

Transcript of Agenda Item 4

Question and Answer Session – Transport for London

Roger Evans AM (Chairman): Welcome to Boris Johnson, in his role as Chair of the Transport for London (TfL) Board and Sir Peter Hendy CBE, the Commissioner for TfL.

2014/2976 - Bearing Down on Fares

[Richard Tracey](#)

How will Transport for London (TfL) bear down on fares and introduce more flexible ticketing from January 2015?

Boris Johnson (Chairman, TfL): Thanks very much, Dick. As you will remember, I was re-elected on a manifesto to bear down on fares across London where that was possible and where that was consistent with investment in transport infrastructure, and that is exactly what we are doing. For the second year running, Londoners will know, we have been able to keep fares across TfL services at an average of the retail price index (RPI) rather than RPI plus 1%. We were able to announce that on Monday, thanks to financial support we will be getting for that measure from the Chancellor.

We will make sure, obviously, that we continue to provide Londoners with all the benefits that we fought for and secured and, indeed, extended under this Conservative mayoralty. I would point out: Freedom Passes for everybody over 60 for 24 hours a day; free travel for those who are disabled war veterans and armed services personnel in uniform; extending the bus and tram discounts to people in search of work; introducing concessions for apprentices; and loads of imaginative schemes to help people who need support with the cost of their transport. I think I am right in saying that if you go on a bus, 40% of the people on that bus, broadly speaking, will be in receipt of either free or concessionary transport of one kind or another, particularly, of course, London's young people, who continue to receive very, very considerable benefits unlike anywhere else in the country.

Richard Tracey AM: Thank you. Mr Mayor, you have already mentioned the undertaking given by George Osborne, the Chancellor of the Exchequer, to contribute some costs to keeping down fares. Can you give us some assurance that this will be completely trouble-free? I seem to recollect last year when the Chancellor had offered us some money it took rather a long time to get it.

Boris Johnson (Chairman, TfL): You will appreciate that in the general swings and roundabouts of Government funding for TfL, there was a very small matter nominally at issue. We are comfortable that that has been recouped in one way or the other and we have a full guarantee this time that the Treasury will be coming through with the full cost of the abatement.

Richard Tracey AM: On time?

Boris Johnson (Chairman, TfL): That is the assurance I have from the Treasury.

Richard Tracey AM: It should of course go without saying, but in the interests of clarity can you confirm that in order to bear down on fares in London it is necessary to identify savings and reduce the cost of running London's transport network?

Boris Johnson (Chairman, TfL): It certainly is, Dick, and you will be aware that we have taken billions of costs out of transport in London. Huge numbers of buildings have been disposed of or sold. I think 25% of the directors of TfL found other employment quite early on in this mayoralty. Peter [Hendy] will tell you about Project Horizon, which is instituting huge reductions in TfL budgets across the board. The extraordinary thing, really, is that we have continued to deliver neo-Victorian levels of investment with the biggest investment splurge this city has ever seen in transport at a time of massive retrenchment.

Richard Tracey AM: Perhaps, then, this is a question for Peter Hendy. What level of savings is actually necessary and what additional income is required to bear down on the fares?

Sir Peter Hendy CBE (Commissioner, TfL): It is a mixture of both. If you look at our business plan for this year, we are currently going through the start of the process for next year. It is a combination of things. You will see in there an efficiency programme which saves hundreds of millions and is continuing. You will also see a really strong attempt to derive additional revenue from more things that we can get it from: developments of our property --

Boris Johnson (Chairman, TfL): Yes, that is what Dick [Tracey] is driving at.

Sir Peter Hendy CBE (Commissioner, TfL): -- yes, and also a new approach to retail in our stations. Next year's business plan will show you more money derived over a longer period because we have been able now, with Graeme Craig [Commercial Director, TfL] and other people whom the Assembly have seen, to actually develop those plans in a way that will provide it.

The other thing worth saying, of course, is that actually my predecessors were very keen on selling capital assets for once-off receipts. The position we are now in is that actually we seem to have common agreement that a long-term capital programme is essential, provides good value for money and delivers stuff better, such as the Northern line signalling, for example. What we want to do now is to derive long-term revenue benefit out of our assets and that is what you have seen with Earl's Court and that is what you will with a lot of other property development, which is actually a shift from a public sector organisation getting rid of stuff on a once-off basis and deriving a single capital receipt. For example, we used to own the whole of the Hammersmith Island site, which one of our predecessor bodies sold. What we want is long-term income and that is what we are seeking to get.

Richard Tracey AM: Can you give us a figure for the amount of return you are getting on the commercial opportunities in the Tube stations where you are putting in commercial opportunities rather than there being ticket offices there?

Sir Peter Hendy CBE (Commissioner, TfL): It would be better if I sent you something because we are doing that currently. You will just have seen the press release this morning looking at the --

Richard Tracey AM: Yes, I have seen that.

Sir Peter Hendy CBE (Commissioner, TfL): -- success, for example, of click-and-collect. I am very happy to send the Assembly some figures about the growth in revenue from station property and including that space which will be released by redundant staff accommodation and ticket windows.

Richard Tracey AM: OK. We have talked before in these sessions about the pension schemes in TfL. What progress is being made to bring them in line with the public sector average?

Sir Peter Hendy CBE (Commissioner, TfL): The real issue with our pension scheme is that it is a curious mixture. We are a public sector body. Our scheme is regarded as a private sector scheme, so it does not have a Treasury guarantee. We pay into the Pension Protection Fund some £9 million or £10 million a year, even though we have no prospect of going kaput, which is why the fund was established.

The Mayor has been very good and I have been relentlessly pursuing the Government to say, "Actually, this is unhelpful", because the legislation that the Government has put in for public sector pensions - for example, to restrict future pension increases to the consumer price index (CPI) and RPI - has not applied to us. We are also unable, as a local authority is, to write our deficit off over a long period of time. Indeed, somebody rather cheekily wrote to the Mayor to suggest we should be trying to recover the deficit, which many schemes have, over an even shorter period of time than we are proposing to do. Those two things lead us to have a very high employer's contribution. It is not necessarily the benefits which are a problem; it is the way in which we are forced to account for the deficit.

The Mayor has been very supportive. I have written to the Secretary of State several times to ask him to ask the Government to include us in the same category as every other public sector scheme and we are still pursuing some strong measures to seek to be able to do that.

Richard Tracey AM: Do you have any idea when that might happen? There is a certain amount of impatience in the minds of the public.

Boris Johnson (Chairman, TfL): It depends on the Government.

Richard Tracey AM: Yes, but perhaps you have some estimate of when the Government might jump.

Boris Johnson (Chairman, TfL): When they pull their finger out.

Sir Peter Hendy CBE (Commissioner, TfL): I am seeking every way possible, in legislative terms, to get our scheme dealt with on the same basis as every other public sector scheme, including local authorities. Our employer's cost would be substantially less if we were able to write off the deficit over a longer period of time, as every other public sector body and local authority has been able to do. As the Mayor says, it is a Government issue. It will not go away. Whenever there is a general election, I am making sure that it is top of everybody's agenda because it is absolutely the right thing to do. Actually having equitable treatment with the rest of, for example, the local authority sector would immediately reduce the deficit in the coming years of £500 million or £600 million.

Caroline Pidgeon MBE AM: It is substantial.

Richard Tracey AM: Mr Mayor, you have promised to bring in some form of flexible ticketing from January 2015 with, I should say, a certain amount of campaigning by the Greater London Authority (GLA) Conservatives to get you there.

Boris Johnson (Chairman, TfL): Yes, thank you for that.

Richard Tracey AM: When will you make a decision on the precise form that this will take?

Boris Johnson (Chairman, TfL): It is, as you say, Dick, traditional to record the heroic role of GLA Conservatives, in particular Roger [Evans] -- in delivering this or in lobbying for this, I should say. As you know, I have talked to Caroline [Pidgeon], Val [Shawcross] and loads of people about this at length. We are

going to be making more detailed announcements this autumn, I think by the end of the year, because I have said that the ticketing arrangements will need to be in by January 2015. It is on course.

We are looking at various models, using the technology that we now have to make it more affordable for people who have all types of working patterns. Not everybody is the same. Surprisingly few people actually have a three-day week on three consecutive days, which would be perhaps the thing that the Oyster card could readily supply. That is something that very few people actually do. We need to think more flexibly about how we can produce a product or a series of products that really benefit the multiplicity of different types of work patterns that we now see in London. It was Val [Shawcross] in one of our conversations about this, who pointed out that it is not just a three-day Travelcard that people are interested in. There are all sorts of people who would benefit from more flexibility in ticketing arrangements. That is what we are looking at.

Richard Tracey AM: Indeed. Of course, our Chairman, Roger Evans, has written on the subject of people who work from home and would see many benefits from a sensible policy on this.

Do you accept that a rebate system on the fulltime Travelcards would have benefits, both in terms of freeing up capacity on public transport and buses and in terms of encouraging walking and cycling and so on, as well as encouraging people who wish to work from home?

Boris Johnson (Chairman, TfL): Do you mean to say that if you have a five-day Travelcard and then you use it on only three days, you would get a rebate? Is that it?

Richard Tracey AM: Yes, that is fundamentally the case.

Boris Johnson (Chairman, TfL): I do not know what the technical implications of that are. Peter?

Sir Peter Hendy CBE (Commissioner, TfL): That is what pay-as-you-go is for. Pay-as-you-go enables you to have an absolutely flexible approach to your travel. The principle the Mayor is talking about is that people who work less than five full days a week should not be disadvantaged, compared with the relative discount that people who are paying for five days should get. Producing a rebate is really quite hard to do and actually all our experience is that our customers and users are remarkably savvy, as we would expect them to be, about buying the right ticket.

