

## Written Answers to Questions Not Answered at the Plenary Meeting on 10 September 2014

### **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?

**Oral response**

### **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?

**Oral response**

### **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?

**Oral response**

### **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?

**Oral response**

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The Infrastructure Plan 2050 seeks to secure a better connected city across all modes, be that the railway network, Tube, highways, local roads, bus routes, pedestrian and cycle links, trams or light railways. It recognises that to support London's economy, we need to improve radial rail links, maximise the performance of the existing network through the Tube upgrade programme, and secure further 'Crossrails'. It sets out the ambition to extend the Bakerloo Line south, and support the expansion of London beyond its traditional borders, for example through transport-led regeneration at Old Oak Common. These projects will all deliver much needed additional capacity for a growing London.

An efficient road network is vital to support London's economy. With London's continued growth there will be increasing demands on the road network. Growth will lead to more freight and servicing traffic, more buses, more cyclists and more pedestrians all of which will need to be accommodated on London's already congested road network.

Meanwhile, despite lower rates of car use per person as envisaged under the Infrastructure Plan and moves to more sustainable forms of travel, the scale of population growth will result in more car traffic.

There are also specific reasons for creating new road capacity in some locations, such as river crossings in east London to overcome the major barrier effect of the river and support the significant growth in this sub region.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is spending £70,000 on a study examining an inner orbital road tunnel concept, from an engineering, environmental, operational and economic feasibility perspective.

## **Feasibility studies for estuary airport**

**Question No: 2014/2982**

[Caroline Pidgeon](#)

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

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Prior to the establishment of the Airports Commission in September 2012, TfL, under Mayoral Direction, had spent £190,146 promoting my policy of opposing Heathrow expansion while providing for London's pressing need for additional capacity through the construction of a new hub airport to the east of the capital.

When the Government established the Airports Commission in September 2012, TfL responded robustly and comprehensively, on behalf of the capital, to the many papers and calls for evidence issued by the Commission. The additional expenditure incurred, authorised under Mayoral Direction, has brought the total expenditure (including that incurred before September 2012) to £4,250,352.

Since my policy covers both opposition to Heathrow expansion and vindication of the need for a new hub airport, it is not easily possible to break total expenditure down into sums that can be directly allocated to each of the two objectives.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

If the Northern Line Extension to Battersea goes ahead, TfL has agreed to place the new stations in Zone 1 and Kennington in Zone 1/2. This agreement has been reached as part of the commercial package to finance the extension.

TfL recently decided to re-zone Stratford, to give a positive boost to the regeneration of the whole of the east end of London. TfL estimates that this will cost £7m per annum.

While we recognise rezoning Bermondsey could give a positive boost to the regeneration of the area, it would similarly result in significant costs.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Allowing cyclists to turn left on a red light at signal-controlled junctions would require a change in UK law. TfL has raised this with the Department of Transport, but we understand the Department has no current intention of exploring such a change. It has not been allowed in the draft revised Traffic Signs Regulations and General Directions (due for publication in 2015).

TfL is therefore introducing other cycle-friendly innovations that can be introduced under current regulations. This includes the provision of early starts for cyclists at signalised junctions and the provision of dedicated lanes for cyclists to bypass signals.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The launch of the Cycle Hire Expansion and Intensification (CHEI) in December 2013 has been hugely successful with over 700,000 hires in the new zone since the launch.

Gross Project Costs for CHEI - £19.3m

Third party contributions - £4.6m

Net Project Cost - £14.8m

The borough contributions are below:

Hammersmith & Fulham - £2m

Wandsworth - £2m

Kensington & Chelsea - £0.4m

Lambeth - £0.2m

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

This junction has the most collisions for its type in London and an opportunity to make a significant change to cycling infrastructure has, as is to be expected, produced many suggestions from cyclists of all ability levels.

Key stakeholders have been closely involved with the interactive design process for Elephant & Castle Northern Roundabout, through attendance at the Better Junctions Design Review Group (DRG), where revised designs were shared on four separate occasions.

TfL has listened and incorporated views expressed at the DRG meetings, as well as comments raised through the recent public consultation, to provide a final design which caters for all road users. In response to the consultation TfL has opted to provide an off-carriageway cycle track, wider bus lanes, has removed a proposed banned turn for cyclists and has improved facilities for cyclists to cross the Inner Ring Road.

TfL will also be enhancing the options that cyclists can use to bypass the northern roundabout on quieter routes.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is currently addressing the issues identified by the IIPAG. Over recent months TfL has undertaken a thorough review of its telecommunications. It is now identifying options for the future management and delivery of telecommunications that would carefully balance the day to day operational delivery of transport services with the potential saving that can be made by centralising delivery.

In common with many businesses, telecommunications is a key enabler of many of the services delivered by TfL. The very nature of the telecommunications assets means that any change needs to be carefully thought through and implemented in stages.

It is important to ensure that the services remain operational while TfL transforms and simplifies its telecommunications. TfL will therefore transition the least critical services first, embedding the approach before implementing it in business critical services.

TfL would welcome the IIPAG's support in achieving this.

## **Part-time travelcard**

**Question No: 2014/2988**

[Caroline Pidgeon](#)

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

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Yes. I will make announcements on this shortly. My aim is for flexible ticketing to be available to all Londoners, whether they use Oyster or choose to switch to contactless payment.

