

Gemma Jacob

From: Shana Alexander
Sent: 10 November 2023 11:38
To: Lisa Dipnarine; Tom Cunnington; Richard Rampton; Finn Coyle; Colin Gerald; Martin West; Vicki Cowell; Kerri Cheek; Mark Harman; Brian O'Kane; Benedikt Koning; Rachel Birrell; Emmanuel Quartey; Jane Wright; Shaun Raymond; Lucy Arnold; Evie Carroll; Emma White; George Marcar; Gabrielle Bowden; Simone West; Harry Littlehales; Calvin Yeung; Paul McLean; Morwenna Paz
Subject: BFG - Monday - 13th November
Attachments: Assault Screen TFL BSS 081123.pptx; Assault Screen TFL BSS 081123.pptx; Assault Screen TFL BSS 081123.pptx; WA7276-01.pdf; ADE141-DS-01 - Ardent Intercom System V1-5.pdf; ADE141-DS-04 - NRM Retrofit Instructions.pdf; Bamford Bus Company No Objection Email (copy).pdf; Bus Fleet Governance Oct 2023 Notes.docx; BFG Slides 13.11.23.pptx

Importance: High

Hi all,

Please find attached the minutes from the previous meeting and BFG slides (which includes the agenda) for the meeting on Monday 13th November at 3.00pm.

I have also attached the following, which will need to be reviewed in time for the meeting for discussion:

- Items relating to Assault screen (BSS)
- Alexander Dennis Enviro 100 GA drawing – (discussions to be had on the proposed seat widths)
- NRM Intercom Items/ Seeking approvals to commence NRM intercom retrofit - (Intercom System Technical Data, NRM Retrofit Instruction, No Objection email from Bamford Bus Company)

Kind regards

Shana Alexander | Bus Development Analyst | Bus Business Development Team
Bus Operations | Floor 10 | Palestra | 197 Blackfriars Road, SE1 8NJ
Email: [REDACTED]@tfl.gov.uk

 Transport for London



TfL RESTRICTED

Gemma Jacob

From: Shana Alexander
Sent: 13 December 2023 12:05
To: Lisa Dipnarine; Tom Cunnington; Richard Rampton; Finn Coyle; Colin Gerald; Martin West; Vicki Cowell; Kerri Cheek; Mark Harman; Brian O'Kane; Benedikt Koning; Rachel Birrell; Emmanuel Quartey; Jane Wright; Shaun Raymond; Lucy Arnold; Evie Carroll; Emma White; George Marcar; Gabrielle Bowden; Simone West; Harry Littlehales; Calvin Yeung; Morwenna Paz
Subject: BFG - Monday 18th December
Attachments: Bus Fleet Governance Nov 2023 Notes (004).docx; USB RETROFITS.pptx; BFG Slides 18.12.23.pptx

Hi all,

Please find attached minutes from the previous meeting and BFG slides (which includes the agenda) for the meeting on Monday 18th December at 1.30pm.

I have also included some slides from Calvin Yeung on USB retrofits, which will be up for discussion.

Kind regards

Shana Alexander | Bus Development Analyst | Bus Business Development Team
Bus Operations | Floor 10 | Palestra | 197 Blackfriars Road, SE1 8NJ
Email: [REDACTED]@ffl.gov.uk

 Transport for London



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Gemma Jacob

From: Shana Alexander
Sent: 15 September 2023 13:16
To: Lisa Dipnarine; Tom Cunnington; Richard Rampton; Finn Coyle; Colin Gerald; Martin West; Vicki Cowell; Kerri Cheek; Mark Harman; Brian O'Kane; Benedikt Koning; Rachel Birrell; Emmanuel Quartey; Jane Wright; Shaun Raymond; Lucy Arnold; Evie Carroll; Emma White; George Marcar; Gabrielle Bowden; Simone West; Harry Littlehales
Subject: BFG - Monday 18th September
Attachments: BFG 180923 - CAV.pptx; Bus APC for BFG-Sep.pptx; 1.3 Process.pdf; Ramp Edge Protection Draft V2docx.pdf; Bus Fleet Governance July 2023 Notes (002).docx; BFG Slides 18.09.23 final.pdf
Importance: High

Hi all,

Please find attached the minutes from the previous meeting (July notes as Aug BFG was cancelled) and BFG slides (which includes the agenda) for the meeting on Monday 18th September at 3.00pm

I have also attached the following, which will need to be reviewed in time for the meeting for discussion:

- Connected and automated vehicles (CAV) in relation to buses- Claire Wiseman from the Strategy and Innovation Team will be presenting
- Bus APC -Automated Passenger counting (how might it be implemented e.g. by procurement or inclusion in the Bus Vehicle Specification) – Charul Gupta (presenting), Anwasha Mondal and Andrew Jones from T&D
- Proposed spec for ramp edge protection and some additional requirements for 1.3 Process in spec – Colin and Manny presenting

Kind regards

Shana Alexander |Bus Development Analyst|Bus Business Development Team
Bus Operations | Floor 10| Palestra |197 Blackfriars Road, SE1 8NJ
Email: [REDACTED]@tfl.gov.uk

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Gemma Jacob

From: Sammy Abbey
Sent: 08 July 2023 04:50
Subject: CCO Daily Customer Feedback (London Buses) for Friday 7 July 2023
Attachments: DCFLB20230707~202307080445.xlsx

Dear All,

We received 209 noteworthy contacts yesterday about London Buses, of which 135 relate to yesterday.

Details can be found in the attached report.

If you have any queries about items on this report please contact [REDACTED]@tfl.gov.uk.

If you would like to add/remove recipients, please contact the CCO Business Improvement team at [REDACTED]@tfl.gov.uk. For new recipients we will need their full name, email address and job title. Please note that additions to the distribution list are at the discretion of CCO management.

Kind regards,
Sammy Abbey

PLEASE NOTE - despite our best efforts, some personal or offensive data may be present in this report. Please ensure that you handle this email and any attachments in accordance with TfL's Privacy & Data Protection policy. Remember that you must not use the data contained within this report to identify a customer, nor should you circulate any personal data contained in the report. More information can be found by following the link below.

<https://tfl.gov.uk/corporate/privacy-and-cookies/privacy-and-data-protection-policy#on-this-page-4>

Gemma Jacob

From: Kevin Mulindwa
Sent: 24 December 2023 03:18
Subject: CCO Daily Customer Feedback (London Buses) for Saturday 23 December 2023
Attachments: DCFLB20231223~202312240312.xlsx

Dear All,

We received 36 noteworthy contacts yesterday about London Buses, of which 28 relate to yesterday.

Details can be found in the attached report.

If you have any queries about items on this report please contact [REDACTED]@tfl.gov.uk.

If you would like to add/remove recipients, please contact the CCO Business Improvement team at [REDACTED]@tfl.gov.uk. For new recipients we will need their full name, email address and job title. Please note that additions to the distribution list are at the discretion of CCO management.

Kind regards,
Kevin Mulindwa

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Gemma Jacob

From: Suzanne Webster
Sent: 22 February 2023 13:50
Subject: CCO Daily Customer Feedback (London Buses) for Tuesday 21 February 2023
Attachments: DCFLB20230221~202302221346.xlsx

Dear All,

We received 216 noteworthy contacts yesterday about London Buses, of which 169 relate to yesterday.

Details can be found in the attached report.

If you have any queries about items on this report please contact [REDACTED]@tfl.gov.uk.

If you would like to add/remove recipients, please contact the CCO Business Improvement team at [REDACTED]@tfl.gov.uk. For new recipients we will need their full name, email address and job title. Please note that additions to the distribution list are at the discretion of CCO management.

Kind regards,
Suzanne Webster

PLEASE NOTE - despite our best efforts, some personal or offensive data may be present in this report. Please ensure that you handle this email and any attachments in accordance with TfL's Privacy & Data Protection policy. Remember that you must not use the data contained within this report to identify a customer, nor should you circulate any personal data contained in the report. More information can be found by following the link below.

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Gemma Jacob

From: Declan Berridge
Sent: 15 February 2024 14:30
Subject: CCO Daily Customer Feedback (London Buses) for Wednesday 14 February 2024
Attachments: DCFLB20240214~202402151413.xlsx

Dear All,

Apologies for the late delivery of today's report.

We received 197 noteworthy contacts yesterday about London Buses, of which 148 relate to yesterday.

Details can be found in the attached report.

If you have any queries about items on this report please contact [REDACTED]@tfl.gov.uk.

If you would like to add/remove recipients, please contact the CCO Business Improvement team at [REDACTED]@tfl.gov.uk. For new recipients we will need their full name, email address and job title. Please note that additions to the distribution list are at the discretion of CCO management.

Kind regards,
Declan Berridge

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Gemma Jacob

From: CCO Reporting
Sent: 11 April 2023 09:39
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 07 Apr 2023
Attachments: CoronaBUSDCF-20230408.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 07 Apr 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 8
board = 162
Busy = 14
capacity = 53
charging = 21
Corona = 2
covid = 4
Crowding = 1
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 23
Essential = 2
fares = 76
fined = 3
fines = 3
fining = 0
Full = 851
Key workers = 0
mask = 3
message = 479
Middle = 9
nurse = 2
p.p.e = 0
Safe = 2078
School = 16
Social = 7
Space = 69
tannoy = 0
virus = 3
virus check before opening any attachments = 0

John Thornton
CE CCO Reporting Team

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Gemma Jacob

From: CCO Reporting
Sent: 08 August 2023 10:02
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 07 Aug 2023
Attachments: CoronaBUSDCF-20230808.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 07 Aug 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 4
board = 275
Busy = 23
capacity = 3
charging = 41
Corona = 43
covid = 3
Crowding = 1
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 27
Essential = 14
fares = 71
fined = 2
fines = 14
fining = 1
Full = 1671
Key workers = 0
mask = 1
message = 828
Middle = 17
nurse = 6
p.p.e = 0
Safe = 2949
School = 26
Social = 18
Space = 76
tannoy = 2
virus = 47
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

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TfL CONFIDENTIAL

Gemma Jacob

From: CCO Reporting
Sent: 10 July 2023 09:49
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 07 Jul 2023
Attachments: CoronaBUSDCF-20230708.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 07 Jul 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 8
board = 316
Busy = 23
capacity = 6
charging = 39
Corona = 8
covid = 8
Crowding = 1
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 38
Essential = 6
fares = 109
fined = 10
fines = 2
fining = 2
Full = 1486
Key workers = 0
mask = 6
message = 822
Middle = 15
nurse = 10
p.p.e = 0
Safe = 3362
School = 36
Social = 16
Space = 74
tannoy = 2
virus = 15
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

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Gemma Jacob

From: CCO Reporting
Sent: 13 April 2023 09:31
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 12 Apr 2023
Attachments: CoronaBUSDCF-20230413.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 12 Apr 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 10
board = 321
Busy = 34
capacity = 4
charging = 55
Corona = 8
covid = 10
Crowding = 9
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 42
Essential = 5
fares = 107
fined = 6
fines = 2
fining = 0
Full = 1503
Key workers = 0
mask = 2
message = 849
Middle = 30
nurse = 3
p.p.e = 0
Safe = 3303
School = 18
Social = 22
Space = 183
tannoy = 3
virus = 16
virus check before opening any attachments = 0

John Thornton
CE CCO Reporting Team

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Gemma Jacob

From: CCO Reporting
Sent: 14 April 2023 09:28
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 13 Apr 2023
Attachments: CoronaBUSDCF-20230414.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 13 Apr 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 5
board = 340
Busy = 23
capacity = 3
charging = 26
Corona = 10
covid = 8
Crowding = 4
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 29
Essential = 3
fares = 98
fined = 9
fines = 10
fining = 0
Full = 1464
Key workers = 1
mask = 5
message = 787
Middle = 22
nurse = 5
p.p.e = 0
Safe = 3154
School = 27
Social = 19
Space = 106
tannoy = 2
virus = 15
virus check before opening any attachments = 0

John Thornton
CE CCO Reporting Team

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Gemma Jacob

From: CCO Reporting
Sent: 14 December 2023 09:23
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 13 Dec 2023
Attachments: CoronaBUSDCF-20231214.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 13 Dec 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 16
board = 413
Busy = 41
capacity = 6
charging = 28
Corona = 13
covid = 5
Crowding = 15
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 29
Essential = 9
fares = 88
fined = 10
fines = 4
fining = 1
Full = 1924
Key workers = 0
mask = 3
message = 543
Middle = 25
nurse = 9
p.p.e = 0
Safe = 3259
School = 75
Social = 25
Space = 83
tannoy = 4
virus = 21
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

NOTE - despite our best efforts some personal or offensive data may be present in this report. Please ensure you handle this email and any attachments in accordance with the Data Protection Act.

TfL CONFIDENTIAL

Gemma Jacob

From: CCO Reporting
Sent: 16 May 2023 09:34
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 15 May 2023
Attachments: CoronaBUSDCF-20230516.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 15 May 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 18
board = 333
Busy = 19
capacity = 5
charging = 23
Corona = 23
covid = 4
Crowding = 3
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 41
Essential = 16
fares = 53
fined = 5
fines = 1
fining = 1
Full = 1376
Key workers = 0
mask = 2
message = 649
Middle = 20
nurse = 4
p.p.e = 0
Safe = 2354
School = 72
Social = 34
Space = 60
tannoy = 0
virus = 24
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

NOTE - despite our best efforts some personal or offensive data may be present in this report. Please ensure you handle this email and any attachments in accordance with the Data Protection Act.

Gemma Jacob

From: CCO Reporting
Sent: 21 August 2023 13:04
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 20 Aug 2023
Attachments: CoronaBUSDCF-20230821.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 20 Aug 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 3
board = 175
Busy = 19
capacity = 5
charging = 32
Corona = 0
covid = 3
Crowding = 4
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 20
Essential = 3
fares = 38
fined = 4
fines = 6
fining = 1
Full = 866
Key workers = 0
mask = 0
message = 269
Middle = 20
nurse = 3
p.p.e = 0
Safe = 2284
School = 11
Social = 13
Space = 18
tannoy = 0
virus = 1
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

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TfL CONFIDENTIAL

/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/c

From: CCO Reporting
Sent: 22 February 2023 10:00
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 21 Feb 2023
Attachments: CoronaBUSDCF-20230222.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 21 Feb 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 9
board = 352
Busy = 20
capacity = 3
charging = 36
Corona = 14
covid = 10
Crowding = 6
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 2
Doors = 30
Essential = 10
fares = 68
fined = 11
fines = 13
fining = 1
Full = 1669
Key workers = 0
mask = 3
message = 665
Middle = 22
nurse = 2
p.p.e = 0
Safe = 2928
School = 72
Social = 50
Space = 114
tannoy = 0
virus = 24
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

NOTE - despite our best efforts some personal or offensive data may be present in this report. Please ensure you handle this email and any attachments in accordance with the Data Protection Act.

Gemma Jacob

From: CCO Reporting
Sent: 24 January 2023 09:57
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 23 Jan 2023
Attachments: CoronaBUSDCF-20230124.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 23 Jan 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 1
alight = 8
board = 283
Busy = 19
capacity = 10
charging = 25
Corona = 5
covid = 5
Crowding = 10
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 47
Essential = 14
fares = 72
fined = 9
fines = 1
fining = 0
Full = 1652
Key workers = 0
mask = 4
message = 576
Middle = 25
nurse = 9
p.p.e = 0
Safe = 2920
School = 61
Social = 151
Space = 200
tannoy = 5
virus = 13
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

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/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RI

From: CCO Reporting
Sent: 30 August 2023 10:10
To: CCO Reporting; George Marcar; Louise Cheeseman
Subject: Daily Bus Corona Virus Feedback Report on 29 Aug 2023
Attachments: CoronaBUSDCF-20230830.xlsx

Dear All,

Please find attached the CCO BUS Corona Virus Report. This data covers Corona Virus Bus related concerns (based on specific keywords) created on 29 Aug 2023 only.

You may need to scroll to see all of the worksheets.

Below is a summary of the keywords found:

ppe = 0
alight = 14
board = 296
Busy = 28
capacity = 7
charging = 52
Corona = 14
covid = 17
Crowding = 9
cv 19 = 0
cv19 = 0
cv-19 = 0
cvref = 0
Distancing = 0
Doors = 31
Essential = 14
fares = 60
fined = 11
fines = 16
fining = 0
Full = 1657
Key workers = 0
mask = 2
message = 639
Middle = 13
nurse = 5
p.p.e = 0
Safe = 3362
School = 27
Social = 39
Space = 92
tannoy = 0
virus = 18
virus check before opening any attachments = 0

Tim Marsh
CE CCO Reporting Team

NOTE - despite our best efforts some personal or offensive data may be present in this report. Please ensure you handle this email and any attachments in accordance with the Data Protection Act.

TfL CONFIDENTIAL

/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/c

From: Lauren Bellars
Sent: 02 May 2024 15:42
To: Glynn Barton
Cc: Amanda Price; Rumi Shrestha; Jamie Cole; Jennifer Eleodore-Williams; Mame Owusu-Boateng
Subject: For your approval
Attachments: COO-4796: Awaiting Level 3 Approval; COO-4798: Awaiting Level 3 Approval; Awaiting Approval Level 3 ; RE: ExCo Action: Asset Management Strategy; ACTION REQUIRED: Audit Actions - please review and update; FOR APPROVAL: Bus TEC Papers - 1st May 2024

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Glynn - Action/Task

Hi Glynn

Raising in your inbox for your urgent attention.
Could you respond to each of the attached above please.

Many thanks

Lauren

Lauren Bellars
PA to Claire Mann, Chief Operating Officer, Transport for London
Palestra, 2nd Floor, Yellow zone, 197 Blackfriars Road, London, SE1 8NJ
Mobile: [REDACTED]

Please note – I may send and respond to emails out of hours, there is no expectation on you to do the same.



Gemma Jacob

From: Louise Cheeseman
Sent: 14 March 2023 12:14
To: Thomas Ableman
Subject: FW: Bus Electrification - FOR INFO ONLY
Attachments: 20210920 - BEC Steering Group - Sept Pack.pdf; 20210816 - BEC Steering Group v1.0.pdf; 20210419 BEC April SG - Minutes v1.0.pdf

FYI

From: Lisa Dipnarine <[REDACTED]@tfl.gov.uk>
Sent: 14 March 2023 09:41
To: Louise Cheeseman <[REDACTED]@tfl.gov.uk>
Subject: Bus Electrification - FOR INFO ONLY

Hi Louise, don't expect you to read through in detail, only for background, but at the 'peak' when we had the BEC team which Theo managed, the attached type of packs were produced every period for the Steering Group (we also had weekly Working Group meetings!).

This would definitely be too excessive now, the size of BEC was around 20 dedicated people.

The minutes will give you an idea of people that attended, again very excessive, that level of governance now is not required – and really only needs to be a few key people from Buses.

Also to flag to you that I 'chair' a ZEB Working Group every 5 weeks, attended by Tom, Richard, myself, Finn and a few others in my team and Finn's team – Tom and I will be looking at how we can repurpose this meeting to focus on ZE strategy. This meeting is a fallout from BEC as there are BAU activities that we continue to manage/track.

We can pick up again when Tom is back.

Thanks
Lisa

From: Lee Andrew <[REDACTED]@tfl.gov.uk>
Sent: 16 September 2021 17:22
To: Powell Gareth <[REDACTED]@tfl.gov.uk>; Doig Patrick (ST) <[REDACTED]@tfl.gov.uk>; Cunnington Tom (ST) <[REDACTED]@tfl.gov.uk>; Hobbs Geoff <[REDACTED]@tfl.gov.uk>; Rampton Richard <[REDACTED]@tfl.gov.uk>; Pallister Caroline <[REDACTED]@tfl.gov.uk>; Haughton Theo <[REDACTED]@tube.tfl.gov.uk>; Champion Daniel <[REDACTED]@tfl.gov.uk>; Dipnarine Lisa <[REDACTED]@tfl.gov.uk>; Blitz Bob (ST) <[REDACTED]@tfl.gov.uk>; Matson Lilli <[REDACTED]@tfl.gov.uk>; Cheeseman Louise <[REDACTED]@tfl.gov.uk>
Cc: Wood Matthew <[REDACTED]@tfl.gov.uk>; Curry Daniel <[REDACTED]@tfl.gov.uk>; Koning Benedikt <[REDACTED]@tfl.gov.uk>; Colgan John <[REDACTED]@tfl.gov.uk>; Guard Peter <[REDACTED]@tube.tfl.gov.uk>; Chuter Sara <[REDACTED]@tfl.gov.uk>; Frew Lachlan (TfL Strategic Problem Solving) <[REDACTED]@tfl.gov.uk>
Subject: BEC Steering Group Pack

Hi All,

Please see the attached pack ahead of Monday's BEC Steering Group. If anyone has any questions ahead of the meeting just let me know.

Kind regards,

Andrew

Andrew Lee

Executive Advisor – Strategic Planning & Governance, HR.

Phone: [REDACTED] | Mobile: [REDACTED]

11Y5, Palestra, 197 Blackfriars Rd, London SE1 8NJ | Email: [REDACTED]@tfl.gov.uk



The subject matter of this email may relate to matters which would be subject to consultation. The disclosure of information contained in it would or would be likely to be prejudicial to the commercial interests of TfL and/or LUL.

Gemma Jacob

From: Claire Mann
Sent: 23 May 2024 09:03
To: Nick Owen; Tom Cunnington; Kate Keane
Subject: Fwd: For information: Westminster Hall Debate on zero-emission buses
Attachments: TfL Mention Alert - Zero-emission Buses

Hi

I think we should come together and discuss all of the challenges and our role in this and maybe pull a story together on our position in all this and how the process works?

We have all the info just need a simple summary bringing together all the challenges I think.

Can we coordinate something?

Thanks

Claire

Claire Mann
Chief Operating Officer
Transport for London

From: Libby Landells Hayward [REDACTED]@tfl.gov.uk>
Sent: Wednesday, May 22, 2024 4:19:14 PM
To: +Executive Committee [REDACTED]@tfl.gov.uk>
Subject: For information: Westminster Hall Debate on zero-emission buses

Hi all,

Yesterday, there was a Westminster Hall Debate on the introduction of UK-made zero emission buses brought forward by **Ian Paisley (DUP, North Antrim)**. Wrightbus, a zero-emission bus manufacturer, is based in Paisley's constituency.

A range of MPs spoke at this debate, with **Guy Opperman, Minister for Roads and Local Transport** and **Simon Lightwood, Shadow Minister for Local Transport** speaking on behalf of the Government and the Opposition.

In his opening statement, **Ian Paisley (DUP, North Antrim)** stated the reason for bringing forward this debate was because despite the Government committing to deliver 4,000 zero-emission buses (ZEBs), UK-based manufacturers have been overlooked and this has resulted in many local transport authorities buying buses manufactured outside of the UK. He went on to state:

- Of the 2,270 buses purchased through the Government's ZEBRA 1 and ZEBRA 2 funds for zero emission buses, 46% have been manufactured outside of the UK.
- Buses arriving from outside of the UK have a shorter life-cycle than those manufactured inside the UK making them less sustainable and less efficient.
- We should be using this funding to be funding high skilled jobs inside of the UK.
- **At the weekend, Transport for London announced the purchase of over 100 new double decker electric buses from BYD, a China-based company.**
- The UN Human Rights Working Group has written in the past to ask if BYD was involved, through its supply chain, in alleged forced labour of minority ethnic workers and BYD did not respond. Our country has a duty to ensure that what we purchase has been manufactured ethically.
- **The decision by the Mayor of London and TfL to purchase buses from BYD must be taken back.**

- The Government must make sure that any zero emission bus purchased through the ZEBRA fund is manufactured in the UK and that social value is a large consideration throughout the tendering process. The Department for Transport should consider creating a Crown Commercial Services Framework for the purchase of zero-emission buses and work with other departments to understand how to prioritise domestic products.