Pay-as-you-go is enormously popular because it gives you the flexibility of deciding to do different things on different days. Many people go to different places on different days, quite clearly. The pressure that the Mayor is describing and that we have been asked for is to make sure that you are not disadvantaged if you do not do five days' travel. I am very confident that we will produce a proposal for the Mayor and that in January we will have something which will obviate that disadvantage.

Richard Tracey AM: I am pleased to hear that. Thank you, Chairman.

Caroline Pidgeon MBE AM: One option for flexible ticketing is early-bird fares, where you would extend the off-peak period to 7.30am in the morning instead of 6.30am as present. That would really help some of the earliest passengers, many of whom work in low-paid and perhaps insecure jobs. Is this something that you are going to be considering?

Boris Johnson (Chairman, TfL): Caroline, you have raised that suggestion, amongst others, before. It is something that we are certainly looking at. I do not want to anticipate too much what we are going to

announce, but at the moment - and Peter [Hendy] will correct me if I am wrong - I think what we are looking at really is seeing whether the daily caps generally can be reduced for users of TfL services --

Caroline Pidgeon MBE AM: I am talking about off-peak and if you could extend the off-peak in the morning.

Boris Johnson (Chairman, TfL): I understand.

Caroline Pidgeon MBE AM: For example, a worker travelling in the early morning from, say, Eastcote -- I take it you know where Eastcote is, Mr Mayor?

Boris Johnson (Chairman, TfL): Go on.

Caroline Pidgeon MBE AM: Is that a yes?

Boris Johnson (Chairman, TfL): It is.

Caroline Pidgeon MBE AM: Which line is it on?

James Cleverly AM: It is on two lines, is it not?

Caroline Pidgeon MBE AM: I think it is on two lines. You are right.

Boris Johnson (Chairman, TfL): It is on the Piccadilly and Metropolitan lines, but it --

Caroline Pidgeon MBE AM: Yes, that is right. It is in a part of London you might have a serious interest in at the moment. But somebody, say, travelling in from Eastcote to London Bridge would currently pay £4.60. They would pay just £3 under this plan if you put in an early-bird fare. This would help people perhaps in Hillingdon and Uxbridge in zone 6. It would save them £2 off their journey.

Will you please look at this as a way to help some of the poorest workers in London who travel in very early and also to help shift people to travel earlier to help the peak capacity on the Tube?

Boris Johnson (Chairman, TfL): I will be making sure that whatever package we introduce helps people across the city and --

Darren Johnson AM: Especially in Uxbridge.

Boris Johnson (Chairman, TfL): -- that would go for people in Eastcote or any other part of London.

Sir Peter Hendy CBE (Commissioner, TfL): If I might add --

Caroline Pidgeon MBE AM: Sorry, Peter. I really wanted to get the Mayor's view on this because it is a political decision. It only costs about £10 million a year, TfL has said, so relatively it is peanuts in the whole of the TfL budget, as we have been discussing this morning. Will you seriously consider this as part of your fare package that you are going to be announcing soon, yes or no?

Boris Johnson (Chairman, TfL): I will consider it.

Caroline Pidgeon MBE AM: Lovely. Another way of flexible ticketing is through using caps on Oyster. When can passengers expect to see a weekly cap on Oyster?

Boris Johnson (Chairman, TfL): We have a daily cap on Oyster.

Caroline Pidgeon MBE AM: No, a weekly cap.

Boris Johnson (Chairman, TfL): Cumulatively, it amounts to a weekly cap.

Caroline Pidgeon MBE AM: Mr Mayor, I wrote to you about this on 6 August. It probably should be in your briefing, I would have thought, for today. In 2011 when we discussed this, you guaranteed that Oyster would always be the cheapest option.

Boris Johnson (Chairman, TfL): From 2015.

Caroline Pidgeon MBE AM: In 2011 we discussed it. Lots of these issues we have discussed for several years, but you guaranteed that Oyster would always be the cheapest option. The weekly cap comes in on contactless payment next week. This will mean that your promise is no longer true. People who use Oyster, people who do not have bankcards and some of our poorest Londoners who do not have access to contactless payment will therefore be penalised because they will not have that weekly cap. When will you guarantee that Oyster will always have the cheapest fares and will have a weekly cap?

Boris Johnson (Chairman, TfL): I am going to have to ask Peter [Hendy] to answer that.

Sir Peter Hendy CBE (Commissioner, TfL): If I may, the answer to that is that contactless gives us the opportunity of doing some things that the Oyster system, whilst it is pretty good, is currently not flexible enough to achieve. I suppose you could say that we should not introduce the flexibility for contactless that it enables us to have, but actually we think it is quite a good thing to introduce it. The Oyster system will in due course follow, but you will all know that it is a very complex system. Actually, with contactless, we are able to do some things which we have not been able to do with Oyster yet.

Caroline Pidgeon MBE AM: Thank you for that, Peter, but this is a political decision. This was raised back in 2011. You had the time to make sure that Oyster would be able to bring in this weekly cap. Did you not take it up with TfL, Mr Mayor?

Sir Peter Hendy CBE (Commissioner, TfL): Actually, it is a technical decision because we said to the Mayor, "We are able to do this with contactless, which we cannot currently do with Oyster". Actually, the political decision would have been not to have done it with contactless even though we could, and that is not a very clever thing to do, I would have thought.

Caroline Pidgeon MBE AM: OK. Thank you, Peter.

Boris Johnson (Chairman, TfL): We are moving to a situation in which we want Oyster eventually to be superseded by contactless payment. Oyster has certain weaknesses. We have just been discussing one. There are certain things we cannot do with Oyster that we can do with contactless payment. That is all the more reason to speed up the dawn of the new.

Caroline Pidgeon MBE AM: It is really interesting what you have said, Mr Mayor, because TfL has never confirmed publicly that ultimately it wants to move to contactless. Many of us were suspicious of that, but

when around one in five people do not have a bank account or do not have access to a card, you have to be very, very careful there. Let us, having heard that --

Boris Johnson (Chairman, TfL): Let me be clear. The intention is to massively expand the use of contactless payment, but it is also envisaged that Oyster will continue for a very long time. There will be parallel systems, but obviously that is untidy.

Caroline Pidgeon MBE AM: I hope you will raise with TfL the issue of trying to bring in a weekly cap on Oyster because it is possible. I have spoken to --

Boris Johnson (Chairman, TfL): You think it is technically possible?

Caroline Pidgeon MBE AM: Yes, it is. I have had that confirmed. It may take some time, which is why I raised it back in 2011.

Sir Peter Hendy CBE (Commissioner, TfL): That is the point. It will take some time. Everything is technically possible.

Caroline Pidgeon MBE AM: Yes. Can I raise this with you? Another way of introducing flexibility, Mr Mayor, would be for you to bring in a one-hour bus ticket allowing passengers to change buses without having to buy and pay for a new ticket. It happens across other European cities. When will you bring in a one-hour bus ticket for passengers in London?

Victoria Borwick AM: I do not think that is flexible ticketing.

Boris Johnson (Chairman, TfL): We are looking at all these sorts of things, as you know, Caroline. We do not have any immediate plans to do that. There is a cost involved in all the proposals that you mention and it is important that Londoners should be aware of that. There is no free money here. If you create a one-hour bus ticket, you will have to find the revenue from somewhere else. The question is which group you want to hit and how you want to fund that.

Caroline Pidgeon MBE AM: There are lots of ways in the budget, Mr Mayor. We know it is around £10 million a year for the TfL staff nominee travel scheme, which we have talked about in this Chamber for years. You will have savings. I do not know. Daniel Moylan's [Mayor's Aviation Adviser] salary will not be needed anymore, will it, because your airport is dead in the water.

Murad Qureshi AM: He should go right now.

Caroline Pidgeon MBE AM: There are lots of ways you could look at saving money and paying for some of these --

Tom Copley AM: Priorities.

Caroline Pidgeon MBE AM: -- tickets that would actually help low-paid Londoners. Would you consider it as part of your fares package this year?

Boris Johnson (Chairman, TfL): Caroline, I do not know why you are being quite -- you should be very pleased with the results of this morning's conversations because you are making progress or, rather, I should say the GLA Conservatives have broken the ice and you are following through now with --

Caroline Pidgeon MBE AM: Let us go back to the manifestos to see who actually had it in writing, Mr Mayor. You will find it was the Liberal Democrats.

Boris Johnson (Chairman, TfL): You are bobbing obediently in the wake of the GLA Conservatives and getting progress on the issue of part-time workers' travel. It is very important. We are trying to advance it. It is not easy. It is not technically easy. All these things involve robbing Peter to pay Paul. Not robbing Peter [Hendy] personally, obviously, but taking money from one side of the ledger and putting it on the other. There is no free lunch here, Caroline, but we are making progress. We are using new technology to do that. I think people should generally recognise that we have been able to bear down on fares in a very successful way whilst continuing all the concessions that Londoners have.

Caroline Pidgeon MBE AM: I hope you will look at things like early-bird fares and a one-hour bus ticket as part of this package to really help low-paid Londoners.

Boris Johnson (Chairman, TfL): We shall.

Caroline Pidgeon MBE AM: You have already talked about the part-time Travelcard, which was in the Liberal Democrat manifesto last time and I am glad others have come on board with it.

Richard Tracey AM: A scandalous suggestion.

Caroline Pidgeon MBE AM: In terms of what you have said this morning and other sources that I have had conversations with over many months, you are looking really at playing with the daily cap rather than actually bringing in a Travelcard product. We have had a three-day Travelcard in the past. Is this not something that you will consider as part of your fares announcement?

Boris Johnson (Chairman, TfL): We are looking at it. As I said, the difficulty seems to be that very few people actually work three consecutive days. The problem basically is that if you buy a Travelcard costing £31 or whatever for zones 1 and 2, you get value if you use it for five days but not if you use it, obviously, for three days. However, in order to create a three-day Travelcard, as I understand it from TfL, you would need the user to travel three consecutive days and not to go Monday, Wednesday and Friday, for instance, if I have understood it correctly. The number of people who actually travel on three consecutive days is very small. What we are trying to do is come up with a package that actually benefits all sorts of part-time workers, not just your particular group of those who want to travel three days a week.

