

MAYOR OF LONDON

Len Duvall OBE AM

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Date: 11 August 2025

Dear Len,

London Assembly (Plenary) Meeting 7 November 2024 – Motions

Thank you for the motions agreed at the London Assembly (Plenary) meeting on 7 November. My reply to motions 3.1, 3.3, 3.8, 3.10, 3.14 and 3.15. I am sorry for the delay in responding.

Motion 3.1 – 2024 World Day of Remembrance for Road Traffic Victims

Every death and serious injury on London's roads is a tragedy, which is why I remain committed to my ambitious Vision Zero targets.

We are making progress. Transport for London's (TfL) most recent Casualties in Greater London Report showed that 2023 saw a 30 per cent drop in fatalities and a 24 per cent decrease in serious injuries in London (against the 2010-14 baseline), compared to seven and 13 per cent, respectively, for the rest of the UK. Yet even one serious incident is too many and will have devastating consequences for victims and their families, friends and communities.

TfL has engaged with road safety charities and campaigners in various forums, including the Meal and Grocery Delivery Forum, Vision Zero Reference Group, and the Healthy Streets Advisory Group. It also regularly meets with core Vision Zero stakeholders, including Brake, RoadPeace, and Action Vision Zero, to discuss collaboration on achieving Vision Zero and improving safety on London's roads. In the run-up to Road Safety Week, TfL engaged further with Brake to offer support on campaigning and promotion of activities.

Last year, in partnership with the Mayor's Office for Policing and Crime and the Metropolitan Police Service, TfL launched a pilot service to improve support for victims of the most serious road traffic collisions, delivered by charities Brake and RoadPeace. The service sets out to enhance the level of support available and make it easier for victims to access the support they need after incidents, which can devastate lives. In its first year, 168 people have been referred into the service for support, representing a step change in the number of people accessing support. The pilot has been extended by 12 months up to November 2025, and TfL will continue to evaluate how the pilot service is working and what could be done next.

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TfL has also been actively engaging with the new Government and Department for Transport (DfT) to make the case for measures to reduce road danger that sit at the national level, including calling for a Road Safety Investigation Branch. TfL has been calling for an independent body to investigate road collisions, as with all other transport modes, to inform future safety improvements by learning from incidents and preventing future tragedies. With the DfT's forthcoming road safety strategy, government-level action would deliver significant safety improvements in London.

TfL is also making progress in developing the second Vision Zero Action Plan (VZAP 2), which is due to be published in 2025 once there is greater certainty about its capital funding.

This will not stop the ongoing work to reduce road danger in London. Vision Zero is a key pillar of my Transport Strategy, and safety remains the top priority for TfL. Vision Zero remains vital to making London a safer, greener city, and TfL will continue to deliver key projects and milestones both before and after the publication of VZAP 2.

Motion 3.3 – Micromobility Legislation

I recognise the contribution of e-bikes to my sustainable transport goals and the convenient transport option they offer. However, poor parking can cause safety issues for a variety of people, particularly for those with buggies, small children, disabilities and older people.

In December 2024, the Government confirmed its plans to introduce powers for cities to control dockless e-bike and e-scooter services. TfL, London Councils and other cities in the UK have been calling on the Government to introduce these powers, and I am pleased that the legislation will be introduced as part of the English Devolution Bill. These powers will ensure that local areas can shape these services and address concerns about parking.

Londoners should not have to wait for this legislation to take action on dockless e-bikes. My Walking and Cycling Commissioner, Will Norman, and Kieron Williams, London Councils' Executive Member for Transport, Environment and Climate, wrote to operators earlier this year to call on them to act on poorly parked bikes and stop over-deploying bikes in key locations. A copy of this letter is included. Will and TfL's Commissioner continue to engage with operators to address these issues, and TfL continues to consider the option of a single contract for e-bikes.