Iain Stewart (Conservative, Milton Keynes South and Chair of the Transport Select Committee)

- We need to foster healthy and fair competition and this goes beyond face-value cost and includes whole-list cost and social value. Any allegations of unethical practices and hidden subsidiaries must be considered.
- There can be a place for manufacturers from outside of the UK. BYD has worked with Alexander Dennis previously.

Kenny MacAskill (Alba, East Lothian)

- **Unite the Union has advised that buses bought by TfL from China are up to £100,000 cheaper than those produced by UK-based Alexander Dennis and companies like BYD create a monopoly for themselves.**
- If UK-based manufacturers are forced to close, then the cost to the tax payer in terms of the impact on communities and employment is higher than that saved by purchasing the product originally through a manufacturer from outside of the country.
- Zero emission buses should be purchased from UK-based bus manufacturers who oversee the entire manufacturing, not just the assembling of parts bought from outside of the UK.
- We should focus on the potential of hydrogen-powered zero emission buses, not just electric zero emission buses to reach decarbonisation targets.

Ben Bradley (Conservative, Mansfield)

- Manufacturing zero emission buses in the UK is not only key to employment but also to skills opportunities.
- While the decisions on the purchasing of zero emission buses are those of the local transport authority, is the Government doing enough to advise on how this purchase should happen to ensure social and economic benefit?

Jim Shannon (DUP, Strangford)

- Zero emission buses have to be a major part of the work to achieve global net zero emission targets.
- The Government promised more domestically products as a result of Brexit, but manufacturing opportunities are now in the hands of the rest of the world rather than Europe.

Gavin Newlands (SNP, Paisley and Renfrewshire North)

- Alexander Dennis manufacture all buses entirely within the UK and provide job opportunities and social value.
- **It's not just TfL sending money abroad for zero-emission buses, but transport authorities across the country.**
- When compared to the Scottish low and zero emission bus schemes, the Government's ZEBRA scheme has been a failure, particularly when considering their domestic manufacturing sector.

On behalf of the Opposition, Simon Lightwood, Shadow Minister for Local Transport (Labour, Wakefield)

- Decarbonising the transport sector is essential to achieving net zero targets.
- Decarbonising what is now the single largest source of the UK's carbon emissions will be no easy feat, but Labour is crystal clear that with those challenges come enormous social and economic opportunities.
- The Government's ZEBRA scheme has left zero-emission bus ambitions 'woefully off-target'
- The sector has been left to set its own zero-emission bus targets in place of the lack of direction from this Government.

- A Labour Government will act as a strategic industrial partner, setting out clear priorities to provide the certainty that businesses and investors need to solidify the UK's position as a leader in clean industry.
- Labour will accelerate domestic battery-making capacity with a national wealth fund to part-finance the new gigafactory capacity that we will need to support the green transition.

**On behalf of the Government, Guy Opperman, Minister for Roads and Local Transport
(Conservative, Hexham)**

- The UK is part of the 2012 World Trade Organisation agreement on Government procurement which means that the Trade Remedies Authority is responsible for investigating any breach that results in unfair competition.
- Oversees bus manufacturers, like Yutong and BYD, are not state-owned and the pay of their employees will not be equal to that of the same in the UK given the different scale.
- Local authorities already must consider environment, social and governance regulators and the laws set out in the Modern Slavery Act 2015 before procuring a product.
- While the Government clearly want UK manufacturers to be commissioned in this country, it is most important too that they can also take orders from around the world. For example, WrightBus has been exporting vehicles to Hong Kong.
- As a result of the Government's action on zero emission buses, there has been a clear reduction in air pollution.

A full transcript of this discussion is attached.

Please let me know if you have any questions.

All the best,
Libby

**Libby Landells Hayward | Government Relations Advisor – Surface Transport and Air Quality
Transport for London**

 [REDACTED] |  [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)

[REDACTED]

Gemma Jacob

From: Colin Gerald
Sent: 20 September 2023 14:58
To: Shaun Raymond; Tom Cunnington
Cc: Finn Coyle; Kerri Cheek
Subject: RE: AVAS
Attachments: FW: TfL AVAS Trials; MBK19-2175.pdf

Hi All,

Let me start with what's defined in the spec

Partner Assist

4.4.1 Acoustic Conspicuity

All quiet running buses of category M3 are to be fitted with a front emitting Acoustic Vehicle Alerting System (AVAS) which is fully compliant with UNECE Regulation 138. This includes electric, hybrid and other alternative powertrains that are quiet running. This is required even if the bus already meets the minimum sound requirements of Regulation 138 without the AVAS; an AVAS sound is required on all buses to achieve a uniformity of sound across London.

This specification applies to Existing Fleet Vehicles, Retrofit Vehicles (as defined in the Retrofit programme) and all New Build Vehicles. Performance standards may vary depending on the vehicle category as defined in this document and attachments.

TfL has designed a unique Urban Bus Sound to be used for AVAS on quiet running buses in London and buses belonging to other organisations at TfL's discretion

Expand on email to [REDACTED]

1. In order to demonstrate R138 & additional TfL performance requirement compliance the system will have to be fitted to a bus. – If Elite wanted to retrofit a system to say an E200 model type, an authorised test facility would need to test performance/functionality is in compliance with R138 on that first bus type and then any subsequent bus of the same model type could be retrofitted with the same system (subject to DVSA agreeing with VTP5 non inspect route)
2. For new bus types the system is tested/certified as part of the whole vehicle type approval homologation route. Any subsequent bus of the same type can then be fitted with the same system. The only thing to add here is with the system technical report and agreed by DVSA it could cross over to support an application for a VTP5 retrofit on the same bus type, please see example email used for a London united AVAS retrofit campaign
3. For existing post registered buses to retrofit the system a VTP5 application is required to notify/update the DVSA vehicle records. This route would require documentary evidence (technical report) to demonstrate OEM approval for R10, system functionality/performance, and for electrical architecture integration. (Point 1 applies)
4. The important thing here is you need to be working/collaborating with a bus manufacturer who can advise/guide you through both new bus and post registered bus (retrofit) certification/approval.

With regard to 10000 buses being fitted with AVAS I would expect to see at the very least one similar test report as attached

Colin Gerald

Senior Engineer – Road and Surface Vehicles | TfL Engineering

Phone: [REDACTED] | Mobile: [REDACTED]

10th Floor, Palestra, 197 Blackfriars Road, London SE1 8NJ |

Email: [REDACTED]@tfl.gov.uk



From: Shaun Raymond [REDACTED]@tfl.gov.uk>

Sent: 20 September 2023 12:18

To: Tom Cunningham [REDACTED]@tfl.gov.uk>

Cc: Finn Coyle [REDACTED]@tfl.gov.uk>; Kerri Cheek [REDACTED]@tfl.gov.uk>; Colin Gerald [REDACTED]@tfl.gov.uk>

Subject: RE: AVAS

Hi all,

Please see attached e-mail that [REDACTED] is referring to for clarification.

I have cc'd Colin in for any further clarification if required.

Regards,

Shaun Raymond
Bus Safety Development Analyst

Bus Operations | Public Transport | Transport for London
10th Floor, Palestra, 197 Blackfriars Road, London SE1 8NJ



Mobile: [REDACTED]

Email: [REDACTED]@tfl.gov.uk



 Please consider the environment before printing this e-mail

From: [REDACTED]@elitevehiclesupplies.com>

Sent: 20 September 2023 11:50

To: Tom Cunningham <[REDACTED]@tfl.gov.uk>

Cc: Finn Coyle <[REDACTED]@tfl.gov.uk>; Shaun Raymond [REDACTED]@tfl.gov.uk>; Kerri Cheek [REDACTED]@tfl.gov.uk>

Subject: Re: AVAS

Hi Tom,

Thanks for your email. I appreciate you taking the time to respond to me.

Thank you also for clarifying that there are two phases to the responsive AVAS campaign. Of course it makes complete sense that if the current AVAS system can be easily updated to become a responsive AVAS system, using the current system fitted and therefore current supplier is the most beneficial option for operators and for TfL.

With regards to buses without AVAS that fall in scope of a retrofit of responsive AVAS, whilst we have sought clarification previously I do appreciate the opportunity to further clarify the situation. We always want to ensure we are working fully in line with TfL specifications.

Our current understanding is that any retrofit of AVAS (responsive or non responsive) does not require the system to have undergone the R138 homologation process. Our understanding is based on clarification we sought from UTAC and we do have an email I would be happy to share.

I also sought to clarify the situation with Shaun and on an email from Shaun dated 4th July, he appears to clarify the information we had been provided by UTAC regarding retrofits. UTAC and Shaun both mention that with retrofits, the only requirement is for the operator to submit a notification to the DVSA of any changes to the vehicle once the work is completed (I believe this to be of any AVAS system fitted, regardless of if the system has gone through homologation with an OEM). UTAC also mention that we may need to evidence that we are respecting the regulation 51:02 i.e. that the sound does not exceed 75dBA. There was no guidance from UTAC on specifically how to evidence this however we thought a sound measurement for each vehicle type would likely suffice. Our settings are within 50 to 60 dBA and therefore we don't anticipate a problem.

Just to mention that our system is fitted on over 10,000 vehicles throughout Europe and is supplied to OEMs including Daimler, Ives, Heuliez, VDL, Van Cool, Irizar and Ebusco. With regards to UK based OEMs, we are in the process at the moment of working with manufacturers to put our system through homologation with Switch, ADL and Wrightbus as we have customers throughout London who are keen to specify our system going forward.

With regards to the retrofit campaign, your email seems to go one step further than the information provided previously by UTAC and Shaun as you mention that r138 homologation certification is in fact required for a retrofit - am I reading that correctly?

With regards to TfL specification, we have developed our responsive AVAS system in line with the TfL specification and earlier this year we were having fortnightly meetings with Shaun to ensure we overcame any issues or queries in relation to the specification.

Our next step was to retrofit one vehicle in London so that we could demonstrate the functionality of the system to the operator and to TfL however I would like to clarify the situation regarding homologation for retrofits before we go any further. We are extremely keen to work in partnership with TfL at all stages.

I would be very keen to take up the offer of a call with Finn and Kerri, thank you. Kerri has already sent across a diary invite for Monday.

I look forward to hearing from you with regards to the clarification of the issue regarding r138 homologation certification for retrofits in London.

I appreciate this is quite a long email but I wanted to also mention a little more about Elite as this is our first interaction with you Tom; we are a customer focused company with a wealth of experience in the bus and coach market. Elite has grown significantly over the past few years due to our reputation for providing excellent service and reliable, proven products to operators. We currently supply products to all UK based OEMs and provide service, support and products to Go Ahead London, Metroline, Stagecoach London, Abellio and RATP. We are keen to build a positive relationship with TfL and I hope we can do this following this communication, whether this is regarding AVAS or any other future product or project.

Thanks,

On Tue, 19 Sept 2023 at 18:05, Tom Cunnington [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)> wrote:

Dear [REDACTED]

Thanks very much for getting in touch and providing an update on your progress – Shaun, Finn and I have discussed and I thought it would be helpful if I clarified a couple of points.

There seems to have been some confusion, in relation to our responsive AVAS upgrade campaign. This work is initially focused on upgrading existing buses within our fleet that have AVAS to Responsive AVAS and on that basis we have advised that the existing AVAS supplier for those buses will need to complete the required upgrade works.

In relation to buses without AVAS that will fall in scope for retrofit of AVAS and upgrading to Responsive AVAS where possible, we are advising operators that it is their responsibility to choose a supplier which complies with UNECE Reg 138 and TfL AVAS specification requirements and has the relevant certification and testing approvals in place.

I don't believe that you have provided the relevant documents and certification that confirm your AVAS system meets UNECE Reg 138 and TfL performance requirements. This is a prerequisite, alongside confirmation that your system has been fitted to a bus and tested at a relevant test facility. Ultimately each bus operator needs to be satisfied with both this formal approval, and with the resilience and total life cost of the system they install.

Should you wish to discuss further we are happy to arrange a follow up meeting and will invite Finn and Kerri to attend – I think next Monday may be an option for us if that is convenient.

I hope however this clarifies any confusion in relation to the current Responsive AVAS upgrade and AVAS retrofit campaigns.

Regards

Tom

Tom Cunnington

Head of Bus Business Development

Transport for London

Palestra – 10R2

197 Blackfriars Road

London SE1 8NJ

From: [REDACTED] <[REDACTED]@elitevehiclesupplies.com>
Sent: 12 September 2023 16:04
To: Shaun Raymond <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: AVAS

Dear Shaun,

I hope you're well.

I understand Transport for London are engaging with operators to advise them that there is funding available for a responsive AVAS retrofit campaign. When we last spoke at the end of August, the funding was not available so it's great to hear the situation has changed for this fantastic campaign.

I also understand yourself and TfL are advising operators there is only one supplier offering AVAS to the market.

As you know we have been engaging with yourself and TfL since January regarding our AVAS solution and we very much appreciated all your support with putting us in contacting with Actia to ensure we have a responsive AVAS solution to offer the U.K. market which meets the TfL spec.

We have engaged with UTAC who confirmed there is no requirement to undergo homologation for a retrofit campaign and we have our EMC R10 certification which I believe I have provided previously.

We are ready and able to undertake a retrofit campaign of responsive AVAS in London. We also have the engineering resource to support such a campaign.

Please can I ask you to ensure operators are not incorrectly advised that there is only one supplier of AVAS? We have previously had a similar issue with our Intercom System where operators were advised that Ardent were the only supplier; this was not the case then and it is not the case now with AVAS.

Prior to our last meeting, I had very much felt that TfL were supportive of the system we were developing and offering to the market and at one point, we were contacted directly by TfL to enquire if we could offer an AVAS system as part of a market sounding exercise. At our last video call meeting, I did feel a shift in tone and attitude towards my company but I had absolutely no idea why as previously the engagement had been so positive and I wondered if there was a problem? Have we upset you or TfL in some way? If there is an issue, I would welcome a discussion and the opportunity to overcome any issue. After the discussions with operators this week advising them of only one supplier of AVAS, I am very concerned that another supplier is being promoted to operators as the only supplier.

I look forward to hearing from you.

I would also like to offer an in person meeting next week with Elite and our manufacturer. If you do have any availability, we would welcome the chance to meet in person and we can provide any further information on Elite, our manufacturer, our AVAS system, our ability to deliver retrofit campaigns in London etc.

Thanks,

██████████

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████████████████████
Operations Director
Elite Vehicle Supplies Ltd

Tel: ████████████████████
www.elitevehiclesupplies.com

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██████████
Operations Director
Elite Vehicle Supplies Ltd

Tel: ██████████
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Gemma Jacob

From: [REDACTED]@byd.com
Sent: 03 March 2023 13:16
To: Lisa Dipnarine [REDACTED]@byd.com; [REDACTED]@byd.com
Cc: Tom Cunnington
Subject: RE: Electronics Watch - Email for Bus Manufacturers
Attachments: Electronics Watch.pdf

Hi Lisa,

My colleague [REDACTED] would be the best point of contact for this.

[REDACTED], could you support Tom and Lisa from TfL with this engagement? Thanks.

Regards,
[REDACTED]

From: Lisa Dipnarine [REDACTED]@tfl.gov.uk>
Sent: 03 March 2023 11:59
To: [REDACTED]@byd.com
Cc: [REDACTED]@byd.com
Subject: FW: Electronics Watch - Email for Bus Manufacturers

Hi [REDACTED] and [REDACTED], hope you are both well. Following up on the below email to see who the best point of contact would be to start engagement.

Thanks
Lisa

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From: Tom Cunnington [REDACTED]@tfl.gov.uk>
Sent: 20 February 2023 09:28
To: [REDACTED]@byd.com
Cc: [REDACTED]@byd.com; Lisa Dipnarine [REDACTED]@tfl.gov.uk>
Subject: Electronics Watch - Email for Bus Manufacturers

Dear [REDACTED]

TfL recently invited the organisation Electronics Watch to present at the TfL Bus Operator Forum in November (see attachment) to discuss their work in helping the assurance and due diligence of our supply chains. The meeting was attended by all London Bus Operating Companies – represented by all Managing Directors.

With support from all the London Bus Operators, it was agreed that TfL and Electronics Watch should directly contact manufacturers that currently build and supply zero-emission buses to the London bus market. We would like to start engaging with you on human rights due diligence as soon as possible and would be grateful if you can advise who is the best point of contact in your organisation.

One of the key areas TfL and Electronics Watch would like to work with you on establishing is supply chain transparency, which will help TfL to conduct human rights due diligence and manage risks structures. A key part of this will be to establish a process to facilitate effective collaboration between all parties to protect and improve the workers' rights in TfL supply chains.

Electronics Watch is an independent labour rights monitoring organisation for public buyers and aims to protect the rights of workers (labour standards, occupational health and safety and environmental conditions) in the supply chains of its members. On behalf of its affiliates, public procurement organisations from 11 countries, Electronics Watch works with brands, manufacturers and industry organisations such as the Responsible Business Alliance, towards sustainable improvements through worker-driven monitoring.

Electronics Watch has extended their successful impact model into the automotive sector to advance sustainable vehicle procurement as a systemic answer to the climate crisis.

Please be aware that everything discussed, or any information disclosed, will be kept strictly confidential.

We look forward to hearing from you.

Yours Sincerely

Tom

Tom Cunnington
Head of Bus Business Development
Transport for London
Palestra – 10R2
197 Blackfriars Road
London SE1 8NJ

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Gemma Jacob

From: Dan West
Sent: 11 August 2023 17:25
To: +BlogWatch
Subject: TfL BlogWatch - Friday, 11 August 2023

TfL BlogWatch

Friday, 11 August 2023

TfL/London Posts

Ian Visits – [HS2 will bury two Tunnel Boring Machines at Old Oak Common](#)
Ian Visits – [London's weekly railway news](#)
Lib Dem Voice – [++ BREAKING NEWS ++ Lib Dem candidate for London Mayor revealed](#)
OnLondon – [Dave Hill: ULEZ will hit poorest most, say London Tories. How else could they stick up for the capital's hard up?](#)
Ian Visits – [Off-peak travel on London's transport exceeding pre-pandemic levels](#)
Murky Depths – [London transport bounces back: Numbers up say TfL](#)
OnLondon – [Interview: The London Chamber's James Watkins on ULEZ, logistics and land](#)
Greenwich Wire – [Photos show inside the Silvertown Tunnel as tunnelling work comes to an end](#)
Ian Visits – [Petition to reopen the disused Finsbury Park to Alexandra Palace railway](#)
OnLondon – [Westminster: Almost 300 brands have applied for Oxford Street 'meanwhile' use scheme, council says](#)
Greenwich Wire – [Charing Cross closure to hit SE London's rail services for four weekends](#)
ABC – [Ticket office closures mean Londoners will pay double for day trips outside the TfL boundary](#)
Disability News Service – [Ticket office closures 'could lead to huge price hikes' for disabled Londoners](#)
ElectricDrives – [BYD and Alexander Dennis partnership delivers 1,500th electric bus](#)

Other Posts (links only)

Smart Cities Dive – [Robotaxi ride-hailing expansion approved by California regulators despite local objections](#)
Critic Magazine – [Rail riddles — the complex practicalities of rail travel](#)
Engadget – [Waymo and Cruise get approval to offer 24/7 paid robotaxi rides in San Francisco](#)
TechCrunch – [Cruise and Waymo win robotaxi expansions in San Francisco](#)
The Verge – [Robotaxis score a huge victory in California with approval to operate 24/7](#)
TechCrunch – [Electric aircraft makers Wisk and Archer end bitter legal dispute, agree to work together](#)
The Verge – [Rival air taxi startups Wisk and Archer settle their trade secret theft lawsuit](#)
Engadget – [Tesla faces fresh safety probe following fatal accident](#)
Lib Dem Voice – [Introducing ... Lib Dem Friends of Cycling](#)
TechCrunch – [Lyft takes a page from Uber's playbook: Ads](#)
TechCrunch – [Shared micromobility firm Veo launches retail seated scooter](#)
Washington Post – [Metro requires supervisors to check on train operator sobriety after incident](#)
Disability News Service – [Right to 'turn up and go' for disabled rail passengers 'under serious threat'](#)
ElectricDrives – [Introducing Auto Trader's ebike platform](#)
Zag Daily – [Dublin council makes 'e-cargo bike for business' scheme permanent](#)
The City NYC – [Congestion Pricing Scanners Debut on Broadway, As Lawsuit Looms](#)
Guardian Comment is Free – [HS2 is the white elephant in the room. If the Tories won't scrap it, Labour must | Larry Elliott](#)
Cities Today – [New York steps up enforcement on transit fare evasion](#)
Air Quality News – [Brighton & Hove's relaunched e-bike scheme enters second phase](#)
TechCrunch – [Uber, Nvidia-backed delivery robot startup Serve Robotics to go public](#)
Next City – [It's Time to Let Cyclists Use Crosswalks](#)
StreetsBlog NYC – [UPDATE: Another Cyclist — 21st of the Year — Has Been Killed by a Driver](#)
The City NYC – [MTA to boost 1 and 6 train service on weekends](#)
FT Opinion – [Lyft: fare cuts bring little cheer for Uber peer](#)

- Blog posts may include grammatical and/or spelling errors as they are not edited -

Ian Visits – HS2 will bury two Tunnel Boring Machines at Old Oak Common

<https://www.ianvisits.co.uk/articles/hs2-will-bury-two-tunnel-boring-machines-at-old-oak-common-64929/>

Two of HS2's large tunnel boring machines are to be buried into the site at Old Oak Common next year so they can wait there until a decision is taken about how to build Euston station.

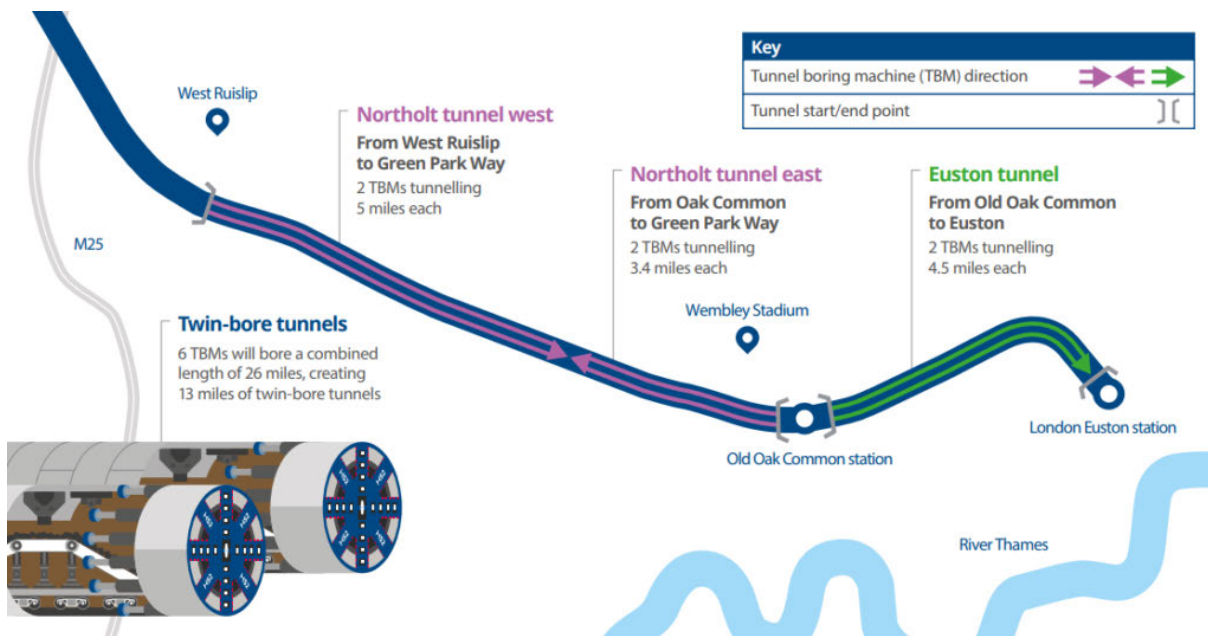


Two HS2 TBMS – at Ruslip earlier this year

The two tunnel boring machines (TBMs) are needed to dig the two railway tunnels linking [Old Oak Common](#) to Euston, but when construction of Euston station was paused [earlier this year](#), there was also the decision taken to delay the two connecting tunnels as well.