Caroline Pidgeon MBE AM: The devil will be in the detail. We look forward to your announcement. Thank you, Mr Mayor.

2014/2977 - Decreasing Journey Time Reliability

[Darren Johnson](#)

Journey time reliability on London's strategic road network recently fell to its lowest level since October 2010. Can you improve it without reducing the overall volume of traffic?

Boris Johnson (Chairman, TfL): The statistic you point out is actually due very much to the immense demand of the London economy. What we are seeing now is the city really roaring and the economy really roaring away and there is huge growth in construction. Anybody who drives around London or travels around London will see the lorries on the roads at the moment. We are obviously trying to keep this disruption to an

absolute minimum. It comes after a good period in which the disruption and delays have been reduced, not least thanks to the roadworks lane rental scheme that we have brought in.

We are aware of the problem that you allude to and obviously we take it very seriously. It is really overwhelmingly a symptom of economic strength at the moment.

Darren Johnson AM: Recent TfL Board papers directly link last year's 1.8% increase in traffic on London's busiest roads with declining journey time and reliability. The situation is set to worsen, is it not?

Boris Johnson (Chairman, TfL): What is certainly the case is that there has been a big bounce in the London economy and you are seeing increases in traffic flow. What we have done, obviously, is to increase the congestion charge in the central zone, which is one measure available to us. It went up from £10.00 to £11.50 and makes some difference.

The benefits of what we are doing generally on traffic can perhaps be seen in the improvements in safety. People killed or seriously injured (KSIs), I should point out, which I know have been of great concern to the Green Party Group, are actually substantially down, which is a good performance by people managing our roads given the increase in usage. KSIs on London's roads fell 23% during 2013 to the lowest level since records began and that is a really fantastically good good-news story about TfL management of the roads.

Darren Johnson AM: That is an important issue but, on the overall issue of traffic, you do not want to see increasing traffic on London's roads after years of London being a success story where traffic levels are actually decreasing. We do not want to see that reversed, do we?

Boris Johnson (Chairman, TfL): No, we do not. TfL are looking at all sorts of measures to make sure that people do not park in antisocial ways and we crack down very hard on people who are blocking key roads by taking too long. The lane rental scheme is there to minimise disruption caused by roadworks and we are going to be expanding the Split Cycle Offset Optimisation Technique (SCOOT), which is there to improve traffic flow by managing the traffic lights better. That is being expanded across large chunks of the road network.

Darren Johnson AM: Are you aware of some of the latest research on this? There is recent Government research which concluded that there would be a 10% increase in base traffic in the short term and 20% in the long term. That is, again, backed up by recent research from Lilli Matson, Head of Delivery Planning at TfL, which reached similar conclusions. Are you confident that building new roads will solve the problem of congestion and traffic growth in London rather than simply add to them?

Boris Johnson (Chairman, TfL): You could have mentioned also, Darren, the huge growth in internet delivery traffic, vans moving goods around that people have ordered online. There are terrifying projections for the growth in that kind of traffic. We really need to address it. We are thinking about how to have delivery points and collection points. You could imagine that happening more systematically at Tube stations. I do not think it is feasible in London to use octocopters to move goods around as they are proposing to do in [the United States of] America. I do not think that drones are going to get the traffic off our roads.

There are all sorts of air traffic and security issues that it will raise. That will not work. I know your basic hostility to new tarmac and new roads anywhere, but I do not think that should be excluded. There are great things that could be done to improve London's roads. We think they are a neglected part of London's mass transit system and we want to see investments in them for the benefit not just of motorists, but also, of course, for walkers and cyclists as well.

Darren Johnson AM: That is a very good point.

Boris Johnson (Chairman, TfL): I do not think that we should exclude consideration at least of the possibility of alleviating some of the increased traffic that we are going to see. You are right about the projections, because London is now incredibly successful and people do want to drive through it. We should at least consider trying to make good the 1960s decision not to proceed with the inner London orbital and to see whether there is some solution that could be arrived at with new tunnelling techniques. It may be impossible and indeed it may not be what people want --

Jenny Jones AM: Not the Estuary Airport, either.

Boris Johnson (Chairman, TfL): -- it is at least worth looking at.

Darren Johnson AM: I am running out of time now, so I will leave it there, Chairman.

Roger Evans AM (Chairman): All right, the next question in the name of Caroline Pidgeon we cannot take because the Liberal Democrats are out of time and we have dealt with that matter already.

Caroline Pidgeon MBE AM: We have already dealt with it, yes.

Roger Evans AM (Chairman): The next question is about your achievements for 2016 and it is in the name of Assembly Member Shawcross.

2014/2979 - 2016 Achievements

[Valerie Shawcross](#)

Londoners are finding their fares much higher, their buses and trains more crowded and their air still dangerously polluted after six years of your administration. Will you solve any of these problems by 2016?

Boris Johnson (Chairman, TfL): The achievements are, I would say, pretty phenomenal. Obviously they are not my achievements but they are the achievements of TfL and everybody who works in London transport and indeed in other organisations and other bodies as well. Network Rail, the Department for Transport (DfT) and many others have been involved in what I think has been an astonishing period of growth and improvement in our transport systems. I would point to the huge numbers that we are now carrying on the network, more than ever before, both on the Tube and on the buses. In spite of that, you have had a 40% reduction in delays on the Tube since I was elected. The Northern line upgrade alone is going to increase capacity by 20% and customer satisfaction levels - and you can be cynical about some of these statistics, perhaps - are incredibly high now on the Tube. As Mayor, I really feel that when I was trying to get elected six or seven years ago, with people's attitudes towards the Tube and people's feelings of frustration about London transport - and I am not in any way minimising people's problems today - people felt a more acute sense of inconvenience, far more acute than they do today. We really are doing our best to move huge numbers of people around as efficiently as possible. We are putting air conditioning on loads of the Tube network, as you know, and --

Valerie Shawcross CBE AM: Chair?

Roger Evans AM (Chairman): Yes?

Valerie Shawcross CBE AM: With respect, Chair, I asked a question about the problems that the Mayor was going to solve. I think you introduced the word 'achievements' and the Mayor is answering your question rather than mine.

Boris Johnson (Chairman, TfL): Forgive me.

Roger Evans AM (Chairman): The word 'achievements' is in the title of the question.

Boris Johnson (Chairman, TfL): Perhaps I can help Val then by talking specifically about the issues that she raises. I mentioned the buses and trains are carrying more people than ever before. You say that the air is --

Valerie Shawcross CBE AM: Sorry, Chair, but --

Roger Evans AM (Chairman): Could I just stop you for a moment, Mr Mayor? We have some confusion here.

Valerie Shawcross CBE AM: The question we submitted, Mr Chair, was:

"Londoners are finding their fares much higher, their buses and trains more crowded and their air still dangerously polluted after six years of your administration. Will you solve any of these problems by 2016?"

Boris Johnson (Chairman, TfL): Perhaps I can just reassure you that, for instance, on fares, we have had a lengthy discussion already about how we have been trying to keep fares down. We are freezing them at RPI this year as we did last year. Overall, over the last six years, I think they have gone up by about an average of 1% a year in real terms. Obviously we regret any increase in fares, but that is pretty good going when you consider the vast investments that we are making.

On crowding, I have mentioned the huge increases in capacity that we have introduced, for example, a 30% increase in capacity across the network on the Tube.

The Northern line alone has a 20% increase coming through. On air quality, the Assembly will know because I have mentioned it many times that we have put in measures that have actually improved air quality. This is not something that is widely recognised. Air quality in London is better than it was six years ago. Nitrogen oxide (NOx) emissions are down by 20%. Particulate matter up to 10 microns in diameter (PM10s) and particulate matter up to 2.5 microns in diameter (PM2.5s) are down 15%. The number of people who live in areas of excess nitrogen dioxide has been halved from 3.6 million to 1.7 million. These are considerable achievements. There have been very, very substantial reductions also in carbon dioxide (CO₂) emissions, not that it necessarily affects air quality. You will know what we are doing with the ultra-low emission zone (ULEZ). There is a big, big programme coming up to have really quite swingeing improvements in air quality in the centre of town.

Valerie Shawcross CBE AM: Thank you, Mr Mayor. I can see that you are practising your filibustering techniques as you go off to Parliament.

Boris Johnson (Chairman, TfL): No, I was trying to answer your question.

Valerie Shawcross CBE AM: We know now that you want to go off to Parliament. You have been Mayor for six years, if I can just restate the points. You have left us a legacy of massive fare rises of more than 40% for most travellers, much worse for the bus users. You have left us a legacy of poor air quality --

Boris Johnson (Chairman, TfL): Nonsense.

Valerie Shawcross CBE AM: -- and you have wasted £5.2 million on a mountain of paper for the Thames Estuary Airport. Actually, you have made yourself a lame duck Mayor for the next two years. Is that a legacy you are proud of?

Boris Johnson (Chairman, TfL): I am afraid to say, Val, that, even by your standards, that is complete nonsense. I will just point out, by the way, on fares, which you claim I have raised by 40%. Actually, the overall total is 21.2%, which compares very favourably with the overall total that the previous Mayor put them up of 24.8%. On your point about the Estuary Airport and investment in that project, actually --

Murad Qureshi AM: What a waste of money.