## 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?

Boris Johnson (Chair, TfL) and Sir Peter Hendy (Commissioner, TfL)

The Members of the TfL Board discharge their responsibilities collectively through meetings of the Board, its Committees and its Panels - they do not have individual portfolio responsibilities.

Safety assurance is resourced through a number of teams and budget areas within TfL including:

- Director of Internal Audit
- Director of Health Safety and Environment
- Engineering/technical teams within Rail & Underground's Capital Programmes Directorate
- Director of Buses
- Director of Enforcement and on-street Operations

These areas and their overall budgets are shown on the TfL organisation chart which can be found at: [www.tfl.gov.uk/corporate/publications-and-reports/organisation-chart](http://www.tfl.gov.uk/corporate/publications-and-reports/organisation-chart).

Safety Assurance is provided via a number of means:

- Health, safety environment and technical audits
- Quarterly and annual safety performance reporting
- The annual assurance statements provided by each operating business and the specialist services directorates

Reporting is to the Commissioner, Chief Operating Officers, the Safety, Accessibility and Sustainability Panel and the Audit and Assurance Committee as appropriate. These meetings are held in public and their terms of reference, membership and papers are published on [tfl.gov.uk](http://tfl.gov.uk).

## 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?

Boris Johnson (Chair, TfL) and Sir Peter Hendy (Commissioner, TfL)

The number of KSI casualties involving a bus or coach on London's roads has more than halved since 2000, with 195 in 2013. This is the lowest level on record and significantly lower than other main vehicle types in the capital.

Within this total, the number of bus passenger KSIs has more than halved since 2000 to 84 and pedestrian KSIs involving a bus or coach have halved to 69 - again, the lowest level on record. There were 15 cyclist KSIs involving a bus or coach in 2013, representing three per cent of all cyclist KSIs over that 12 months.

TfL's bus contractor audit regime involves examination of companies' safety management arrangements and physical inspection of operational sites. This includes a review of incident investigation arrangements with an expectation that these are in line with accepted industry standards. TfL does not conduct stand alone collision investigation audits relating to killed and serious injury (KSI) incidents.

The members of the TfL Board discharge their responsibilities collectively through meetings of the board, its committees and panels. They do not have individual portfolio responsibilities.

Issues relating to safety are reported to the Safety, Accessibility and Sustainability Panel, Surface Transport Panel and the Audit and Assurance Committee as appropriate. These meetings are held in public and their terms of reference, membership and papers are published at [www.tfl.gov.uk](http://www.tfl.gov.uk).

TfL's health and safety management arrangements extend across our network. The TfL organisation chart is shown on the TfL website ([www.tfl.gov.uk](http://www.tfl.gov.uk)). Safety assurance is resourced through a number of teams and budget areas within TfL including:

- Director of Buses
- Director of Enforcement and on-street Operations
- Director of Internal Audit

Audits of bus company safety management systems are part of TfL's integrated approach to safety initiatives with partner organisations. They do not have separate budgets.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL's bus contractor audit regime is undertaken through examination of companies' safety management arrangements and physical inspection of operational sites. Part of this process involves a review of incident investigation arrangements, to ensure that arrangements are in line with accepted industry standards. TfL does not conduct stand alone collision investigation audits relating to KSIs.

All bus operators are subject to legal requirements that place a duty on them to report certain incident types to the Health & Safety Executive and/or Driver & Vehicle Standards Agency.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Overall cyclist KSIs are decreasing: there was a 27 per cent decrease in 2013 compared to 2012. However, I am concerned about the rise in the small subset of cyclist KSIs involving a taxi or a private hire vehicle.

This is why I've already taken steps to reduce these types of KSI, in particular addressing the most common conflict which occurs between cyclists and taxis or private hire vehicles. This conflict is known as 'dooring' and happens when the cyclist hits an open vehicle door or swerves to avoid an open door.

Advice for taxi drivers and private hire operators to help them avoid this type of conflict is included in TfL's Driver and Cyclist Safety Tips campaign. Stickers have also been distributed to taxi drivers and private hire operators which go on the offside passenger window and advise passengers to look out for cyclists when exiting the vehicle.

I've also proposed new measures for wider cyclist-taxi safety in the updated Cycle Safety Action Plan, which will be published shortly. These include the extension of Safe Urban Driving (SUD) training and the Fleet Operator Recognition Scheme (FORS) for other operator sectors such as taxis and private hire vehicles. Options to mandate the training, for example to all newly licensed taxi and private hire drivers, will be investigated.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Yes, I am concerned about casualties amongst drivers and passengers of taxis and private hire vehicles, as I am concerned about all casualties which occur on London's roads.

However, total casualties (which include fatalities, serious and slight injuries) amongst drivers and passengers of taxis and private hire vehicles have actually very slightly decreased since 2011, and the number of those killed or seriously injured has fallen by 25 per cent from 29 in 2009 to 22 in 2013.

This occurred in the context of a long-term upward trend in the number of licensed drivers and licensed vehicles of both types.

