

TfL long term funding settlement

Following my [statement to the House on 13 July \(2022\)](#), I am writing to update the House that today we have agreed a new longer-term funding settlement between Transport for London (TfL) and government. The final extraordinary funding settlement expired on 3 August and I have agreed with the Mayor of London a new [settlement until 31 March 2024 or until Transport for London reaches financial sustainability, whichever is the sooner](#).

This longer-term settlement includes over £1.1 billion (bn) of additional grant funding until March 2024 for London transport, which will unlock almost £3.6bn worth of critical infrastructure investment, with a number of projects set to revolutionise travel across the capital.

As a result of our longer-term settlement, major upgrades will be delivered for Londoners, including new Piccadilly line trains and the modernisation of the District, Metropolitan, Hammersmith and City and Circle lines – maintaining the London Underground's world-class status. Further benefits include: supporting the long-awaited repair of Hammersmith Bridge; vital improvement to Elephant and Castle station and a London Overground extension between Gospel Oak and Barking Riverside to service more than 10,000 new homes in east London.

As part of the settlement, the Mayor will be required to continue work on the introduction of driverless trains on London Underground, in use on the Dockland Light Railway for more than 35 years. At a time when strikes are crippling both the Underground and national rail systems, never has this work been more important.

Alongside all of this is government's continued commitment to mitigate TfL's loss of passenger revenue from the ongoing uncertainty of demand following changes to travel patterns since the COVID-19 pandemic. None of this would have been possible without government funding.

The settlement letter requires Transport for London to modernise and control its operating costs, to make it a modern, effective, efficient and financially stable operator. It is a settlement that is fair and proportionate to London whilst also taking into account funding provided elsewhere in the country and the cost to the national taxpayer, at a time of great pressure on national finances.

It comes on top of the over £5bn of funding support the government has already provided to TfL since the beginning of the pandemic and government's commitment to over £1 billion per year until 2025 for London transport through business rates retention.

Through all of this, government is continuing to work with the Mayor and TfL to ensure London's transport system delivers for the public and businesses and contributes to the country's economy.

Transport update: £2 bus fare cap on a single bus ticket

On 3 September, we announced plans to invest up to £60 million to introduce a £2 bus fare cap on a single bus ticket on most services in England outside London. This will start no later than 1 January 2023 and will be in place for a period of 3 months until March 2023.

At a time when many are struggling with the rising cost of living, this is a significant investment that will result in millions of people across England saving on travel costs. This investment also makes clear our continued commitment to delivering on the bold vision for bus services set out in '[Bus Back Better](#)', the government's national bus strategy, and particularly our ambition to make bus services cheaper. The introduction of the £2 bus fare cap is a significant step forward to delivering this and continues the government's track record of providing the largest investment in bus services in a generation, in England outside London.

This fare cap will not apply to bus services in London as transport is devolved to the Mayor of London, including fare setting. However, I know that colleagues across Parliament will be pleased that this announcement follows the agreement with [Transport for London on a £1.2 billion multi-year settlement to secure the long-term future of London's transport network](#), including bus services.

As well as supporting passengers by reducing the cost of bus fares, we have also continued to invest in bus services, in response to the unprecedented impacts caused by the COVID-19 pandemic but which would now be threatening the provision of services at a time when the public need bus services more than ever.

With nearly £2 billion provided so far, through the [COVID-19 bus service support grant](#), the [Bus Recovery Grant](#) and most recently the local transport fund, we have mitigated the impacts of the pandemic on bus networks. This meant that buses were kept running over the course of the pandemic to ensure that those who had to travel for work, education or healthcare were able to access these vital services and help keep this country running.

As [I announced to this House in March, this funding was originally due to end in April \(2022\)](#), but at the time it was clear that the sector was still facing significant financial challenges as it sought to recover from the pandemic. That is why we announced we would provide a further £150 million, and extend recovery funding for the sector until October, to allow bus services the maximum amount of time to recover.

At the time of announcing this funding, we were clear that this would be the last such round of recovery funding. However, with the sector continuing to

face significant challenges, and many people facing pressures due to the rising cost of living, we recognise that further government support is necessary to prevent significant cuts to bus services for the millions of people who use them every day.

That is why on 19 August we announced a [six-month extension to the Bus Recovery Grant](#), worth up to £130 million, to continue supporting bus services in England outside London. This will be in effect for 6 months starting in October 2022 until the end of the financial year in March 2023. This funding will provide the sector and passengers with certainty in the short-term and ensure that these vital services will continue to serve those that rely on them to live, work and travel. Both of these further investments in England's bus services demonstrate our commitment to supporting bus services. We will continue to work closely with the sector as we deliver the national bus strategy, and fulfil our ambition for everyone, everywhere to have access to great bus services.

[DA 40 NG, G-CTSR: Anniversary Statement](#)

News story

Runway overrun after attempted go-around, Cranfield Airport, Bedfordshire, 3 September 2021.



This statement provides an update on the ongoing AAIB investigation into an accident involving DA 40 NG aircraft, G-CTSR, which overran the runway during an attempted go-around at Cranfield Airport, Bedfordshire, on 3 September 2021.

While flying a visual circuit, the student pilot elected to go around because the approach was unstable. During the go-around, the aircraft descended as it flew along the runway and subsequently struck the perimeter hedge, coming to rest in an adjacent field. The pilot sustained minor injuries.

The investigation is complete and the final report into the accident is expected to be published later this year.

Published 5 September 2022

[UK Armed Forces continue to strengthen interoperability with Finland and Sweden](#)

Press release

British troops have taken part in Exercise Vigilant Knife alongside Swedish and Finnish Armed Forces.



British troops have taken part in Exercise Vigilant Knife alongside Swedish and Finnish Armed Forces, further strengthening our interoperability in anticipation of Sweden and Finland's accession to NATO.

The short notice command-post exercise took place in Rovaniemi and Rovajärvi, northern Finland from 29 August to 2 September 2022 and built on the success of [Exercise Vigilant Fox](#) which took place in July.

Secretary of State for Defence Ben Wallace said:

Whilst there is war in Europe, it is more important than ever to strengthen our international partnerships. We welcome Finland and Sweden's application to join NATO and will continue to exercise together so we are ready to face shared security challenges.

Exercise Vigilant Knife is an invaluable opportunity for UK personnel to develop their skills and experience of

warfighting in cold weather conditions, enabling them to be effective on the battlefield alongside their Finnish and Swedish counterparts.

Around 80 British Army personnel from C Company, 2 Rifles Battlegroup took part in the exercise, travelling from the island of Santahamina in the south of Finland where they are undertaking a 3 month training deployment as part of a [security agreement between the UK and Finland](#).

Formed of over 2,000 troops, the international force practiced delivering and receiving international assistance as well as enhancing tactical and technical interoperability.

As a light infantry company, British personnel provided anti-tank, sniper and reconnaissance capabilities to the exercise and were primarily involved in both offensive and defensive actions to test the readiness of the Finnish forces alongside the Swedish unit.

This added to the invaluable experience that UK troops have already enjoyed whilst on deployment in Finland. Operating in northern Finland presented new challenges enabling troops to train in heavily wooded terrain.

Enhancing our forces through international exercises is crucial preparation should we need to deploy alongside our European partners in the future, enabling us to be effective on the battlefield.

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