At the end of November 2024, TfL announced an updated enforcement approach to tackle the issue of poor parking on the Transport for London Road Network (TLRN) and private TfL land. This approach will ensure the TLRN and TfL land remain open, accessible and welcoming to everyone. TfL has asked operators to work with them on this updated approach, advising that TfL will consider taking enforcement action against operators whose vehicles are left outside of designated places on its highways and land.

This approach updates TfL's work with boroughs and others to publish a Code of Practice on Dockless Cycle Hire in 2018, which made it clear that schemes must be operated so as not to cause disruption, nuisance or obstruction. More specifically, the Code outlines the requirements and recommendations that operators are expected to follow in London and provides details on engagement, operational safety, parking and data requirements.

Alongside this, TfL and London's boroughs are working to increase parking spaces for dockless bikes. In April this year, TfL allocated Local Implementation Plan funding to support boroughs with the design and implementation of parking bays. These bays are physically marked on the ground,

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as opposed to the 'park-anywhere' or 'virtual bays', which are visible in apps only. TfL is also planning the delivery of parking bays on its own network.

Motion 3.8 - Public Transport Access for Asylum Seekers

I am always keen to support vulnerable people. London has a proud history of welcoming refugees and people seeking asylum. That includes ensuring they can access free and discounted travel concessions.

Like all Londoners, asylum seekers can apply, where eligible, for existing TfL concessions. Those who need help completing their online applications can also contact TfL's customer services to get advice and support.

TfL is working with partners to understand and address the barriers to existing travel concessions and is committed to ensuring application processes are easy to use and understand. We are engaging with external organisations such as Citizens UK to understand how TfL can support asylum seekers using the network. We will continue our work to ensure, where possible, that we remove any barriers that prevent people seeking asylum from accessing the concessions they are eligible for. TfL is also working with the Home Office to explore potentially accepting the Application Registration Card (ARC) as a form of ID. In the future, this will support those who do not have access to the other accepted forms of ID with their applications.

Motion 3.10 – Direct Vision Standard

Since March 2021, the Direct Vision Standard (DVS) scheme has required operators of lorries over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. On 28 October 2024, the requirements were strengthened.

The minimum DVS star rating has increased from one star to three stars. Where vehicles do not meet the minimum threshold, they will need to install the Progressive Safe System (PSS). This is a set of vehicle safety measures, fitted after or at the point of manufacture, which are designed to reduce the risks that HGVs present to vulnerable road users.

As of 13 April 2025, TfL has issued 105,170 HGV safety permits.

We provided a grace period for those operators who need more time to install the PSS on their vehicles. This lasted until 4 May 2025. Operators with less than 100 vehicles were able to apply for this grace period from June 2024, on a per-vehicle basis. To register for the grace period, operators were required to provide proof of a booking for the PSS installation by 28 October 2024.

Applications to the Grace Period have now closed, and to reopen them would undermine the effectiveness of the scheme in reducing road danger and require a decision from London Councils.

Although the grace period deadline has now passed, all operators can still register for a regular safety permit if they have a compliant vehicle or have fitted the PSS.

TfL has carefully considered the financial impacts of the new requirements as set out in the Integrated Impact Assessment (IIA) that informed the consultation on the PSS in spring 2023. While we recognise that fitting the PSS will represent a cost for operators, the IIA estimated the median cost of the PSS to be £1,500 per vehicle, which is limited when compared to the costs

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associated with an operator's HGV being involved in a collision. Therefore, TfL has no plans to offer grants to haulage firms in relation to the PSS.

London's world-leading DVS is helping to significantly improve lorry safety in the capital and is already saving the lives of vulnerable road users. It is vital that we further strengthen the DVS to help avoid the very real pain and anguish for people affected by these collisions: the victims, the drivers, their families, friends and colleagues.

Motion 3.14 – Hogarth Roundabout

I am committed to making London's streets safer by working to eliminate deaths and serious injuries from the transport system by 2041. Hogarth Roundabout is in the top 10 per cent of junctions in London for road safety risk. There is an urgent need to make changes to the road layout to address the safety risk at the roundabout. The scheme has been designed according to TfL's Healthy Streets approach, which aims to make London a safer, healthier, and greener place in which to live and travel.