Boris Johnson (Chairman, TfL): -- it is very interesting that we are by no means at the end of this story. The exercise of looking at growth and regeneration in the estuary is incredibly valuable. It is the right place for London to develop. It is the right area for London to grow in. I think that is accepted by everybody in this Assembly. It was totally right to look at infrastructure improvements in that area. I have to say - and I have said this before - that this scheme will come back. I do not believe that you will be able to do a third runway at Heathrow until hell freezes over. It is just not going to happen. There may be support for another solution. I do not believe that will be seen as a long-term solution. The estuary will always be there as the right answer, as it has been, indeed, since the 1960s when it was first considered.

I might remind you that you were part of an administration that spent £34 million on something called the West London Tram. It so happens that, purely by coincidence, I was in west London the other day. I was in west London and --

Caroline Pidgeon MBE AM: Not in Eastcote!

Boris Johnson (Chairman, TfL): -- I looked at this tram on which you, Val, spent £34 million and I could not see any sign of it. Where is it?

Tony Arbour AM: The Cross River Tram. Remember that?

Valerie Shawcross CBE AM: Chair, the Mayor is discussing his predecessor's interest in light rail now rather than his own disastrous legacy.

Boris Johnson (Chairman, TfL): Where is the Cross River Tram? Has anybody spotted the Cross River Tram on which Val spent tens of millions of pounds?

Valerie Shawcross CBE AM: Can I just go back to this issue with the fares? Actually, let us take a case example. You are arguing on the percentages. I did not expect you to agree on anything with me at all, Boris. Let us just look at a case example. Let us have a look at Uxbridge and South Ruislip if you are a season ticket holder there.

Tom Copley AM: Is that in London?

Valerie Shawcross CBE AM: Can you really look your prospective constituents in the eye, Mr Mayor, and explain why their season ticket has gone up by £560 under your administration from £1,784 to £2,345? Can you look them in the eye and justify that, Mr Mayor?

Boris Johnson (Chairman, TfL): I can look at all Londoners in the eye as I look you in the eye, Val, when I say that what we have had to do is, yes, put fares up. I make no bones about it. It is an average of 1% a year in real terms over the period of this mayoralty.

I do not think that has been too bad when you consider the colossal levels of investment that we have been able to keep going in London. Look at the things that TfL is doing in expanding the Tube now, going forward with new river crossings, getting Crossrail done on time and on budget. These are vast, vast things happening in London transport. They are totally transformative and we are going to keep up the pace --

Valerie Shawcross CBE AM: Let us have a look --

Boris Johnson (Chairman, TfL): We are going to keep up the pace so that there is absolutely no danger of any of these projects being thrown aside. I hope you would agree that Crossrail 2 in particular should be firmly entrenched by 2016 so that there is no prospect of any mayor of any description jettisoning that project.

Valerie Shawcross CBE AM: Let us have a look, Chair, if I may at what the people in South Ruislip and Uxbridge have been getting. I am very pleased, of course, that you mentioned the Labour Government legacy of the Tube upgrade programme --

Boris Johnson (Chairman, TfL): I see. It was quite a long time ago that there was a Labour Mayor now.

Valerie Shawcross CBE AM: -- and it is surprising that you want to take the credit for that. You were arguing about air pollution. We all know that air pollution is a serious issue in London. It is a serious issue for our children. It is a serious issue for all of us. Air pollution in Hillingdon is 16% higher than the rest of the United Kingdom (UK). Actually --

Boris Johnson (Chairman, TfL): There is a reason for that. It is because of the airport that Labour supports and it is --

Valerie Shawcross CBE AM: Chair, if I may, actually, you delayed phase 3 of the low emission zone (LEZ) for 18 months. You have put off the LEZ - jam tomorrow - to 2020. It is actually quite difficult to think of specific transport projects that anybody in the constituency of Uxbridge and South Ruislip has benefited from. They do not have the cable car. They do not have the cycle hire scheme.

John Biggs AM: We could give them one of those.

Valerie Shawcross CBE AM: You have talked about some 'jam tomorrow' projects including the Garden Bridge --

Boris Johnson (Chairman, TfL): Have you used any of the new trains on the Metropolitan line? Have you seen the new trains? I have met some people who are very pleased with the new trains --

Valerie Shawcross CBE AM: We are not talking about jam tomorrow. We are talking about --

Roger Evans AM (Chairman): Can I ask you to --

Boris Johnson (Chairman, TfL): Have you noticed what Crossrail is going to do to the south -- Have you seen --

Valerie Shawcross CBE AM: My question is --

James Cleverly AM: They do not go to the edges. Labour do not go to the edges.

Roger Evans AM (Chairman): All right. We are stopping the time.

Boris Johnson (Chairman, TfL): Have you been to outer London, Val?

Roger Evans AM (Chairman): Could I just stop you?

James Cleverly AM: They are like a toddler colouring in. They do not go right to the edges.

Roger Evans AM (Chairman): Mr Cleverly.

James Cleverly AM: Apologies. Sorry.

Roger Evans AM (Chairman): Mr Mayor, the points you are making are good ones but you can do them in your response to the question rather than before the question is finished.

Boris Johnson (Chairman, TfL): Sorry.

Roger Evans AM (Chairman): Ms Shawcross?

Valerie Shawcross CBE AM: Thank you. I find it difficult to find a project that they have benefited from in Uxbridge and South --

Boris Johnson (Chairman, TfL): Apart from Crossrail, apart from --

Valerie Shawcross CBE AM: Sorry, Chair. Can I get my question in before I am interrupted? Clearly, the Mayor is rattled by this. I can see that his colleagues are trying to come in to help him for once. However, I do have a right to ask you some of these questions --

Boris Johnson (Chairman, TfL): You do.

Valerie Shawcross CBE AM: -- about your legacy. There are no step-free access Tube stations and there are none on the programme in this area that we are talking about.

Sir Peter Hendy CBE (Commissioner, TfL): There will be soon at three of them.

Valerie Shawcross CBE AM: All of the six Tube stations here are going to be losing some staffing. Uxbridge is going to be losing 18% of its staffing, Mr Mayor, so I do not know if you were planning to be campaigning against yourself to restore the lost staffing from Uxbridge Tube station. It might be - and this is the point - that the one thing they do know about in Uxbridge and South Ruislip is that you did spend £5.2 million on a fantasy airport that would have put nearly 10% of the Hillingdon workforce out of work by closing Heathrow Airport.

Tell me, from what you have just said, are you planning to carry on wasting public money on your attempts to close Heathrow Airport by continuing to work for, campaign for and spend public money on the Estuary Airport proposal? You said in answer to a query from MayorWatch --

James Cleverly AM: Are we going to get a question before lunch?

Valerie Shawcross CBE AM: -- that you will be "fighting for the right hub solution for London's air connectivity needs". Are you planning to carry on fighting to close down Heathrow Airport?

Boris Johnson (Chairman, TfL): I am going to keep fighting for the people of the whole of this city, as you would expect me to do. I would just point out that the part of outer London that you mention, although you seem completely ignorant of this, has benefited from new trains on the Metropolitan line, wonderful new trains that you might want to use --

Valerie Shawcross CBE AM: I am asking about your legacy. I am not asking about the programme that was put in place.

Boris Johnson (Chairman, TfL): -- and you might want to go and look at Crossrail, which is also coming in to that part of the world and will do --

Valerie Shawcross CBE AM: And also thank you to the previous Mayor.

Boris Johnson (Chairman, TfL): And thank you very much to the Coalition Government which decided to proceed with that scheme when it came in in 2010, because it could well have been jettisoned, as you know full well.

Valerie Shawcross CBE AM: They could have dumped a Labour scheme.

Boris Johnson (Chairman, TfL): Huge benefits, thanks to this mayoralty, are being produced in that part of London and I could mention plenty of other wonderful schemes for cycling and for outer London town centres and so on and so forth. Your general question is about fares. That is what you really wanted to know.

Valerie Shawcross CBE AM: Mr Mayor, my specific question now and my challenge to you now is to tell me --

Boris Johnson (Chairman, TfL): About Heathrow?

Valerie Shawcross CBE AM: Are you going to commit not to waste any more public money pursuing the Estuary Airport project and the closure of Heathrow Airport?

Boris Johnson (Chairman, TfL): I am going to commit, as I hope you will commit, Val, to opposing a third runway at Heathrow.

Valerie Shawcross CBE AM: Are you telling me you are going to spend more public money --

Boris Johnson (Chairman, TfL): If you are telling me that the Labour Party is now in favour of a third runway at Heathrow, I think we should hear it. I know John Biggs is.

John Biggs AM: Only me.

Boris Johnson (Chairman, TfL): Only John?

John Biggs AM: Only John.

Valerie Shawcross CBE AM: Are you telling me, Mr Mayor --

Boris Johnson (Chairman, TfL): Murad, no?

Murad Qureshi AM: Of course not.

Boris Johnson (Chairman, TfL): Nicky [Gavron], no?

Valerie Shawcross CBE AM: -- you are going to carry on spending on public money --

Boris Johnson (Chairman, TfL): Joanne [McCartney], no? Len [Duvall], no?

John Biggs AM: Me and Kit [Malthouse], I think.

Valerie Shawcross CBE AM: Are you carrying on with --

Boris Johnson (Chairman, TfL): Who is in favour? Are you in favour of --

Valerie Shawcross CBE AM: -- spending public money on the Estuary Airport proposal?

Boris Johnson (Chairman, TfL): I am going to keep fighting for what I think is the right solution for Londoners and that does not include --

Valerie Shawcross CBE AM: Mr Mayor, you are not answering the question. Are you going to spend more public money on the Estuary Airport proposal and the closure of Heathrow Airport, yes or no?

Boris Johnson (Chairman, TfL): I do not see --

Valerie Shawcross CBE AM: Yes or no, Mr Mayor.

Boris Johnson (Chairman, TfL): We have spent a fraction of the sums --

Valerie Shawcross CBE AM: Does that mean yes?