Although there's no practical reason that delaying the Euston station build would require the two connecting tunnels to be delayed, with Euston station effectively on lockdown at the moment it would require the station site to be partially reopened to allow the tunnel portals to be constructed for the TBMs to arrive.

HS2 has also [said](#) that delaying work on the Old Oak Common to Euston station tunnels allows them to focus on the section up to Birmingham. There's also a vanishingly tiny chance that the tunnel's alignment could be changed to meet up with a redesigned Euston station.



The London tunnels (c) HS2

So the two tunnels are also on hold, but to reduce disruption when the two tunnels do start being built, [HS2](#) will drop the two tunnel boring machines into position at the eastern end of Old Oak Common station in readiness for when they are needed.

The two tunnels were expected to start being constructed next year, and as there's a long lead time on ordering the TBMs, they will be arriving anyway, and installing them into the underground chamber where they will be needed also reduces the headache of storing them somewhere else and then assembling them later.

Placing the TBMs in situ also avoids disrupting Great Western mainline railway in the future, as it will be widened as part of the station build, and happens to be running over the top of where the underground chamber needs to be built.

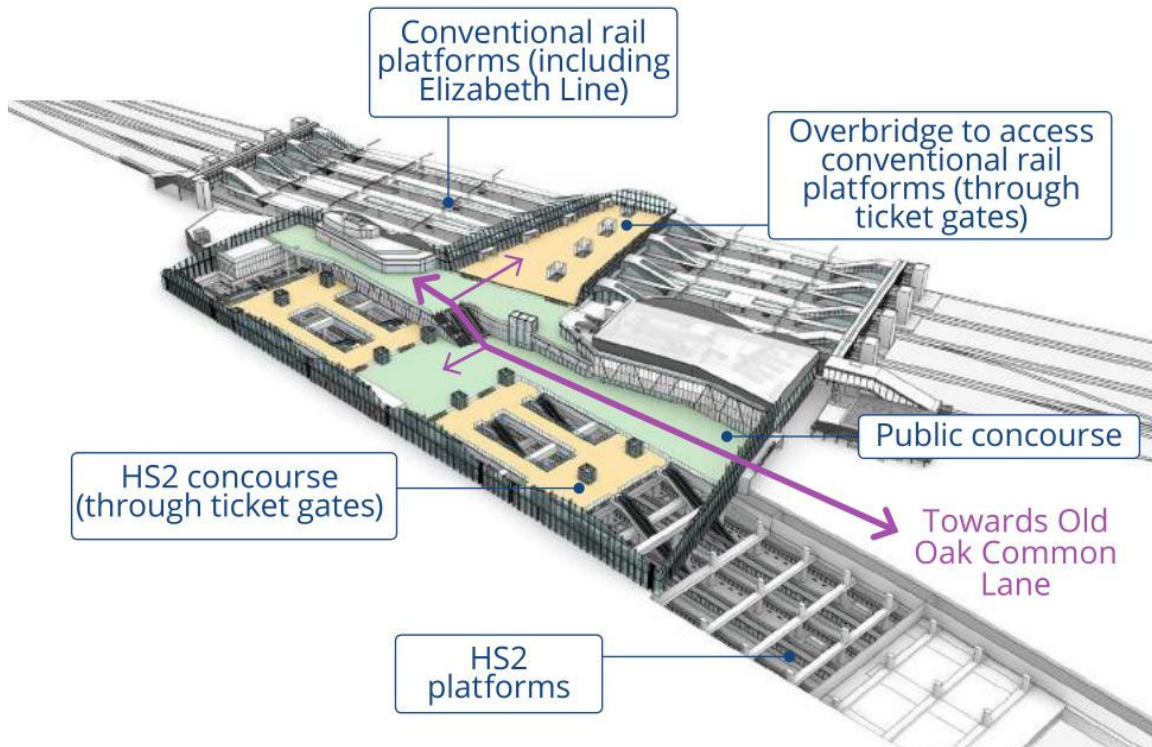
Although it sounds like a major intervention in the plans, and while it is unusual to put a TBM in the ground and leave it there, it's not unusual to build empty concrete boxes in the ground years, or even decades before they're needed.

When the Elizabeth line was being built, it made use of the [Moor House shaft](#) which was built in 2004 specifically for Crossrail, even before Crossrail was given approval in 2008. There's also a space under an office block in Victoria ready for when Crossrail 2 opens, and plenty of other examples of holes in the ground being built long before they are needed. All because it's considerably easier and cheaper to build them early and leave them empty than build them later*, and if they aren't needed, then there's a large empty space that will find a commercial use anyway.

The government has committed to opening the extension to Euston, so the TBMs will be switched on. Eventually.

Meanwhile, work carries on to complete Old Oak Common station, with six platforms for HS2 trains and eight at the surface for mainline and Elizabeth line services. Also, an ex-Crossrail tunnel boring machine is [about to start digging](#) a tunnel next to the station so that spoil removal and deliveries can arrive without using the roads. Although always required, the logistics tunnel will have added value when the Euston tunnel works start as they will be able to minimise the disturbance to the fit out of the Old Oak Common station.

Station layout



Schematic (c) HS2

When Old Oak Common station opens in 2029-33, as it will be the terminus, it's expected a large percentage of HS2 customers will switch to the [Elizabeth line](#), and [TfL is in discussions](#) with the government to secure orders for additional Elizabeth line trains to cope with the large influx of extra passengers.

The date that a modified Euston station will eventually open is not known, but it's now not expected to be [until 2040](#) at the earliest.

—
**I could add that building the structure for an 11-platform station at Euston and leaving a third of it empty would be a lot cheaper than building a 7-platform station in full and then trying to bolt on a few extra platforms later.*
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Ian Visits – London's weekly railway news

<https://www.ianvisits.co.uk/articles/londons-weekly-railway-news-358-64921/>

A weekly round-up of London's rail transport news...



The image above is from August 2015: [Photos – rebuilding a Victoria Line crossover junction](#)

London Underground

Tube passenger numbers at 85% of pre-Covid levels, says TfL [BBC News](#)

Man in hospital after being hit by Tube train at Wembley Park [Local London](#)

Mainline / Overground

Hundreds stranded at stations as Euston train services cancelled following London gas leak [LBC](#)

HS2 | Euston with only 7 platforms is not fit for the future network, experts say [NCE](#) (£)

The two tunnel boring machines that set off from just inside the M25 motorway are now three-quarters of their way under the Chilterns as they head north out of London. [ianVisits](#)

Eurostar boss: cheaper tickets for London-Paris trains are coming back [Independent](#)

HS2 is the white elephant in the room. If the Tories won't scrap it, Labour must [Yahoo News](#)

DLR

DLR looking for exemptions on accessibility regulations [ianVisits](#)

Miscellaneous

Train drivers' endorsement today of another six months of strikes show their "determination to win," Aslef has said. [Morning Star](#)

A petition has been started calling for a disused railway linking Finsbury Park to Alexandra Palace which is now a nature walk to be reopened as a railway. [ianVisits](#)

Mick Lynch has warned the Tories will pay a "heavy political price" at the next election unless they drop plans to close almost all railway ticket offices. [Mirror](#)

Services on the "Hogwarts Express" steam train can resume after being granted a temporary exemption to a safety rule. [BBC News](#)

Attacks on TfL staff up 10% in a year as workers face daily risk of violence [ITVX](#)

Art on the Underground will present a new sound artwork by London-based artist Shenece Oretha from this week. [The Voice](#)

Square Dance Caller's 'London Underground' Is An Ode To People Watching [Clash](#)

And finally: Couple catch flight for day trip because it's cheaper than train fare to London [Lad Bible](#)

The image above is from August 2015: [Photos – rebuilding a Victoria Line crossover junction](#)

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Lib Dem Voice – ++ BREAKING NEWS ++ Lib Dem candidate for London Mayor revealed

<https://www.libdemvoice.org/breaking-news-lib-dem-candidate-for-london-mayor-revealed-73647.html>

London Liberal Democrats have announced that Rob Blackie will be our candidate in the Mayoral elections next year.

Congratulations to Rob!



OK, so not quite the usual photo for a serious candidate, but we loved this photo of Rob with Hina Bokhari, London Assembly member. They had been Wombling on Wimbledon Common.

Rob grew up in Pimlico and now lives near Brixton in South London and runs his own business as an adviser to start-up tech companies.

Rob has been a life-long Lib Dem who served as Charles Kennedy's Director of Research during the Iraq War. Since then he has been the London Assembly candidate for Lambeth and Southwark in 2012 and a Londonwide list candidate in 2016 and 2021.

You can read much more about him [on his website](#), including his project that stands up to Russian censorship. [To the top](#)

OnLondon – Dave Hill: ULEZ will hit poorest most, say London Tories. How else could they stick up for the capital's hard up?

<https://www.onlondon.co.uk/dave-hill-ulez-will-hit-poorest-most-say-london-tories-how-else-could-they-stick-up-for-the-capitals-hard-up/>



As the city's Conservatives embark on a review of how they operate, how might they develop a key theme of their pre-election campaigning?

If we're calling it a "tax", London's Ultra-Low Emission Zone £12.50 daily charge can be defended as progressive only in the environmental sense. Financially, unlike income tax, it does not discriminate on grounds of wealth or income. Rather, it is a form of [flat tax](#) – one which is equally applied to all who have to pay it regardless of their ability to do so.

Therefore, like the VAT consumers pay on services or goods, the ULEZ charge takes a greater proportion of the money of the poorest than it does of the richest. London Conservatives, such as Greg Hands MP, who is also his party's national chairman, have drawn attention to this in opposing the forthcoming further expansion of the ULEZ, saying it will ["hit the poorest Londoners hardest"](#).

Yes, we might quibble with this claim: many of the poorest Londoners don't own a motor vehicle and therefore won't be affected by the next ULEZ expansion at all. It is also a little incongruous: Conservatives in general favour taxes being flatter, such as smaller differences between the income tax rates paid by the highest and lowest paid.

Nonetheless, let us take it at face value as an expression of concern for some of London's less well-off. And as Hands and colleagues [embark on an "internal review" of how their party is run in the capital](#), let us consider other ways in which London Conservatives can speak up for Londoners with low incomes as next year's mayoral and general elections approach.

Transport policy offers further opportunities, especially to Susan Hall, the Conservative candidate for Mayor (pictured), who is among the Tories who have criticised the ULEZ charge for its disproportionate impact on the least solvent motorists. Many Londoners who don't have much money to spare depend heavily on public transport to get to work or to seek it, especially buses. What better way to champion London's poorest than by promising to freeze the price of bus fares?

Of course, even though it might produce an increase in bus use, this policy would have implications for Transport for London's finances. But Hall, as a Conservative, might be in a better position than incumbent Labour Mayor Sadiq Khan to secure the help required from the Conservative national government, assuming it still exists come 2 May 2024 when the mayoral election will take place.

The present TfL funding deal is due to [expire at the end of March](#), but previous ones have been extended. Perhaps Hall could encourage such an extension and then be in a position to strike the next deal with her fellow Tories in Westminster, one that allows her to put London's low paid bus users to the fore. As someone who has criticised the

ULEZ expansion as a “money grabbing scheme” Hall would, presumably be equally opposed to TfL “grabbing” more of Londoners’ money through fare rises in general.

Housing is another area of policy where Hall could champion the interests of the poorest Londoners. Housing costs, typically in the form of rents, are a major contributor to an [estimated 2.2 million Londoners](#) – around 25 per cent of us – living in poverty. Proven and obvious ways to address this include the building of more homes for rent at well below market levels, enabled by a combination of sympathetic planning policies and central government funding.

London’s Mayors have significant powers in the linked policy areas of “affordable” house-building and strategic planning. Hall could again champion the poorest Londoners by vowing to secure from communities secretary Michael Gove the maximum flexibility for using funds allocated by national government towards building homes for social and low affordable rents. He has lately both shown and signalled an appreciation of the unmet need for them. Hall could publicly and privately urge him to go further.

She could also commit to persuading Tory-run outer London boroughs to increase affordable house building, such as on TfL-owned car parks. The transport body has been [looking for development partners for three it owns in Harrow](#), where Hall is a long-serving councillor. These schemes could provide around 400 affordable dwellings. Who better than Councillor Hall to facilitate getting them built? And while she’s talking to him about bus fares, she could encourage transport secretary Mark Harper to let TfL go ahead with its plans for homes on Cockfosters station car park, 40 per cent of which would be affordable.

An area of national government policy London’s top Tories could address as part of their internal review would be the amount of local housing allowance (LHA), available to private renters who need it. LHA rates have been [frozen by the government since April 2020 while private sector rents have rocketed](#). In London, according to the cross party local authorities group London Councils, this means [a meagre 2.3 per cent](#) of properties available for private rent are affordable to London households who depend on LHA.

In line with their commitment to London’s poorest over ULEZ, it is surely only a matter of time before Hands and Hall lead the cry for Rishi Sunak’s administration to sharply increase LHA rates in London without delay. Presumably, too, it won’t be long before we hear them demand that the Renters Reform Bill, currently [creaking its way through Parliament](#), is enacted as swiftly as possible.

These are just some of the ways in which London’s senior Tories can develop their ULEZ campaign theme of defending the least well-off Londoners against policies that make their lives more expensive and difficult. It is a theme they give every appearance of believing to be not only morally correct but also a vote winner. Will this fervour be applied more widely? Will its scope and levels expand? Over to you, Hands and Hall.
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Ian Visits – Off-peak travel on London’s transport exceeding pre-pandemic levels

<https://www.ianvisits.co.uk/articles/off-peak-travel-on-londons-transport-exceeding-pre-pandemic-levels-64919/>

Transport for London ([TfL](#)) says that its off-peak travel has recovered to pre-pandemic levels and exceeded them at times, although commuter traffic is still down on pre-pandemic levels.



Tube figures on Saturdays have surpassed 2019 levels on several occasions including 29th April (104%), 27th May (103%) and 17th June (104%), while the London Pride parade on 1st July saw 6.9 million entries and exits on the Tube network – making it the busiest Saturday on the network since December 2019.

TfL is citing a number of major events in the Capital as bringing people back into town and driving up passenger numbers on public transport. TfL is planning a marketing campaign to promote leisure travel on the network, which could be seen as a return to how London's transport network used to promote travel for leisure.

In the early days of the integrated transport network, there was a big push, led by Frank Pick to [commission posters](#) promoting the many attractions that could be visited by public transport to encourage people to buy tickets and travel there. Everything from football matches to day trips to the parks and evenings in the west end, these are often seen as the golden age of London's poster design.

Personally, I wouldn't mind seeing them back on the trains and buses again – a retro campaign not unlike the one that ran [earlier this year](#), or the mini-exhibitions that [some stations have](#), but on a much larger scale. Then again, maybe that's just me.

Away from the weekends, weekday ridership levels on the Tube and bus are now regularly reaching at least 80 per cent of pre-pandemic levels. London Overground journeys are surging back to around pre-pandemic levels, while bus demand is also seeing a strong recovery at around 80 to 85% of pre-pandemic passenger numbers.

Financially, while off-peak travel is pretty much back to where it was, the lower levels of peak hours travel, particularly commuting into central London leaves a larger hole in TfL's income than if the recovery was more evenly spread.

That puts London's public transport network in an awkward position, needing to be able to run a full service to handle the volume of passengers it carries at weekends and the mid-week recovery of commuting traffic, but to do so with less income from fares than it used to receive from commuters buying season tickets.

The travel numbers recovery is good news, but the revenue needs to follow as well.
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Murky Depths – London transport bounces back: Numbers up say TfL
<https://www.fromthemurkydepths.co.uk/2023/08/10/london-transport-bounces-back-numbers-up-say-tfl/>



Transport for London have put out [more information](#) on growth of public transport usage in London this summer as passenger numbers rise.

TfL highlighted that some days on Saturdays have exceeded 2019 numbers – albeit this is of course highly selective.



A busy DLR at Stratford

Generally though if you've read this site you'll know numbers have seen healthy growth across a number of modes.

Monthly data released has been [regularly covered](#) as well as [passenger usage after Freedom of Information requests](#). In addition, Transport for London's regular board meetings are a gem for [finding out the latest](#) without waiting for press releases (hello to the legacy press – see how many today [pretty much copy this word for word](#)) which have shown growth up to around 90 per cent of levels in 2019.



Elizabeth line a big success

As an example shown in GLA data, London Overground usage was higher in 2023 across the month compared to 2019.

Rail not so good

It's all in stark contrast to local rail within London which languishes on networks such as Southeastern Metro due to service cuts after government demanded cuts.



Taken last week

Add in decrepit trains and higher fares for similar journeys made on TfL and no wonder people turn away.

The floors are still bubbling up.



Floors bubbling

Interior fittings are often falling apart filthy with bits missing.



Filthy trains with various fittings loose or missing

Another transport mode that isn't doing well though are buses. They still see fewer passengers than before 2020 and have been on a solid downward trend for a decade.



Bus stop beside Abbey Wood station. Vague memories of when the then very irregular B11 called here

One bright spot is that bus usage around Abbey Wood station has doubled since the Elizabeth line commenced.

Perhaps the new Superloop express buses may alleviate that, with news out recently of a [faster route to Abbey Wood station](#) amongst other around the capital.

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OnLondon – Interview: The London Chamber’s James Watkins on ULEZ, logistics and land
<https://www.onlondon.co.uk/interview-the-london-chambers-james-watkins-on-ulez-logistics-and-land/>



The influential business organisation has had an important influence on the Mayor's keynote policy and hopes to have more

Amid the media and political furore over Sadiq Khan's forthcoming expansion of London's Ultra-Low Emission Zone (ULEZ), the views of organisations representing London's vast array of businesses have received relatively little attention. Yet they and the firms, large and small, they represent have had, and continue to have, significant input into the shaping of the policy.

The London Chamber of Commerce & Industry (LCCI), which represents over 7,000 London firms and works in partnership with affiliates in every London borough, has been very active over the ULEZ, consulting its members, setting out its position and, with some success, pressing City Hall for changes to help businesses adapt.

Given that opposition to the coming expansion – as with the previous one, in October 2021 – often cites the costs small businesses face, whether for replacing commercial vehicles that don't meet ULEZ standards or having to pay the daily £12.50 charge, some might be surprised that the LCCI has long been broadly supportive of the anti-pollution measure, even while arguing for more help for its members from the Mayor.

"I have to stress that I believe the evidence the Mayor has presented that poor air quality kills," said [James Watkins](#), the LCCI's Head of Policy and Public Impact, when we met last week. "There's no doubt on that score, and the Mayor is right to say we need to take action. We've only really wanted to encourage him to improve the implementation of the ULEZ scheme. It is about saving lives, as the Mayor rightly says. It should not be seen by Londoners, including in outer London, as yet another tax during the cost of living crisis. It's good business that people have good health. At the end of the day the Mayor is right to say, 'let's improve air quality'. Our focus has always been on the practicalities."

Our conversation took place in the LCCI's Queen Street office on the afternoon before Sadiq Khan's late evening announcement about [boosting the size of his ULEZ scrappage scheme](#) from £110 million to £160 million and widening access to financial help to every Londoner with a non-compliant vehicle from 21 August, along with immediately increasing the sums available for categories already eligible. While underlining the LCCI's backing for the ULEZ's air quality goals, Watkins expressed his wish for a concession the organisation had successfully lobbied City Hall for be extended.

The Mayor had already agreed to give businesses a “grace period” between ordering a ULEZ-compliant vehicle and receiving it, during which they would be exempt from the daily charge, as long as they could prove the transaction was underway. This was in recognition of the current failure of the supply of commercial vehicles to swiftly meet demand for them. Watkins said the grace period will enable many businesses to survive “an existential threat to them”. And he explained the LCCI’s view that this same flexibility should be extended to employees as well as employers, who may need cars to get to their places of work, to do their jobs or both. Simply put: “What’s good enough for businesses is good enough for the workers.”

That ask was not answered by Khan’s initiative last week, and Watkins has since urged the Mayor to take “one more step” and reach that destination by providing the same grace period “to cover all Londoners” as well as businesses and also charities. This, as he puts it, would mean “Londoners can join together to improve the air quality in our capital”.

As when we spoke, he drew attention to the “global microchip shortage”, exacerbated by political tensions with [the world’s main supplier, China](#), which is slowing production of electric vehicles, and the state of domestic secondhand market, which Watkins fears is not nearly big enough in London at present (the Mayor and his Conservative challenger, Susan Hall, have offered their own, conflicting assessments of availability across a wider area).

However, Watkins was also clear that many small businesses will “breathe a sigh of relief” that the scrappage scheme can now cover three vehicles, along with its extension to Londoners as a whole. And he and the LCCI will keep on lobbying. The context is the concerns LCCI member firms of all sizes have expressed about the expansion’s possible impacts.

A [survey of 510](#) of them conducted mostly in May, prior to Mayor Khan’s previous widening of eligibility for the scrappage scheme at [the start of June](#), found that nearly half were not worried about the London-wide expansion’s effect on their employee but that a third of them were, with a slightly higher percentage in outer London areas. In terms of effects on their costs, 46 per cent thought it would have no impact compared with 40 per cent who thought there would be a negative one.

It may be that businesses’ worries have been reducing since the survey, given the further adjustments Khan has made. But they seem unlikely to have disappeared. And there are a number of other, related, transport issues on the LCCI’s radar, for example the provision of charging points in outer London for electric vehicles. Watkins praised Mayor Khan’s progress on this in central and inner London, saying it will be “one of his great legacies”. But he was clear that there is still work to do in outer London areas, particularly for commercial vehicles, not all of which can use the same charging facilities as cars.

“We are in discussions with Transport for London in terms of how that infrastructure could be substantially improved,” he said. “As we move forward towards the Mayor’s vision for London to be Net Zero by 2030, you do need a really robust EV charging infrastructure.” Secure land on which to keep lorries and vans is another matter of concern. Is there enough of it available to support the capital’s logistics industry? “One of the concerns the industry has had for many years is the issue of truck crime,” Watkins explained. “Trucks have been hijacked occasionally in the middle of the night by criminals. If there were more secure truck parks that would not only help with delivery, but also with the safety of drivers, who do a difficult job really well.”

Watkins describes those drivers as “the unsung heroes of the business world, and of London full stop. We take for granted that people drive at two or three o’clock in the morning so we can buy a new pair of a jeans in a shop the next day, but the fact of the matter is they are absolutely fundamental.” Competition for London land is intense, not least for housing. Watkins accepts this, but argues that it is also needed for businesses and the jobs they provide. Michael Gove’s recent speech about housing, in which he made plain his willingness to intervene in the formation of Khan’s next London Plan, prompted the LCCI to write to Gove, making sure its view is understood.

The London Chamber prides itself on having a London-wide perspective. This has been quite literally demonstrated in recent weeks. It has hosted a by-election hustings with Hillingdon colleagues in Uxbridge in the far west, at which Labour’s candidate announced his conversion to ULEZ expansion opposition, and in Havering in the far east it has held talks and meetings covering skills – hot topic to return to another day – and local bus services. Both the council and Watkins would like to see these improved, making it easier for local young people in particular to get access to jobs around the borough.