Nevertheless, I take all issues of road safety very seriously, and I refer you to my answer to [question 2014/2994](#) which outlines actions taken to reduce these conflicts and injuries.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

I remain committed to achieving a 40 per cent reduction in the number of people killed or seriously injured on the capital's roads by 2020. To help achieve this, TfL has run a number of road safety marketing campaigns and initiatives aimed at all road users. This includes TfL's new TV ad campaign highlighting the conflicts that occur between different road users. This advert ([www.tfl.gov.uk/sharetheroad](http://www.tfl.gov.uk/sharetheroad)) forms part of a balanced road safety communications strategy that addresses attitudes and provides specific guidance on how to avoid the common causes of road users being killed or seriously injured.

Turning to taxi and private hire vehicles - one of the most common incidents between taxi and private hire vehicles and cyclists is 'doorings' where a passenger opens the vehicle door into the path of an oncoming cyclist. Last year TfL created specific stickers to be displayed in the vehicle to warn passengers to look out for cyclists when exiting the vehicle. These stickers were sent to all licensed taxi drivers and private hire operators. Posters have also been provided to private hire operators to display in their offices.

TfL has recently undertaken consultations on a new Cycle Safety Action Plan and a Pedestrian Safety Action Plan. These plans contain specific taxi and private hire initiatives aimed at reducing collisions with cyclists and pedestrians.

One of the initiatives in the Pedestrian Safety Action Plan is for taxi and private hire drivers to be made aware of pedestrian accident hot spots in order to raise awareness of particular problems or locations. This will be done through the various communication channels that TfL has available.

## **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?

[the Mayor and Commissioner](#)

The Private Hire Vehicles (London) Act 1998 requires licensed private hire vehicle owners to report any accident to TfL as soon as reasonably practical and in any case within 72 hours of the accident, where the accident has materially affected the safety, performance or appearance of the vehicle or, the comfort or convenience of any person in the vehicle.

Since 1 January 2014 to date, some 400 PHV vehicle inspections have been undertaken as a result of an accident being reported.

There is an obligation on taxi vehicle licence holders to ensure their cab is kept in a good state of repair. There may also be a case for requiring similar reporting by taxi vehicle licence holders. TfL will continue to discuss any changes to requirements as part of its engagement with the taxi trade.

## **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?

[the Mayor and Commissioner](#)

All licensed private hire operators are expected to demonstrate that they remain fit to hold their licence and the overriding consideration is public safety. TfL's Enforcement and On-Street Operations Directorate has Compliance teams, which specifically carry out regular reviews of all private hire operators. These teams carry out audits at least once a year. This does not preclude further investigations of operators should these audits conclude that there have been failings with internal practices or if auditors receive information about conduct which falls short of standards.

TfL will review the licence of a private hire operator in any case where there is evidence to suggest that private hire drivers working for that operator are involved in repeated incidents and appropriate action will be taken depending on all of the surrounding facts and circumstances.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL will provide additional capacity by using an extra bus in the morning peak on route 108 from 27 September 2014.

TfL is continuing to discuss development of links between Kidbrooke Village and North Greenwich with the Royal Borough of Greenwich.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL does not have a target temperature for buses per se. The purpose of current systems is to provide cooled air on all double deck vehicles in the fleet to enhance passenger comfort in normal conditions.

TfL has many assurance processes in place to ensure vehicles are properly maintained and these act as safeguards in relation to passenger safety. These include regular independent inspections as part of engineering quality monitoring of vehicles and checks that air cooling systems are working on buses in service before and during summer.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is finalising fuel consumption data on New Routemasters on a range of converted routes so vehicle performance can be compared to conventional diesel buses previously allocated to the same routes over a similar period. This should be completed soon. TfL is not conducting tests of in-service emissions of New Routemasters on route 24.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The Crossrail Project is jointly sponsored by Transport for London and the Department for Transport. Earlier this year, the Crossrail sponsors announced that Crossrail would be extended to Reading.

More recently, the Department for Transport has approached Transport for London for assistance in a feasibility study to consider the potential to extend Crossrail to Hertfordshire. This could help facilitate their plans for the redevelopment of Euston station as part of the High Speed 2 Project. We continue to work with the Department to consider this option.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is currently working with LB Bexley and the GLA to develop a growth strategy for the Bexley Riverside Opportunity Area, which could provide over 20,000 new homes. As part of this work, TfL is considering a number of potential transport interventions which may be required to enable such growth. The assessment of options has only just begun, with modelling expected to take place between August and October and the final report expected early in 2015. Depending on the outcome of the Opportunity Area study, a development funding study could then follow to determine what, if any, funding could be generated to help fund new infrastructure. This work stems from discussions between LB Bexley, TfL and GLA and is focussed on delivering additional homes and jobs for London.

TfL is also working alongside RB Greenwich, LB Bexley, the GLA and Peabody as part of the Thamesmead Futures initiative and is looking at measures which could improve the accessibility and connectivity of this area, as well as enabling housing and employment growth. This work is at an early stage and will consider a range of options including rail links, however due to the location of Thamesmead to the north of the planned Crossrail line; this is unlikely to include an extension of Crossrail. The proposed extension of the Overground to Barking Riverside is, however, being designed not to rule out a possible onward extension towards Thamesmead and Abbey Wood. This work is being developed in partnership with the work on Bexley Riverside.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The Vauxhall Cross scheme is currently in early feasibility stage, where TfL is assessing design options that would best deliver the scheme objectives. As a consequence of removing the one-way traffic operation, the existing bus station layout will have to be altered. TfL aims to maintain or improve the current interchange between buses and the rail stations, and plans to retain the existing benefits associated with the bus station (including safety, information, public toilets and shelter) in the proposed layout.