Boris Johnson (Chairman, TfL): -- on the Estuary Airport that of course you spent on completely pointless --

Valerie Shawcross CBE AM: Does that mean, yes, you are going to carry on spending money --

Boris Johnson (Chairman, TfL): I am not going to --

Valerie Shawcross CBE AM: -- on the Estuary Airport in a bid to close Heathrow?

Boris Johnson (Chairman, TfL): I do not see any need particularly at the moment to spend huge sums of money on any airport proposal because what we want to do --

Valerie Shawcross CBE AM: Are you going to be spending any money on the Estuary Airport proposal from now?

Boris Johnson (Chairman, TfL): It very much depends what the Government and other political parties start saying about their solutions.

Valerie Shawcross CBE AM: The project is dead.

Murad Qureshi AM: It is dead.

Valerie Shawcross CBE AM: Are you going to be wasting more public money on it, yes or no?

Boris Johnson (Chairman, TfL): It depends, Val. You have heard an awful lot from me on aviation and we have produced a brilliant report. There is no need to elaborate on it. It is all there. There is no particular need just to answer yes or no.

Valerie Shawcross CBE AM: Are you going to carry on spending taxpayers' money on the Estuary Airport proposal?

Boris Johnson (Chairman, TfL): There is no particular need to spend much more on that report because we have spent it. What I do not rule out --

Valerie Shawcross CBE AM: Mr Mayor, can I just ask you for a yes or no reply?

Boris Johnson (Chairman, TfL): The answer is --

Valerie Shawcross CBE AM: Are you going to spend more taxpayer money on the Estuary Airport proposal, yes or no?

Boris Johnson (Chairman, TfL): The answer is possibly, if Labour drops their opposition to a third runway. Let us see what happens. We need to see where we get to on all this. It sounds to me as though the Labour Party is preparing to do a U-turn on the third runway. Is it?

Valerie Shawcross CBE AM: Are you saying that you are going to stand up in front of your selection meeting on Friday and tell them you still want to close Heathrow Airport?

Boris Johnson (Chairman, TfL): I am going to stand up before the whole of London, as I have done for the last six years, unlike some of you guys who now seem to be all --

Valerie Shawcross CBE AM: I think --

Boris Johnson (Chairman, TfL): I am going to stand up and campaign for what I was elected on once, elected on twice, and in fact what we were all elected to do, including you, Val, including you, John [Biggs]. I was elected to --

Valerie Shawcross CBE AM: He is not going to answer my question, Chair, so --

Boris Johnson (Chairman, TfL): -- oppose a third runway. That is what I am going to do.

Valerie Shawcross CBE AM: I will not throw good time after bad --

Boris Johnson (Chairman, TfL): No, I am answering your question.

Valerie Shawcross CBE AM: -- in the same way that the Mayor is throwing good money after bad.

Boris Johnson (Chairman, TfL): If I find out --

Valerie Shawcross CBE AM: Can I end there?

Boris Johnson (Chairman, TfL): -- that there is some hidden agenda by politicians in Westminster to try to go back on the very clear promises that people made to the people of this city about Heathrow or if I think there is some plan --

Jenny Jones AM: You go back on promises all the time.

Boris Johnson (Chairman, TfL): -- to go ahead with a third runway at Heathrow, then, no, I cannot rule out that I will not spend more public money on that issue, Val. OK?

Valerie Shawcross CBE AM: Thank you, Mr Mayor. That was an answer.

Richard Tracey AM: Mr Mayor, I think we have to draw an inference from what has been said about fares in this question. That is what the question was originally about. We have to draw the inference that perhaps the Labour Party believes that fares should not have risen at all since 2008 when you took over as Mayor of London. Can I ask if there is any estimate of how much revenue TfL would have had to sacrifice to keep the fares down for such a long period?

Boris Johnson (Chairman, TfL): Yes. You could put it another way. It would have been impossible to deliver some of the upgrades that we are now doing. The Northern line would have been at risk as would Piccadilly line upgrades. It would have been absolutely tragic for London and completely the wrong approach for our city.

Richard Tracey AM: Sir Peter Hendy, do you have any idea of what you would have lost if you had been keeping fares down all that time?

Sir Peter Hendy CBE (Commissioner, TfL): There is a reasonably straight mathematical calculation because 1% on the fares is worth about £30 million or £40 million a year and you have to compound it over a number of years. If you were to go back on the figures that the Mayor quoted, you would be talking about hundreds of millions, quite clearly.

Richard Tracey AM: Yes, clearly.

Sir Peter Hendy CBE (Commissioner, TfL): From my professional point of view having been here a long time, it is unfeasible not to increase the fares over a prolonged period of time because we saw that happen before and actually, as the Mayor says, we have a lot of investment happening and we have still more to do.

Richard Tracey AM: I wonder, Mr Mayor. Do you remember in the last election campaign in 2012 that your Labour opponent and his running mate, Val Shawcross across the way, talked about decreasing fares by 7%, I think? It seems to be something they have forgotten about.

Boris Johnson (Chairman, TfL): I do remember that. I remember that vividly. But then we were told that that policy was no longer operative. I think John Biggs said, "Who remembers Ken Livingstone [former Mayor of London]?"

John Biggs AM: Ken who?

Boris Johnson (Chairman, TfL): He said that as an explanation of the U-turn. That was indeed their policy. They seem to have junked it and I think it was very sensible of them to junk it because it was not sensible and I do not think people fell for it at the time.

Richard Tracey AM: This question also seems to call for perhaps an increase in bus mileage because we are told about the buses being crowded. Would increasing bus mileage be cost-free for TfL?

Boris Johnson (Chairman, TfL): No, of course not.

Richard Tracey AM: Or would it be yet another uncosted pledge from the Labour Party?

Boris Johnson (Chairman, TfL): Buses are the most heavily subsidised part of our network, to the best of my knowledge. Clearly, we need to get revenue in to help support that.

Richard Tracey AM: Have you, Mr Mayor, ever heard a suggestion from the Labour Party about any cost-cutting in TfL?

Boris Johnson (Chairman, TfL): None that strike me as being practical or interesting, no. I think at one stage they toyed with hostility to the Emirates Air Line cable car, until it was pointed out to them that that was the only piece of transport infrastructure in London that was actually going to cover both its capital and its revenue costs. I think they dropped that one.

Tom Copley AM: Except that it did not.

Len Duvall AM: You failed and you lied on that one.

Boris Johnson (Chairman, TfL): It will.

Tom Copley AM: In your mind, perhaps.

Boris Johnson (Chairman, TfL): It will.

Tom Copley AM: How long?

Roger Evans AM (Chairman): Assembly Member Tracey, have you finished?

Richard Tracey AM: I rest my case, Chair.

Len Duvall AM: In the next ten years?

Boris Johnson (Chairman, TfL): In the next ten years and you cannot say that --

Roger Evans AM (Chairman): Assembly Member Shawcross, you were mentioned in that exchange.

Valerie Shawcross CBE AM: Thank you. I was --

Boris Johnson (Chairman, TfL): Capital costs and revenue costs in ten years.

Roger Evans AM (Chairman): Can we just stop for a moment. This is a point of personal explanation, which we all want to hear.

Len Duvall AM: It is European money.

Valerie Shawcross CBE AM: It has turned into a rather bilious session, has it not, Chair? I will just say that, yes, it was indeed the Labour policy at the last election to cut the fares in London and the straightforward cost-cutting proposal that I just made was that the Mayor should not have wasted £5.2 million on the Estuary Airport proposal.

Gareth Bacon AM: That is not what was spent on the proposal --

Boris Johnson (Chairman, TfL): Are you saying you could have delivered a 7% cut in fares with £5 million?

Roger Evans AM (Chairman): That was not a question and does not --

Boris Johnson (Chairman, TfL): That is completely ludicrous. They were going to take about £1 billion out of TfL.

Jenny Jones AM: Mr Mayor, in your written submission to the House of Commons Environmental Audit Committee, in front of which you are appearing this afternoon, you give a figure of a 20% reduction of oxides since 2008. I have all of your roadside figures here and I cannot find that figure of 20% and in fact it is much lower. I am wondering. When you talk about a reduction, are you using your modelling? Are you using your predictions rather than the real figures, which I have here and which do not add up to 20%?

Boris Johnson (Chairman, TfL): All figures in the area of air quality are subject to modelling of one kind or another. The figure of 4,000 deaths, for instance, is a projection based on statistical --

Jenny Jones AM: I understand that but I am asking you: did you use the figures in your projections and your predictions or did you use the actual roadside figures? I know the answer. You did not use the roadside figures because they do not add up to 20%. They add up to much less.

Boris Johnson (Chairman, TfL): The reason for that obviously is that the roadside figures may not reflect the overall emissions picture because the roadside figures will reflect what is going on at various particular hotspots where there are high concentrates of NOx.

Jenny Jones AM: That is a very good point, but I also have the figures for the mean background and they do not add up to 20% either. They add up to much less. You are actually not giving the real figures to the Audit Committee this afternoon. I find that very disturbing because you are meant to actually be honest when you answer Members of Parliament (MPs). If you are using predicted figures --

Boris Johnson (Chairman, TfL): I want to assure the Assembly that MPs get no special treatment from me. I give you equally --

Jenny Jones AM: Equal rubbish. Equally bad figures.

Boris Johnson (Chairman, TfL): -- impartial and accurate answers --

Caroline Pidgeon MBE AM: Equally bad figures that you have made up.

Jenny Jones AM: Mr Mayor, I have made sure that the Audit Committee this afternoon knows --

Murad Qureshi AM: Took the words straight out of your mouth there.

Boris Johnson (Chairman, TfL): I am not having that levelled against me.

Murad Qureshi AM: Took the words straight out of your mouth.

Jenny Jones AM: I have made sure that the Audit Committee knows that you are using predictions --

Caroline Pidgeon MBE AM: Well done.

Jenny Jones AM: -- and not real figures. I think that is quite wrong of you. You are misleading Londoners, you are --

Boris Johnson (Chairman, TfL): No, I am not.

