

# MAYOR OF LONDON

**Darren Johnson AM**  
City Hall  
The Queen's Walk  
More London  
London SE1 2AA

**Our ref:** MGLA151113-1916

**Date:** 27 FEB 2014

Dear Darren

## **London Assembly (plenary) meeting 6 November 2013 – Motions**

Thank you for your letter of 12 November 2013. I apologise for the delay in responding to you. This was so that I could ensure my response to you would properly reflect the findings that I provided in my response to Coroner Hassell, as well as to explore what opportunities might be possible in respect of targeted fares reductions. I will respond to each of your Motions in turn:

### **Motion 1**

I too was saddened by the deaths of Brian Dorling and Philippine De Gerin-Ricard, and my thoughts and sympathies go to all of their families and friends. As you know, Transport for London (TfL) and I are committed to improving cycling safety in the Capital and this remains a top priority for us. I recently responded to Coroner Hassell's report in detail and, in particular, to the three areas of concern to which you refer.

With regard to concerns about the use of unbordered blue cycle lanes, I can confirm that TfL had commissioned research into the use of unbordered blue on the Cycle Superhighways prior to installing Cycle Superhighways. Further research is needed into the use of coloured carriageway surfacing on cycle routes (and in particular Cycle Superhighways) and the interaction of road users with regards to that colour. That research will be commissioned, managed, reviewed and acted upon by TfL. TfL anticipates that it will take six months to conclude. In practice, the future Superhighway programme will involve few stretches of route which consist simply of paint on busy roads.

Turning to the point about educating cyclists, I remain absolutely committed to providing education and training for road users in the capital. Alongside substantial investment in improving infrastructure and funding the Metropolitan Police Service (MPS) Cycle Task Force, TfL also organises and funds an extensive programme of safety training and marketing campaigns, aimed at both drivers and cyclists. Such programmes include cycle training for all primary school children in London, with 37,500 children trained in 2012, and regular Exchanging Places events, run with the MPS, where cyclists sit in the cab of a lorry and watch for a police cyclist riding up the left side of the vehicle to increase awareness of 'blind spots'.

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Finally, I can confirm that full segregation and pioneering cycle-separated junctions will be installed on Whitechapel High Street, including the section where a collision occurred last July. Full or semi-segregation and cycle-separated junctions will be installed on the rest of the route.

The cycle-separated junctions, which will be used at all the busy junctions on Cycle Superhighway route 2, are the first of their kind in Britain. They will include fully-segregated approaches to the junction and special cycle-specific traffic lights with a cyclist phase to guard against conflict with moving and turning motor traffic.

As Andrew Gilligan made clear during his presentation to the Assembly Transport Committee meeting on 10 December, improving cycling safety in London remains one of our highest priorities and we have committed £913m in my *Vision for Cycling in London* to achieve this. I have asked TfL to keep the Assembly updated on its progress on the planned improvements to the Cycle Superhighway route 2 and the further Bow roundabout upgrade.

## Motion 2

As you know, I am hugely supportive of initiatives to boost business across the capital but the decision to increase the number of traffic free days in Westminster is for the Council to decide, and I am not therefore intending to raise this matter with them directly. New West End Company (NWECC) have advised that it is for Westminster City Council to comment on the recommendation by the Commission and that they have not been consulted on whether such an increase would be feasible or if in fact the private sector would wish to fund such events. However, NWECC will in November 2014 be reviewing the options with regard to VIP day. As the events are sponsor dependent, NWECC are not able to confirm yet that they will take place. They have confirmed however, that as long as retailers wish to prioritise this type of event, that Traffic free events will continue in 2014, particularly on Regent Street.

## Motion 3

As you know, I have now made my fares announcement. This year I have held fares below inflation - they will increase by an average of 2.7 per cent.

All free and concessionary travel for young, elderly and disabled Londoners, as well as Veterans and members of the Armed Forces, has been protected in full. I have also expanded the range of concessions targeted on those least able to pay. In particular I have:

- Allowed Freedom Passes to be used on all TfL services in the morning peak;
- Provided free travel on TfL services for Londoners over 60 who are under the gradually increasing qualifying age for a Freedom Pass;
- Introduced concessions for apprentices;
- Introduced free travel for disabled war Veterans and Armed Forces personnel in uniform; and
- Extended the Bus and Tram discount scheme to include more Londoners seeking work.

In London the average bus fare per journey, including TfL-funded concessions, is still less than 65p, compared to an average bus fare per journey of over £1 in other UK cities.

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I increased bus fares by more than Tube fares in my first term in office to reverse the cynical and unsustainable bus fares reductions brought in by my predecessor. Bus and Tube fares have since gone up by similar amounts. Average fares today are therefore five to six per cent higher in real terms than they were in 2007 immediately before these reductions, which is an increase of no more than one per cent a year.

Along with a massive programme of savings and efficiencies at TfL, these increases have enabled TfL to protect and improve day-to-day transport services and maintain the massive investment being made in London's public transport, which is essential to provide for the continuing growth in passenger numbers. This has already resulted in great improvements in the quality and reliability of the services offered, including bus services, which were recently recognised by the Assembly's Transport Committee as being 'world-class'.

### Part-time workers

Thanks to the continued evolution of technology on London's transport network, including contactless payments, I have asked TfL to deliver new ticketing arrangements that cater specifically for the needs of part-time workers.

Part-time and flexible workers make a terrific contribution to London's economy and often earn little more than the minimum wage. I have always promised to do all I can to bear down on transport costs and I am reaffirming that promise.

The introduction of contactless bank card payments on the London Underground and other rail services later this year not only provides customers with more flexibility, but also provides a golden opportunity to develop more flexible ticketing products.

I have therefore asked TfL to introduce ticketing which specifically address the needs of part-time workers from January 2015.

### **Motion 4**

I was glad to see that Kieron Bryan was freed on bail in 2013, and that charges were then dropped under a new Russian amnesty law.

Thank you again for writing to me.

Yours ever,



**Boris Johnson**  
Mayor of London