Further extensive traffic impact modelling is still being undertaken to understand the impact of any reconfiguration of the gyratory and development of a district centre.

Later this year TfL and Lambeth Council will be carrying out an initial consultation into the concepts of the scheme, which will provide those who live, work and travel through Vauxhall the opportunity to comment on the proposed design and layout.

A further, more detailed consultation will then take place in autumn 2015, when TfL and Lambeth Council will be able to provide more information on the detailed benefits and impacts on bus and general traffic of the proposed scheme.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The interim design at King's Cross includes some segregated cycle facilities and separate cyclist stop lines have been included at all junctions. A longer term scheme involving more segregation is currently being developed, with input from the two boroughs and other key stakeholders, and is planned to go to public consultation next year.

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

**Question No: 2014/3004**

[Darren Johnson](#)

How much did this public consultation cost?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The total cost of the consultation on the King's Cross Gyratory scheme was £6,500.

These costs covered venue hire, photography, map and material production, event banners, leaflet print and distribution.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Please see my response to [question 2014/3003](#).

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL's decision not to advocate a crossroad design is based on the intent to make Old Street Roundabout a better and safer place to visit and travel through. A crossroad design was investigated and discussed with key stakeholders, however the proposed peninsula design of Old Street Roundabout optimises improvements to cycle and pedestrian facilities, reducing potential collisions and enhancing the urban realm. The peninsula layout is designed to balance these important benefits with the need to maintain capacity on the Inner Ring Road, and co-ordinate with the planned London Underground Station Upgrade.

Whilst TfL is investigating options for longer term development on the site, these commercial opportunities are facilitated by, not a justification for, the new improved road layout.

## **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.

[the Mayor and Commissioner](#)

The 10 junctions prioritised for delivery before May 2016 draw on multiple funding sources which amount to approximately £50 million specifically allocated in TfL's Business Plan. The funding sources include the Major Highways Enhancements, the Better Junctions and the Cycle Superhighway programme budgets.

The ten schemes in question are:

Apex junction, part of Cycle Superhighway 1

Blackfriars, part of North-South Cycle Superhighway

Bow Roundabout (interim)

Elephant & Castle Northern roundabout

Lancaster Gate, Parliament Square, Spur Road/Constitution Hill, and Tower Gateway, part of East-West Cycle Superhighway

Oval triangle

Stockwell Gyrotory

In addition to the ten junctions above, the Aldgate Better Junction scheme being led by City of London has already started and, by May 2016, works will also have started at high profile junctions such as Old Street and Archway.

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

**Question No: 2014/3008**

[Darren Johnson](#)

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

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL remains fully committed to reviewing all the original 100 locations and making appropriate improvements at any junction where recommendations have been made as a result of this review. A phased review of junctions has commenced, with reviews at 70 junctions completed to date. TfL aims to complete the review process by the end of 2015.

Better Junctions – junction reviews (2)

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

**Question No: 2014/3009**

[Darren Johnson](#)

Are all the completed reviews made publically available?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

If recommendations for improvements arise following the review process at each junction, they will be consulted on publicly and all responses considered before being progressed into detailed design and construction.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Monier Road bridge has been designed as a series of slopes due to the gradients and the elevated bank on one side. However, the bridge has step-free access which can be used by cyclists via a path which runs alongside the main staircase, so cyclists do not need to dismount.

The main cycle bridge into the Olympic Park is bridge H10 from Wallis Road. This will soon be fitted with a cycle ramp as part of our Quietways programme.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL's proposal (on which the current consultation seeks views) reflects its designated purpose as a local connection, as envisaged in my Transport Strategy. The provision of two lanes in each direction for general traffic would tend to undermine its role as a local link, as well as reducing the efficiency of bus and freight movements.

Should the scheme be developed further, detailed modelling on the impacts with and without charging will be made available. This and other such material would be provided as sensitivity tests in support of any further schemes.

## **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?

[the Mayor and Commissioner](#)

TfL will of course take into account all views expressed during the current informal consultation on the proposed Silvertown Tunnel. The results will inform the formal consultation on the Silvertown tunnel which will take place in late 2015, when there will be further opportunity to comment.

Should the proposal go ahead, our application to the Planning Inspectorate for powers to build the tunnel would set out our response to all of the issues raised in the consultation, including user charging.

## **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?

[the Mayor and Commissioner](#)

The current consultation (available at <a

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

My 2050 Infrastructure Plan is unequivocal about the importance of harnessing innovation to ensure that London can meet its future transport needs. Autonomous vehicles and the more effective collection and use of vehicle movement data could have a significant benefit in the management of freight activity.

The inner orbital road tunnel concept study TfL are conducting as part of the Roads Task Force work is examining a wide range of potential future technologies, and goods and people movement techniques. This includes potential new methods of moving freight.

The Plan is currently out to consultation and I encourage you to respond.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL has already met Mole Solutions and further discussions are planned to take place in September.

## **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?

Boris Johnson (Chair, TfL) and Sir Peter Hendy (Commissioner, TfL)

TfL is currently conducting this study which is examining the concept of an inner orbital road tunnel from an engineering, operational, environmental and economic perspective. TfL will report their recommendations in the coming months.

