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2 February 2012

Dear Ms Warren,

Transport Committee meeting on 17 January 2012

I write in response to Caroline Pidgeon's letter of 20 January 2012. This letter requested further information on river transport following the Transport Committee meeting on 17 January.

Ms Pidgeon's letter put forward three points on which further information was required and I present our responses to these points below.

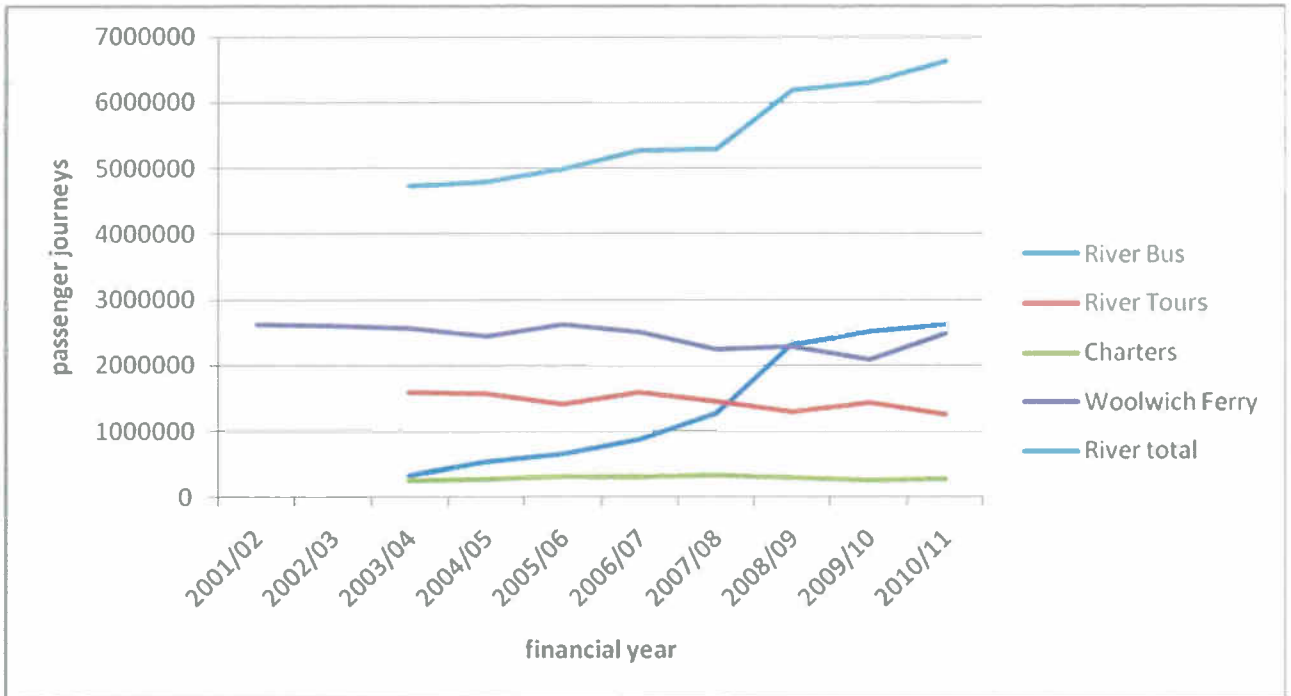
1. River passenger numbers for each year since 2000/1 broken down by each type of service including river bus, tour, charter and the Woolwich ferry

The only useful river passenger statistics that can be provided for the years from 2001/02 and 2002/03 are for passengers carried on the Woolwich Ferry. All other passengers at this time were not recorded in a way that is comparable with the statistics from 2003/04 onwards. The available statistics are shown in the table and figure below.

Table 1: River Passenger Journeys

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
River Bus			323106	525439	647814	862573	1270195	2328315	2534829	2631292
River Tours			1583364	1555441	1407009	1581779	1438427	1276378	1426816	1243347
Charters			256600	262400	304400	306285	328755	283920	248500	265141
Woolwich Ferry	2621592	2613988	2562208	2449848	2626705	2509520	2249000	2291276	2088788	2481336
River total			4725278	4793128	4985928	5260157	5286377	6179889	6298933	6621116

Figure 1: River Passenger Journeys



2. TfL's subsidy for river services including a breakdown of what the subsidy provides for and how the level of subsidy compares to the subsidy for other TfL services e.g. buses, the Tube and the cycle hire scheme

TfL defines its subsidy for river services in terms of direct payments to boat operators to support the cost of providing their services. TfL does not include the operating costs of London River Services Limited such as pier maintenance, etc.