TfL consulted on the scheme between 11 July and 12 September 2024, presenting the problems and potential solutions, and carried out engagement with stakeholders throughout this period. In January 2025, following careful consideration of the feedback received, TfL published its consultation report. TfL listened to people's concerns regarding the closure of Church Street and has decided not to proceed with this aspect of the scheme. This means existing access for residents, businesses, and the emergency services will be maintained.

However, the need to improve safety at the site remains, and TfL is now progressing with the other elements of the proposed scheme to the detailed design stage. TfL remains confident that this work will improve safety risk at the site, addressing known collision locations and reducing overall risk. Collision data will continue to be monitored at the roundabout as these changes are implemented, and TfL will review whether further action is required to improve safety.

I am pleased that the Deputy Mayor for Transport, Seb Dance, alongside TfL colleagues, met with Keith Prince AM and Gareth Roberts AM to discuss the outcome of the consultation report and next steps.

Motion 3.15 London Taxi Action Plan

I welcome the views and input of Assembly Members and the Members of the Transport Committee as part of TfL's work to refresh the 2016 Taxi and Private Hire Action Plan. It is important to refresh the plan to recognise the changes in the industry since 2016 and to identify ways to support both trades. It is also important the action plan is developed in collaboration with key stakeholders and interested parties, and, to this end, TfL held roundtable discussions with a wide range of taxi and private hire stakeholders in March 2024. TfL subsequently hosted further workshops in the summer of last year with these stakeholders, including the taxi manufacturer LEVC, vehicle fleet owners and organisations representing taxi and private hire drivers, in order to hear directly from the taxi trade and private hire industry about the challenges and opportunities they face.

TfL has also met with a number of stakeholders who represent people that use taxi and private hire services, including London TravelWatch, the Inclusive Transport Forum, the Independent Disability Advisory Group, Inclusion London and London boroughs. Business groups have also been invited to

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share their feedback with us as well. TfL carried out customer research (including focus groups) to provide a greater understanding of Londoners' use of taxi and private hire services.

I note the points that the London Assembly would like to see in the refreshed Action Plan, which are closely aligned with views that have been raised by TfL's stakeholders during its engagement.

The Knowledge of London is about to celebrate its 160th year. London taxi drivers are well renowned across the world for their ability to recall thousands of streets or places of interest in London, and I share your view, and that of the taxi trade, that this gold standard should not be diluted. With that goal in mind, I agree that it is important that it is modernised, and work is well underway to do this. TfL has been providing regular updates on progress to the taxi driver representatives and has received positive feedback through this engagement. I know that TfL would welcome the opportunity to invite the London Assembly Transport Committee to its Driver Assessment Centre in Pier Walk to demonstrate the Knowledge and talk through the changes that are underway.

I am very proud that over 60 per cent of London's taxi fleet is now zero emission capable (ZEC), and TfL and I have already provided more than £50m of funding to help taxi drivers make this transition. While there are currently no plans to provide additional funding, TfL has supported the taxi trade with our taxi delicensing scheme, paying up to £10,000 per vehicle to remove over 4,000 vehicles. TfL also contributed to the plug-in taxi grant, taking £7,500 off the price of a ZEC taxi up to March 2024.

Seb wrote to Lillian Greenwood MP, Parliamentary Under-Secretary of State for the Future of Roads, to request an extension to the Government's Plug-in Taxi Grant beyond March 2025. This continued financial support is vital to taxi drivers who need to purchase a cleaner, greener ZEC vehicle that will contribute to reduced emissions and better air quality, particularly in central London.

Taxis play an important role in transporting people around the capital, and I recognise how important it is that they are able to do this efficiently. TfL provides access to the vast majority of bus lanes in London, and its overriding principle is that taxis will be given access to a road scheme unless there is an operational or safety reason not to provide it.

Yours sincerely,



Sir Sadiq Khan
Mayor of London

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