

MDA No.: 1747

Title: Withdrawal of blue light status from Emergency Response Unit (ERU) vehicles

1. Executive Summary

- 1.1 At the Annual meeting on 1 May 2013 the Assembly resolved:

That authority be delegated to Chairs of all ordinary committees and sub-committees to respond on the relevant committee or sub-committee's behalf, following consultation with the lead Members of the party Groups on the committee or sub-committee, where it is consulted on issues by organisations and there is insufficient time to consider the consultation at a committee meeting.

- 1.2 Following consultation with party Group Lead Members, the Chair is asked to agree the Committee's letter to the British Transport Police (BTP) and Transport for London (TfL) regarding the withdrawal of blue light status from ERU vehicles, as attached at **Appendix 1**.

2. Decision

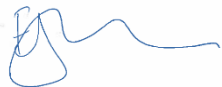
- 2.1 **That the Transport Committee's letter to the BTP and TfL regarding the withdrawal of blue light status from ERU vehicles be agreed.**

Assembly Member

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Printed Name: Elly Baker AM, Chair of the Transport Committee

Date: 22 July 2025

3. Decision by an Assembly Member under Delegated Authority

Background and proposed next steps:

- 3.1 The exercise of delegated authority agreeing the Committee's letter will be formally noted at the Committee's next appropriate meeting.

Confirmation that appropriate delegated authority exists for this decision:

Signature (Committee Services): *Hannah Barlow*

Printed Name: Hanah Barlow, Principal Committee Manager

Date: 22 July 2025


Financial Implications: NOT REQUIRED

Note: Finance comments and signature are required only where there are financial implications arising or the potential for financial implications.

Signature (Finance): Not Required

Legal Implications:

The Chair of the Transport Committee has the power to make the decision set out in this report.

Signature (Legal): 

Printed Name: Rory McKenna

Date: 23.07.25

Email: Rory.McKenna@london.gov.uk

Supporting Detail / List of Consultees:

- Keith Prince AM (Deputy Chairman);
- Caroline Russell AM; and
- Hina Bokhari OBE AM.

4. Public Access to Information

- 4.1 Information in this form (Part 1) is subject to the FoIA, or the EIR and will be made available on the GLA Website, usually within one working day of approval.
- 4.2 If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.
- 4.3 **Note:** this form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 - Deferral:

Is the publication of Part 1 of this approval to be deferred? **NO**

If yes, until what date:

Part 2 – Sensitive Information:

Only the facts or advice that would be exempt from disclosure under FoIA or EIR should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form? **NO**

Lead Officer / Author

Signature: *Eleanor Haigh*

Printed Name: Eleanor Haigh

Job Title: Senior Policy Adviser

Date: 22 July 2025

Countersigned by Executive Director:

Signature: *Helen Ewen*

Printed Name: Helen Ewen, Executive Director – Assembly Secretariat

Date: 22 July 2025

LONDON ASSEMBLY

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Elly Baker AM
Chair of the Transport Committee

Claire Mann
Chief Operating Officer
Transport for London

Lucy D'Orsi
Chief Constable
British Transport Police

(Sent by email)

23 July 2025

Dear Claire and Lucy,

Withdrawal of blue light status from Emergency Response Unit vehicles

The Committee was alarmed at reports concerning the withdrawal of blue light status from Transport for London's Emergency Response Unit (ERU) vehicles.¹ This capability was introduced in 2012² as a direct response to a recommendation from the 2006 report of the London Assembly 7 July Review Committee. This highlighted the ERU's vital role in the emergency response to the 7/7 bombings.³

The report specifically recommended that TfL lobby the Government to obtain blue light status for ERU vehicles, noting this would support more rapid emergency response and provide exemptions from bus lane restrictions and the congestion charge.⁴ These powers were granted and used for over a decade, until their withdrawal in 2024, reportedly following a review.⁵

As this review does not appear to be publicly available, **we are requesting that TfL and BTP share the review or assessment document that informed this decision with the Committee.**

¹ BBC News, [7 July London bombings: Passenger safety recommendation dropped - BBC News](#), 4 July 2025

² TfL, [Incident response on the Tube to be boosted under 'Blue Light' trial](#), 9 February 2012

³ London Assembly, [Report of the 7 July Review Committee](#), June 2006, pp. 35

⁴ London Assembly, [Report of the 7 July Review Committee](#), June 2006, pp. 35

⁵ BBC News, [7 July London bombings: Passenger safety recommendation dropped - BBC News](#), 4 July 2025

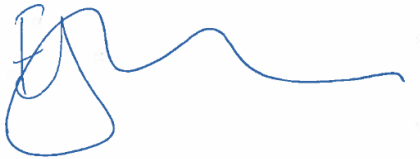
While we note the assurances in the press reports that ERU vehicles remain exempt from the congestion charge and can continue to use bus lanes, the Committee is keen to understand the basis for this change and its implications. We are, therefore, writing to request a response to the following:

- What evidence or data TfL and BTP considered in assessing the risks associated with ERU vehicles using blue lights, and how these risks compare to the benefits of rapid deployment in emergencies.
- Whether data on collisions, near-misses or other incidents involving ERU vehicles using blue lights between 2012 and 2024 is collected, and if so, whether this data can be shared with the Committee.
- Whether there are any circumstances in which blue light capability might be reconsidered for ERU vehicles in future, either on a permanent or limited-use basis.

Given the ERU's continued role in the capital's emergency preparedness we believe it is important that ERU vehicles continue to have blue light status, to support the safety and resilience of London's transport network. We therefore believe that **the blue light status of Emergency Response Unit vehicles should be reinstated**.

I would be grateful for your response by 3 September. Please send your responses to Hannah Barlow, Principal Committee Manager, hannah.barlow@london.gov.uk and Eleanor Haigh, Senior Policy Adviser, eleanor.haigh@london.gov.uk.

Yours,



Elly Baker AM
Chair of the Transport Committee