As for the future of road user charging in London beyond the current work-in-progress, the LCCI has been fully engaged. In March, it provided the London Assembly’s transport committee with a [detailed submission](#) for its investigation of the issue, as it has to the House of Commons equivalent and to TfL. Its preference in all cases has been for a “smart” but simplifying solution which, in the specific case of London, should, in the submission’s words, “focus on improving air quality for Londoners, reducing congestion and tackling the climate emergency”. These align with the Mayor’s ambitions, including making London Net Zero by 2030. In the coming months we might learn how far they align with those of Londoners.

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Greenwich Wire – Photos show inside the Silvertown Tunnel as tunnelling work comes to an end

<https://greenwichwire.co.uk/2023/08/10/photos-show-inside-the-silvertown-tunnel-as-tunnelling-work-comes-to-an-end/>



The images show the base of the new tunnel's road surface in place (photo: Riverlinx)

Photos have been released from inside the Silvertown Tunnel to mark the completion of the main tunnelling work on the £2 billion road project.

The two bores of the tunnel, between Greenwich Peninsula and the Royal Docks, were finished last month when the tunnelling machine finished its journey back to the north side of the Thames.

News only emerged of the completion of the drilling work when Sian Berry, a Green Party London Assembly member, [shared photos of the machine](#) she had taken from the London Cable Car earlier this month.

Now Riverlinx, the company that is building and will operate the tunnel, has [published photos of the interior of the tunnel](#), showing concrete linings and a base for the new road surface in place. Riverlinx says that it plans to start putting the road surface down by the end of the year.

The tunnel will have dedicated lanes for HGVs and buses when it opens in two years' time. Sadiq Khan, who backed the project shortly after becoming mayor, has said it is needed to deal with persistent congestion around the Blackwall Tunnel. Opponents of the project say it will fail to do that and will make congestion worse in neighbouring roads.

Khan has said the tunnel – which will be tolled along with the Blackwall Tunnel – will be “public transport focused”, but [only two services are due to use the crossing](#) when it opens. Walking and cycling will be banned, but a consultation on a [shuttle bus for cyclists](#) is running through the summer.

Riverlinx is now excavating eight cross-passages between the two bores and is continuing work on the two tunnel portals, at Tidal Basin Roundabout on the north side and next to the Blackwall Tunnel on the south side.

Helen Wright, the head of the Silvertown Tunnel programme for TfL, said: “The completion of tunnelling works on the Silvertown Tunnel is a massive milestone, and to complete it in under a year shows the hard work and close collaboration of everyone working on the project.

“Engineers are working around the clock to deliver this project with minimal impact to those living, working and visiting the local area and we remain committed to delivering a project that supports growth in the local area and provide new public transport connections across the river.”

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Ian Visits – Petition to reopen the disused Finsbury Park to Alexandra Palace railway

<https://www.ianvisits.co.uk/articles/petition-to-reopen-the-disused-finsbury-park-to-alexandra-palace-railway-64906/>

A petition has been started calling for a disused railway linking Finsbury Park to Alexandra Palace which is now a nature walk to be reopened as a railway.



The railway line opened in 1867 as part of the Edgware, Highgate and London Railway, which built the railway from Edgware to Finsbury Park, linking up with the existing Great Northern Railway (GNR) into King's Cross.

A branch line from Highgate station to Alexandra Palace opened in May 1873 to capitalise on the expected popularity of the pleasure park. However, the Palace burnt down just two weeks after it opened. Although rebuilt and reopened two years later, it never really lived up to commercial expectations and the railway likewise never carried the number of passengers they had expected.

The expansion of the tram network and later the motor car didn't help the railway, and the line eventually closed to passengers in July 1954, and freight ceased in 1964.

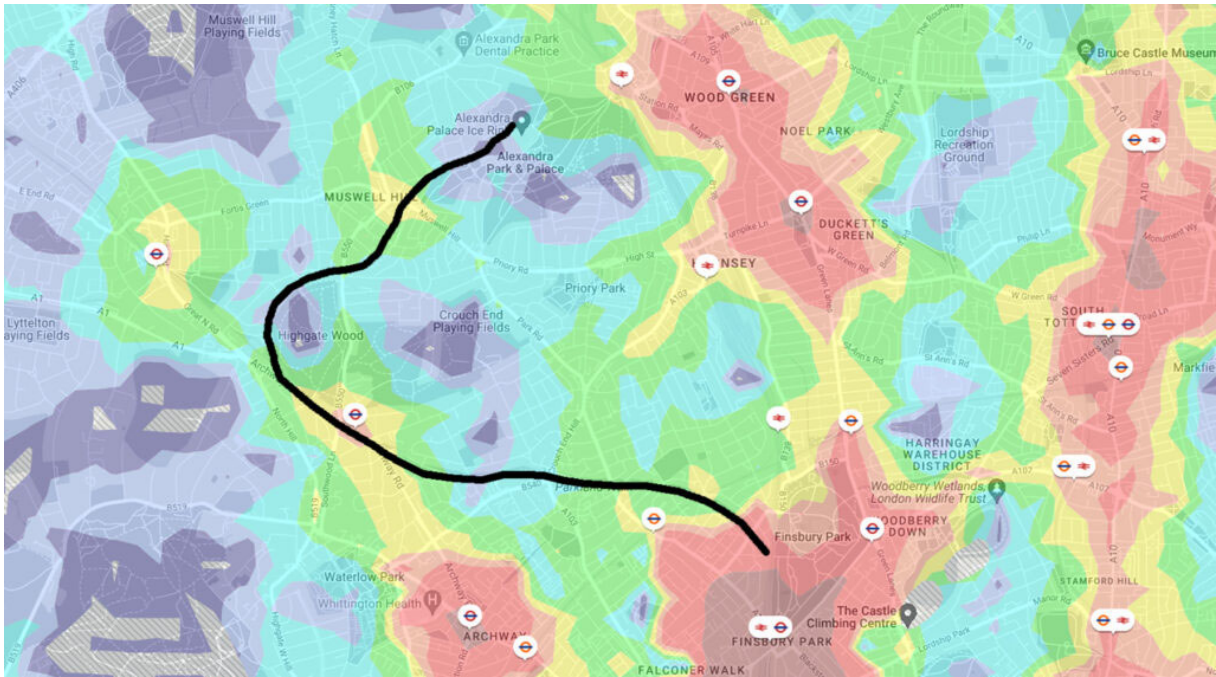
It opened as the [Parkland Walk](#), a nature reserve and footpath in 1984.

Now a petition is calling for the railway to be reopened.

The difficulty with the petition is that while it would undeniably improve rail transport in the area, there's no explanation in the petition as to whether it's cost-effective to provide. Nothing there about even the most basic consideration about where the funding would come from at a time when any railway project tends to need a lot of third-party contributions, nor the running costs or the expected level of passenger traffic to be expected.

But the main question though is whether the railway is even needed.

Transport for London ([TfL](#)) has a [nifty PTAL map](#) that plots access to public transport in London, from worst to best, and in general, most of the route of the old railway is around the middle zone in terms of quality of access to public transport.



TfL PTAL map with disused railway route overlay in black (PTAL red/yellow/green is good and dark blues are bad)

Not perfect, but the area is modestly densely populated and already well served by buses. The patches of poor transport tends to be where the numerous woods and parks are, so you wouldn't expect a bus route through the middle of those anyway.

To spend a small fortune rebuilding the railway when the benefits in terms of improving public transport access would be fairly modest and very localised into a small area would be a hard ask at the best of times.

To try to do so today would be exceptionally difficult to justify.

The petition is [here](#).

The local [Friends of the Parkland Walk](#) are, unsurprisingly, [unimpressed](#) with the idea of putting a railway through their nature reserve.
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OnLondon – Westminster: Almost 300 brands have applied for Oxford Street ‘meanwhile’ use scheme, council says

<https://www.onlondon.co.uk/westminster-almost-300-brands-have-applied-for-oxford-street-meanwhile-use-scheme-council-says/>



Emerging brands with imaginative ideas are being offered rent-free tenures to help revitalise the famous but ailing London high street

Westminster Council says it has had a good response to its scheme for attracting emerging small businesses to vacant retail spaces on Oxford Street in any effort to revive its fortunes.

Launched on 20 July, the [Meanwhile On programme](#), which will offer free retail space to selected applicants for an initial six-month period, has so far attracted nearly 300 hopefuls, including fashion, sustainability and wellness brands, the council says.

Run in cooperation with the New West End Company, the business improvement district organisation for the area, the goal of the scheme is in part to replace the ubiquitous “candy stores” that have sprung up on and around Oxford Street in recent years, lowering the reputation of the UK’s most famous high street and in several cases being caught selling illegal goods.

The street’s future has been the object of speculation for some time, with major retailers reportedly put off by the deteriorating environment and high rents. Marks and Spencer has warned it might pull out of its landmark shop towards the Marble Arch end having been prevented by Michael Gove from going ahead with redevelopment plans. However, there has been brighter news with the coming [return of the HMV music store](#) to its former home and a branch of IKEA [due to open in the former Topshop site](#) by the end of the year.

The council says it is in discussions with landlords to arrange the first Meanwhile On unit to be made available, with eight to more to follow over the next three years. These will provide the first physical trading spaces for a minimum of 35 enterprises in all. As well as being entirely rent-free, business rates for those chosen will be reduced by at least 70 per cent.

Meanwhile On, which takes its cue from earlier “meanwhile” or “pop-up” schemes for revitalising retail areas and giving opportunities to innovative young companies, is part of a wider drive by Westminster, which came under Labour control for the first time in its history last year, to invest in high streets throughout the borough under its “fairer economy” plan.

Prior to the May 2022 local elections, senior Labour politicians spoke of trying to attract new types of shops to the ailing street in an attempt to improve its image and attract new visitors. The council says it is particularly keen to work

with retailers who give customers an opportunity to see on the premises how their products are made, or to conduct workshops there, adding new dimensions to the shopping experience.

Applications to Meanwhile On can continue to be submitted until the end of the month.
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Greenwich Wire – Charing Cross closure to hit SE London’s rail services for four weekends
<https://greenwichwire.co.uk/2023/08/11/charing-cross-closure-to-hit-se-londons-rail-services-for-four-weekends/>



Southeastern Metro services will be unable to serve Charing Cross for four weekends Credit: The Greenwich Wire

Rail services across SE London are being cut back over the next four weekends because of engineering work which is closing Charing Cross and Waterloo East stations.

Southeastern Metro services will be less frequent and will run to Victoria or Blackfriars instead because a busy rail junction at New Cross is being rebuilt.

Thameslink services on the Greenwich line will also be affected, with only an hourly shuttle service between Plumstead and Rainham running.

Passengers are asked to check times before travelling. Services will be hit on:

- Saturday 12 and Sunday 13 August
- Saturday 19 and Sunday 21 August
- Saturday 26 to Monday 28 August – August bank holiday weekend
- Saturday 2 to Sunday 3 September

In addition, Cannon Street will be closed this Sunday and on August 21, with trains terminating at London Bridge, while there will be no trains at all at Deptford, Greenwich, Maze Hill or Westcombe Park on the bank holiday weekend.

Five sets of switches and crossings will be replaced as well as more than 1,000 yards of track, sleepers, and ballast.

David Davidson, Network Rail's Kent route director, said: "Over the past four years, we've invested more than a billion pounds into the railway in Kent and South East London, replacing and upgrading 1980s infrastructure to improve reliability for passengers.

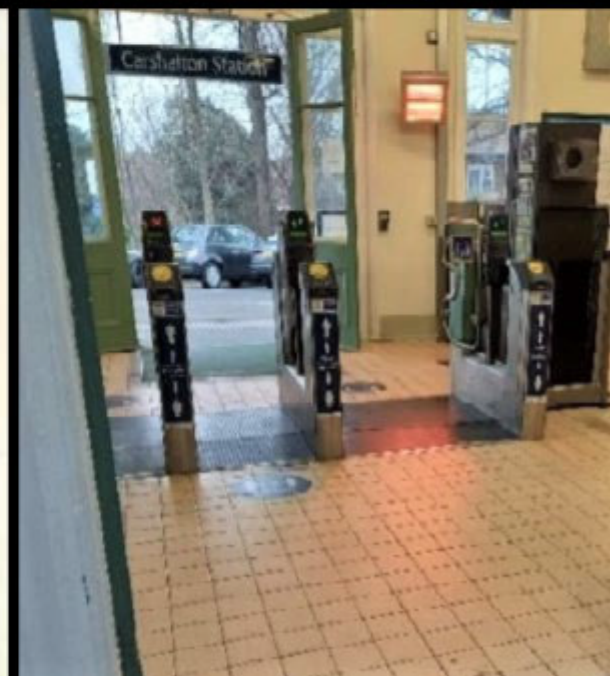
"That work continues with this investment at New Cross junction, a key location on the route into London Bridge, controlling the movement of hundreds of trains each day.

"Any incident on the route into London Bridge has a major impact on passengers and it's vital that our infrastructure is as reliable as possible. This vital work will bring tangible benefits for passengers when complete and we'd like to thank passengers for their patience while we undertake these works."

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ABC – Ticket office closures mean Londoners will pay double for day trips outside the TfL boundary

<https://abcommuters.com/2023/08/10/ticket-office-closures-mean-londoners-will-pay-double-for-day-trips-outside-the-tfl-boundary/>



Our new data project, based on 82 of the busiest stations in South East England, finds that if ticket offices are closed, Londoners will have to pay much more to take day trips outside the city – often double or even triple the price to destinations very close to the TfL boundary.

This is because of the expected withdrawal of special ‘boundary fare’ prices, which are only guaranteed to be available at ticket offices – and not on the major online platforms, nor most ticket vending machines. All Freedom Pass and London Travelcard holders are entitled to these lower prices, because their pass already covers their travel within the TfL boundary. So, anyone in this situation who purchases a full-price National Rail day return is already paying much more than they have to.

Our findings include price hikes of up to 190% for an off-peak day return to Dartford, and 243% for a peak-time day return to Epsom, Surrey. The effective removal of these fares from purchase has huge equality and consumer rights implications for every demographic. Once again, the biggest impacts will fall on the Londoners on the lowest incomes, especially older and disabled people holding ‘Freedom Passes.’

Boundary fares are not widely advertised, and neither National Rail Enquiries nor Trainline offers this as a search option, despite providing this for all the other main railcards, including regionally specific ones. (This issue has become so controversial that rail industry is already undergoing a multi-million pound [class action](#) for its concealment of boundary fares, in breach of consumer rights and competition law.)

Results of the boundary fares data project

Our survey covers 82 of the busiest stations in the South East selected according to the highest footfall station in each parliamentary constituency. This is the South East region as defined by ORR on their station [information page](#), covering all of Kent, Surrey, East and West Sussex, Hampshire, Buckinghamshire, Berkshire, and parts of Oxfordshire and Hertfordshire. The relevant train operators are Govia Thameslink, Southeastern, Chiltern, Great Western and South Western and London North Western. Ticket prices were collected across the two main day return ticket types – Off Peak Day Return (CDR) and Anytime Day Return (SDR). The data compares the National Rail Enquiries price on these tickets with their, much cheaper, boundary fare option, sourced from [brfares.com](#). See the Top Ten worst examples in both off-peak and peak tickets below, and the full data for the 82 stations can be [downloaded here](#).

<i>Off peak return fares</i>			
<i>Station</i>	<i>Constituency</i>	<i>CDR Off peak £</i>	<i>Boundary Z6 fare (CDR) £</i>
Dartford	Dartford	11.6	4
Sevenoaks	Sevenoaks	15.2	5.6
Leatherhead	Mole Valley	13.4	5
Oxted	East Surrey	13.3	5.1
Epsom (Surrey)	Epsom and Ewell	12.3	4.8
Redhill	Reigate	14.1	5.6
Gravesend	Gravesham	15.8	6.6
Bracknell	Bracknell	27.5	11.5
Three Bridges	Crawley	27.9	12
Windsor and Eton Central	Windsor	13.6	6
<i>Peak return fares</i>			
<i>Station</i>	<i>Constituency</i>	<i>SDR peak £</i>	<i>Boundary Z6 fare (SDR) £</i>
Epsom (Surrey)	Epsom and Ewell	17.5	5.1
Dartford	Dartford	19.7	5.9
Oxted	East Surrey	24.3	8.4
Beaconsfield	Beaconsfield	29.1	11.3
Redhill	Reigate	25.7	10
Sevenoaks	Sevenoaks	21.2	8.9
High Wycombe	Wycombe	32.8	14
Haddenham and Thame Parkway	Buckingham	49.8	21.6
Three Bridges	Crawley	35.8	15.8
Leatherhead	Mole Valley	18.7	8.5

The impact of fare hikes on all Londoners

The aim of our research is to highlight that the fight against the closure of ticket offices should be a key concern for every region. In London's case, the stealth removal of boundary fares is the perfect example of how ticket office closures mean huge equality law and consumer rights breaches affecting every demographic.

In this case, once again, we see the disproportionate impact fall on older and disabled people, who as residents of London boroughs, are entitled to a freedom pass, covering off-peak, and peak travel respectively. The price hike in most of our findings is so severe as to present an insurmountable barrier to travel for some of the lowest income groups, also restricting access to cash purchase.

It will remove access to leisure travel, and employment (especially self-employment), and actively prevent the care work and support that so many people on low incomes provide for their families living outside the city (for example, grandchildren and older relatives). In this sense, the removal of boundary fares will affect even non-users of rail – and in all of the most vulnerable and low income demographics.

The price hikes will also affect all London Travelcard holders (whether weekly, monthly or annual), which could include anyone regularly working or travelling in the city, as well as tourists to London. This creates huge cost barriers to travel for everyone, with the heaviest impacts falling on all Londoners on the lowest incomes; and discouraging use of the mainline railway for those who want to travel more in future, which may be essential to their employment and wellbeing.

Urgent questions to protect passengers

1) Increased costs and risk of £100 penalty fare

Freedom Pass and London Travelcard holders will also be subject to an increased threat from the new £100 penalty fare, hiked from £20 in January this year. We asked the Rail Delivery Group how passengers can still buy these tickets, how they can get the difference refunded if forced to buy a more expensive ticket, and how they can defend themselves if challenged by a ticket inspector with an unjust penalty fare.

However, the RDG failed to provide a solution to any of these problems. Neither the industry pledge that **“customers will never have to travel out of their way to buy tickets”**, nor their following claim, have any basis in reality.

“...in rare cases where customers are unable to buy the ticket they need at a station, they would be able to buy on their journey, at a ticket selling facility en-route or at their end destination. Across the network as a whole, many ticket retailing facilities will remain open at busy interchanges, smoothing the transition.”

In fact, the operators around Greater London include the six operators running driver-only trains on many lines, preventing ticket purchase onboard. If the closure plans go forward, it is unlikely there will be a ticket office at the journey's endpoint either, so the Rail Delivery Group is actively suggesting here that people should break their journey unnecessarily to buy a ticket, or travel out of their way to buy one.

2) Boundary fare prices unavailable online or at most ticket machines

Boundary fares are unavailable online or at most ticket vending machines, so passengers currently require assistance, or advice from ticket office clerks even to access these fares. We asked the Rail Delivery Group to say whether they had any plans to make these tickets available on online retailing platforms, such as their own platform National Rail Enquiries, or Trainline. This could easily be added as a search function, where many regional and disabled people's railcards are already listed.

The Rail Delivery Group refused to respond to this question but said:

“An estimated 99% of all transactions made at ticket offices last year can be made at Ticket Vending Machines (TVMs) or online. Where needed, TVMs across the network will be upgraded to sell a greater range of tickets...Across the network as a whole, there will be more staff available to give face to face help to customers out in stations than there are today.”

This statement is false and misleading. Firstly, the claim of 99%, which we note the Rail Delivery Group is now advertising as 97% as part of their extensive Google [ads campaign](#) linking to the consultation. It is currently impossible to trust any of their figures, but if we admit 97% as the truth, this still leaves 3% of 55 million fare types.

The situation (and equality impacts) is even worse for ticket vending machines, where 18%, or [1 in 5 tickets](#) purchased by passengers are currently unavailable. The unavailable tickets will of course include many of the cheaper fare options, as these are the ones most dependant on personalized advice from ticket office staff, due to the labyrinthine fares system.

Finally, as we argued in our recent [expert letter](#) on ticket office closures, any RDG commitments on staffing, ticket retail upgrades – or indeed any kind of future plans – have no regulatory or contractual basis, and have not been based on any public consultation nor any evidential basis.

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Disability News Service – Ticket office closures ‘could lead to huge price hikes’ for disabled Londoners
<https://www.disabilitynewsservice.com/ticket-office-closures-could-lead-to-huge-price-hikes-for-disabled-londoners/>



Tens of thousands of disabled people could face a huge increase in rail fares for many of their journeys outside London, if government-backed plans to close ticket offices across England are approved, campaigners have warned.

[The research](#) by the Association of British Commuters (ABC) shows that the tens of thousands of disabled people who hold a concessionary [freedom pass](#) – which entitles them to free travel across much of the capital – could be forced to pay inflated prices for many rail tickets once ticket offices are closed.

The price hikes will also apply to older people holding freedom passes and Londoners who have bought travelcards.

This is because so-called boundary fares are available from ticket offices but not online or from most ticket machines.

Boundary fares allow those with a freedom pass or a London travelcard to pay cheaper fares for many rail journeys outside the capital, as they are only charged for the fare from the edge of the zone covered by that pass.

ABC, a volunteer-led campaign, said it would have a disproportionate impact on older and disabled people and the price hike would be “so severe as to prevent an insurmountable barrier to travel for some of the lowest income groups”.

It believes the issue is a major breach of equality and consumer rights laws.

Emily Yates, ABC’s co-founder, said: “Once again, we are seeing the biggest impacts of ticket office closures falling on those already experiencing the most discrimination and financial pressure.

“It’s important to remember that the price of rail fares already disenfranchises so many people from travel – the people most affected are those who already survive financially by seeking out the discount options, and for whom advice from a ticket office clerk is essential.”

The ABC research shows the boundary fare penalty could mean an off-peak day return from a London terminal to High Wycombe in Buckinghamshire ends up costing £25 rather than £14 with a boundary fare, while an off-peak day return to Three Bridges in Sussex could cost more than £28 rather than £12 with a boundary fare.

One of the biggest price hikes is to Dartford in Kent, with an increase of 190 per cent for an off-peak day return (£11.60 instead of £4), and 234 per cent for an anytime day return (£19.70 instead of £5.90).

It is just the latest research by campaigners that shows how the proposed closure of nearly 1,000 ticket offices across England could negatively impact disabled people.

Asked if it was concerned about the boundary fares issues and the impact on disabled passengers, and what action it planned to take, the Rail Delivery Group – which represents the companies that run Britain’s railways – said: “The availability of boundary fares is being considered as part of the consultation, but no final decisions will be taken until the consultation has been completed.”

It added: “The aim of these proposals is to bring staff out from behind ticket office windows to offer more help for customers buying tickets and navigating stations.

“At the same time ticket vending machines are being upgraded, and we have committed that no customer will have to go out of their way to buy a ticket.

“No plans will be finalised until the end of the consultation period, and we encourage everyone who wishes to view the plans or take part in the consultation to go to their local train company website or visit Transport Focus or London TravelWatch by 1 September.”

DfT did not comment specifically about boundary fares, but it said train companies will be expected in their proposals to take account of whether passengers would easily be able to buy the right ticket for their journey.

A DfT spokesperson said: “Train operator consultations on ticket offices are ongoing and no final decisions have been made.”

A consultation on the proposed closures of nearly 1,000 ticket offices is being run by two passenger watchdogs, [Transport Focus](#) and [London TravelWatch](#), and it ends on 1 September.

At the end of the consultation period, Transport Focus and London TravelWatch will have 35 days to examine the responses before deciding whether to object to any of the proposed closures.

If any of the train companies decide to ignore those objections, the disputes will be referred to transport secretary Mark Harper.

