved in this process, given the huge disruption it will bring to travelling in the area?

## **Blackhorse Road Help Points**

**Question No: 2014/3033**

[Jennette Arnold](#)

Why are there no Help Points at Blackhorse Road? And when can I expect some to be installed please?

## **Emirates Airline (1)**

**Question No: 2014/3034**

[Tom Copley](#)

Why has customer satisfaction on the Emirates Airline dropped to the lowest level ever and what is being done to improve satisfaction?

## **Emirates Airline (2)**

**Question No: 2014/3035**

[Tom Copley](#)

What projections have TfL made of the impact of moving the Emirates Airline into the Oyster Travelcard zone on a. ridership b. revenues? Please provide a breakdown of these projections by year going forward.

## **Improvements to Cycling in London following Tour de France**

**Question No: 2014/3036**

[Tom Copley](#)

Peter Hendy has stated that £6 million was spent on the Tour de France coming to London from TfL's cycling budget. What practical improvements can cyclists in London expect to see as a result of this spending?

## **Royal National Orthopaedic Hospital (RNOH) Stanmore**

**Question No: 2014/3037**

[Andrew Dismore](#)

With reference to my Question No: 2014/1996 "I am sure you are aware of the plans for major changes at the RNOH Stanmore, which include a substantial housing development on the site. What assessment have you made of the impact of the plans on the strategic roads, in particular Canon's Corner, also bearing in mind the London Academy expansion plan?"

your response being

"I considered the application at Stage II on 10 April 2013. In that report TfL notes that in relation to highway capacity, that following Stage one and at TfL's request, further assessment has been undertaken regarding possible improvements to the Brockley Hill/Wood Lane junction in order to mitigate traffic arising from the development. Harrow Council has accepted the provision of a signalised junction as effective mitigation and the section 106 agreement will secure this through a section 278 agreement (Highways Act). As these works will also encompass new/improved crossings between the site and the bus stops on Brockley Hill, TfL welcomed the separate condition added which secures the delivery of such facilities prior to the commencement of the Central Development Zone (CDZ). In addition to this, a contribution of £20,000 has been secured towards upgrading the two bus stops on Brockley Hill, which TfL welcomes. As agreed with Harrow, TfL expects to be involved in all of the above section 278 discussions, given its responsibility for maintaining traffic signals and a reliable bus network"

will you now answer the question I asked, concerning Canon's Corner and the London Academy expansion plan?

## **A41 pedestrian crossing**

**Question No: 2014/3038**

[Andrew Dismore](#)

In view of the London Academy expansion plan, will you consider a controlled crossing near Amias Drive to opposite side of Spur Road on the A41 for the benefit of school children and other pedestrians because children may walk from 107 Bus Stop and down Brockley Hill to walk to school? Traffic speeds up from Canons Corner near Brockley Hill and Spur Road and is dangerous for young children and their parents.

## **Junction of A41 and Green Lane, Edgware**

**Question No: 2014/3039**

[Andrew Dismore](#)

As a consequence of the growing population and consequent increase in traffic in the area, it is becoming very difficult for traffic to join the A41 from Green Lane at the Spur rd roundabout. will you investigate what can be done to ease the situation?

## **Bus stops, Aerodrome Road**

**Question No: 2014/3040**

[Andrew Dismore](#)

What progress has been made concerning the siting of new bus stops on the westbound side of Aerodrome Road, Colindale, bearing in mind that much of the Peel Centre frontage is no longer occupied by the police?

## **Pelican crossing, Colindeep Lane**

**Question No: 2014/3041**

[Andrew Dismore](#)

Despite repeated assurances, this crossing has still not been installed. What is the hold up now, and when will it be built?

## **Mill Hill Circus**

**Question No: 2014/3042**

[Andrew Dismore](#)

Further to question No: 2014/2000

“What progress is being made in your plans for this junction; what discussions have you or your officers had with Barnet Council; and when will a public consultation be held?”

your response being

“TfL has instigated a design to improve capacity and resilience at Mill Hill Circus. A design that increases the internal capacity by a combination of reducing the size of the central island and increasing the space available for traffic on the north eastern quadrant of the roundabout has been developed. Initial contact has been made with LB Barnet and TfL are awaiting a response in order to ascertain the level of support for the Borough to make improvements at this location. If a viable proposal for a scheme is identified, public consultation will be progressed.”

Have LB Barnet now responded, if so what was that response, and what progress is being made with this plan?

## **Pedestrian Safety Plan**

**Question No: 2014/3043**

[Joanne McCartney](#)

Can you outline as part of the Pedestrian Safety Plan what action you plan to take and the timeline for this, in both Enfield and Haringey?