## **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?

Boris Johnson (Chair, TfL) and Sir Peter Hendy (Commissioner, TfL)

Maps showing the location of the NO<sub>2</sub> diffusion tubes have been published within the Silvertown Tunnel Environmental Impact Assessment Scoping Report which is publicly available to view on the Planning Inspectorate website at:

<http://infrastructure.planningportal.gov.uk/projects/london/silvertown-tunnel/?ipcsection=docs>

The purpose of the diffusion tubes is to provide additional information, supplementary to other existing sources, to more fully characterise air quality in east London.

Diffusion tube readings over a twelve month period, along with data from The London Atmospheric Emissions Inventory and air quality model, the London Air Quality Network, and organisations such as Defra and the local authorities will be used to describe the existing baseline NO<sub>2</sub> concentrations, and will also be used to validate the air quality modelling undertaken as part of the Silvertown Tunnel assessment.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The monitoring data from the diffusion tubes will be gathered for a period of a year. The results will be made publicly available alongside the environmental report for the Silvertown Tunnel as part of the application for DCO powers later next year.

The purpose of the diffusion tubes is to provide additional information, supplementary to other existing sources, to more fully characterise air quality in east London.

Diffusion tube readings over a twelve month period, along with data from The London Atmospheric Emissions Inventory and air quality model, the London Air Quality Network, and organisations such as Defra and the local authorities will be used to describe the existing baseline NO<sub>2</sub> concentrations, and will also be used to validate the air quality modelling undertaken as part of the Silvertown Tunnel assessment.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The purpose of the diffusion tubes is to provide additional information, supplementary to other existing sources, to more fully characterise air quality in east London.

Diffusion tube readings over a twelve month period, along with data from The London Atmospheric Emissions Inventory and air quality model, the London Air Quality Network, and organisations such as Defra and the local authorities, will be used to describe the existing baseline NO<sub>2</sub> concentrations, and will also be used to validate the air quality modelling undertaken as part of the Silvertown Tunnel assessment.

## **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?

[the Mayor and Commissioner](#)

Please see my response to [MQ 3166 / 2014](#).

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL keeps the conclusions of the IOM report under review through regular dust monitoring at a group of stations representative of the entire tube network and in Train Operator cabs. Since 2004, TfL has commissioned an external body to monitor and analyse dust on the Underground and the reports that have been produced broadly show little change over time.

The testing on the underground repeatedly indicates that the levels measured are well below HSE's Workplace Exposure levels for eight hours, with customer exposure far less than that. TfL will continue with its stringent cleaning regime to ensure that dust levels remain low. In addition TfL keeps abreast of all the evolving knowledge on air quality.

More information on how TfL manages dust levels on the Underground can be found online: <http://tfl.gov.uk/cdn/static/cms/documents/air-quality-on-underground.pdf>.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Due to the complex nature of the Tube environment, the supplier of the Tunnel Cleaning Train encountered technical issues which need to be overcome before the train can start operations. TfL has also identified additional work to remove materials used in the construction of the tunnels, including asbestos, which would prevent the automated cleaning of the tunnel environment using the proposed Tunnel Cleaning Train.

In the meantime, TfL will continue to manually clean the tunnel environment, as it has done for many years, using teams equipped with vacuums to remove dust during engineering hours, to ensure that dust levels remain consistently below the Workplace Exposure limits set by the HSE.

TfL's research results provide reassurance that the levels of dust on the Underground do not pose a significant risk to the health of customers or staff.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Too much of TfL's current retail does not maximise the potential of its retail space. Therefore it does not deliver either what TfL's customers want or the revenues that TfL needs to reinvest in its network. TfL has successfully introduced click & collect with major supermarkets, but elsewhere TfL expects to retain a mix of High Street and independent tenants. This has been reflected in the improvements that TfL has delivered at stations such as Old Street, where the best of the existing retail has been retained and combined with new high-quality, independent operators.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

No specific target has been set as circumstances vary station-by-station. However, TfL is keen to ensure that across the network it delivers a mix of retail that reflects the local area around each station and encompasses both High Street brands and independent retailers. For the foreseeable future TfL expects that independent retailers will continue to operate the majority of its units, and indeed TfL has recently appointed a new member of staff to work with independent traders on its network to improve the quality of offer and help these tenants grow their businesses.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The type of retailer that TfL is seeking will vary markedly across the network to reflect factors such as the space available and the local customer footfall. A typical suburban station may have a newsagent and a click & collect offering (which could be delivered by a staffed unit or electronic lockers). In central London locations, if space is constrained, the primary use is likely to be food & drink, potentially through one or more of shops, kiosks and vending. In larger sites, TfL is planning to trial options that will include mixed retail (supermarkets, independent food and drink, dry cleaners, bureaux de change, fashion, etc.), vending, left luggage units and business lounges.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Opportunities for relocation vary markedly. Unfortunately it is not possible to offer relocation as an option across the network. That said, TfL has shown a willingness to work with incumbent tenants, either in offering relocation or delaying the expiry of leases to allow the tenant to find accommodation elsewhere.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Turnover rent is not applicable in all situations and TfL will not mandate its introduction across the portfolio.