Jenny Jones AM: -- misleading us and you are misleading Parliament, which could be a lot more serious. Even though you say that MPs are no more important than us, I think they think they are. You are misleading us all.

Boris Johnson (Chairman, TfL): No, because the figure I have given you is true, it is accurate. It is one I have repeatedly --

Jenny Jones AM: No, it is not.

Boris Johnson (Chairman, TfL): -- cited but the reductions we --

Jenny Jones AM: I know you have repeatedly cited it, but that does not make it true. Just because you say it more than once does not make it true. You are not using the real figures. How can you tell us something that is not true?

Boris Johnson (Chairman, TfL): No, you want to use figures that you think --

Jenny Jones AM: These are your figures I am using.

Boris Johnson (Chairman, TfL): There are two sets of figures and your set of figures, you think, is more discreditable to the record of this mayoralty than the figure of a 20% reduction. Actually, I think any reduction

in NOx and any reduction in PM10s and PM2.5s, considering the massive increase in traffic and population in this city is a fantastic achievement. That should be your first point and --

Jenny Jones AM: You are overblowing and overstating your achievements and that is misleading us all.

Boris Johnson (Chairman, TfL): -- you should be congratulating us and

Roger Evans AM (Chairman): Thank you. The Greens are out of time.

Boris Johnson (Chairman, TfL): -- congratulating TfL on the sustained and continuous improvements in air quality that we are achieving.

Jennette Arnold OBE AM (Deputy Chair): My first question is to the Mayor. Going back to a theme that my colleague Assembly Member Shawcross was covering in terms of your achievements, six years on from your first election, only 24% of Tube stations are accessible. Is a Tube network that is largely a no-go area for those with access needs something to be proud of?

Boris Johnson (Chairman, TfL): Obviously, we want to do better, Jennette, but I am proud of what has been achieved. We have done about 16 stations, from memory. I cannot remember how many we have done over the last six years or so.

However, it is, as you know, fiendishly expensive in some places. We are looking at Harrow on the Hill now, as people know, but that again is a very, very expensive project. We are working with the Government to ensure that there is a timetable for every Crossrail station to have proper disabled access. We take this incredibly seriously and we do think it is important. The priority, however, has to be to start with the stations where there is the biggest footfall and where there is the biggest usage. That is what we have been doing and that is why you are seeing some of these huge costs, for instance, at Bond Street or Shepherds Bush. Those are massive stations and the investment required is very big. Harrow on the Hill, again, is a big station. If you know the topography, we have to build a series of lifts along the station platforms and it will come to a very big bill.

Jennette Arnold OBE AM (Deputy Chair): I know that you have focused on the biggest usage, but is it not as important to focus on those stations that are the only options in areas?

Boris Johnson (Chairman, TfL): Of course.

Jennette Arnold OBE AM (Deputy Chair): You talked about Harold Hill. That is bringing in zone 4. Is Harold Hill in zone 4?

Roger Evans AM (Chairman): I think the Mayor is referring to Harrow on the Hill.

Boris Johnson (Chairman, TfL): Harrow on the Hill.

Roger Evans AM (Chairman): Harold Hill is not on the Tube network.

Jennette Arnold OBE AM (Deputy Chair): All right. No. I was going to go and say the other side and my colleague Navin Shah [AM], if he were here today, would be raising the issue about Harrow on the Hill. He has mentioned it time and time again as an example of a station that has huge usage, but when you go there your heart breaks when you see how people with any sort of disability have to be manhandled.

Boris Johnson (Chairman, TfL): Yes, I know. We understand, absolutely, and --

Jennette Arnold OBE AM (Deputy Chair): Is that not a priority?

Boris Johnson (Chairman, TfL): It is a priority at Harrow on the Hill. I have mentioned it twice now, absolutely, and I am sorry I slurred my words. You thought I was saying "Harold Hill". Harrow on the Hill, yes, you are completely right. You go there and you have some very steep steps. They are a big challenge to anyone with a buggy or anyone with disabilities and we have to sort it out. What I am telling you is that the cost of that exercise will be very considerable to do it properly. To have proper disabled access for Harrow on the Hill, you would have to have five lifts. That will not be cheap, Jennette. Those who say we should be cutting fares by 7% really need to ask themselves how they would pay for it.

Jennette Arnold OBE AM (Deputy Chair): Mr Mayor, I can only say to you and others and the campaigners would say to you to look closely at allocating more funds to this area.

I want to just go on to ask a question about TfL's equalities impact assessment to the Commissioner. If he is not able to give me the answer today, then I would welcome it in writing. When I was looking through the programme to reduce London Underground's running costs by some £50 million per annum, and when I looked at the equalities impact assessment, it said that there would be no negative equality impact on the following key target groups: women; black and ethnic minorities; lesbian, gay men, bisexual and transgender people; young people; children; and faith group members. However, it does accept that there will be a negative equality impact on disabled people and older users and those 55 years plus in the workforce. Then, when you go on, given that it has recognised this in the workforce, I am shocked to then see that it says that there will be no negative impact on passengers with disabilities and those in the over-55 age group. This is the same population inhabiting the same space. How can there be a negative impact on the staff who are with us on underground stations and moving about the stations and not on the customers?

Sir Peter Hendy CBE (Commissioner, TfL): Jennette, that is relatively simple to answer. The substantive number of jobs that are proposed to be reduced, despite all the discussion about ticket office windows, are actually supervisory jobs where people are sitting in offices. There will be some negative impact on jobs where people are able to sit but not stand for a number of hours, whereas actually the proposal is to have the same or an increased number, generally, of people in station foyers and in the entrances to stations and on the platforms, where they will necessarily need to stand for longer periods. That is an impact which impacts on the staff because there will not be so many supervisory jobs sitting at desks in offices.

However, it does not impact on the passengers, in fact. We think it will make the passenger service better because there will be more people on many stations able to help people with disabilities in and out of the station.

Jennette Arnold OBE AM (Deputy Chair): That does not come over in your document. Also, you talked about thinking. I would much prefer you to be saying that in consultation with advocates and organisations that are happy to work alongside you, you have done some modelling, you have looked at an assessment framework and you can actually state what number of staffing levels will be increased so that people with disabilities and over-50s using the transport system will not be negatively impacted.

Sir Peter Hendy CBE (Commissioner, TfL): As you would expect, we discuss, firstly, matters concerning our staff with the staff and their representatives and that is the right thing to do. Some of the apparent reluctance to discuss the details of these proposals is because it is not right or feasible to discuss things in the

public domain whilst we are discussing them with the representatives. The proposition, however you frame it at a broad level, that more people on and about the stations might have a negative benefit on people with disabilities is pretty ludicrous, frankly. The one set of people in stations who are not able much to help people with disabilities are people sitting in offices. Primarily, the job reductions are in supervisory jobs and what were in the old days - because I am old enough to remember it - clerical jobs in ticket offices where people are not actually in contact with the customers.

Jennette Arnold OBE AM (Deputy Chair): Can I have your assurance, then, that you are going to take this proposition out to those organisations and out to users before you come back and say that this is something that will benefit them if you have not tested it?

Sir Peter Hendy CBE (Commissioner, TfL): You have had Mike Brown [Managing Director, London Underground and London Rail, TfL] if not here then at a similar meeting talking about discussing this with passengers, but I repeat that we are primarily going to continue at this stage to discuss matters that affect our staff with the staff themselves and their representatives. All the consultation and fuss surrounding it has been a prolonged attempt, which has now been largely successful, at getting engagement at a station-by-station level. We are then able to establish the right number of people at stations and are able also to tell our staff, who deserve to have that assurance what the jobs will be, how many of them there will be and where they might work.

That is not to say that the customer impacts of that are being ignored. It is just to say that you cannot have those discussions in parallel. You have to do one set before the other set. You will know, however, that there is a commitment to have some discussion about the impact of all that on passengers because they are important and we are thinking of that as well.

Jennette Arnold OBE AM (Deputy Chair): OK. You might be doing your job. I can only look to the Mayor to do his and to be mindful of the needs of disabled Londoners and that any reduction in staff --

Sir Peter Hendy CBE (Commissioner, TfL): Yes, absolutely.

Jennette Arnold OBE AM (Deputy Chair): -- will have an impact. If it is not the Commissioner's job, it is certainly the Mayor's job to be mindful of that.

Boris Johnson (Chairman, TfL): That is understood, Jennette. Obviously we do think about that.

Jennette Arnold OBE AM (Deputy Chair): Thank you.

Boris Johnson (Chairman, TfL): I accept fully the arguments that Peter [Hendy] has made about the advantage of releasing staff from behind plate glass and getting them out into a position where they can help disabled passengers.

Joanne McCartney AM: On the issue of accessibility, many of my constituents rely on the rail services rather than the Tube. If I look at, for example, the Great Northern line and the Hertford Loop and every station in my constituency from Haringey, Hornsey, Bowes Park and right up into Enfield, none of them has step-free access.

Previously TfL had drawn up a priority list for bidding for access for all the funding and trying to support that. It had previously identified stations such as Alexandra Palace, Enfield Chase and Palmers Green as being

priorities. The Government has announced that it is going to cut the funding for that for the next five years by over 40%. What does that mean for those priority stations such as Alexandra Palace?

Boris Johnson (Chairman, TfL): I do not know the answer but I will find out. I will make representations on your behalf on that matter.

Sir Peter Hendy CBE (Commissioner, TfL): We always argued that London stations should have priority because, in numerical terms, the numbers of people who use them are far in excess of the stations. In the DfT they are attempting to make some sort of geographical balance, but the fact is that even what we would consider relatively minor suburban stations in London fall far in excess of most provincial railway stations. Actually, the Mayor has been very strong with the Secretary of State for Transport, this one and previous ones, in making that case. We do have some money. Edmonton Green is being done currently or shortly, for example.

