

# MAYOR OF LONDON

**Cllr Olga FitzRoy**

By email

**Our ref:**

**Date:** 23 January 2023

Dear Olga,

Thank you again for hosting me and colleagues from the GLA and TfL in December. I wanted to address several of the points raised in the visit.

Tulse Hill gyratory

When we met on site, Helen Cansick from TfL explained that TfL would need to revisit their work on defining the outcomes for any future investment at Tulse Hill, as the previous work was now outdated. This outcome planning involves pulling together everything that TfL knows about the location in terms of transportation, safety, growth and local context. The Outcome Plan comprises up-to-date data and facts covering safety, performance of the road network (such as journey times for buses and traffic data), how the transport network is used and any local contextual information, as well as data from planning teams which considers what facilities and services are needed in the future. On the back of this information, TfL pulls together a set of different approaches to investment based on the challenges which need to be addressed. These design approaches might be a focus on safety, public transport or active travel, or a combination of everything if this is required. I am pleased to confirm that this initial outcome plan work is now underway, with the aim to update the 2019 outcome plan to reflect current travel patterns and local information by spring 2023.

The TfL team would like to engage informally with you and some local stakeholders in March in order to share the information gathered and to discuss different design approaches, to give you the opportunity to comment and contribute to this early stage of investment planning. On the back of this stage of work, TfL would then look to secure design resource to develop some early stage design options. As we discussed during my visit, there is no funding currently available beyond a small amount of investment to undertake this outcome planning work. The outcome plan is an important step towards the development of a business case which will help to understand the level of funding required to bring forward change at Tulse Hill. Please can you advise a date for a meeting in March and who you would like to be involved in such a meeting. TfL would be happy to host the meeting at their offices in Southwark if required. Please contact [ClaireAlleguen@tfl.gov.uk](mailto:ClaireAlleguen@tfl.gov.uk)

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## Resurfacing works

A concern was raised during the visit about works vehicles parked in the shop parking and loading bays. I am pleased to report that this issue was swiftly resolved with the Contractor. Unfortunately, I understand that the completion of the work has been postponed due to severe and cold weather in December. The lead TfL officials will provide you with an updated on timings on this in due course.

## Dott/Lime e-bikes

Saleha flagged concerns about dockless e-bike parking. As you both may be aware, there are currently four dockless e-bike operators in London – Lime, Dott, Tier and Human Forest. These dockless bikes are not subject to any regulation. This means that neither Transport for London nor the Mayor have any powers to control how they operate in London. Instead, dockless e-bike operators enter into individual agreements with individual boroughs. The result is an inconsistent pattern and geography of deployment across London.

Notwithstanding this, GLA and TfL are working closely with London Councils to lead the engagement with the operators to try and standardise how these bike rental schemes operate in London and address the concerns that boroughs and Londoners have about how and where these bikes are parked. These bikes are very popular, and they can help support people to make more sustainable travel choices, especially in areas with fewer public transport options; however, it's clear that they are not working for everybody – for example, how parking on pavements can affect accessibility. Our work with London Councils seeks to ensure that these services work for more Londoners, for boroughs and also for the operators.

In last year's Queen's Speech, the Government announced its intention to create a new vehicle class within a new Transport Bill, which would enable the regulation of e-scooters and other forms of micromobility. Whilst this Bill has been paused in its current form, we continue to support legislation that would enable the regulation of e-scooters and other forms of micromobility rental, like e-bikes, in London. This regulation would enable us, working closely with boroughs, to specify how these operations work in London – for example, requiring all parking to be in designated bays.

Yours sincerely,



**Seb Dance**

Deputy Mayor for Transport