

Assembly Plenary, 10 February 2016**PRIORITY ORDER PAPER****Report No: 4****Subject: Questions and Answer Session – Transport for London****Report of: Executive Director of Secretariat****Polluting buses in London****Question No: 2016/0381**[Jenny Jones](#)

Why are you leaving thousands of old diesel buses to run on heavily polluted roads around inner London?

Congestion in London**Question No: 2016/0378**[Caroline Pidgeon](#)

Does the Congestion Charge need to change to tackle congestion in central London?

Transport Legacy**Question No: 2016/0380**[Valerie Shawcross](#)

What are you leaving in the in-tray for your successor?

Future of London Transport**Question No: 2016/0370**[Richard Tracey](#)

What will London's Transport look like in 2050?

Questions not asked during the meeting will be given a written response by Monday, 15 February 2016.

London Buses Wage Structure

Question No: 2016/0371

[Richard Tracey](#)

If a future Mayor were to introduce a single wage structure for all of London's bus companies, and the level of services remained the same as today, how much would bus fares need to go up to pay for it?

CIRAS, coaches and TfL

Question No: 2016/0372

[Caroline Pidgeon](#)

In response to question 2015/4220 (CIRAS introduction for coaches operating in London) the Mayor said: "TfL has limited jurisdiction over coaches operating in London. Unlike bus operators, coach operators are not contracted by TfL".

However, under the GLA Act 1999 any coach operating in London must have a London Service Permit (LSP) issued by TfL. S.187 GLA Act 1999 gives TfL very broad authority to attach conditions to the LSP, and specifically mentions public safety as an example of an area where conditions could be introduced. The only area the legislation says a condition can't be attached to an LSP is with regards to fares. It also says that the LSP conditions can be varied at any time.

So despite your previous response, TfL does have the regulatory power to make CIRAS a mandatory requirement for coaches operating in London. Why are you so reluctant to use it?

Promoting free cycling training in London

Question No: 2016/0373

[Caroline Pidgeon](#)

In October 2015 I asked (2015/3115) about the annual take up of TfL's free cycling training and the steps being taken to promote it. The figures showed that since 2010 take up of the training has remained stagnant, with 8,350 adults trained in 2010/11 and 7,910 in 2014/15. Given London's very large and ever-increasing population and given relatively low take up rates of cycling among women and black and minority ethnic groups, surely there is room for improvement on this front.

What new measures could TfL take to increase public awareness of the training and to encourage higher levels of take up?

Cycling safety

Question No: 2016/0374

[Caroline Pidgeon](#)

The Department for Transport runs a series of Think! campaign videos about road safety. Would TfL look into emulating this approach for cycling safety? It could be aimed at both motorists and cyclists.

Flexible season tickets

Question No: 2016/0375

[Caroline Pidgeon](#)

A drawback with the season ticket system is that it is only relevant to people with conventional working patterns, whereas increasingly in London people work more flexibly. It can also discourage people who have paid for a season ticket from using alternative forms of transportation, such as cycling.

A flexible season ticket system, where people could buy a set number of days within an annual or monthly timeframe at an advantageous rate, could help part time and flexible workers and at the same time encourage more Londoners to cycle to work. Southern Railways has run a trial along these lines. Has TfL looked at building on their work? If not, will you direct it to do so?

Piccadilly Line overcrowding

Question No: 2016/0376

[Caroline Pidgeon](#)

The Piccadilly Line suffers from serious overcrowding, particularly the route from Heathrow Airport to central London. This problem may be alleviated by the opening of Crossrail services in 2019, but what plans do you have in the interim to reduce overcrowding on this line?

Credit card payments in taxis

Question No: 2016/0377

[Caroline Pidgeon](#)

Under the proposals to require black taxis to have credit cards as a payment method, how much will the drivers have to pay to have the payment machines installed?

Garden Bridge

Question No: 2016/0379

[Caroline Pidgeon](#)

In answer to freedom of information requests (MGLA41215 - 1959 and MGLA211215 - 1781) it has been clarified that the Mayor attended San Francisco in early February 2013 to meet senior representatives of Apple. Can you list everyone who was present at all of the meetings conducted by the Chair of Transport for London during this trip, particularly whether Joanna Lumley or any representatives of Heatherwick Studios were present?

Confidential Incident Reporting and Analysis System and coaches

Question No: 2016/0382

[Darren Johnson](#)

Transport for London, through the issuance of London Service Permits, has regulatory authority over local bus services that run outside its own network within the Greater London area. Section 6 of the London Service Permit guidance document states "The proposed service must not prejudice the safety of, or cause delay or inconvenience to, other road users in Greater London, including pedestrians and cyclists." Will you make issuance of a London Service Permit to coach companies conditional on their adoption of the Confidential Incident Reporting and Analysis System, CIRAS, so that the safety of road users in London is not prejudiced?

Deaths from HGVs Contracted by TfL or Crossrail

Question No: 2016/0383

[Darren Johnson](#)

Please provide a list of fatal collisions involving HGVs or lorries that have been contracted to TfL or Crossrail from 2008-15, including, for each collision, the date, borough, mode of transport of the victim, and the victim's sex and age.

TfL bus subcontractor data on TfL website

Question No: 2016/0384

[Darren Johnson](#)

Bus route information pages on the TfL website do not specify the bus subcontractor operating the buses on each route or the contact information about that subcontractor. Could you please make this information available?

Double decker buses on route 42

Question No: 2016/0385

[Darren Johnson](#)

TfL is consulting on extending bus route 42 to East Dulwich Sainsbury's and replacing single deck buses with double deckers. Will TfL specify in the terms of the contract for the new route 42 that the buses are at least Euro VI vehicles?

Silvertown Tunnel consultation process

Question No: 2016/0386

[Darren Johnson](#)

Why were the TfL finance and policy committee recommended to approve your Silvertown Tunnel plan before TfL finished analysing the results of the final, statutory consultation on the scheme, and before it published a report of its findings?

EU funding for research and development of green taxis

Question No: 2016/0387

[Darren Johnson](#)

Why has TfL not sought EU funding to reduce the costs of research and development of zero emission taxis?

Outer London cycling potential analysis

Question No: 2016/0388

[Darren Johnson](#)

When in 2016 will TfL publish the research on cycling in outer London referred to in your response to question number 2015/3257?

Removal of Bow flyover

Question No: 2016/0389

[Darren Johnson](#)

Will TfL meet with those who cycle into London using Bow flyover and those who prefer to use Bow roundabout and take into account their views before consulting on future options for the road layout there?