

# MAYOR OF LONDON

**Darren Johnson AM**

City Hall  
The Queen's Walk  
More London  
London SE1 2AA

**Our ref:** MGLA270114-7461

**Date:** 12 MAR 2014

Dear Darren

## **London Assembly (Plenary) meeting 15 January 2014 - Motions**

Thank you for your letter of 23 January. I will respond to each of your Motions in turn:

### **Motion 1**

The Airports Commission's interim report recognises many of the merits of an Inner Estuary Airport, in particular, the contribution it could make towards the economic development of London. I welcome the Commission's decision to do further work on this option and with input from TfL, will be supporting this with further technical work of my own.

On the issue of surface access, I agree that there are a number of short to medium term schemes which should be progressed, regardless of where additional airport capacity is ultimately located.

The Government's recent commitment to improve the Greater Anglia Line is particularly welcome given its potentially regenerative impact on London. Similarly, enhancing Gatwick Airport station and considering ways of improving the Brighton mainline would be helpful measures. Decisions on improving access to the Heathrow site should be taken in the light of the Airports Commission's final recommendation as to its future as an airport and the Government's response to that.

The Commission's current approach to the longer term surface access needs of the options it has shortlisted fails to make adequate provision for (and reflect the costs of) the scale of infrastructure improvement that would be required. The work does not take into account the extreme pressures that will be placed on our existing transport networks by 2030 as a result of the population growth taking place across London.

Capacity constraints on key surface access links such as the Great Western Mainline, Brighton Mainline, and local motorway networks are already biting and with the increase in London's population, new schemes such as Crossrail are forecast to be operating at or close to capacity by 2030. It is essential that the assessment of future surface access needs for all of the shortlisted options properly takes this population growth into account. Alongside Network Rail and the Highways Agency I have asked that TfL is involved in this aspect of the Commission's work going forward.

## MAYOR OF LONDON

I have previously called for a credible, independent aviation noise regulator to be established. However, the Airports Commission's recommendation does not match my ambition that it has sufficient teeth. I want to see the establishment of a regulator that has real powers, is able to set specific noise targets and enforces compliance.

Existing airport capacity, however configured, will not meet the UK's long-term aviation demand. The Airports Commission's interim report recognises this fact and states that by 2030 all of London's airports will be full.

### **Motion 2**

Pedestrian safety is a key priority for me. Transport for London continues to do pioneering work to improve pedestrian safety in London. One such example is the introduction of pedestrian countdown signals at key junctions across London. These provide pedestrians with easy-to-read information on the remaining time they have to cross in a countdown of seconds. This helps them make better informed decisions with certainty over the time remaining to cross. Further information is available at: [tfl.gov.uk/corporate/projectsandschemes/15490.aspx](http://tfl.gov.uk/corporate/projectsandschemes/15490.aspx).

Even more innovative is TfL's groundbreaking research into the possibility of implementing a 'Pedestrian SCOOT' system. This would automatically detect when large numbers of pedestrians are waiting at a crossing and alter the crossing time accordingly, lengthening the 'green man' time to allow all pedestrians to start crossing the road before the 'blackout' period. This will be particularly helpful at locations where there is large pedestrian demand at certain times of the day only.

In 2010, TfL updated its traffic signal design standards to align with the Department for Transport's latest national guidance. This guidance is accepted as the national standard and provides minimum safe design parameters for traffic signal timings. TfL designs all pedestrian crossing sites to ensure that all provide:

- at least a six second green man invitation to cross period (providing the time for pedestrians to step off the kerb and start their crossing).
- a blackout period, designed to enable pedestrians walking at a speed of 1.2m/s safely to complete their crossing once the green man has extinguished. The assumed 'normal' walking speed of 1.2m/s is widely recognised and established across the UK and internationally as the basis for pedestrian crossing timings.

If it is identified that circumstances at a crossing require additional time for a specific user group, then this is provided on a site-by-site basis. TfL would welcome any specific suggestions for sites needing to be reviewed.