## **ULEZ U-Turn**

**Question No: 2014/3044**

[Murad Qureshi](#)

Why has the bold ambitions of the ULEZ been watered down from only permitting “zero or low emission” vehicles to enter to allowing polluting diesel vehicles, and petrol cars registered before 2006 into central London for a £10 fee?

## **ULEZ zoning**

**Question No: 2014/3045**

[Murad Qureshi](#)

Will TfL investigate allowing other boroughs to opt in to a larger contiguous ULEZ zone and could TfL help facilitate this financially?

## **ULEZ – barriers to implementation**

**Question No: 2014/3046**

[Murad Qureshi](#)

What practical barriers are there to having a larger ULEZ and how could they be overcome?

## **Chamberlayne Road**

**Question No: 2014/3047**

[Navin Shah](#)

Further to my question 2014/2845, will you now facilitate a meeting between TfL, residents and Brent Council to discuss residents’ concerns about Chamberlayne Road (Kensal Rise) which is causing congestion, noise-pollution, safety issues and is generally detrimental impact on local residents from extraordinary volume of buses?

## **Apprenticeships in TfL**

**Question No: 2014/3048**

[Fiona Twycross](#)

TfL offer free travel on tubes and buses for their apprentices which would considerably help young Londoners with their living costs. What were the reasons behind providing this benefit and can more be done to help apprentices in London with their travel costs, particularly for those employers who do not pay the London Living Wage?

## **Traineeships at TfL**

**Question No: 2014/3049**

[Fiona Twycross](#)

I understand that TfL are carrying out a feasibility study and pilot into traineeships by March 2015. How will TfL ensure that traineeship applications from under-represented groups are monitored and recruited, and what actions will be taken to ensure they can afford to take part in any scheme you put in place?

## **Apprenticeship levels at TfL**

**Question No: 2014/3050**

[Fiona Twycross](#)

How many apprentices have completed an apprenticeship at TfL, and please differentiate between Level 2, Level 3 and Level 4? If this data is not collected, how is the scheme evaluated, including assessing the potential difficulties in completing the scheme, and would consideration be taken into collecting this information in the future?

## **Gender breakdown for apprenticeships**

**Question No: 2014/3051**

[Fiona Twycross](#)

I note that 31 per cent of TfL apprentices are female. What action is TfL taking to increase the number of females taking up TfL apprenticeships?

## **Age breakdown for apprenticeships**

**Question No: 2014/3052**

[Fiona Twycross](#)

Can TfL provide me with a breakdown of the number of apprentices under 19s, 19-24 and over 25s, per year since the apprenticeship scheme started?

## **Competition for apprenticeships**

**Question No: 2014/3053**

[Fiona Twycross](#)

How many people apply for how many apprenticeships places each year in TfL? Has there been an increase in competition for TfL apprenticeships since the scheme began?

## **Sexual Offences on TfL services (1)**

**Question No: 2014/3054**

[Fiona Twycross](#)

What are the most up to date figures on sexual offences that have taken place on the TfL network, and what trend do these show?

## **Sexual Offences on TfL services (2)**

**Question No: 2014/3055**

[Fiona Twycross](#)

How many successful prosecutions have there been over the past six years for sexual offences on the TfL network?

## **Sexual Offences on TfL services (3)**

**Question No: 2014/3056**

[Fiona Twycross](#)

What have been the outcomes of Project Guardian, and what targets have been set for this project?

## **Earls Court – best value consultation 1**

**Question No: 2014/3057**

[Nicky Gavron](#)

Is TfL a best value authority for the purposes of the Local Government Act 1999?

## **Earls Court – best value consultation 2**

**Question No: 2014/3058**

[Nicky Gavron](#)

If TfL is a best value authority for the purposes of the Local Government Act 1999, it must follow the Best Value Statutory Guidance. This guidance states: “before deciding how to fulfil their Best Value Duty – authorities are under a Duty to Consult representatives of a wide range of local persons.” Has TfL complied with this Duty to Consult in regards to the Earls Court redevelopment? What actions has it taken to comply?

## **Earls Court redevelopment**

**Question No: 2014/3059**

[Nicky Gavron](#)

Who instigated the collaboration with Capco to redevelop Earls Court? Was it TfL or Capco? How and when did any mayoral influence come into it?

## **Lillie Bridge Depot**

**Question No: 2014/3060**

[Nicky Gavron](#)

What are TfL’s plans for Lillie Bridge Depot in regards to the Earls Court development? When will a decision on the Depot’s future be made?

## **TfL Bill**

**Question No: 2014/3061**

[Nicky Gavron](#)

Clause 5 of the Transport for London Bill would codify TfL’s ability to form and invest in limited partnerships. What powers does Clause 5 provide that are not already available to TfL?