Joanne McCartney AM: We all lobbied for that, yes.

Sir Peter Hendy CBE (Commissioner, TfL): Of course, we will work even harder at the bits of the rail network which will be under our control, for obvious reasons, because that is the sort of standard that people expect.

Joanne McCartney AM: Am I right in saying that because the funding pot has drastically been reduced nationally, there will be fewer stations likely in London to get that funding?

Sir Peter Hendy CBE (Commissioner, TfL): There is an election next May. The case for access for all is getting stronger and not weaker. Certainly we will be saying to them that it is very, very hard to accept even less money to make national railway stations in London accessible. It is hard to see that is the right thing to do.

Joanne McCartney AM: Thank you very much. Can I move on now to another topic, Crossrail 2, which I think all of us in this Chamber support? One of the concerns I have - because it is vital to Enfield and Haringey with the development of Meridian Water and the Tottenham developments, some of the largest housing schemes for 20 years in London - is that Crossrail 2 will be vital to that. What case are you making both as Mayor and as Chair of TfL to make sure that the Government gives the green light and also that it puts money behind the scheme as well?

Boris Johnson (Chairman, TfL): One of the most powerful messages that the Chancellor gave when he was at the Meridian Water scheme was that he could see the advantage of Crossrail 2 because what it actually does is it enables many more thousands of homes to go ahead in that area. He is right behind it for that reason and obviously because of all the other benefits it brings to the southwest of the city as well.

The procedure for Crossrail 2 is that there is a safeguarded route alignment going to be secured next year. That is following consultation. Then we will go into the detailed development of the scheme and apply for construction powers.

Joanne McCartney AM: On the funding point, though, the Chief Secretary to the Treasury, Danny Alexander, when this was announced, said, "The challenge for the Mayor of London now is to determine how at least half of the cost of the scheme can be met", not from the Exchequer.

The only substantive work I have seen so far is that London First has put out some proposals. I just want to ask you briefly about a couple of their recommendations. They state that their funding estimates rely heavily on securing devolution of property taxes to London. Are you still lobbying on that and are you confident that that will take place during your time as Mayor?

Boris Johnson (Chairman, TfL): I wish I could be more confident than I am about that, Joanne. Let us be absolutely clear. This is great. This is what needs to happen.

First of all, on the funding of Crossrail, what Danny Alexander has said is actually encouraging in this sense: at least they are saying half the project will be funded by the Exchequer, which is a very valuable commitment. I would point out of course that it is still weird that only in London is it expected that the private sector should step up to the plate in this extraordinary way. Any other project around the country, it is assumed, will be 100% funded by the Government. Never mind. We understand the particular advantages we have in London and we are going to work to those advantages.

I would like to see exactly what London First proposes. I would like to see sustainable finance for London. I would like to see us able to borrow at a decent rate because we have the certainty that we are going to have a stream of finance coming in in the form of the suite of the five property taxes that you know of and I think London First supports. That argument is growing stronger the whole time. When you look at what Scotland is now being offered in terms of even more devolved powers, irrespective of what happens next week, it is perfectly obvious that the great English cities, the motors of the UK economy, should have this facility.

Joanne McCartney AM: This should be about Crossrail 2, though. Can you come back to the point?

Boris Johnson (Chairman, TfL): I am lobbying for it. I wish I could say that the Treasury was keener on it than it seems to be, but the arguments will in the end prevail.

Joanne McCartney AM: One of the things that London First asks for is a Crossrail 2 levy similar to the Olympic levy. Is that something that you have talked about or considered yet?

Boris Johnson (Chairman, TfL): We are obviously doing work now on the funding of Crossrail, but it would be premature to spell out exactly where we are on that.

Joanne McCartney AM: I saw Peter nodding. Is that something that you have discussed as a possibility?

Sir Peter Hendy CBE (Commissioner, TfL): No, I was nodding to say we are doing the work. We are clearly looking at what London First has said. We are looking at every conceivable method of raising this 50% and, for the avoidance of doubt, we are also reviewing the potential for development funding because this railway when it is built, as it will be sooner or later, will actually revolutionise land use both in the Lee Valley and also in parts of southwest London. We are actively pursuing those issues and you will see some more in the autumn about it.

Boris Johnson (Chairman, TfL): Yes. Crossrail 2 has a big supporter in George Osborne [Chancellor of the Exchequer]. There is no question he totally buys it and he gets it and he wants it done.

Joanne McCartney AM: Just quickly because I have just been alerted to this by some residents while I have been questioning you, Peter: are you disappointed that the new Tottenham Hale station and the link with the rail there is not going to be absolutely completely step-free?

Sir Peter Hendy CBE (Commissioner, TfL): There is a lot to be done at Tottenham Hale and one of the things at Tottenham Hale is of course that we have been pressing - and the Mayor has been pressing - for some time for improvements in the Lee Valley generally. The state of the station will change again with the third and fourth tracking up there. I regret to tell you I have not been up there too recently; it is one of the places I have not been.

Boris Johnson (Chairman, TfL): I have.

Sir Peter Hendy CBE (Commissioner, TfL): There you are; the Mayor has been.

Boris Johnson (Chairman, TfL): I have been good.

Joanne McCartney AM: See, there are plans to put lifts in to make the rail platform accessible --

Boris Johnson (Chairman, TfL): I know. I can visualise what you are talking about.

Joanne McCartney AM: -- but they are contingent on other works taking place and they are not going to be going in straight away, which is a concern.

Sir Peter Hendy CBE (Commissioner, TfL): That is right. They are and some of this is about the third and fourth tracks, where you put them and what the design of the station is. We have both been pressing very strongly to get on with this because actually Crossrail 2 of its own accord needs four tracks in the Lee Valley in any event. Some of those stations will have to radically alter again in order to accommodate that.

Actually, all of that scheme is really important because without it you do not get a sufficient stopping service to make any difference to people. We know in London that half our train services are no use to the population. They need to be 10 or 12 minutes at the maximum. Therefore, it still is in a state of flux and we are pressing very hard because even a third track is a palliative but not a complete cure and Crossrail 2 must have four tracks.

Joanne McCartney AM: I would appreciate you just lobbying Network Rail again to put those lifts in as soon as possible.

Sir Peter Hendy CBE (Commissioner, TfL): OK.

Boris Johnson (Chairman, TfL): At Tottenham Hale?

Joanne McCartney AM: Yes.

Boris Johnson (Chairman, TfL): Yes.

Andrew Boff AM: Mr Mayor, do you think it is actually important in your pursuit of the Estuary Airport that everybody should be reminded it is not your scheme but is actually Foster's scheme? I am afraid your scheme we are not talking about much anymore, but it is the Foster's scheme --

Boris Johnson (Chairman, TfL): Wait, hang on. If I may say so, there was an attempt. No scheme was my scheme. TfL put forward the inner estuary, the outer estuary and Stansted. There were all sorts of variations. The outer estuary we always thought was the most difficult but obviously offered the biggest opportunities for scale. Stansted we thought surprising that the Commission ruled out so soon.

Andrew Boff AM: In campaigning for that, it is important to understand the opposition to that scheme. For example, alluded to earlier was the amount of jobs that Heathrow created for the London Borough of Hillingdon. I have some knowledge of the London Borough of Hillingdon and I remember at the time it was about 14,000 jobs that were depended upon for Hillingdon residents at Heathrow, which works out, Mr Mayor, at about 12 jobs per hectare for Heathrow Airport. Compare that with the 1,500 jobs per hectare that are generated on the Isle of Dogs, for example. Do you think pushing Heathrow as a centre of employment is really the future for a party that claims to want to increase employment?

Boris Johnson (Chairman, TfL): Obviously my objection is really to endlessly expanding Heathrow regardless of the environmental destruction that that will involve and the deterioration of quality of life for Londoners. That is my problem. Val [Shawcross] alludes to air pollution in west London and Heathrow is a major contributor to that and would do even worse.

I think I am right in saying that in employment it only contributes 3% of the jobs in the west London economy. Heathrow is an important employer, but the contention of the Estuary Airport proponents - and I agree with this - is that the overall boost to the London economy would be colossal, because you would have a 24-hour airport that would deliver more jobs and more growth around the entire city. It would be greatly to the benefit of the UK economy to go down that path.

Andrew Boff AM: It is curious because the question that we were talking about mentioned air quality, for example. What contribution does the stacking at Heathrow currently make to the air quality in London?

Boris Johnson (Chairman, TfL): You are quite right that it is not just the aviation fuel. It is the vehicular emissions, it is the cars and it is the congestion in west London as well. That is why there is an air quality hot spot, a pollution hot spot, around Heathrow.

Andrew Boff AM: With regards again to the situation in, say, the London Borough of Hillingdon, why do you think people are opposed to the potential for creating 190,000 possible homes on the site of Heathrow? Why would people want to oppose a plan that could create 190,000 homes in west London? Why would somebody do that?

Boris Johnson (Chairman, TfL): I am not certain it is quite as many as that. It is a big scheme. I think people when they look fairly at the arguments will see that the proposals for a new development on that site could be very, very wonderful. There is an exhibition that has been going on until recently off Tottenham Court Road showing how you could envisage it. It could be a fantastic new centre for London. You have four Tube stations, you have Crossrail, you have Heathrow Express. You could keep a small airport there too if you wanted and you could have plenty of other industry as well. Therefore, there is much to admire in that scheme and nothing to fear.

Andrew Boff AM: Do you suspect, Mr Mayor, that the visceral attacks on the Estuary Airport that we have seen from the Labour Party are merely that party manoeuvring itself into supporting a third runway at Heathrow?

Boris Johnson (Chairman, TfL): I would like to know.

Tom Copley AM: Listen to the Conservative narrative.

Boris Johnson (Chairman, TfL): I think that is right. We need to hear from the Labour Party on what their position really is because --

Jenny Jones AM: It is Mayor's Question Time, guys.

