

Written Answers to Questions Not Answered at the Plenary Meeting on 10 February 2016

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?

Oral response

Congestion in London

Question No: 2016/0378

[Caroline Pidgeon](#)

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

Oral response

Transport Legacy

Question No: 2016/0380

[Valerie Shawcross](#)

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

Oral response

Future of London Transport

Question No: 2016/0370

[Richard Tracey](#)

What will London's Transport look like in 2050?

Oral response

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

London's contract model has created one of the best and most extensive bus networks in the world, and has been emulated by many leading international cities.

The capital's bus routes are provided under contract by 23 separate companies following competitive tendering. Each company has its own contracts of employment and terms and conditions which reflect different types of shifts. In some cases they protect the conditions of drivers transferred from other operators under Transfer of Undertakings (Protection of Employment) regulations (TUPE).

These terms and conditions have been negotiated and agreed by local union representatives for more than 20 years.

It has been estimated that levelling up pay to the highest driver rates could cost London up to £100 million a year, which would need to be recouped by either service reductions or higher fares.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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.

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\)](#) and [Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\)](#) and [Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\)](#) and [Mike Brown MVO \(Commissioner, TfL\)](#)

I was accompanied on the visit to San Francisco by my Chief of Staff, Sir Edward Lister, and the Deputy Mayor for Transport, Isabel Dedring.

Thomas Heatherwick was also in California to meet a separate commitment with Apple. Given that he had already expressed an interest in creating a Garden Bridge, I invited him to join the meeting and outline his ideas.

Joanna Lumley was not present at the meeting.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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.

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

There have been no fatal collisions involving HGVs or lorries that have been contracted to TfL.

Crossrail Ltd. has been at the forefront of introducing new industry HGV safety standards which have been taken up by CLOCS and the Safer Lorry Scheme. There have been no fatal collisions involving HGVs or lorries that have been contracted directly to Crossrail Ltd.

Since 14 November 2010, Crossrail Ltd. has monitored HGV movements by sub-contractors and their hauliers to and from their worksites. Sadly, there have been four fatal collisions involving HGVs or lorries working for sub-contractors on the Crossrail project. They are:

Date	Location	Gender	Mode	Age
15.09.13	Aldgate gyratory	Female	Cyclist	21
05.11.13	Mile End	Male	Cyclist	62
06.02.14	Mansell Street	Male	Pedestrian	74
19.02.15	Victoria	Female	Cyclist	36

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

The TfL website is updated to show the travelling public which operators have been successful in securing tenders for route contracts.

This information is available via <https://tfl.gov.uk/forms/13923.aspx>

Customers are encouraged to contact TfL directly if they have any enquiries regarding the service and are happy to provide information on request including operator contact details.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Route 42 currently operates from Liverpool Street Station to Denmark Hill and will operate through the Ultra Low Emission Zone (ULEZ) in 2020.

The new contract is due to be awarded shortly, with new buses anticipated to operate from autumn 2016. As this route will enter the ULEZ, all double deck vehicles will be required to be at least Euro VI hybrid diesel-electric and all single deck vehicles are to operate with zero tail pipe emissions (e.g. full electric).

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

The Silvertown Tunnel has been designated as a Nationally Significant Infrastructure Project due to its importance in addressing the significant issues of traffic congestion and poor journey time reliability at the Blackwall Tunnel, which in turn impact on travel, the economy and growth.

The TfL Finance & Policy Committee was asked to recommend that the TfL Board approves the submission of a Development Consent Order (DCO) application for the Silvertown Tunnel. This is the necessary process for schemes that have been designated as Nationally Significant and it will be for the Secretary of State to determine the DCO application under the Planning Act 2008. The Committee paper set out the common themes arising from the consultation and the actions TfL is taking to address these. In addition, it made clear that the DCO application would include a Consultation Report, which would set out TfL's complete analysis of the statutory consultation and how it intended to respond to the issues raised. The Board will be asked to delegate authority to agree the final terms of the application documents (including the Consultation Report and TfL's response to the issues raised) to identified senior TfL Officers.

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?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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](#)?

[Boris Johnson MP \(Chairman, TfL\) and Mike Brown MVO \(Commissioner, TfL\)](#)

Officers are drafting a response which will be sent shortly.

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?

[Boris Johnson MP \(Chairman, TfL\)](#) and [Mike Brown MVO \(Commissioner, TfL\)](#)

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