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

**Question No: 2014/3028**

[Jenny Jones](#)

In the Alperton 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 Alperton tube station whose kiosk will not feature in the redeveloped station?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Work is still under way on the proposed future mix of retail units at Alperton. Existing tenants will be invited to bid for the new units, and we will work with these tenants to determine options for redevelopment and / or relocation throughout the process of marketing the new units, once the new configuration of units is confirmed.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

As TfL's operational concessionaire for London Overground, LOROL recently undertook a competition for the tenancy for the coffee kiosk on the eastbound platform at Hampstead Heath station. The successful company is a small to medium size enterprise that successfully operates four other coffee kiosks in London and the South East. TfL is required to deliver the best possible value to fare and tax payers and the incumbent provided a bid that did not match the successful bidder and was therefore not selected. Unfortunately, there are no suitable local units to which the incumbent could be relocated.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL ensures that when rail replacement services are in operation on its routes extra station staff are on duty to communicate the latest information to customers. Station staff on duty, including those employed by TOCs where relevant, will be briefed on the arrangements in place.

If an unexpected event happens along the replacement bus route, bus drivers will notify CentreComm who will co-ordinate the distribution of alternative arrangements. Station staff will be asked to reflect the changes and communicate them to customers.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

We will be seeking a similar outcome for Crossrail 2 to that achieved for Crossrail. As recently announced, funding has been secured to install step-free access at all Crossrail stations within London and the Transport Secretary, Rt Hon Patrick McLoughlin MP, has asked his department to work with TfL to find the necessary funding for the remaining three stations.

Similarly, TfL and Network Rail are working closely together to develop the plans for Crossrail 2. All new stations will be fully accessible and we would also seek to provide for step free access at existing stations within London.

A consultation on the detailed route proposals will take place later in 2015. Any decisions about step-free stations will be taken before the proposals are finalised for an application to build Crossrail 2.

I believe that it is vital that we build Crossrail 2 in order to provide new capacity on the transport network to cope with London's forecast population growth, which is expected to reach 10 million by 2030 and 11.3m by 2050.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Network Rail and TfL are working together to electrify the Gospel Oak to Barking line by 2017, to meet increasing demand for this very popular London Overground service. The electrification project will deliver many benefits, including new trains with increased capacity and a reduction in pollution in the area.

Network Rail and TfL are having discussions with the affected local authorities. They have already started working with the local community and representative groups, which will continue over the course of the project, to ensure that they are aware of the plans and their likely impact.

Once TfL and Network Rail have completed the planning phase of the programme, they will communicate extensively to those affected. This phase of engagement is likely to begin later this year. This will include information on the impact of the programme and how any disruption will be minimised for both lineside residents and passengers.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is committed to providing excellent customer service at all of its Underground stations.

Blackhorse Road was one of the stations that had not been refurbished at the time Metronet entered administration. Limited funding meant that the priority was to complete the programme of essential repairs on existing station assets to be able to keep the stations operational.

TfL intends to begin introducing a new generation of help points from next year as part of the broader programme of changes to how stations operate and improvements to customer service. Help points, including at Blackhorse Road, are expected to be installed by 2017/18.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Since opening in June 2012 customer satisfaction survey results have consistently been positive, with overall satisfaction scoring 93 out of 100 in 2013/14. In the most recently published customer satisfaction survey report for the first quarter of 2014/15, EAL received a satisfaction rating of 92 which is marginally below the average score for last year.

TfL monitors all customer research and feedback continuously, and works closely with the contracted operator to ensure the highest levels of customer satisfaction. TfL does not believe this marginal fluctuation indicates any specific issues with the operator.

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

There are currently no plans to incorporate the Emirates Airline into the Travelcard. The fares strategy was designed to cover costs of construction and operation and it is achieving this aim.

Travelcard holders currently receive a discount on the Emirates Air Line cash fare, matching the Oyster pay as you go fare.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The purpose of the Tour de France spending was to promote London cycling generally, by inspiring new and existing cyclists to cycle more. Cycling levels increased by 8 per cent after the 2007 Tour de France London Grand Depart and we expect this year's event to have a similar effect. Indeed, indicative research findings from this year's event suggest hundreds of thousands of spectators felt inspired to cycle more. We will have to wait to receive the latest cycling figures to determine the extent to which those that enjoyed the Tour de France in London have gone on to cycle more.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Please see my response to [MQ 3247/ 2014](#).

## **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.

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Brockley Hill and Spur Road are both roads for which the London Borough of Barnet is the highway and traffic authority. It is therefore for Barnet to consider whether it wishes to amend the pedestrian facilities serving the London Academy.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

I have asked TfL to review the situation to assess the nature of the issues regarding vehicles exiting Green Lane and whether action is merited or possible.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL has identified a number of locations for new westbound stops and will be meeting with officers from London Borough of Barnet and the MPS in early September to seek their formal agreement to the proposed locations.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL has completed the design of the crossing at Colindeep Lane adjacent to Clovelly Avenue and has shared this with the London Borough of Barnet.

Barnet is carrying out the civil engineering works, including installation of dropped kerbs, sub-surface cable ducting, tactile paving and carriageway markings, and then TfL will install the signals infrastructure.