What we aspire to achieve in London is a pragmatic balancing of the needs of the many and varied users of our roads, from vulnerable pedestrians to bus passengers and delivery vehicles. 80 per cent of all the daily 28 million journeys in London take place on our roads and TfL designs each controlled crossing dependent on location and usage, balancing the needs of the range of mobility of different pedestrian users and a range of modes of transport. Reducing the standard walking speed used in initial design from 1.2 m/s to 0.8 m/s, would require changes to legislation and I do not consider this to be the most pressing priority for legislative change at this time in terms of road user safety. I am confident that TfL's approach balances the needs of all users.

## MAYOR OF LONDON

As you know, TfL is in the process of upgrading the remaining five per cent of pedestrian crossings to meet accessibility standards. This programme prioritises any locations where there is currently no tactile cone or audible signals and will be complete by March 2016.

TfL has already upgraded a number of signals where the installation of the additional equipment was straightforward and will continue to do so in 2014/15. The remaining sites require more substantial works to upgrade the cabling and signal controls to enable them to work with tactile cones and audible signals and so will be upgraded in 2015/16. In many instances, these are sites where wider junction improvements, including road layout changes, will be completed during the same period. TfL has therefore aligned the two programmes to ensure the new signals are delivered efficiently and to minimize the disruption caused to the road network.

### **Motion 3**

The cleansing contracts for City Hall, Trafalgar and Parliament Squares use cruelty free products which have not been tested on animals. Any tenders for future contracts will include specific conditions for chemicals and other cleaning products to be certified cruelty free.

### **Motion 4**

The GLA does not use zero hour contracts except for its peer outreach workers. Peer outreach workers are a diverse pool of young people (15-25 year olds) who engage and gather the opinions of young Londoners and are paid the London Living Wage. Due to the fluctuating nature of the work (i.e. consultation is only required at certain times and for certain projects) zero hour contracts are the most appropriate and meet the needs of both the organisation and the workers.

### **Motion 5**

I agree that London's Premier League football clubs make a valuable contribution to London's status as a prominent city in world football, in turn boosting the capital's economy and making the city an ever more attractive place to live, work and visit. I also acknowledge that football clubs, as businesses employing large numbers of staff including some of the capital's highest earners, are in a unique position to lead by example by committing to paying all staff they employ directly or through contractors the London Living Wage. I will write to each of the named football clubs as part of my next wave of letters to businesses this spring to emphasise the benefits of committing to the Living Wage and encourage them to do so.

### **Motion 6**

The decision to re-let was made in late December subject to agreement of satisfactory terms with Bombardier. TfL made the announcement on the morning of 31 December following agreement between the parties which concluded on 30 December. Bombardier was also required to announce the arrangements to the market promptly, which it did on 31 December. Once the agreement was concluded, it was not possible to defer the announcement.

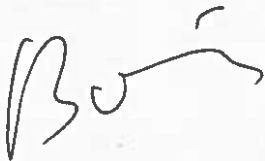
It became clear, as more detailed work progressed, that the fit between the Bombardier system and the Underground network was such that the contract simply was not going to deliver what was needed in the time required. Obviously there is a balance to be struck between allowing sufficient time for confidence in delivery to be provided by a supplier yet not allowing the passage of time to result in there being little alternative but to force Londoners to endure the cost, disruption and time delay they faced on the Jubilee Line signalling upgrade. London Underground took this decision at a relatively early stage of the contract because its judgement was that this was in the best interests of the travelling public.

## MAYOR OF LONDON

Since the announcement, TfL has sought expressions of interest in the Official Journal of the European Union (OJEU) and issued the pre-qualification questionnaire to interested parties. Bombardier has been paid around £85m for the work it has done under the contract. TfL will not be able to confirm the net financial impact price for the completion of the upgrade until the new procurement process is completed later this year.

Clearly it continues to be the case that we are aiming for the upgrade of the Sub-Surface lines to be completed within the current TfL Business Plan and with no or minimal consequence to the commissioning date of the new signalling of 2018.

Yours ever,

A handwritten signature in black ink, appearing to be 'Boris', with a stylized flourish at the end.

**Boris Johnson**  
Mayor of London