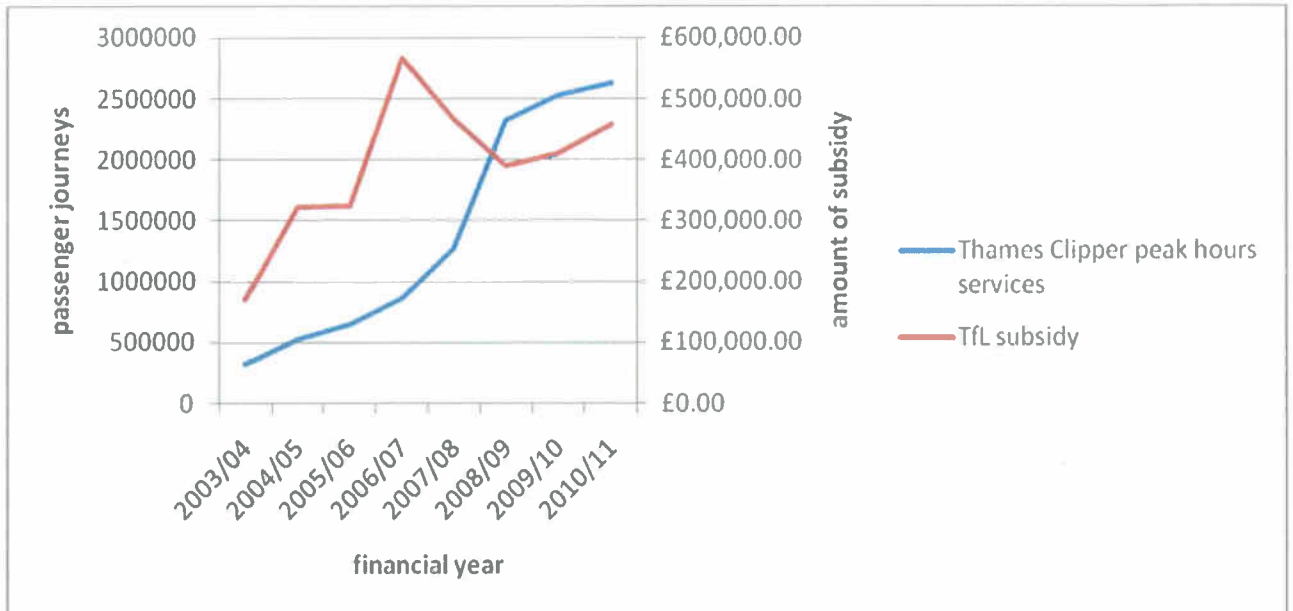
TfL currently provides a subsidy to the two River Bus service operators: Thames Clippers and Complete Pleasure Boats. The subsidies are provided on a net cost basis and a proportion is dependent on the completion of the full scheduled timetable.

Thames Clippers

TfL financially supports Thames Clippers' weekday peak hour service between London Eye and Woolwich Arsenal Pier which operates under contract. The remainder of Thames Clippers' services are operated under licence on a commercial basis.

The subsidy paid is calculated in accordance with a formula every 4 weeks. For example, in the 4 weeks ending 10 December 2011 Thames Clippers were paid £30,811.69. In the same period on the number of passengers carried on the contracted services was 48,465; which works out at a subsidy of 64p per head per journey. A comparison of passenger numbers with the level of subsidy can be seen in Figure 2.

Figure 2: Passenger Journeys Compared to Level of Subsidy



Complete Pleasure Boats

Since 3 January 2012, TfL has also supported the Putney to Blackfriars service following the withdrawal of the previous main operator. The current service is a temporary six month arrangement involving a subsidy of £6000 per four week period while the future of the service is further investigated. There are no precise records of the number of passenger using this service in the past. Best estimates would make this a subsidy of 89p per head per journey.

Comparison with TfL subsidies for London Bus Network

Table 2 below shows a comparison between the subsidies TfL provides to river services and to the bus network. Direct comparisons between modes however are often inappropriate due to the use of different operating models and differing journey lengths.

Table 2: TfL transport subsidies for bus network and river transport

	Subsidy per Passenger Journey
River Transport	76.5 pence
London Buses	19 pence*

*figure for 2010/11

3. The environmental impact of river services including their level of pollutant emissions and how this compares to other transport services.

In 2010 TfL undertook a detailed assessment of the environmental impact of river boat services with regard to carbon dioxide and air pollutant emissions. The analysis was based on data collated for 2008/9 and comprised River Bus services, River Tour services and the Woolwich ferry, but excluded charter

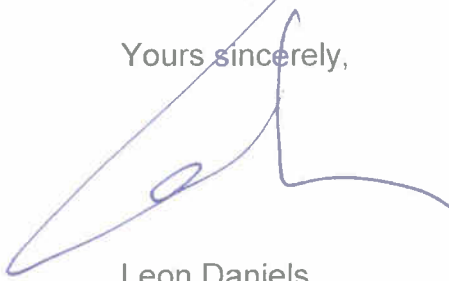
services as no data was available regarding such services. Results from this assessment are presented in the appendix to this document.