## **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?

[Boris Johnson \(Chair, TfL\)](#) and [Sir Peter Hendy \(Commissioner, TfL\)](#)

LB Barnet has been undertaking some work looking into the legal status of land adjoining the junction. This has concluded that the land that may be impacted by a new layout is “unregistered.” LB Barnet is positive about securing an improvement here and is engaging with TfL in discussing the design options.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL published its Pedestrian Safety Action Plan on 11 July this year, outlining 31 actions to deliver a reduction in the number of pedestrians killed and seriously injured in the Capital. A number of these actions relate to the London boroughs, including Enfield and Haringey, and TfL will work with these authorities to deliver the actions in the plan.

Amongst the actions relevant to these boroughs, TfL will encourage Enfield and Haringey officers to use the new Pedestrian Design Guidance it has produced, to consider the introduction of further 20mph schemes, and to use the 'priority lists' of key junctions on their roads to target road safety engineering. The priority lists were provided to all boroughs on the 11 July, including Enfield and Haringey. TfL has offered to help with the safety of all vulnerable road users, including pedestrians.

In addition, Leon Daniels has written to all boroughs offering them a meeting to discuss road safety and further opportunities to work together.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

There has been no "U-Turn" on ULEZ. It is the most ambitious proposal to improve air quality in the world.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Creating a larger ULEZ area will have a number of financial and operational implications that need to be considered in more detail.

One of the measures in the forthcoming Transport Emissions Road Map produced by TfL is to do just this, alongside investigating other ways in which we can work with those boroughs keen to improve air quality on a local level. Further, local initiatives are currently facilitated through my Air Quality Fund.

ULEZ - barriers to implementation

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Creating a larger ULEZ area will have a number of financial and operational implications that would need to be considered in more detail. One of the measures in the recently published Transport Emissions Road Map produced by TfL is to do just this, alongside investigating other ways in which we can work with those boroughs keen to improve air quality on a local level. Further, local initiatives are currently facilitated through my Mayor's Air Quality Fund.

Subject to public consultation the ULEZ would incorporate a vehicle emissions charging scheme. Extending the ULEZ area would require additional camera enforcement infrastructure beyond the Congestion Charging area and an enlarged service provider operation to administer the scheme (eg system designs and management). A significant monitoring exercise would be needed to strengthen the analysis underpinning the impact assessment of the scheme.

The ULEZ also sets a challenging requirement for the TfL bus fleet, which requires significant investment from the TfL Business Plan over coming years. Subject to this funding being available, all double-deck buses operating in the ULEZ area will be hybrid and all single-deck buses zero emission by 2020. There are practical operational considerations that would need to be addressed if the ULEZ area is extended, such as capacity at bus depots to accommodate recharging infrastructure and well as the industry capability of manufacturing these new vehicles.

The extent of the ULEZ area also has implications for the Congestion Charge as it will be much more difficult to operate the two schemes in tandem - disparity between the two boundaries would necessitate a wide ranging campaign to explain the complexities, in addition to practical considerations on the ground.

None of these barriers are insurmountable, however a great deal more analysis and funding would be needed to implement a larger ULEZ. Crucially, the ULEZ needs to be fair to Londoners and affordable for London's economy. Given the need to give adequate notice to prepare for implementation, I do not think it is practical to extend the ULEZ area for 2020 but I have asked TfL to look in greater detail at options to reduce emissions across London further by extending the ULEZ and/or setting new requirements for the London wide Low Emission Zone.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL continues to work with residents and Brent Council to understand and address concerns about Chamberlayne Road (and Kensal Rise). I understand TfL has agreed to attend a meeting with interested parties, organised by your office.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

As TfL employees, apprentices receive the same travel benefits all staff receive. To support all apprentices in London, TfL and I have introduced the Apprentice Oyster Photocard concession, which provides registered London apprentices with 30 per cent off bus and tram season tickets as well as Travelcards.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Transport for London monitors all applications to understand the diversity of its workforce and help address under-representation. The Traineeship pilot will also be monitored in this way. It is currently looking into how to ensure that under-represented groups and those who are most in need of this opportunity are attracted to and supported in undertaking their traineeship.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

355 apprenticeships have been completed at TfL since 2009. 262 have been at Level 2 and 93 at Level 3. Our first Level 4 scheme started in September 2013, and its first cohort are due to complete the scheme in 2015.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL is committed to increasing the number of female apprentices and, indeed, diversity at all levels of the organisation.

TfL has recently launched an industry-wide campaign to celebrate 100 years since 100,000 women joined the industry during the First World War. This campaign seeks to showcase the role of women across the industry and inspire current and future generations. It seeks to motivate its existing female staff to flourish and progress to all levels and encourage more women of all ages to consider a career in transport by demonstrating the huge diversity of roles in the industry.

This builds on TfL's existing activity, such as encouraging more girls to take up STEM subjects at school and beyond through its schools programme. Female apprentices and graduates are highly visible role models within our schools engagement activity. More than 370 secondary school girls participated in engineering days at London Transport Museum's Acton Depot, held to celebrate the first ever Women's Engineering Day in June.

Female engineers have attended the Royal University Technical College to present to female students, and TfL is working with organisations such as Women in Science and Engineering, the Women's Engineering Society to increase the number of female applicants across the business.

Female apprentices are also featured as part of TfL's marketing to attract female applicants.

## 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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Year	Under 19	19-24	25+
2009	28	28	54
2010	19	16	5
2011	23	16	18
2012	31	172	505
2013	28	109	234
2014*	7	125	179

\* Year to date

## 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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

This year TfL received approximately 3,320 applications for their apprenticeship schemes, which had 107 vacancies.