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ElectricDrives – BYD and Alexander Dennis partnership delivers 1,500th electric bus

<https://electricdrives.tv/ev-buses/byd-and-alexander-dennis-partnership-delivers-1500th-electric-bus/>



- Electric bus partnership between BYD and Alexander Dennis has delivered its 1,500th electric bus, with this one being delivered to Go-Ahead London.
- The London bus group has already taken delivery of over 500 such buses, on a mission to decarbonise the city’s bus routes.

- The figure is an important milestone as towns and cities across the country begin switching bus fleets over to fully electric alternatives.

1,500 ELECTRIC BUSES ON THE ROAD

BYD has [announced](#) that in its partnership with bus manufacturer Alexander Dennis, it has passed the milestone of 1,500 electric buses handed over to customers.

The milestone was reached when Go-Ahead London received its latest zero-emission bus, which will be used on routes around the west London area. The bus is one of 577 delivered or on order to the capital. This large number has made it the biggest customer in the partnership, who received its first electric buses back in 2016.

Once the number of electric buses delivered to Go-Ahead London hits 600, a figure expected to be reached this year, the company will reach another important milestone. This will mean that 25% of its total bus fleet will be fully electrified. The capital as a whole, has targeted a complete zero-emission bus fleet by the year 2034.

The electrified buses supplied by the partnership are available in both single and double-decker forms, which makes them suitable for the vast majority of routes within the capital.

This is a significant handover for all involved and Go-Ahead London is to be applauded for its commitment to electric bus fleets, setting an excellent precedent for eco-friendly public bus services. Climate change is upon us, and Go-Ahead London is showing customers that it is taking proactive steps to address this. The delivery of 1500 electric buses clearly reflects the benefits of zero-emission electric bus operations, and the role they play in reducing carbon pollution in our towns and cities. BYD has been dedicated to electric bus innovation for over a decade, and we are proud that our pioneering technology is contributing to the success of our electric bus partnership with Alexander Dennis in the UK. Together, we have been delighted to support Go-Ahead London with its electric bus fleet requirements.”

Frank Thorpe, Managing Director of BYD UK

ARE OTHER UK REGIONS SWITCHING TO ELECTRIC BUS FLEETS AS RAPIDLY?

The nationwide situation is a little less impressive, as around 2% of the country's bus fleet was fully zero-emission, according to [government statistics from 2021](#). The country may have a deadline set for the sale of new passenger cars and light commercial vehicles, but there's

However, Go-Ahead's Oxford Bus Company is also investing heavily in the switch to electric, with 104 fully-electric buses on order, the first of which will arrive [later this year](#).

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Dan West | Head of Desk - Planning, Monitoring & Performance

Transport for London | TfL Press Office

Mobile: [REDACTED] | E-mail: [REDACTED]@tfl.gov.uk

www.tfl.gov.uk/media

The main press office number is [REDACTED]



At TfL we work flexibly – so whilst it suits me to email now, I do not expect a response or action outside of your own working hours.

Gemma Jacob

From: Marvin Cumberbatch-King
Sent: 07 May 2024 17:59
To: +BlogWatch
Subject: TfL BlogWatch - Tuesday, 07 May 2024

TfL BlogWatch

Tuesday, 07 May 2024

TfL/London Posts

OnLondon – [Sadiq Khan highlights youth and opportunity as he signs in for third term](#)
The Greenwich Wire – [Greens' mayoral candidate Zoë Garbett becomes London Assembly member](#)
The Greenwich Wire – [Woolwich Ferry returns to two-boat service after years of disruption](#)
City A.M. – [The City stands ready to help Sadiq Khan deliver growth for London](#)
IanVisits – [Gatwick Express: The 40th anniversary of British Rail's "supertrain"](#)
Tram, Train & Buscapes! – [London By Night!-1-2/5/24](#)
Big Issue – [May 2024 train strikes: Disruption as Aslef drivers walk out – here's everything you need to know](#)
Inside Croydon – [In Croydon, Labour's toxic track record makes it 'no Khan-do'\]](#)
The Greenwich Wire – [How the road to Sadiq Khan's election win began in Greenwich & Lewisham](#)
OnLondon – [Dave Hill: Lessons of Sadiq Khan's 2024 election win](#)
Diamond Geezer – [London Votes 2024](#)
Secret London – [Sadiq Khan Re-Elected For Record Third Term As Mayor: What Does This Mean For London?](#)
OnLondon – [London Elections 2024: Sadiq Khan wins historic third term as Mayor](#)

Recovery & Cost of Living Posts (links only)

City A.M. – [Londoners are working 197 days a year just to pay the rent](#)

Other Posts (links only)

The Guardian – [The Guardian view on the local elections: an anti-Tory landslide points to the end of an era](#)
Conservative Post – [British AI company Wayve secures over \\$1 billion to develop AI for self-driving vehicles](#)
Unherd – [The Channel Tunnel and the death of British ambition Thirty years on, our horizons have narrowed](#)

- Blog posts may include grammatical and/or spelling errors as they are not edited -

OnLondon – Sadiq Khan highlights youth and opportunity as he signs in for third term

<https://www.onlondon.co.uk/sadiq-khan-to-highlight-youth-and-opportunity-at-third-term-signing-in-ceremony/>



In a ceremony at Tate Modern, the re-elected Labour Mayor pledged to make the capital the best city in the world to grow up in

Having ushered in polling day with thunderstorms, London's weather was on its best behaviour for Sadiq Khan as he formally signed in as Mayor of London for a historic third term at Tate Modern this morning. After posing for photos on the Millennium Bridge with his wife, Saadiya Khan, the Mayor told an audience of journalists, City Hall colleagues and Labour council leaders that his victory on 2 May showed that Londoners had said "no to racism, no to division and no hate", demonstrating that former US President Donald Trump could not have been more wrong when claiming last week that the UK capital's door was open to extremism.

"The truth is that through the results of these elections Londoners have slammed the door shut on his brand of hard-Right populism," Khan said. On a lighter note he said the same lesson could be drawn from Independent mayoral candidate Count Binface winning more votes than the candidate of neo-fascist party Britain First. "Our story is one written by people of all faiths, all ethnicities and all backgrounds," he continued, saying it was the reason "London shines so bright today".

Khan recalled the experience of his late father after arriving in London from Pakistan encountering signs in shops windows saying "no blacks, no Irish, no dogs" and yet "only one generation on, thanks to the struggles and sacrifices of so many, his son, the child of immigrants, someone of Pakistani origin, Asian heritage and Islamic faith" had twice been elected Mayor.

He described London as a place of "progress, pluralism and endless possibility" but stressed "while we've made great strides over the last eight years in cleaning up our air, building the low-cost housing Londoners need and making public transport more affordable, I'm acutely aware that these are challenging times for our communities" due to the current high cost of living.

Khan said government cuts to services have "shredded the safety net, made it harder to tackle crime and led to a rise in the number of people sleeping rough on our streets" but that his third term will be dedicated

to providing people with “the best possible chance of success here in our city” with policies ranging from support for “baby banks” , the continuation of his primary free school meals programme, “working with London’s major employers to create high quality jobs and apprenticeships” standing up for renters’ rights and building more council and other affordable housing “so our families can put down roots”.

Youth clubs and opportunities for young Londoners and skills training for the unemployed and low paid would also be a priority, he said, and he spoke of “the London promise” that with “hard work and a helping hand” high achievement is possible. “We will do our utmost to ensure that London becomes a byword for opportunity again,” Khan said. “A place where the barriers of class, race and gender are finally broken down and where ladders of advancement are extended upwards for all.”

He continued: “Today, I’m pledging to make London the place in the world to grow up in, working with young people to develop new and innovative policies to support them from birth to securing a job, finding an affordable home and feeling safe on our streets.”

Ongoing work on reforming the Metropolitan Police, high-quality job creation and climate action would continue, Khan pledged. Air pollution filters would be installed in primary schools and London’s bus fleet will be “100 per cent zero emission” by 2023, he promised, along with more tree-planting and the cleaning up of rivers, including the Thames.

In advance of the ceremony, City Hall issued a reminder of the ten “key priorities” for the next four years the Mayor set out during his campaign. They are:

- Make free school meals permanent in London’s state primary schools.
- Keep TfL fares frozen until at least 2025.
- Never introduce a pay-per-mile road charging scheme in London.
- End rough sleeping by 2030 with support from the government.
- Build 40,000 new council homes by 2030 and build new “rent control” homes.
- Put 1,300 more police on the streets, and fund more youth clubs with £30 million investment.
- Provide record investment to tackle violence against women and girls, and deliver free legal support for victims.
- Continue world-leading climate action with a fully zero-emission bus fleet by 2030.
- Clean up the Thames, with a plan to make it swimmable within 10 years.
- Provide free skills training for any unemployed or low-income Londoner and create 150,000+ new good jobs by 2028.

You can watch the signing in ceremony [here](#).
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The Greenwich Wire – Greens’ mayoral candidate Zoë Garbett becomes London Assembly member
<https://greenwichwire.co.uk/2024/05/07/greens-mayoral-candidate-zoe-garbett-becomes-london-assembly-member/>



Zoë Garbett came fourth in last week's election to be mayor. Credit: Green Party

The Greens' London mayoral candidate, Zoë Garbett, has joined the London Assembly after the resignation of the longstanding anti-Silvertown Tunnel campaigner Siân Berry, just days after she was re-elected to City Hall.

Berry had been an assembly member for eight years but was last year selected as the Greens' parliamentary candidate for Brighton Pavilion, the seat currently held by former party leader Caroline Lucas.

Under the system of proportional representation used to pick London Assembly members, the Greens won three seats, with Berry first on the list and her City Hall colleagues Caroline Russell and Zack Polanski taking up the other two places in second and third.

Berry's resignation to fight for a seat at Westminster means fourth-placed Garbett, a Hackney councillor and former NHS worker, takes her place.

"I am excited to join the assembly and get to work for Londoners," Garbett said. "There is so much to do to improve the quality of our lives in London, stand up for people on the margins and hold the mayor to account."



Siân Berry had been a longstanding campaigner against the Silvertown Tunnel Credit: The Greenwich Wire

Garbett [finished fourth in last Thursday's election to be mayor](#), having just been beaten to third by Rob Blackie of the Liberal Democrats, who received 70 more votes. But the Greens will have three members of the 25-strong assembly compared with the Lib Dems' two, with Blackie just missing out on a seat.

Labour will be the leading party on the assembly, which scrutinises the mayor's policies, with 11 members, while the Conservatives will have eight and Reform UK one.

Berry said: "Zoë has shown how much of a difference she will make in City Hall, listening to Londoners and bringing their voices into the political debate. That's why she needs to be in this job as soon as possible. She is already a brilliant councillor and will be a brilliant assembly member for Londoners."

Before becoming an assembly member Berry had worked for Campaign for Better Transport, where she was one of the early campaigners against the Silvertown Tunnel.

Another long-standing opponent of the tunnel, the Liberal Democrats' Caroline Pidgeon, has stepped down after 16 years on the assembly.

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The Greenwich Wire – Woolwich Ferry returns to two-boat service after years of disruption

<https://greenwichwire.co.uk/2024/05/07/woolwich-ferry-returns-to-two-boat-service-after-years-of-disruption/>



The Woolwich Ferry's problems could be finally coming to an end. Credit: The Greenwich Wire

Years of aggravation for Woolwich Ferry users may now be coming to an end – with Transport for London pledging to run a two-boat service from 5am to 9pm, seven days a week.

The free ferry service across the Thames has been blighted by delays and disruption before and after the introduction of new vessels five years ago because of industrial disputes and technical problems.

Last year [services were briefly suspended](#) and cut back to a weekday-only, one-boat service in an attempt to fix the issues with the new vessels once and for all, while workers were [given a double-digit pay rise](#) to fix industrial unrest that had begun under the ferry's previous operator.

Now TfL says it is restoring the two-boat service and expanding operating hours in response to demand from users. Boats will run every 15 minutes.

Ferry users can also now hop on the new [SL2 Superloop bus from North Woolwich](#), linking the area with Barking, Ilford and Walthamstow.

Darren Ellis, the ferry's general manager, said: " "We are delighted to be able to offer a new and improved timetable for the Woolwich Ferry, with passengers able to benefit from more frequent journeys and longer operating hours.

"We recognise how important this service is, particularly to local users, and will continue to work hard to enhance the ferry's service and long-term reliability. This is just one of the ways the mayor and TfL are continuing to improve the capital's river services, which is key to building a better and more efficient London for everyone."

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City A.M. – The City stands ready to help Sadiq Khan deliver growth for London

<https://www.cityam.com/the-city-stands-ready-to-help-sadiq-khan-deliver-growth-for-london/>



Sadiq Khan has been reelected mayor of London for a historic third term. Photo: PA

The newly reelected Mayor is right to tout the merits of financial services. When the City succeeds, London succeeds, says Chris Hayward

As Sadiq Khan returns to City Hall for an unprecedented third term as Mayor of London, this is a good moment to take stock of the challenges in the next four years, that we in the Square Mile and Greater London must overcome together. Foremost is cementing London's place as a global powerhouse.

We must continue to be a dynamic, thriving city that people and businesses want to call home. That requires an entire ecosystem built for success: good transport, excellent schools, welcoming business culture and more.

But underpinning all our ambitions is economic growth and productivity.

Economic growth is vital for new, higher-paying jobs, creation of new businesses and products, and through increased tax revenues, helps fund our vital public services. As former Bank of England Chief Economist, Andy Haldane, said, 'sustained rises in GDP have been shown, over the course of history to improve our health, our wealth, and our happiness.'

The question of raising productivity levels is also crucial to shaping London's future. The United Kingdom's productivity rate – at a meagre 0.4 per cent annually over last 15 years or so – is less than half of our international peers according to the Resolution Foundation.

We must continue to take steps forward, driving economic growth and raising productivity by exploring new fields, harnessing new technologies, and supporting people to develop new skills.

The answer to these fundamental economic questions can be found in the financial and professional services sector that is based in the Square Mile.

City of London jobs are currently at a record high, up 13 per cent on pre-pandemic levels, whilst the sector contributed £294bn in economic output in 2023. Add to the mix the fact that financial services jobs are one of the country's most productive sectors – generating £177,000 in output for every job in 2022 – and you have a recipe for success.

Where the City succeeds, London succeeds. Where London succeeds, the country succeeds – it is that simple.

I was pleased to see Sadiq Khan touting the success of [financial and professional services](#) in his manifesto, highlighting our outstanding green finance and fintech sectors. Our most recent research shows in 2023, the UK's thriving fintech and technology sector received a significant portion of financial services projects, attracting more than a quarter of all financial services projects – underlining the UK's position as a global innovation hub.

At this critical moment, now is the time for all of London to work together to develop the skills, the investment, and the businesses of the future.

The Square Mile keenly awaits the Mayor's new 'London Growth Plan'. This is a tremendous opportunity to collaborate and develop sectors that are not only vital to the Square Mile, but for London and indeed the country. The City of London Corporation's own [Vision for Economic Growth](#) report highlighted raising investment levels, anchoring the UK as a leader in sustainable finance, and becoming a digital-first economy as central to our country's long-term economic health.

Working together, City Hall and Guildhall, I am confident that we will drive economic growth because the Square Mile has a track record of success of working with Mayors of all political persuasions.

We have delivered the Elizabeth Line, resulting in the Square Mile being more accessible than ever with Liverpool Street now the country's busiest railway station. We have delivered investment into our capital, working with London & Partners to attract international funding. And together, we will deliver a new, world-leading, London Museum.

We must keep delivering, keep working for the people and businesses all across London and further afield, and keep expanding our horizons. Our ambition must be to not only maintain, but strengthen, London's diverse economic and cultural appeal – the voters expect nothing less.

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IanVisits – Gatwick Express: The 40th anniversary of British Rail's "supertrain"

<https://www.ianvisits.co.uk/articles/gatwick-express-40th-anniversary-from-british-rail-to-supertrain-72064/>

Later this week marks the 40th anniversary of the official opening of the Gatwick Express, but not the 40th anniversary of when it carried its first passengers – that's next week.

That's because although the official launch, with the dignitaries and speeches, took place on Thursday 10th May 1984, the first passengers couldn't catch their first trains until Monday 14th May 1984. So while there are two "first days", Gatwick Express correctly considers the day it carried passengers to be its actual anniversary, as it's the passengers who matter, not the ribbon-cutting dignitaries.



1984 advertising campaign

When it was launched, the service was [said to be](#) the “fastest direct city centre to airport overland connection in the world”, cutting the existing journey time from 42 minutes to 30 minutes.

The Gatwick Express originates from the rather Heath Robinson approach given by the railways when the airport opened. Although Gatwick Airport was built with a dedicated railway station, the service between the airport and central London was just the usual trains that ran along the Brighton Main Line — but as the airport got busier, they needed a better service.

This was initially provided as a bit of a bodge: increasing the number of London Victoria to Bognor Regis trains but splitting the trains at Gatwick so that some carriages could be reserved for airport passengers.

This was barely an improvement, and by the late 1970s, the *Gatwick Liaison Group* started lobbying for a better rail service from British Rail. Eventually, that led to the creation of the Gatwick Express, when British Rail approved a [£6 million](#) investment in the Gatwick Express Service, [using](#) refurbished Intercity carriages and British Rail Class 73 locomotives.

The Gatwick Express. Quicker than tunnelling from Heathrow.



When you're flying to London, naturally you want to get there as quickly as possible once you've landed.

From Heathrow, it takes about 45 minutes on the underground to get to Piccadilly Circus. (The train stops 18 times.)

Once you get to central London, you can either change lines and walk to your final destination, or hunt taxis in the street. Good luck.

Fly to London Gatwick with British Caledonian, on the other hand, and getting to central London will be much easier.

The Gatwick Express will take you to Victoria Station in just 30 minutes, non-stop. And once you arrive at Victoria, it's easy to get a cab from the rank.

The trains run every 15 minutes from 05.30 to 22.00.

(Later services run at 22.30, 23.00, 23.59 and 01.00, then hourly until 05.00.)

They have air-conditioning, automatic sliding doors and plenty of luggage space between the seats.

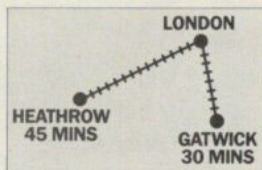
Also, you'll find it just as convenient on your way home.

The underground in London is never much fun, especially in the tourist season.

So why not fly via London Gatwick and take advantage of the Gatwick Express? It's designed for people who want air travel without any unnecessary stops on the way.

Like the 18 between Heathrow and Piccadilly.

We never forget you have a choice.



British Caledonian

Airlines used the Gatwick Express as a selling aid for their flights

It was advertised as offering a 30-minute service, so it shaved about 20 percent off the old journey time. The official launch on 10th May 1984 was inaugurated by the Lord Mayor of Westminster, Mrs Sitwell, who cracked a bottle of champagne on the buffers of one of the locomotives, renamed the Gatwick Express.

Curiously, while many people attending the launch date would have assumed they were the first to see this new train service, they weren't. Ahead of its opening, the train had been on a promotional tour around the north of England for some reason.

One newspaper [described](#) it at the time as a "supertrain", offering services every 15 minutes from 5:30am to 11pm, with a less frequent service throughout the night.

The service launched with an ad campaign by Hedger Mitchell Star using the catchphrase, "Catch the train and you've caught the plane"

However, there was nearly a disaster just a year later, when on [31st May 1985](#), a Gatwick Express train collided with the back of a slower commuter train on the approach to Victoria Station.

The two trains collided at Battersea Park Station in the morning rush hour when both trains were signalled to Platform Five. Sixty-five people were taken to the hospital for minor injuries, and ten needed to stay overnight. Fortunately, no one died or was seriously injured in the accident.

Despite that, a year after the Gatwick Express opened, British Rail reported that it had generated revenues of more than £14 million and that passenger numbers were up by nearly 40 percent on the route.

Although aimed at airport travellers, the fares were set at the same level as normal train services when launched, so London commuters living near Gatwick quickly realised they had just had a huge reduction in journey times without having to pay more for the faster trains.

The inevitable result was that the Gatwick Express trains were packed during rush hour. That didn't last long as just a year after the service opened, a [surcharge](#) was added to season ticket holders who wanted to commute on the express service.

The train also received royal endorsement when Queen Elizabeth II used it to get from her [modest little home](#) near Victoria Station to Gatwick Airport in March 1988 to open the airport's refurbished terminal building.

Although British Rail created the service when the railways were privatised, National Express, a bus company, [won the contract](#) to operate the Gatwick Express, beating off a management team, another bus company, and Virgin Trains. They took over in April 1996.

A decade later, the Gatwick Express was merged into the Southern franchise, partially so that it could be used to boost capacity south of Gatwick Airport, and Govia took over the Gatwick Express in September 2009. It's now part of the larger Govia Thameslink Railway.

There have been other changes over the decades.

Luggage porters were introduced in [1994](#) but didn't seem to last that long, a new uniform, designed by Paul Costelloe was introduced in [1999](#), at the same time they [started](#) selling Eurostar tickets for people flying in to the UK to travel to Europe.

The 1999 refresh was part of a [£100 million upgrade](#) to the service, which saw eight new trains ordered from Alstom, with modern facilities such as on-board fax machines for busy businessmen.

The service was nearly scrapped in [2006](#), when the government was concerned about capacity on the Brighton mainline and looked at whether the Gatwick Express was eating up too much space on the tracks. A fast service needs more empty track ahead of it to run fast, which means fewer slower trains can use the same railway mileage, and the Gatwick Express was taking up too much railway track. However, it was given a [reprieve](#), and in December 2008, the Gatwick Express started using refurbished Class 442 Wessex Electrics taken from South West Trains.

These were finally replaced in 2016 with the current fleet — which uses Class 387 trains in their bright red Gatwick Express livery.

Some will belittle the rail links between central London and the big three airports as little more than overpriced tourist fleecing boondoggles. But they serve an important function – they provide reassurance.

You've arrived at an airport you've never been to, to visit a city you've never visited in a country you might not speak the language — and it's reassuring to see a simple easy to understand transport link between the airport and the city centre.

People will pay a modest premium for the reassurance that they will be on a dedicated airport-to-city link and not have to squeeze onto crowded commuter trains with little space for luggage and not being entirely sure if it's even the correct train.

When it launched in May 1984, the second-class fare was £3.30 per trip. Adjusted for inflation, that should be £10.35 today. It'll actually cost you £20.50.

And though it started modestly, forty years later, the Gatwick Express is still going strong.

But the question – will you mark the anniversary on Friday 10th May or Tuesday 14th May?