The Mayor's River Passenger Services Concordat Environmental Group has agreed an action plan to reduce emissions from river services. Actions include:

- conversion of the Woolwich ferries to use Ultra Low Sulphur Diesel (achieved in 2011) reducing sulphur emissions by 99%
- fitment of diesel particulate filters on a trial basis to one Woolwich ferry in the first quarter of 2012 and, if successful, fitting all ferries by March 2013 reducing PM emissions by 90%
- a number of smaller initiatives by private operators including an eco-driving programme.

I trust this information is of assistance to the Committee.

Yours sincerely,



Leon Daniels
Managing Director – Surface Transport

Appendix: Detailed environmental information

Figures 3 to 6 show the total tonnes of each pollutant, compared to emissions for other transport modes that TfL either directly manages or has influence over. TfL emissions are reported each year in TfL's Annual Environment Report. The only exception to this format was in relation to sulphur dioxide emissions, which were presented as a percentage of all transport modes in London, as TfL's emissions were negligible.

Table 3 shows the percentage contribution that river services make to all transport emissions in inner London and greater London.

Emissions per passenger journey have not been calculated as these would not be directly comparable to emission intensity figures for other transport modes, which are expressed as emissions per passenger km.

Figure 3: Percentage contribution that river services make to TfL's emissions of PM10 (tonnes per annum)

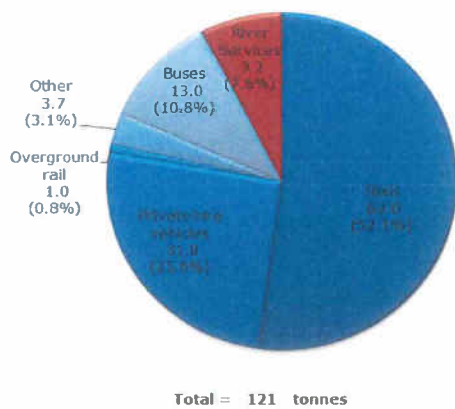


Figure 4: Percentage contribution that river services make to TfL's emissions of oxides of nitrogen (tonnes per annum)

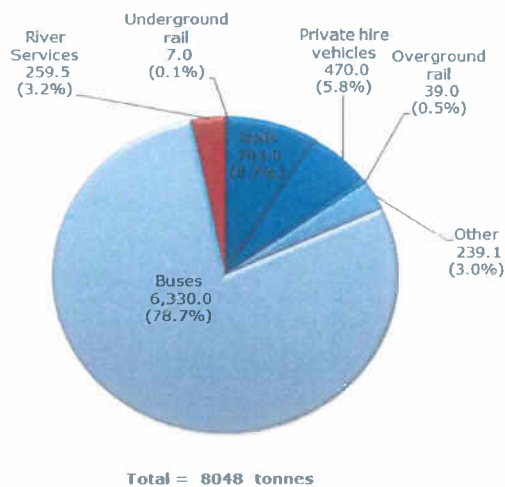
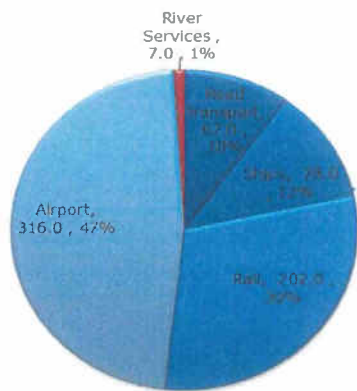
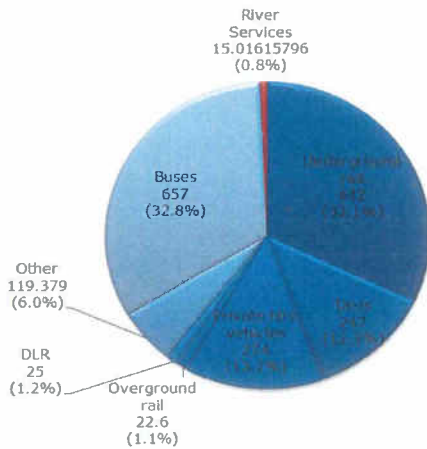


Figure 5: Percentage contribution that river services make to London transport's sulphur dioxide emissions (tonnes per annum)



Total = 670 tonnes

Figure 6: Percentage contribution that river services make to TfL's emissions of carbon dioxide (tonnes per annum)



Total = 2002 kt tonnes

Table 3: Percentage contribution that river services make to transport emissions in inner and greater London

Pollutant	Contribution to TfL emissions (2008/9)	Contribution to transport emissions in Inner London	Contribution to transport emissions in Greater London
Particulates	7.6%	2.0%	0.6%
Oxides of nitrogen	3.2%	3.0%	0.8%
Sulphur dioxide	N/A	3.5%	0.8%
Carbon dioxide	0.8%	N/A	0.2%

Notes:

1. London transport emissions are from the London Atmospheric Emissions Inventory 2008
2. The Inner London boundary largely follows that of the north/south circular