Due to the increasing number of apprenticeships offered by TfL the number of applications has increased and they are becoming more competitive.

As more organisations offer apprenticeships, TfL is now competing with other employers to recruit the best talent for its apprenticeships.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 13 August 2015**

There were 1,560 sexual offences recorded on the London public transport network during 2014/15, an increase of 358 offences in comparison to 2013/14(1,202 offences). There were 1,023 offences reported in 2012/13. Please note these figures are in relation to TfL and National Rail services within the London area.

Increases in the number of recorded offences were anticipated and are considered a positive result of Project Guardian, launched in July 2013 to reduce unwanted sexual behaviour on public transport in London.

The project focuses on increasing awareness and confidence among the public to report unwanted sexual behaviour to the police, particularly those offences which are often unreported, such as sexual touching, exposure, outraging public decency, and harassment.

Activity that took place during the first phase of the project included:

- bespoke training to over 2,000 frontline police officers to help them spot offender behaviour and provide enhanced victim care;
- regular enforcement periods of action, with over 100 officers undertaking covert patrols and surveillance at targeted individuals; and
- community engagement weeks at transport hubs and local engagements at bus garages.

The next phase of Project Guardian began on 13 April 2015, when we launched the 'Report it to stop it' advertising campaign.

Centered around a short film and accompanying Tumblr site, the campaign aims to break down the multiple barriers to reporting, and encourage victims of unwanted sexual behaviour on the transport network to report it to the police.

The film has been circulated through YouTube and Video-on-demand channels, as well as receiving significant pick-up across media outlets and social media.

In less than two months the film had already received over one million YouTube views and early indicators show there has been a significant spike in reports to the police since its launch.

Further bursts of the advertising campaign, along with continued face to face engagement operations by London's policing agencies, are scheduled for the remainder of 2015/16.

## 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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The police do not as a matter of course record the information you have requested. However, the number of instances where a suspect has been identified, and there has been an outcome e.g. a suspect charged, for sexual crimes on the London public transport network, are:

2008/09	252
2009/10	292
2010/11	245
2011/12	276
2012/13	294
2013/14	358

Please note these figures are in relation to TfL and National Rail services within the London area.

### **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Project Guardian aims to increase the confidence of reporting sexual offences which occur on the London public transport network, and reduce the risk of becoming a victim by proactively targeting offenders.

The targets set for the project are:

- an increase in the number of sexual offences reported on the London transport network
- an increase in the number of detections for sexual crimes on the London transport network

The outcomes from the first year of the project include:

- An increase in the number reported offences
- bespoke training delivered to over 2,000 frontline police officers to help them spot offender behaviour and provide enhanced victim care
- regular enforcement periods of action, with over 100 police officers undertaking covert patrols and surveillance at targeted individuals
- regular community engagement weeks of action at transport hubs and at bus garages.

Earls Court - best value consultation 1

### **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Yes.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

The best value duty in the Local Government Act 1999 is concerned with how an authority approaches the performance of its functions in general. The consultation requirements have not applied to any decisions TfL has made in respect of the Earls Court redevelopment because the statutory obligations did not apply to those decisions. The scheme has already been the subject of substantial public consultation through the planning process.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

Capco is the long-term leaseholder of the Earls Court Exhibition Centres, holding two leases from LUL, the freeholder. The first lease for Earls Court 1 was granted in 1959 and has 28 years remaining, the second lease for Earls Court 2 has 102 years remaining. Capco approached TfL about including our property interests within the proposed Opportunity Area Planning Framework (OAPF) for Earls Court. There was no opportunity for TfL to take forward development without the agreement of its leaseholder Capco, and similarly Capco could not develop without the agreement of the freeholder, TfL. Following the approach from Capco, TfL commissioned external independent advice, which recommended that to deliver best value, TfL should merge its freehold with the long leasehold interest owned by Capco and take a long-term stake within the development alongside Capco.

After extensive negotiations, TfL was able to agree a 37 per cent shareholding in the joint venture to develop the land in and around Earls Court 1&2, an outcome that was endorsed by TfL's external advisor.

Active measures were put in place to ensure that the Mayor was not put in a position where there was, or could reasonably be perceived to be, a prejudicial interest when considering the planning application. In particular, I did not take part in TfL Board meetings relating to LULs land ownership in the Earls Court development.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL have been assessing how to take forward the development of Lillie Bridge Depot and have undertaken a feasibility study on which it is now engaging with the Unions. The study broadly concludes that essential work undertaken at Lillie Bridge Depot can be done at other existing Tube maintenance facilities.

The study is available here: <http://www.tfl.gov.uk/corporate/publications-and-reports/earls-court-village-development>

The next stage of the process is to assess how these activities could be relocated in line with operational requirements. This is likely to be phased over a number of years and will be done in consultation with staff and unions.

Any future proposals for the site will have to be deliverable, financially viable and in line with the phasing approved within the approved Earls Court Masterplan.

## **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?

[Boris Johnson \(Chair, TfL\) and Sir Peter Hendy \(Commissioner, TfL\)](#)

TfL has the power to form bodies corporate including companies and limited liability partnerships but not limited partnerships. The new power in Clause 5 of the TfL Bill would also give TfL the power to enter into limited partnerships.