Wine glass from the 10th May 1984 launch – author's collection

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Tram, Train & Buscapades! – London By Night!-1-2/5/24

<https://buscapade.wordpress.com/2024/05/06/london-by-night-1-2-5-24/>



Piccadilly

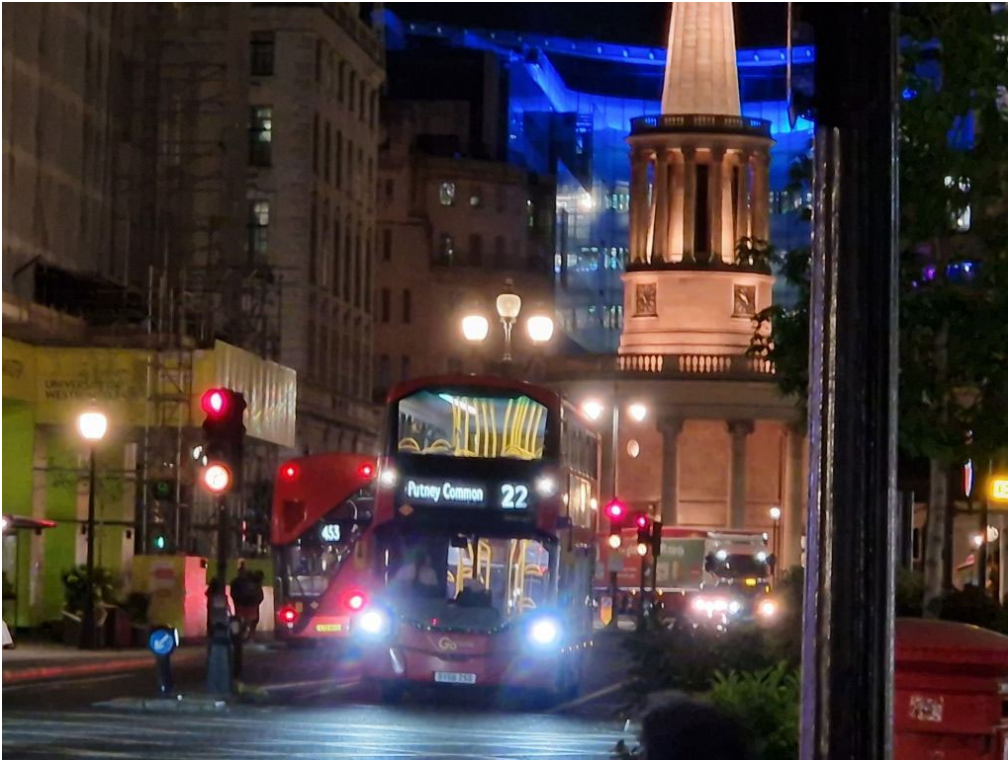
As mentioned in my previous blog “Southend By Train”, my wife Lynn & I had been spending a few days in London, seeing the show “Sister Act” at the Dominion Theatre on our first night, then headed to Southend for the day on our second day, taking Londoner Buses RML 887 on the T15 from Trafalgar Square-Tower Hill for Fenchurch Street station;



.....this trip ending with us heading from Fenchurch Street station on the Circle Line from Tower Hill to Great Portland Street, then going one stop on London General Enviro 400H EH37 on the 88 back to our hotel, the Astor Court on Hallam Street. Lynn then decided to have a quiet night in front of the TV whilst I had an hour's rest, then went out around nine to have a ride on some late night London buses!

This was the fourth time that I'd made such a move, this becoming quite a little tradition whenever we've stayed at the Astor Court. To begin the move, I crossed over the road to make the short cut through the courtyard of the BBC's Broadcasting House, opposite the hotel, passing George Orwell's statue and noting that a mock up of "Doctor Who's" TARDIS was still located in reception! I bet it wasn't there in the eighties when the BBC's embarrassment of the show ultimately lead to it's cancellation. Now, we're only a week away from a global relaunch of the show, with Disney Plus investing heavily and handling worldwide distribution, whilst the BBC will still hold sway in the UK, releasing the first two episodes at Midnight on Friday Night/Saturday Morning of the 8th May, with those episodes broadcast on BBC1 that evening before the Eurovisoin Song Contest! But I digress!

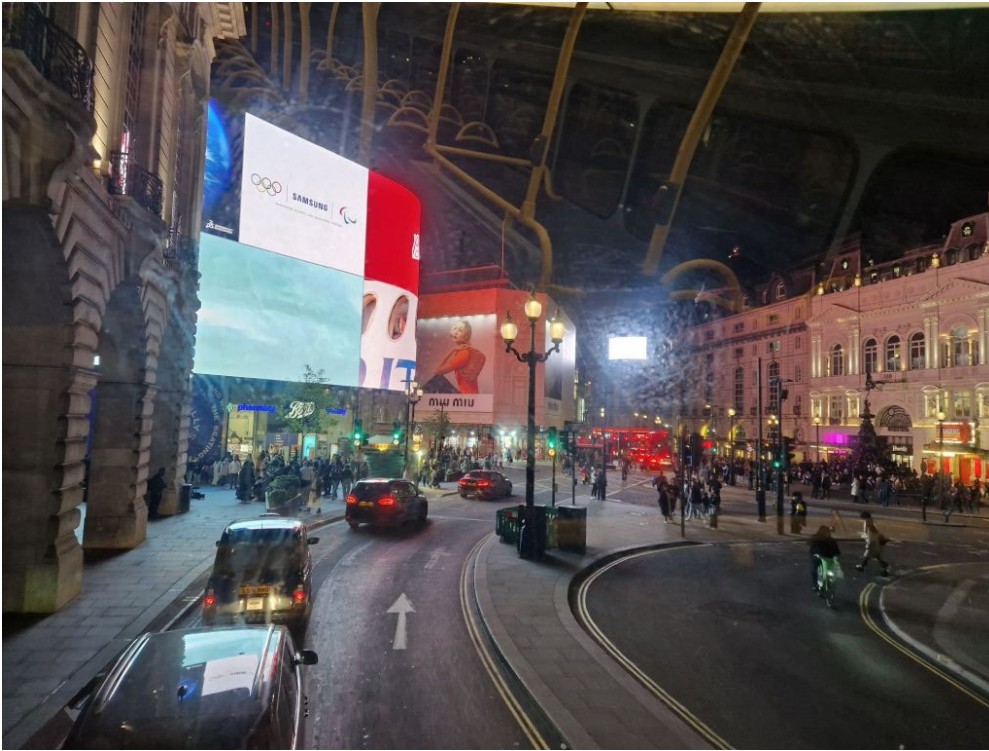
I then walked onto Upper Regent Street, just missing a 22, which starts from here and was the route that I was aiming for. Virtually anywhere else in the UK, at this time of night, this would probably mean a wait of at least half an hour but this is London, where good frequencies run up until the early hours, with the night network ensuring at least a half hourly service in most parts (more frequent at weekends) through to the early hours of the morning, when daytime service begins again! The only truly comprehensive 24 hour bus network in the UK! So it was only around ten minutes before Wright Gemini 3 bodied Volvo B5 hybrid WHV 161 turned up to begin it's journey on the 22 to Putney Common;



The 22

I'd chosen the 22 to begin this bash as it had been a while since I'd travelled over its unique section of route through Mayfair, passing Berkeley Square where, despite the song, I've never heard a nightingale sing! This section of route was originally served by the 25 before this was cutback to terminate at Oxford Circus in 1992 (today, this route from Ilford gets no further into Central London than Thameslink City station, on Holborn Viaduct) with the Oxford Circus-Victoria section passing to the 8, which lasted until the early years of this century, when that was cutback to Oxford Circus (and now terminates at Tottenham Court Road) with the C2, a former minibuss service that had been introduced in 1986 to replace the Oxford Circus-Parliament Hill Fields section of the 53, was extended onto Victoria, with this services 2018 withdrawal (the Parliament Hill Fields section being replaced by the extension of the 88 from Camden Town) seeing the 22 from Putney Common rerouted from its previous Piccadilly Circus terminus up to Oxford Circus via Mayfair, from 22nd October 2017.

However, as soon as I'd climbed the stairs, the automatic announcement system that features on buses running on all TfL (Transport for London) tenders, stated that the bus was now on diversion! Therefore, instead of turning right at Oxford Circus onto Oxford Street, we headed straight across into the main section of Regent Street, heading down to the bright lights of Piccadilly Circus;



„,so the first part of the plan had been bowled! Now, ironically, we were following the 22 from it's previous Piccadilly Circus terminus, heading onto Piccadilly.

The 22 number on this route dates from 3rd October 1934 from Putney Common, across Central London to Homerton, this cross London service lasting many years, the Homerton section surviving until 13th August 1988 on Monday-Saturdays, being replaced by one man service 22B, with the Sunday service following on 12th May 1990, by which time the 22B and it's 22A sister service to the Clacton Park Estate (which had begun as a one man service on 28th October 1972) had passed to Kentish Bus (the former London Country South East) on tender on 20th January 1990. I once rode a Kentish Bus dual door Northern Counties bodied Leyland Olympian on part of the 22A. Both the 22A & 22B were withdrawn and replaced mostly by route 242 on 28th February 1998.

The main 22 would remain operated by Routemasters, running from Piccadilly Circus-Putney Common, one of two Central London-Putney services to continue running with Routemasters (at least on Monday-Saturday-the other route being the 14 from Tottenham Court Road-Putney Green Man) with both routes finally losing their Routemasters in the type's last year of normal service, on 22nd July 2005. I would ride both routes for the last time on the iconic double deckers around a week before the routes were one manned, this day seeing London on high alert due to the 7th July suicide bombings that had taken place, with the end of the day descending into transport chaos as a second attempt by terrorists was thwarted! (see blog (Routemaster's Final Days-Part Two.)

We headed along the original 22 route down Piccadilly, with me noticing what would be the first of many "Polling Station" signs that I would see this evening, these obviously having been put up in readiness for Thursday 2nd May's London Mayoral elections, for which you'll all know by now was won by Labour incumbent Sadiq Kahn.

Reaching Hyde Park Corner, we then headed into affluent Knightsbridge, turning left before reaching that district's most famous landmark of Harods, heading down past the fashionable Harvey Nicholls (or Harvey Nicks, as it became popularly known in "Absolutely Fabulous!") bringing us to Sloane Square, from where we then headed along the Kings Road, Chelsea. Two ladies in their twenties got on here and sat behind me, having an animated conversation with each other, this displaying their very precise accents, very typical of the "Sloane Ranger" stereotype of young ladies around this area but I can honestly say that I've never actually encountered here before! Their conversation was fairly mundane, discussions about boyfriends and such like but it was clear that they lived an affluent lifestyle!. What I find interesting about this is, certainly as far as the UK is concerned, London is largely the only place where you'll find such affluent people relying on the bus! Probably, this is down to the sheer difficulty of using a car around here,

not only with the Congestion Charge and more recent ULEZ (Ultra Low Emission Zone) charges that Sadiq Kahn's opponents have largely campaigned against but obviously, we know now to no avail, but due to the general lack of spaces to park economically. This illustrates to me that there's far more acceptance of the value of all modes of public transport here than elsewhere, particularly the humble bus, seen far too frequently as the mode of transport for those who have no other choice! Actually, that's probably true of the two young ladies too, but elsewhere, it's felt by many that buses are merely for society's poorest.

The two ladies got off at separate stops on the edge of Fulham, after which we soon reached Putney Bridge, where I got off.

The 265

Putney Bridge is served by a plethora of routes in all directions, but the rough plan (and I stress that it was very much a rough plan!) that I had in my head, required that I head westward, with a quick look at the timetables at the stops on the edge of the bridge across the Thames made me decide that the 265 towards Tolworth would be my best option.

I'd travelled on a small section of this route before, on that July 2005 day when I rode Routemasters on the 14 & 22 for the last time. I'd caught the first RML class, thirty foot version of the Routemaster, RML 880 on the 14 all the way from Tottenham Court Road-Putney Green Man and then caught the bus in front back into Putney, my intention then being to ride a 22 out to its Putney Common terminus but I'd just missed one, a further complication being that it was one of the new Wright Gemini bodied Volvo B9s that were due to fully takeover the 14 & 22, rather than the Routemaster that I wanted to sample.

The first bus to appear in that direction was actually a Plaxton Pointer bodied Dennis Dart on the 265, so I boarded this, wondering how long I'd have to wait at the Common for a Routemaster to arrive on the 22. However, I hadn't realised that the 265 doesn't stop particularly close to the 22 terminus, the next stop being on the other side of the common, by Barnes railway station (which I've since discovered is really not very close to Barnes!) so I had to walk back across the common, by which time, a Routemaster had appeared on the 22, so I caught that back to Piccadilly Circus. I'd not been back to the Putney Common area since.....until tonight!

Checking Ian Armstrong's superb London bus route history website, the 265 began on 2nd June 1985, originally running as a circular between Putney & Roehampton, using Metrobus one man double deckers, running every thirty minutes, though the circular side of the route would cease on on the 3rd October of that year, terminating instead at Roehampton (Bessborough Road).

25th May 1991 saw the 265 converted to minibus operation, using MA class Alexander bodied Mercedes on a higher frequency, branded initially as Streetline, the route also being extended to Tolworth, with 13th September 1997 seeing the route extended within Tolworth to its current Red Lion Road terminus.

Today, the route is operated by electric single deckers, with SEe 212 (not sure what type this is, I'm sure someone will tell me!) being my stead. The bus was well loaded from this first stop, with me grabbing a seat towards the back and we then set off over Putney Bridge into Putney itself (The District Line's Putney Bridge station, together with the bus terminus used by the 265 amongst other routes, is actually in Fulham) almost immediately turning right along the road to the 22's Putney Common terminus, which we soon passed and headed over the Common, soon passing Barnes Station.

Behind me was a somewhat inebriated gentleman who insisted on striking up a conversation with all passengers behind the centre doors, including myself. He seemed friendly enough, though you could sense the nervousness in some of the responding voices, particularly the women, highlighting what many perceive as a very off putting aspect of using public transport, particularly the bus. In fact, when I posted the photos featured in this blog on Facebook, a friend responded that I was brave to attempt this late night move but, in all honesty, this drunken soul has been the only potentially unnerving (and I've encountered similar situations such as this before, so I've perfected an approach of responding but keeping things to a minimum, to avoid any risk of upsetting said drunk) aspect of both tonight's trip, and the three other such bashes that I've undertaken. London seems to have a lot of problems with crime at the moment (some of which is inexplicably blamed on Sadiq Kahn) but I can honestly say that I've felt perfectly safe on all these trips....though I have been careful about the areas that I've travelled to!

The inebriated gentleman wished us all a farewell as he got off in Roehampton, a suburb that we ran around extensively, dropping off most of our passengers around here, including a wander around some narrow estate roads that were full of parked cars, making progress tricky but we got through, as bus drivers mostly do! We ended up at the Roehampton ASDA store, which I've passed through on the 85 Putney Bridge-Kingston service in the past. As it was so dark, I found it difficult to work out where I was heading but it soon dawned on me that I'd seen the destination "Tolworth" on another bus that I'd travelled on recently, for it's the terminus of the 281 from Hounslow, which I'd ridden from Hounslow-Kingston on my last London trip (see blog "West London Freewheeling") whilst I'd seen that the 265 serves the Kingston By pass on the timetable at Putney Bridge, so I figured that this was the dual carriageway that I found myself heading around.

I began to get a little concerned that I was heading away from my rough plan but, upon entering the semi detached suburb of New Malden, I saw a lit up TFL roundel with "Superloop" written across it, which told me that I was crossing the path of the SL 7, formerly the X26 Limited Stop service from West Croydon-Heathrow Airport, which my friend Phil & I had ridden in November 2017, as featured in the "Buses For Fun" blog "Riding The X26 With Phil" but has recently, from 23rd July 2023, been renumbered SL7 as part of the new Superloop network of Limited Stop bus services introduced around Outer London, with TfL's other two Limited Stop routes, the 607 (Uxbridge-White City) and peak X68 (Russell Square-West Croydon) being renumbered SL8 & SL9 respectively to make them part of the network. It's not been mentioned, but I suspect that the development of the Superloop routes (with me having the intention of riding some of the other, totally new Superloop routes in due course) is to create an improved public transport alternative to those affected by last year's controversial extension of the ULEZ scheme to cover the whole of Greater London.

Therefore, I decided to get off the 265 here;



New Malden

I quickly found out which of the two Superloop branded stops was for the Heathrow direction and immediately looked at the timetable, wondering if I was too late (it was now around 23.20) for the last SL7 in this direction, but discovered that, despite having just missed one, there was still around three more departures left, so I waited for the next one, noting that the terminus of route 152 was opposite, so I photographed the E200 that was waiting time there;



The SL7

After around a twelve minute wait (for frequencies are good here even on Limited Stop services at this time of night!) Wright Gemini bodied Volvo B9 WV 490 arrived on the Heathrow bound SL 7, this being one of the buses that had most of it's lower deck converted to luggage accommodation when the X26 was converted to double deck operation from 15th April 2017, so I went upstairs (not that I'd have travelled downstairs anyhow!)

The X26 has a long established pedigree, being the successor to the 1955 introduced Green Line service 725 from Gravesend-Windsor, the route, like all the Green Line network passing from the Country Services division of London Transport to the National Bus Company owned London Country on 1st January 1970, when London Transport transferred to the stewardship of the then Greater London Council. The 725 didn't serve Heathrow but the growth of air travel in the seventies saw alternate journeys rerouted via the Airport as the 726 around 1977. Eventually, the 726 would replace all the 725s.

The general decline of the Green Line network after the privatisation of the split up (in 1986) London Country companies saw the 726 withdrawn from 15th April 2005, but TfL would feel that the service needed to survive, at least within the Greater London area for which TfL were responsible, therefore, the following day would see the X26 begin, running from West Croydon-Heathrow.

Quite alone on the top deck, we headed into Kingston, crossing the Thames over Kingston Bridge before heading out into suburban Teddington, from where the bus would run non stop to Hatton Cross Station, on the edge of the massive Heathrow complex, the 24 hour 285 Kingston-Heathrow service covering all the stops on this section. Unfortunately, this non stop status was rather nullified by a lot of the roads along this section featuring a 20 mph speed limit, which the driver strictly adhered to, so it didn't feel a particularly fast run!

Not long after, though, we reached Hatton Cross, then continued along the Airport Perimeter Road, the airport apron being full of parked up planes, no flights taking place at this time of night to allow the local residents a decent night's sleep! Then, it was into the tunnel under that apron taking us to Heathrow's Central Bus Station, next to the airport's Terminals 1 & 2.



Heathrow Bus Station

As well as local bus services, the bus station contains a coach section, which was very busy with overnight services, operated by both National Express & Megabus;



Whilst I was waiting, a member of staff in the Coach Station continuously announced that the information screens containing details of departures were not working and passengers should listen out for announcements for when their coach would arrive, this including National Express journeys to Derby, Bristol & Portsmouth.

Despite the lack of planes taking off, the Airport never sleeps, with loads of staff bustling about preparing for the next day of flights. Therefore, many of the bus services terminating here run 24 hours a day, such as the now electric bus operated 111 to Kingston the indirect way (see blog “West London, Slough & Surrey” for details of a trip on that route during it’s short period of New Routemaster operation)



Meanwhile, other overnight routes are N prefixed services, this prefix being introduced in 1960, which are different, mainly longer, than equivalent daytime services, a good example being the route that I was to use next, the N9.

The N9

The daytime 9 is one of the main Central London bus services, running from Aldwych-Hammersmith Bus Station, but the N9, introduced on 25th February 1994, though rerouted on various occasions since, heads beyond there, following the H91 & 237 routes out to Hounslow, from where it then heads to Heathrow, first serving Heathrow Central before then making it’s way back under the tunnel to serve Terminal 4 before terminating at Terminal 5.

Regular readers may recall a previous trip on the N9 back in December 2019 (see blog “Night Bus From Heathrow”) and it was a measure of how much I enjoyed that trip that I’d decided to head out this way again. Running every half hour throughout the night, I had to wait around ten minutes before the next Central London bound departure arrived from Terminal 5, this being LT 112.

Unlike the SL7, this was a busy journey, with many people getting on, though I still managed to grab the offside front seat upstairs as we set off under the tunnel to reach the A4. The New Routemaster, or “Borismaster” as it’s frequently nicknamed, is the distinctively designed hybrid “New Bus For London” sponsored by former London Mayor (and the Prime Minister) Boris Johnson to provide an effective, iconic replacement for the original Routemaster, which had left London’s streets (apart from Heritage operations and other uses) some years before Boris was elected. Highly controversial due to it’s cost, the Borismasters have their detractors but, with 1000 of them in use across London, they have become an iconic sight right across the capital, spreading out of the Central area following the cutting back of so many Central London routes, plus being cascaded away from routes converted to electric operation, such as the 111 and personally, I rather like them!

Once on the A4, an area still full of homage to Heathrow with various hotels and other airport related businesses being present, we headed into Hounslow, passing the wonderfully art deco Hounslow West

Underground station, the terminus of the Piccadilly Line before it's 1975 extension to Hatton Cross, then it's 1977 extension to Heathrow. We then passed into Hounslow itself, calling outside the bus station and it's RATP London United garage. Onwards we continued, through Isleworth, Brentford & Chiswick before reaching the Hammersmith terminus of the daytime 9, passing very full outward N9s, illustrating how busy the Night buses are, being even more so at weekends.

I must admit, with it being five years since I last made one of these late night bashes, I was beginning to feel quite tired on this occasion, perhaps I'm getting a little too old for such intensely long days! As we headed down Piccadilly, I noticed a young couple sleeping rough outside Green Park tube station, right next to the affluence of the Ritz hotel, quite a brutal demonstration of the differences in life that divide us!

Then, another of those little TfL announcements played, this one announcing that the bus was now terminating short of it's Aldwych terminus, with a further announcement as we headed down Piccadilly stating that the bus would be terminating at Piccadilly Circus. Not sure of the reason why, perhaps road works, which seemed plentiful around Central London at the moment! Still, it made no difference to me, as I intended to get off at Piccadilly Circus anyway!

Despite the announcement, the driver still had to come upstairs to tell people that the bus was terminating, as many passengers were wearing headphones!



I then walked around the corner into Regent Street and waited for the next bus towards Oxford Circus. Ideally, I wanted either an 88, 453 or N18 to Harrow Weald that carried on up Regent Street, serving the Portland Place bus stop that was the closest to the hotel. Two buses soon appeared, one terminating at Oxford Circus (I can't remember what route it was on.) but the second was Wright Gemini 3 bodied Volvo B5 hybrid VH 45229 on an N18 short to the daytime 18's (which starts from Euston) terminus at Sudbury, so I boarded this for the short run up Regent Street, crossing over Oxford Circus and getting off at Portland Place, then walking across the quiet streets to ring the hotel's night bell. Once in my room, I found Lynn already asleep, so I soon joined her. Yes, I think I'm getting a little too old for this long a day!

The Rest Of The Holiday

We had one more full day, with Lynn wanting to visit the new shopping centre built within Battersea Power Station but decided to visit the Breadline cafe at Trafalgar Square first, so we waited for either an 88 or 453 at the New Cavendish Street stop that was the closest stop for buses heading into the Central area for us.

We waited...and waited but after around ten minutes, I checked on the bustimes.org website to see if any of the two routes were tracking. The result revealed no buses on the Marylebone section of the 453, and only one 88 at the Parliament Hill Fields end. Therefore, we made our way to the Oxford Circus Underground and caught the Bakerloo Line to Charing Cross, had a couple of bacon rolls at the cafe, then caught the Northern Line over it's new branch (see blog "The Northern Line's New Bits! And Other London Bits!") to Battersea Power Station, finding the new shopping centre to be awfully posh and pricey (though we did lash out on an incredibly nice ice cream!) though seeing inside the former Power Station was fascinating (I plan to write a forthcoming "MARKing Time" blog about the Power Station and various other bits about our London holiday.)

Returning back to town on the Northern Line, we went for lunch in a pub that we'd found on our first day here, the Horse & Guardsman on Whitehall, which, as well as serving sublime McMullen of Hertfordshire ales, their pale ale washing down some superb pub fish & chips, also does great food! We then found out why there were problems on the 88 & 453, as a section of road off Trafalgar Square had been closed, resulting in a lengthy diversion up Charing Cross Road and down Shaftesbury Avenue, this adding considerably to the journey time, resulting in the 453 that we'd caught suddenly gaining a terminating short announcement, stating that we were terminating at Piccadilly Circus. We jumped on an electric BYD on the 94 behind it, planning to get off at Oxford Circus but as we passed Piccadilly Circus, I spotted an 88 coming up Piccadilly, obviously on a different diversion to the 453, so we got off on Regent Street and caught the 88 to Portland Place.

That evening, we went to see Agatha Christie's "Witness For The Prosecution" at County Hall, by the London Eye, so catching a 453 straight there should have been easy but for the effects of that diversion! So we resorted to a very full, peak hour Underground again, taking the Bakerloo Line to Waterloo, then catching a Borismaster on the 11-very much a new arrival here, having been rerouted from it's traditional route through Trafalgar Square, along the Strand & Fleet Street to Liverpool Street on 29th April 2023, two stops to St Thomas Hospital, directly opposite County Hall, the 1922 built former home of London County Council and the Greater London Council before the latter's April 1986 abolishment, with the play taking place in the former council chambers, where many decisions about London life, including it's transport services, were discussed and made! Superb play, with a marvellous twist!

