



**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.<sup>1</sup> This capability was introduced in 2012<sup>2</sup> 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.<sup>3</sup>

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.<sup>4</sup> These powers were granted and used for over a decade, until their withdrawal in 2024, reportedly following a review.<sup>5</sup>

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.**

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

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

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

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

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

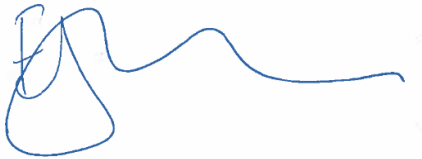
While we note the assurances in the press reports that ERU vehicles remain exempt from the congestion charge and can continue to use bus lanes, the Committee is keen to understand the basis for this change and its implications. We are, therefore, writing to request a response to the following:

- 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](mailto:hannah.barlow@london.gov.uk) and Eleanor Haigh, Senior Policy Adviser, [eleanor.haigh@london.gov.uk](mailto:eleanor.haigh@london.gov.uk).

Yours,



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