

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA120421-0446

27 April 2021

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 10 April 2021. Your request has been dealt with under the Freedom of Information Act 2000.

Our response to your request is as follows:

1. Is the withdrawal of route 15H decided by the Mayor of London?

The decision to withdraw the weekend and bank holiday journeys that currently operate on route 15 between March and September using old heritage Routemaster buses was taken by Transport for London. This decision was due to low and falling ridership in parts of central London with bus capacity on the corridor between Tower Hill and Trafalgar Square significantly above the level of usage.

2. Did the Mayor of London object to the withdrawal of route 15H?

The Mayor of London did not object to the withdrawal of route 15H.

3. Is the withdrawal of route 15H part of TfL's plan on transforming bus fleet to zero emission and the Mayor's plan on making London carbon neutral city by 2030?

While it is correct that the heritage buses used on route 15H are not ULEZ-compliant, the main reason for withdrawing the route was that they are not needed for the current and predicted customer demand on the corridor. In addition to the main route 15 service, buses on route 11 and 26 cover parts of this route.

As of 14 January 2021, all buses in TfL's 9,000-strong core bus fleet now meet or exceed the cleanest Euro VI emissions standards. This is a major milestone in tackling toxic air pollution in the capital.

This has significantly reduced the contribution from TfL buses to transport-related NOx emissions, with the proportion of transport nitrogen oxide (NOx) emissions coming from TfL's buses reducing from 15 per cent to just four per cent.

Since 2017, TfL has worked to phase out polluting diesel buses and to retrofit older buses with cleaner engines. Now completed, this will see harmful NOx emissions from buses fall by an average of 90 per cent.

In the coming years, air quality will be further improved by working towards a zero-emission bus network and helping to meet the Mayor's zero carbon target by 2030.

Decarbonising the transport network and cleaning up London's air will also support green jobs in the bus industry across the United Kingdom.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely


Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>