After the play, we decided to risk waiting for a 453, which seemed to have calmed down, the electronic indicator saying that several were due. Whist we waited, I took this photo of the Houses Of Parliament and Big Ben.



The Borismasters parked up on Westminster Bridge are laying over on the 12 to Dulwich, which normally heads to Oxford Circus but the delays caused by the Trafalgar Square diversion had prompted most 12's to terminate at Parliament Square, then parking up on the bridge before resuming service outwards at St Thomas Hospital.

We caught a Borismaster on the 453 with relative ease, getting off at Trafalgar Square, for a few more drinks at the Horse & Guardsman, in my case drinking a couple of pints of the bitter brewed by McMullen that takes the name of this pub! Wonderful pub that both Lynn & I intend to return to!

We then caught an E400H on the 88, getting through the diversion with considerable more ease than had been the case earlier, getting us back to Portland Place fairly quickly, from where we headed back to the hotel.

The following morning, dragging our cases behind us, we managed to get a 453 but it was only going to Great Portland Street, one stop further on, the driver not being keen to let us on but when I explained my plan to then get an 18, he relented. Upon alighting, the electric screen told us that a 453 was due for Marylebone just behind, so we boarded this to it's terminus, then caught 168 002 back to Birmingham Snow Hill, then walking to Bull Street for a West Midlands Metro tram back home, bringing to a close a fabulous few days in our Capital!

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Big Issue – May 2024 train strikes: Disruption as Aslef drivers walk out – here's everything you need to know

<https://www.bigissue.com/news/employment/may-2024-train-strikes-aslef-dates-lines/>

'We would get back to the negotiating table tomorrow,' insisted Aslef boss Mick Whelan



Train strikes will disrupt much of the network this week. Credit: Wiki Commons / Peter Glyn

Commuters are bracing for a week of chaos as the latest round of rolling train strikes begin.

Members of Aslef – the union representing 96% of Britain's train drivers – will conduct a series of 24 hour walk-outs between Tuesday (7 May) and Thursday (9 May) this week.

The [industrial action](#) will impact 16 different train companies and shutter much of the UK's rail network.

Drivers are embroiled in a long-running dispute over pay. Speaking exclusively to the Big Issue, [Aslef's general secretary Mick Whelan](#) insisted that "no worker wants to be on strike".

“All the companies that we work for made hundreds of millions of pounds in the last 12 months or more, and apply that in dividends to shareholders, while the people who haven’t had a pay rise, still haven’t had a pay rise for half a decade,” he said.

Here’s everything you need to know about the latest round of industrial action.

- [Will Labour’s plan to renationalise rail really work? And will it make train tickets cheaper?](#)
- [The public are split over support for the train strikes, a poll has found](#)

When are Aslef train drivers going on strike?

The strikes will cause severe disruption on impacted routes. In some places there may be no services at all on strike days, and services that are running will start later and finish much earlier than usual – typically running between 7.30am and 6.30pm. The following companies will be impacted:

Tuesday 7 May: c2c, Greater Anglia, GTR Great Northern Thameslink, Southeastern, Southern, Gatwick Express and South Western Railway.

Wednesday 8 May: Avanti West Coast, London Northwestern Railway, Chiltern Railways, CrossCountry, East Midlands Railway, Great Western Railway and West Midlands Trains.

Thursday 9 May: LNER, Northern Trains and TransPennine Express.

In addition to the above dates, [union members](#) will not work overtime between Monday 6 May and Saturday 11 May. You should check ahead before you travel; use [National Rail’s journey planner](#) to see when trains are running.

A spokesperson for Rail Delivery Group apologised for the “wholly unnecessary” strike action, blaming “Aslef leadership” for the disruption.

“While we are working with our industry partners to keep as many trains running as possible, unfortunately there will be reduced services between Monday 6 and Saturday 11 May,” they said. “As the level of service will vary across the country, our advice is to check before you travel and follow the latest travel information.”

Why are workers going on strike?

The strikes are the latest action in a 22 month dispute over pay and working conditions.

[Aslef](#) claim its members have not had a pay rise since 2019, before unprecedented surges in inflation drove prices and bills sky-high. According to the ONS, the average salary for train and tram drivers is £59,000.

Negotiations stalled in spring 2023, when the Rail Delivery Group – which represents Britain’s private train operators – offered drivers two years of 4% pay increases on the condition that they accept changes to their work patterns.

Whelan told the Big Issue that presenting this deal as a pay rise was “dishonourable, deceitful, and disingenuous”.

“We would get back to the [negotiating] table tomorrow. But we will not give up our terms and conditions for any cost,” he said. “What we’re looking for is a dent in the cost of living.”

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Inside Croydon – In Croydon, Labour’s toxic track record makes it ‘no Khan-do’

<https://insidecroydon.com/2024/05/05/in-croydon-labours-toxic-track-record-makes-it-no-khan-do/>



After another two-day election count and too many coffees, political editor **WALTER CRONXITE** sifts through the detritus of Croydon and Sutton's part in the 2024 London elections



Having a Mayor....: Sorry to keep you all waiting

Not for the first time, Croydon kept London waiting.

It was getting on for 9 o'clock at the ExCel Centre last night when the telling teams from Croydon and Sutton councils finally finished counting up the votes from the third of the three ballot papers cast on Thursday, for the London-wide Assembly Members. Only once this was done could ours be added to all those from the rest of the capital, fed into the City Hall computer and under the Modified d'Hondt proportional representation system (don't ask; you don't ever want to know...) the final 11 representatives declared...

Before we move on to the outcome of all those votes, the tardiness of the count conducted by Croydon and Sutton does need to be noted. Two years ago, in Croydon, remember (how could you forget?), under the management of Returning Officer Katherine Kerswell, the borough's local election count was continuing into the Sunday, the *three days* after the polls had closed. So of those who had to endure the torture have been getting treatment for PTSD ever since...

Some feared we might be heading that way again this weekend. But this time, everyone else from across London had to hang around and wait for Croydon's tail-end Charlies and Charlottes to finish their workings-out.

Here's how the London election vote counts work. All the votes are verified on the day after the polling day. In the past, the votes have then been counted by machines, efficiently and speedily, on the Saturday, with results all done and dusted by late afternoon. Not in 2024: as well as forcing London to adopt a less democratic voting system, the current Government effectively forced officials in the capital to go to a manual vote for the first time in 24 years (just in case the General Election had been held on May 2, too).

This slowed down everything, and everyone.

But Croydon (and Sutton) were always among the back-markers. First of all in the count of the votes for Mayor (even without any transferables this year). Then again, Croydon was in the last two when it came to declaring who the constituency Assembly Member would be. Neil Garratt, the Sutton Tory councillor, had to wait until nearly 6pm before officials confirmed he was to get another four years on the City Hall gravy train.



Watch your back: Sadiq Khan at last night's election results, after a bitter contest with bitter Susan Hall

And everyone else from across the capital had their bags packed and their coats on, waiting to get off to the pub on a Saturday evening, while they waited for Croydon and Sutton to get their Modified d'Hondt shit together. They finally made it barely an hour before closing...











Now, more work needs to be done on discovering the causes for this laggardliness. But there is one common denominator between the never-ending count of 2022 and this wasted Bank Holiday weekend: Katherine Kerswell, the Croydon Council chief executive who receives a very generous bonus payment for being the borough's Returning Officer.

Inside Croydon would very much welcome any insights and comments from officials working at ExCel these past three days, on Croydon's and other areas, to help round-out our enquiries... So to the results.

Mayor of London

Sadiq Khan re-elected London Mayor

Vote share by candidate, after all 14 constituencies counted

		Vote share	Change
	Labour	Sadiq Khan 43.8% 	▲ +3.8
	Conservative	Susan Hall 32.7% 	▼ -2.6
	Lib Dem	Rob Blackie 5.8% 	▲ +1.4
	Green	Zoë Garbett 5.8% 	▼ -2.0
	Reform UK	Howard Cox 3.2% 	▲ +3.2

Labour’s Sadiq Khan has been re-elected, the first three-term Mayor of London.

It was never even close, despite the scare stories briefed on Thursday night, and Khan’s cobblers in the week before polling day about “lend me your votes”.

Khan won with 1,088,225 votes, 43.8% of the vote, with Susan Hall securing 812,397 (32.7%). Since London elections began in 2000, only Ken Livingston in that first election has enjoyed a bigger margin of victory.

After her racist and Islamophobic campaign of lies and division, Hall delivered a typically graceless and snide concession speech at City Hall yesterday evening.

Only five of the 14 super-constituencies voted for Hall over Khan. Croydon and Sutton was one of those.

More than 2.4million votes were cast in total, on a turnout of 42.8%.

GLA 2024 ELECTIONS - LOCAL TOTAL DECLARATION		
Mayor Of London Local Count (At Constituency Level)		
Constituency	Croydon & Sutton	
I have completed the local count for the Mayor of London election. I give public notice of the number of votes cast for each candidate for the Mayor of London contest; making these statements of local totals available in the count area for Croydon & Sutton : -		
Name of Candidates	Name of Registered Political Party (if any)	Number of Votes Recorded
AMIN, Femy	Animal Welfare Party - People, Animals, Environment	2,074
BINFACE, Count	Count Binface for Mayor of London	1,689
BLACKIE, Rob	Liberal Democrat	14,400
CAMPBELL, Natalie Denise	Independent	3,695
COX, Howard	ReformUK – London Deserves Better	6,518
GALLAGHER, Amy	Social Democratic Party	3,166
GARBETT, Zoë	The Green Party	9,740
GHULATI, Tarun	Independent	1,774
HALL, Susan Mary	The Conservative Party Candidate	78,790
KHAN, Sadiq	Labour Party	59,482
MICHLI, Andreas Christoffi	Independent	2,081
ROSE, Brian Benedict	London Real Party – Transform London	414
SCANLON, Nick	Britain First - No To Immigration	1,700

In Croydon and Sutton (42.2% turnout), Hall got 78,790 votes, 42% of the vote, to Khan’s 59,482 (31.9%). As with other outer London constituencies, the ULEZ extension will have played a factor. But there is probably also “the Croydon effect”: the legacy of Newman and his Numpties in bankrupting this borough continues to make Labour a toxic brand here, and may do so for some time to come.

That Khan’s campaign was saddled with a Newman Numpty as the constituency candidate probably had a drag on his numbers, too. Labour may well have performed well across the country in elections this week, but there’s a long way to go to rebuild trust in the brand in Croydon.

For these London elections, of course, the votes include a significant proportion from Sutton, which might explain the 5,000-vote advantage that the Liberal Democrat candidate for Mayor, Rob Blackie, enjoyed over Green Zoe Garbett in this corner of the capital. Overall, Blackie helped the LibDem vote improve on their woeful 2021 performance, while the Greens’ vote was down on three years ago.

Croydon and Sutton Assembly seat



Off the rails: Tory Neil Garratt gets another four years at City Hall

Conservative Neil “Father Jack” Garratt gets another four years of £60,416 Assembly Member salary.

In Croydon and Sutton’s constituency vote for a London Assembly Member, the councillor from Sutton, who was first elected to the Assembly in 2021 got 34.7% of the vote to Labour’s underwhelming candidate, Mrs Anonyvoter, Maddie Henson, who didn’t even manage to get 30% of the vote.

While Labour nationally are enjoying stellar vote shares in most polling and election results, here the party’s numbers fell, down by 1.9% compared to 2021. It is the first time since 2008 that the Labour vote in Croydon and Sutton has been below 30%.

Garratt’s vote share also fell, by 6.4% – the fourth biggest fall in the Tory vote across all 14 London super-constituencies. Croydon and Sutton also saw the fourth biggest increase in vote for Reform, the red-necks and nut-job party.

GLA 2024 ELECTIONS		
CONSTITUENCY MEMBER OF THE LONDON ASSEMBLY RESULTS		
Constituency	Croydon & Sutton	
Declaration of Result of Poll		
I hereby give notice as Constituency Returning Officer at the election of a constituency member of the London Assembly for Croydon & Sutton held on 2 May 2024 that the number of votes recorded at the election is as follows: -		
Name of Candidates	Name of Registered Political Party (if any)	Number of Votes Recorded
ASHLEY, April Jacqueline	Trade Unionist and Socialist Coalition	2,766
FIVEY, Trish	Liberal Democrat	29,160
GARRATT, Neil Robert	The Conservative Party Candidate	64,674 Elected
HENSON, Maddie	Labour and Co-operative Party	54,380
NEWTON, Marian Lynn	ReformUK – London Deserves Better	14,375
UNDERWOOD, Peter	The Green Party	19,434

This is where politics gets perverse. The Liberal Democrats' vote was up by 1.4% even though in Croydon and Sutton, Trish Fivey was little other than a paper candidate. It is the LibDems' highest vote share in Croydon and Sutton since 2008 – perhaps they should try the “say nuffink” approach more often?

Fivey, also a councillor from Sutton, has just been installed on her party's short-list for selection for a candidate for the very winnable Sutton and Cheam parliamentary seat. She might put in more of an effort for that vote...

Expect to see a lot more of Garratt in the next couple of years. When Hall was over-promoted to the role as Mayoral candidate, Garratt took over as the leader of the Conservative group at City Hall. That position will need to be re-confirmed as the new term begins, but it is likely that he will be tasked in trying to, somehow, restore his party's reputation for decency after the clusterfuck of Hall's campaign over the past nine months.

Croydon and Sutton's London-wide vote












GLA 2024 ELECTIONS - LOCAL TOTAL DECLARATION	
LONDON-WIDE ASSEMBLY (AT CONSTITUENCY LEVEL)	
Constituency	Croydon & Sutton
I have completed the local count for the London-Wide Assembly Member. I give public notice of the number of votes cast for each candidate, or party in the London-Wide Assembly contest; making these statements of local totals available for the count area for Croydon & Sutton : -	
Name of Registered Political Party or Independent	Number of Votes Recorded
Animal Welfare Party - People, Animals, Environment	3,023
Britain First	2,936
Christian Peoples Alliance	2,678
Communist Party of Britain	664
Conservatives	60,955
Heritage Party	311
Labour Party	53,473
Liberal Democrats	22,023
ReformUK – London Deserves Better	13,624
Rejoin EU	3,801
Social Democratic Party	1,911
The Green Party	17,682
FOX, Laurence	1,147
LONDON, Farah - Independent	596
ROMUALDO, Gabe - Independent	78
Total Number Of Good Votes	184,902

So across London there are 13 other Assembly Members, like Garratt, elected to represent the super-constituencies. But then there's that third ballot paper, where we get to vote for a party, or Lawrence Fox (don't laugh).

In Croydon and Sutton, again, the Tories out-poll Labour, 32.9% to 28.9%. The LibDems got 11.9% of the Croydon and Sutton London-wide vote, the Greens 9.5%.

Once these figures from across London are processed, 11 additional seats are divvied up among the parties/candidate, who each submit an ordered list.

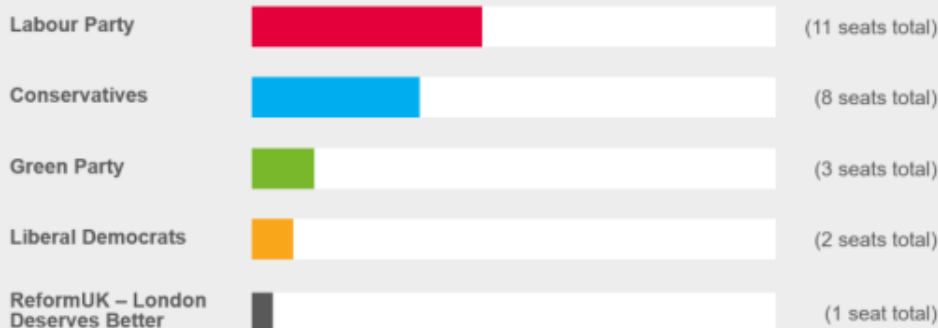
London-wide Assembly Members

 BERRY, Siân Green Party	 HALL, Susan Mary Conservatives	 WILSON, Alex ReformUK – London Deserves Better
 RUSSELL, Caroline Green Party	 BAILEY, Shaun Conservatives	 BEST, Emma Dawn Conservatives
 BOKHARI, Hina Liberal Democrats	 POLANSKI, Zack Green Party	 BOFF, Andrew Conservatives
 BAKER, Ely Labour Party	 GEORGIU, Alessandro Conservatives	

Labour, because they had done so well elsewhere, including winning constituency seats from the Tories, got just one “list” member, Ely Baker, as a result of this process.

The Tories, because they had done so badly overall, but had a chunky vote share, thus got *five* Assembly Members in through the back-door, including the Harrow hairdresser, Hall.

London Assembly seats (25 in total)



Both the LibDems and the Greens might need to do some serious re-thinking over this: neither of their Mayoral candidates got an Assembly seat.

The LibDems, after winning a London super-constituency for the first time (Gareth Roberts in South West London, where the Tories were relegated to third), effectively suffer a penalty for that success and so only got one London-wide Assembly Member ([the obnoxious Hina Bokhari](#)). Blackie, who had impressed during the Mayoral campaign, was only No2 on his party’s list.

The Greens were probably only ever going to get three list members, as they have had since 2021; Garbett was listed at No4.

Across the whole of London, the Green vote share was 12.9% to the LibDems’ 11%, while Reform (ha! Has a party ever been more misnamed?) was on 7.4%. And the red-necks get an Assembly seat. So maybe this Modified d’Hondt version of proportional representation could do with being looked at again.

- **Tomorrow: Columnist Andrew Fisher takes a look at what Thursday’s elections might mean ahead of the expected General Election**

The Greenwich Wire – How the road to Sadiq Khan’s election win began in Greenwich & Lewisham

<https://greenwichwire.co.uk/2024/05/05/sadiq-khan-london-mayor-election-2024-greenwich-lewisham/>



Len Duvall and the Greenwich & Lewisham Labour teams celebrate their win. His partner, Jackie Smith, is facing away from the camera on the right. Credit: The Greenwich Wire

In short:

- Sadiq Khan has won his third election as mayor of London
- His success in Greenwich & Lewisham was helped by Green Party members voting Labour and a strong Reform UK vote
- Len Duvall is London Assembly member for Greenwich & Lewisham for a seventh time

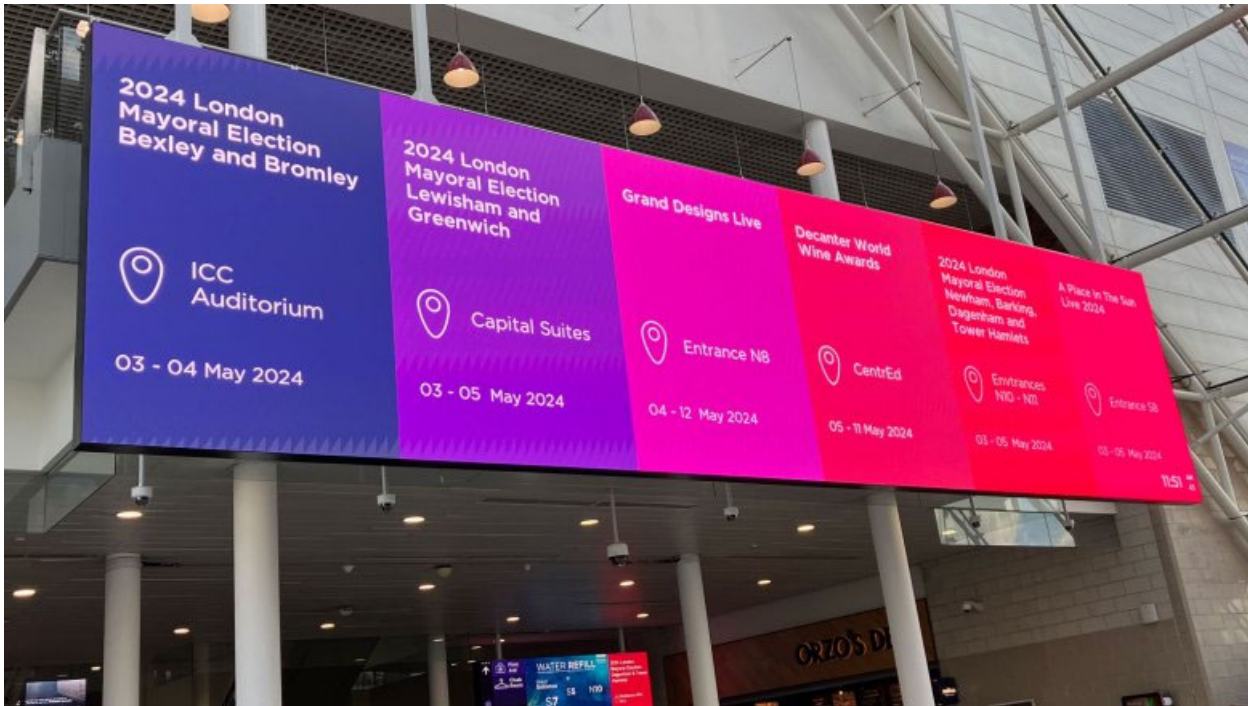
Only one local reporter was at the London mayoral election count for Greenwich & Lewisham on Saturday. [The Greenwich Wire](#) editor DARRYL CHAMBERLAIN saw how Labour squeezed the Tories out – with a little help from the Greens and Reform UK.

Labour’s Sadiq Khan secured a third term as mayor of London on Saturday, a decisive victory that will be felt at Westminster as well as City Hall, over in the Royal Docks.

On the London Assembly, Len Duvall won a seventh term as member for Greenwich & Lewisham. The Labour veteran, who led Greenwich Council through the 1990s, is the only member to have sat on the assembly since it began in 2000.

The assembly poll marked a decisive moment for the Greens too – Karin Tearle came second to Duvall, nudging the Conservative candidate, Kieran Terry, a former Bromley councillor, into third. Reform UK’s Mark Simpson came fourth and pushed the Lib Dems’ Josh Matthews into fifth.

Much of south and east London had their votes counted at the giant Excel exhibition centre, a short walk from City Hall. They took place alongside *Grand Designs Live* and *A Place in the Sun Live*, giving proceedings for some boroughs a slightly surreal atmosphere. [The Greenwich Wire](#) had to decline two gentlemen’s offer of a Spanish holiday home on the way in.



Excel was hosting counts from across London as well as Grand Designs Live. Credit: The Greenwich Wire

The Greenwich & Lewisham count took place away from the crowds in a carpeted suite upstairs, with teams from both councils beavering away on a three-part count – the mayor, then the assembly member, then the London-wide assembly members.

They were among the first to declare their results, meaning the road to Khan’s win began in Greenwich & Lewisham.

Tension was high early on thanks to rumours spread by Westminster correspondents on social media that the Tory mayoral candidate Susan Hall, who had pledged to roll back Khan’s ultra-low emissions zone and criticised his record on crime, could be [on the brink of a surprise win](#).

That wasn’t an entirely out-of-this-world prospect, as pollsters and commentators often struggle to capture London’s complex and diverse population, and Khan had been run close by Shaun Bailey in 2021.

Turnout figures, released on Friday, amplified those worries – in southeast London, they were up in Bexley & Bromley, where Hall’s campaign was aimed squarely at, but down in Greenwich & Lewisham, which was mostly ignored.



Turn the wrong corner, and you could end up In A Place In The Sun... Credit: The Greenwich Wire

The rumours turned out to be nonsense – something those journalists should reflect on – but they amplified the jitters. “I’ve never had so many doors slammed in my face,” one Labour campaigner reflected on the campaign.

Another said it was clear that Labour voters in Thamesmead – a town built around the motor car – had stayed at home, fuelled by anger at Ulez.

Those present when votes were being validated said that Labour had also suffered in Eltham, the most suburban part of Greenwich & Lewisham. But something else was going on. Many of those votes were going to Reform’s Howard Cox, rather than Hall.

Cox was an inspired choice for Reform – as the head of [FairFuel UK](#), which claims credit for fuel duty being frozen for 14 years, he has become a figurehead for protests against Ulez.

If you were angry about Ulez, as many in the outer boroughs are, why go for unleaded Hall when you could go for four-star Cox? His efforts helped Reform bagged its first ever London Assembly seat, something that would emerge much later in the day.

But Labour were piling up votes in more middle-class areas, like Blackheath and Telegraph Hill. One noted Green voters in east Greenwich had swung behind Khan – swallowing [anger at the Silvertown Tunnel](#) – while Lib Dems had also lent their votes to Labour.

Hall was being squeezed out, and the Conservative government’s switch to first-past-the-post had backfired on them. A switch to first-past-the-post away for this election – past polls had allowed voters to give a second preference – had backfired on the Conservatives.



Lewisham Council's chief executive Jennifer Daothong announced the local results. Credit: The Greenwich Wire

The winning pledge? Khan's policy of [free school meals](#) for primary school children.

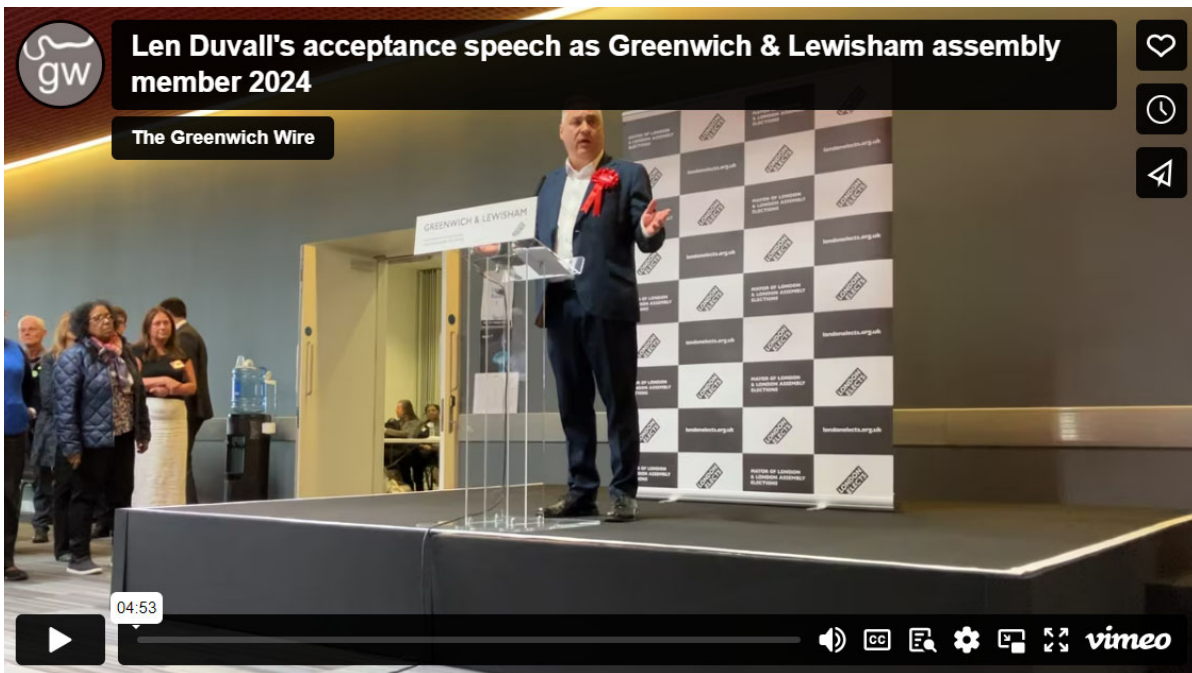
"The messaging has worked," said one activist. "Susan Hall wanted to starve children."

"They might not have liked Sadiq, but when we told them Susan Hall could win, you could see the look on their faces," another said.

As news came through from across London, Tory faces began to drop, baleful eyes looking across at the sharp-suited Reform team. They were almost lost for words about what was going on. And it was hard to catch up with the Green team – they were in the count rooms, keeping a very close eye on their growing tally.

The results bore out those early samples. "Four more years!" sung some Labour voices as news came through of the mayoral result in Greenwich & Lewisham – Khan had won strongly.

By the time of the assembly result, the big guns had showed up – Greenwich leader [Anthony Okereke](#), Lewisham elected mayor [Brenda Dacres](#) and Erith & Thamesmead MP [Abena Oppong-Asare](#). And the mood was getting giddy.



In his acceptance speech, Duvall revealed that he had suffered health problems during the last election, which led to him having open-heart surgery a few months later. He paid tribute to his partner, Jackie Smith, a long-serving Greenwich councillor.

“I would not be here today if it wasn't for my partner, Jackie,” he said. “When we stand for elections, we sometimes don't think about our partners and families. Our time is taken up and we are a bit odd compared to the rest of... – we shouldn't think it's normal to be a political activist. So I really want to shout out to our partners and friends, family and colleagues who have to endure us. We can be insufferable at times, as my partner will tell you.”

Speaking to [The Greenwich Wire](#) after, Duvall said: “I think what we've seen locally is people trusting Labour. People that have never voted Labour clearly voted in that mayoral campaign and clearly there is still strong support for us across Greenwich and Lewisham or I wouldn't be standing before you.

“So I think across London and across the country, people are saying, I think we would like change.”



Celebrations: Greenwich leader Anthony Okereke led his Labour colleagues in a selfie. Credit: The Greenwich Wire

Duvall said that the work of councillors across the two boroughs – Labour has all 54 seats in Lewisham and 52 of 55 in Greenwich – had helped the party.

He said: “I think what was really interesting I found on Greenwich & Lewisham doorsteps was real strong support for the councillor and the work that they do. We’re very fortunate about that, given the numbers of councillors that are there.

“I’m urging my colleagues, they’ve got to have their listening ears on as we go through this period of time where Labour looks like it could be in power, not just at London wide level, but at national level.

“We need to actually start thinking about that and how we work with local communities in delivering plans that best suit the challenges they face.”

London mayoral election results: Sadiq Khan, Labour – 1,088,225 (43.8%); Susan Hall, Conservative – 812,397 (32.7%); Rob Blackie, Lib Dem – 145,184 (5.84%); Zoe Garbett, (Green) – 145,114 (5.84%); Howard Cox, Reform UK – 78,865 votes (3.17%); Natalie Campbell – 47,815 (1.92%); Amy Gallagher, SDP – 34,449 (1.39%); Femy Amin, Animal Welfare Party – 29,280 (1.18%); Andreas Michli – 26,121 (1.05%); Tarun Ghulati – 24,702 (0.99%); Count Binface – 24,260 (0.98%); Nick Scanlon, Britain First – 20,519 (0.83%); Brian Rose, London Real Party – 7,501 (0.3%)

London mayoral election votes in Greenwich & Lewisham: Sadiq Khan, Labour – 83,792; Susan Hall, Conservative – 36,822; Zoe Garbett, (Green) – 1,209; Rob Blackie, Lib Dem – 7,713; Howard Cox, Reform UK – 5,716; Natalie Campbell – 3,502; Amy Gallagher, SDP – 2,813; Nick Scanlon, Britain First – 2,092; Femy Amin, Animal Welfare Party – 1,915; Count Binface – 1,706; Andreas Michli – 1,610; Tarun Ghulati – 1,033; Brian Rose, London Real Party – 507

London Assembly constituency member vote in Greenwich & Lewisham: Len Duvall, Labour – 80,101; Karin Tearle, Green – 28,294; Kieran Terry, Conservative – 25,960; Mark Simpson, Reform UK – 13,405; Josh Matthews, Lib Dem – 11,975.

Full results at londonelects.org.uk.

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OnLondon – Dave Hill: Lessons of Sadiq Khan’s 2024 election win

<https://www.onlondon.co.uk/dave-hill-lessons-of-sadiq-khans-2024-election-win/>



The Labour Mayor is savvy, moderate and progressive, the Conservatives are too angry and inward-looking to understand why Londoners reject them

And so, after all the scaremongering, jitters and speculation, Sadiq Khan has completed his hat trick of London Mayor election wins, and with a bit to spare. The insistence of right wing media bigmouths that a “common sense” Conservative would rouse the London masses to turf him out has been shown to be misplaced. The Labour incumbent, despite a small fall in turnout and years of Tory vilification, has triumphed with a swing in his favour.

Observers of elections in London have debated for some time when the capital will reach “peak Labour”. It did not occur last Thursday. Khan won because he is canny, because he has a decent record to defend and because the capital’s Conservatives seem unable or unwilling to understand what it is about their party that most Londoners dislike.

It remains astounding that, in Susan Hall, they chose a candidate who personified this so loudly, proudly and ineptly. It is even more astounding that she was kept in place after her dark and lurid social media back catalogue was hauled into the spotlight. She was an unacceptable selection from the start. Yet instead of replacing her with someone sounder and steadier with a positive message and one foot in the centre ground, her party’s leadership embraced her as a frontline weapon in their interminable national war on London.

Hall, her demeanour and her gut convictions further underlined the similarities between today’s Conservative Party and Labour under Jeremy Corbyn. Carried away by a belief that their passions and protestations are those of a sidelined and “silenced” majority, they have jettisoned judgement and embraced denial.

That applies resoundingly to Hall. There was a measured case to make against last summer’s expansion of the Ultra-Low Emission Zone (ULEZ), but she chose instead to make it a flagship issue in a city where over 40 per cent of households don’t have a car. A year ago at a Mayor’s Question Time session, Hall brandished figures she proclaimed revealed the terrible extent of the hardship the ULEZ was causing. In reality, they confirmed that quite a small minority of London households would be directly affected, [limiting its electoral potential](#).

Come 2 May, for all the months of daily raging against the scheme, there was no suburban uprising against Khan. He actually gained support in almost all of outer London. Hall had convinced herself that the ULEZ was a winning ticket, much as she would later convince herself that she’d been a pickpocket’s victim. “Listening” Susan was not for compromising with the electorate. It was all terribly Jeremy. The negativity of

her pitch was off-putting and dishonest, her videos and leaflets sometimes risible, sometimes laughable, sometimes both. This was especially true of policing and crime.

For all these reasons, Hall deserved to lose. And the Tories deserve to keep on losing in London until London Tories themselves do what they should have done long ago – distance themselves from their party’s national identity, which shifts further to the Right every day, and find a way to broaden their appeal in the capital.

At some point, perhaps the next mayoral election in 2028, London’s political landscape will be potentially more welcoming for them. There is a democratic need for constructive and imaginative opposition to Labour. The city’s Tories need to put their minds to how best to provide it, starting now.

As for Khan and those around him, they now have an opportunity to look forward with confidence and creativity. Priorities should include continuing to work relentlessly with Sir Mark Rowley on reforming the Met, reviewing their mix of road transport policies, supporting boroughs and others with [arresting the decline of London’s high streets](#) and building the best possible relationship with a likely future Labour government.

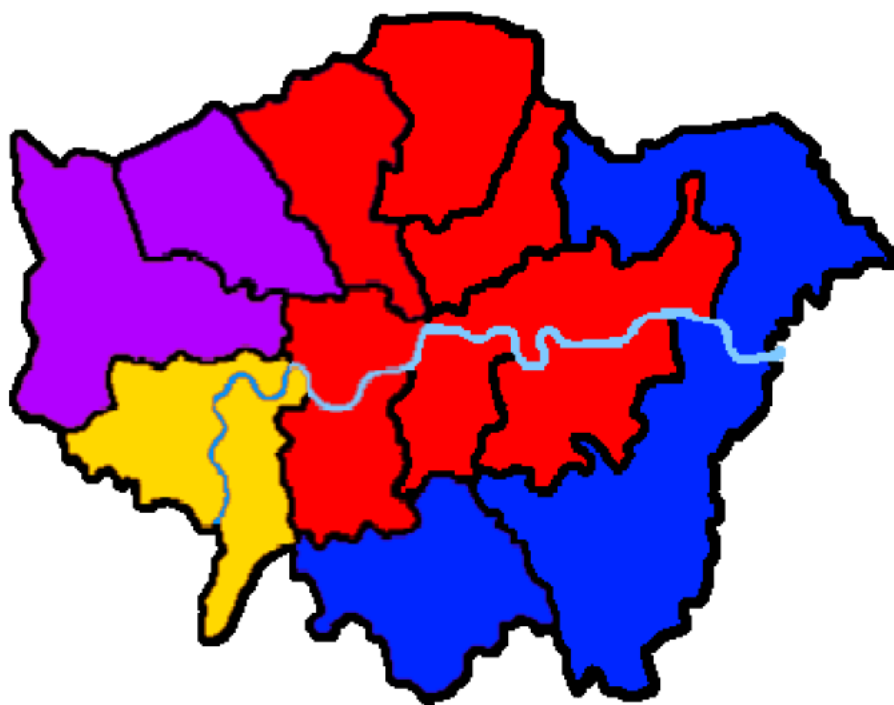
Khan himself has earned his chance to be a Mayor who isn’t constantly impeded by the top-down game-playing of ministers upstream, and targeted and traduced by the radical Right. He is, in many ways, quite a traditional centre-left Labour politician, a moderate progressive whose most heartfelt policy concerns are with social housing, with public health and, as seen in his free school meals programme, with social solidarity nurtured through universalism. Yet he has to do his job under close police protection because violent extremists wish him harm.

Perhaps the very fact that he combines being a Muslim from an ethnic minority with being a moderate, successful liberal Londoner and Briton, as if doing so were the most natural thing in the world, is what provokes some of his nastier opponents. He undermines them just by being alive. It’s another reason to be glad he won.

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Diamond Geezer – [London Votes 2024](#)

<https://diamondgeezer.blogspot.com/2024/05/london-votes-2024.html>



Red	Voted for Sadiq; voted for a Labour London Assembly Member
Yellow	Voted for Sadiq; voted for a Liberal Democrat London Assembly Member
Purple	Voted for Susan; voted for a Labour London Assembly Member

Elected: Sadiq Khan (Labour)

Voted for Sadiq	1,088,225	44%	↑4% since 2021
Voted for Susan	812,397	33%	↓2%
Voted for Rob	145,184	6%	↑1%
Voted for Zoë	145,114	6%	↓2%
Voted for Reform	78,865	3%	
Voted for Natalie	47,815	2%	
Voted for SDP	34,449	1.4%	
Voted for Animals	29,280	1.2%	
Voted for Andreas	26,121	1.1%	
Voted for Tarun	24,702	1.0%	
Voted for Binface	24,260	1.0%	
Voted for Nick	20,519	0.8%	
Voted for Brian	7,501	0.3%	

Sadiq beat Susan by: 275,828 votes (11%)

Lost their £10,000 deposit: 9 of the 13 candidates

Electorate = 6.1 million

Voted for Sadiq = 18% of the electorate

Voted for Susan = 13% of the electorate

Didn't vote for Sadiq = 82% of the electorate

Couldn't be arsed to vote at all = 59% of the electorate

Lowest turnout: 31% in City & East (Tower Hamlets, Newham, B&D)

Highest turnout: 48% in Bexley & Bromley

Number of rejected papers 2021: 114,201 (Single transferable vote)

Number of rejected papers 2024: 11,127 (First past the post)

Most Laboury constituency: North East (Islington, Hackney & Waltham Forest)

Most Conservatively constituency: Bexley & Bromley

Most Greeny constituency: North East (Islington, Hackney & Waltham Forest)

Most Libdemmy constituency: South West (Hounslow, Kingston & Richmond)

Most Binfacey constituency: South West (Hounslow, Kingston & Richmond)

Most Cockwombly constituency: Bexley & Bromley

Tightest Sadiq/Susan contest: Ealing & Hillingdon

London Assembly Membership: Lab 11, Con 8, Green 3, LD 2, Reform 1

Gaining one seat: Reform

Losing one seat: Conservative

Number of votes required to block the Mayor's Budget: 17

Failed to become Mayor but became Assembly member: Susan, Zoë

Failed to become Mayor or Assembly member: Rob, Howard

Failed: Laurence

Referendum on ULEZ: Yes

Next Mayoral election: Thursday 4th May 2028 (we're back to four year terms again)

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Secret London – Sadiq Khan Re-Elected For Record Third Term As Mayor: What Does This Mean For London?

<https://secretldn.com/sadiq-khan-re-elected-london-mayor/>

Sadiq Khan has now made history as the capital's longest-serving mayor – here's what he pledges to do for the city.



Credit: Frederic Legrand - COMEO, Shutterstock

Sadiq Khan has been re-elected as mayor of London, meaning he's in for a **record third term**. After what was expected to be a tough two-horse race, he ended up winning quite comfortably against Conservative candidate, Susan Hall.

Khan was first elected back in 2016, was then re-elected in 2021, and has now **secured a third term at City Hall with 43.8 percent of votes**. Susan Hall, his Conservative opponent and second in the rankings, gained 32.7 percent of the vote.

Announced this afternoon ([May 4](#)), this result means **Sadiq Khan has now made history as the capital's longest-serving mayor**. As he enters his third term, though, he is faced with a continued rise in crime in the city, and will be forced to tackle the ongoing issues surrounding affordable housing and the Metropolitan Police.

What has Sadiq Khan pledged to do in his third term as Mayor of London?

Here are Sadiq Khan's top ten pledges, taken from [his 2024 manifesto](#).

1. **Free school meals** for state primary school children, with no exceptions.
2. **Freeze TfL fares** until at least 2025.
3. Build **40,000 new council homes** by the end of the decade.
4. Get **more neighbourhood police officers** and PCSOs onto the streets.
5. More investment into **youth clubs** in a bid to discourage gang involvement and crime.
6. Extra efforts to **reduce violence against women and girls**.
7. **Eradicate rough sleeping** by 2030.
8. More support for renters, including **'rent control homes'**.

9. Continue tackling air pollution and the climate crisis.

10. Creating more than 150,000 good jobs by 2028 and increasing living standards for Londoners.

More to follow.

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OnLondon – London Elections 2024: Sadiq Khan wins historic third term as Mayor

<https://www.onlondon.co.uk/london-elections-2024-sadiq-khan-wins-historic-third-term-as-mayor/>



The Labour candidate won by a clear margin despite speculation that he might suffer a shock defeat by his Conservative opponent

Sadiq Khan has won an unprecedented third term as Mayor of London for Labour by the comfortable margin of 11 percentage points over his closest rival, the Conservative Susan Hall, with Liberal Democrat Rob Blackie finishing third just ahead of the Green Party's Zoë Garbett in fourth.

Khan received 1,088,225 votes, representing a 43.8 per cent share of the 2,493,455 votes cast. Hall secured 812,397 (32.7 per cent), Blackie 145,184 and Garbett 145,114 (5.8 per cent in both cases).

There had been speculation that Hall might pull off a shock win despite opinion polls suggesting Khan was well ahead. However, the Labour incumbent finished further ahead of the Tory runner-up under the newly-imposed First Past The Post system than he had her predecessor in the previous mayoral race in 2021, held under Supplementary Vote rules.

It is the first time an incumbent London Mayor has been re-elected with an increased mandate, achieved with the help of an overall 3.2 per cent swing to Labour from the Tories.

In his acceptance speech Khan promised Londoners he would be "working tirelessly to deliver the fairer, safer and greener London you deserve" having gone through "a difficult few months" facing a Tory campaign he described as one of "non-stop negativity".

He added: "But I could not be more proud that we answered fear-mongering with facts, hate with hope and attempts to divide with efforts to unite."

A spokesperson for Khan had earlier said: “Londoners have clearly rejected the overwhelmingly negative and divisive campaign run by the Tories.”

Hall’s bid for the mayoralty relied heavily on promising to immediately reverse Khan’s expansion last year of the Ultra-Low Emission Zone (ULEZ) air quality scheme to cover the whole of Greater London and on blaming him for crime levels in the capital.

However, higher turnouts in some outer London areas affected by the ULEZ scheme, where Conservative support, is strongest did not translate into swings in Hall’s favour.

Reform UK’s Howard Cox finished fifth with 78,865 votes (three per cent) and independent Natalie Campbell came sixth with 47,815 votes (two per cent). The remaining seven candidates received one per cent or less.

The Conservatives also fared poorly in London Assembly constituency results, losing the West Central seat to Labour Westminster councillor James Small-Edwards and the South West seat to the Liberal Democrats’ Gareth Roberts, leader of Richmond Council. Both seats had previously always been won by Tories. It was the first time the Lib Dems have won a constituency seat on the 25-member scrutiny body.

The other constituency newcomers are Ealing councillor Bassam Mahfouz who held Ealing & Hillingdon for Labour and Bromley councillor Thomas Turrell, who held Bexley & Bromley for the Tories.

The mechanisms of the Assembly’s Mixed Member Proportional electoral system brought some consolation for the Tories through the London-wide list section of the ballot, which produced one more Assembly member (AM) for them than in 2021 – Alessandro Georgiou, a councillor in Enfield.

The same formula meant the constituency gains of Labour and the Lib Dems meant they each lost a London-wide seat. One London-wide seat was won by Reform UK’s Alex Wilson, a former Tory councillor in Redbridge.

The final London Assembly line-up by political party is:

- **Labour 11** (10 constituency, one London-wide, no overall change from 2021).
- **Conservatives 8** (three/five, down one from 2021).
- **Greens 3** (all London-wide list, no change from 2021).
- **Lib Dems 2** (one/one, no overall change from 2021).
- **Reform UK 1** (did not contest 2021 elections).

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Marvin Cumberbatch-King

Media Analysis and Evaluation Officer

Transport for London | TfL Press Office

Mobile: [REDACTED] | E-mail: [REDACTED]@tfl.gov.uk



Gemma Jacob

From: Aman Sarwar <[REDACTED]@tflpensionfund.co.uk>
Sent: 27 November 2023 15:57
To: Mercillina Adesida; Trish Ashton; Brennan F; Lewis Brown; [REDACTED] (Trustee); [REDACTED]@gmail.com); Steven Ellaby; John Leach; James Terry; John Timbrell; Maria Antoniou; [REDACTED]@hotmail.co.uk); Mark Evers; Kilius-Smith Paul (Trustee); Murphy Paul (Trustee); Chris Reader; Rebecca O'Donnell; Sonja Folarin; Julian Thirlby; Tom Cunnington
Cc: [REDACTED] (Reigate); [REDACTED] (Reigate); [REDACTED] (Reigate); [REDACTED] (Reigate); [REDACTED]@Sackers.com; [REDACTED]@Sackers.Com; Stephen Field; Field Stephen (Pensions); Handley, Tim (Pensions); Padmesh Shukla (TfL Pensions); Gurmeet Parmar
Subject: Trustee Board - Friday 1 December 2023
Attachments: 1 December 2023 Trustee Board Agenda and Papers.pdf

Hi All

Please find attached a PDF of the Trustee Board meeting papers taking place this Friday 1 December at 9:30 should you have any issues connecting with Diligent at the meeting which has also been updated to include the Sustainability Reports under Agenda Item 9, so please ensure you 'check for updates' and 'synch' before the meeting starts.

Please **confirm** whether you will be attending the Board meeting in person or virtual so we can update reception with the final attendees list, and do join the meeting a few minutes in advance, so we can start promptly at 9:30 hours.

If you wish to attend in person, we have booked the Trustee Meeting Room, 4th Floor, 200 Buckingham Palace Road, London, SW1W 9TJ.

If you wish to attend virtually, see within main body below which contains a copy of the MS Teams link.

Thanks

Aman

Aman Sarwar

Pensions Secretariat Manager | Pensions & Reward

Phone: [REDACTED] (auto [REDACTED])

Palestra, 8th Floor, Green Zone, 197 Blackfriars Road, London SE1 8NJ

Email: [REDACTED]@tflpensionfund.co.uk



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