Boris Johnson (Chairman, TfL): -- the election is getting closer and closer and they cannot keep silent forever. We know John Biggs is vehemently in favour of a third runway and the total destruction of west London.

John Biggs AM: Not vehemently, no.

Boris Johnson (Chairman, TfL): We suspect that others may be similarly cynical and destructive but we do not know because they keeping silent.

Andrew Boff AM: Would you do me a favour, Mr Mayor, therefore, and try to get a written assurance from the London Labour Party that they will not support an extra runway at Heathrow? We should be told.

Boris Johnson (Chairman, TfL): We should be told. Let us write to them. Let us find out. There they are. Perhaps we can pounce now. They sit there mute, inscrutable, like buddhas.

Roger Evans AM (Chairman): Mr Biggs, you feel you have been misrepresented there?

John Biggs AM: Yes. Just by way of a very brief personal explanation, I do not vehemently support a third runway at Heathrow. What I vehemently oppose, though, is this ridiculous situation where we rule things out without looking at the options and we fail to take account of the wider economic and other consequences of our decisions.

Tom Copley AM: Mr Mayor, I wanted to ask you some more questions about Crossrail 2, specifically about Battersea Power Station. Do you support the proposal for a Crossrail 2 station at Battersea Power Station?

Boris Johnson (Chairman, TfL): As I said, we are looking at the route now. It is not currently proposed at Battersea Power Station?

Sir Peter Hendy CBE (Commissioner, TfL): No, they have just made a substantive submission but a lot more work needs to be done to assess the economic benefits and viability of it. What is clear is that you cannot have a station both in Chelsea and at Battersea Power Station; you can only have one or the other.

Tom Copley AM: You pre-empted my next question, which is whether or not you could say there will be both. There is definitely no chance that you could have both?

Sir Peter Hendy CBE (Commissioner, TfL): It does not seem so. However, in any event, as the Mayor said, this whole business is about safeguarding the route currently. The route could be safeguarded and might well be safeguarded with some options in it depending on the strength of the public consultation, which has just closed.

~We are looking very closely, with the Mayor's staff, at the proposition from Battersea Power Station. If it were to result in significant additional development south of the river, then there are some other considerations. Land would need to be rezoned and we need to understand what both the additional housing

and the additional economic activity might be in order to assess whether or not it is good value for money, quite apart from any other consideration.

Boris Johnson (Chairman, TfL): There was one suggestion that Kensington and Chelsea might not want the station or something. I have read their submission and actually they are very enthusiastic about it having a station.

Murad Qureshi AM: In the King's Road?

Boris Johnson (Chairman, TfL): They want the Chelsea end, the King's Road area, not the World's End area.

Sir Peter Hendy CBE (Commissioner, TfL): The other thing to say for absolute completeness is that certainly we do not want anything to get in the way of the Secretary of State's decision about the Northern line extension. I am sure Battersea Power Station would not either, because their whole development is predicated on the Secretary of State's approval. What they have sent us can only be regarded as a preliminary approach because we are still waiting for the Secretary of State's approval.

Tom Copley AM: Mr Mayor, can I ask you quickly, just finally, given that obviously a Crossrail 2 station is likely to lead to an uplift in property values and prices, would you expect the developers at Battersea Power Station to pay all or at least a significant chunk of the cost?

Boris Johnson (Chairman, TfL): That would obviously be one of the things that you would want to take. If we go down that route, literally, that would obviously be something we would want to look at. I do not think we are there yet.

Tom Copley AM: I will leave it there. Thank you.

Murad Qureshi AM: Mr Mayor, it has been mentioned a few times already that you are going to the Commons this afternoon. Can you just tell us which elements of your failed policies you are going to be trumpeting as your legacy to Londoners on air pollution? Is it going to be your dust suppressants to cover up the problem in the first place, the weakening of the LEZ and the ULEZ or your misleading advice to Londoners during the smog incident at the beginning of the year?

Boris Johnson (Chairman, TfL): What I am going to be telling the House of Commons Environmental Audit Committee is about our very considerable successes in reducing emissions of nitrogen dioxide by 20% and PM10s and PM2.5s by 15% and reducing the overall numbers of people who are afflicted by excess nitrogen dioxide from 3.6 million to 1.7 million. I am going to tell them about the package of measures that we have brought in to enable that to happen, the retrofitting of 400,000 homes, the establishment of one of the cleanest, greenest bus fleets anywhere in the world, the retrofitting of 900 buses, the 600 new generation Routemasters, which are the cleanest greenest buses anywhere in the world, and the age limits for taxis that we brought in for the first time. Do not forget taxis contribute 34% of PM10s and PM2.5s. I will be talking about all the measures to encourage walking and cycling that have been beneficial as well.

Then I will describe how we are going to work with the Government and with our partners to go even further and faster, in particular with the ULEZ, which will have massive beneficial impacts on air quality. I might mention also the air quality money we are currently spending with the boroughs, a £20 million fund to improve air quality in hot spots across the city.

I will be talking about the ULEZ and serving notice to motorists of all kinds about the impacts. You can have a petrol car of only 14 years or less by 2020 and diesel will be six years or less, from memory. It will have to be Euro 6 compliant for diesel and Euro 4 for petrol. All buses by 2020 will be either hybrid or electric. We want all double-deckers to be hybrid and single-deckers, I think, to be electric or indeed hydrogen and, again, further restrictions on taxis. Indeed, we want taxis to be zero-emission capable within the Congestion Charge Zone and within the central zone.

It is a massively ambitious programme. It will stimulate technology. It will stimulate the market for the construction of British vehicles and it will be a profoundly good thing for our city.

Murad Qureshi AM: Thank you, Mayor, for that response. A lot of it actually I think Jenny [Jones] has dealt with on the basis of the actual figures being projected rather than actual figures.

Can I just move to one suggestion you have made recently in the public domain: the car scrappage scheme for diesel? Today, it is interesting, actually, we have cabbies out on a go-slow because they feel that your move to scrap older taxis has backfired.

Boris Johnson (Chairman, TfL): Apparently they never turned up. Apparently they went so slow they did not turn up.

Murad Qureshi AM: I am just informing you. You are going to come across them, no doubt, on your way to the Commons.

The other thing is that actually the last Labour administration had a car scrappage scheme, which actually took 300,000 old bangers off the streets of the country, 10% of them probably in London, about 30,000. I just want to be sure, given that the first we heard of it was in the *Evening Standard*, whether you have had your rival to the Conservative leadership, George Osborne [Chancellor of the Exchequer], approve this and whether it is another example of you actually going well beyond your brief as Mayor of London on to the national stage?

Boris Johnson (Chairman, TfL): No, the advantage of the car scrappage scheme is obviously that, as you rightly say, Murad, it affects loads of Londoners. It is obviously lots of our constituents who are very hacked off because they were all invited to buy diesel cars on what now looks like a false pretence. They were told it was green. They were told they were doing the right thing. The vehicle excise regime favoured diesel. Now everybody feels unbelievably browned off because suddenly they are being told that this vehicle is too polluting. Obviously, we have to tackle air quality. That is agreed amongst everybody. A vehicle scrappage scheme would have many attractions. You have to be very careful of Official Journal of the European Union (OJEU) procurement rules and all the rest of it, but I would like somehow for it to be pretty clear that the scheme is going to stimulate the buying of clean, green, British technology. That is what I would like to see.

Murad Qureshi AM: We all know there was a mistake made in the dash for diesel. Can we realistically expect you to do any of this as you become a part-time Mayor after next May?

Boris Johnson (Chairman, TfL): You can certainly expect me to keep campaigning for this measure. It is the right thing for London. Londoners would expect me to speak up for their interests, even though as Mayor I am not directly able to deliver the scrappage scheme with the funds available to me. I still think that for the reasons you rightly give it is a good idea for the country.

Joanne McCartney AM: I want to turn now to sexual harassment on the transport network because, looking at TfL reports for the last quarter from 1 April to 30 June this year, there was a 30% increase from the same quarter last year. The British Transport Police is also reporting similar increases on its network. Before you tell me it is about increased reporting during part of it. TfL's own safety and security report for 2012/13 said that 90% of your surveyees did not report an incident, whereas last year it had actually gone up to 96%, so that might even imply --

Boris Johnson (Chairman, TfL): Sorry, 96% --

Joanne McCartney AM: Yes, 96% of interviewees said they did not report an incident, which had been 90% the previous time you took the survey.

Boris Johnson (Chairman, TfL): All right, that is interesting.

Joanne McCartney AM: I do not believe that any increase can be as a result of increased reporting. My colleague Jennette Arnold 18 months ago asked you to undertake a proactive campaign with posters on the transport network saying that sexual harassment is not acceptable. New York had done it with great success. You said you would look into it. Will you look into it now that we have seen these great rises in sexual harassment?

Boris Johnson (Chairman, TfL): Yes, I certainly will. We are campaigning on this. We come down on it --

Joanne McCartney AM: It is a proactive campaign, actually putting posters up, telling people it is not acceptable.

Boris Johnson (Chairman, TfL): Yes, and we are going to do that. I want to set the context. The context is, Joanne, as you know, that crime overall is massively down. Crime on London transport is now at the lowest it has ever been.

Joanne McCartney AM: I am asking about sexual harassment.

Boris Johnson (Chairman, TfL): I know you are. People watching this will be interested to know what kind of environment we are talking about on London transport. Is it scary? Is it a hostile environment? Of course, any kind of sexual harassment or crime of that kind is absolutely intolerable and we treat it as such. The same goes obviously within the context of the crime figures in London at large where domestic violence, crimes of sexual violence and rape have been moving in the wrong direction. Partly we think that is, in spite of what you say, that is to do with more reporting, but you can never be complacent about that. We will be having a proactive campaign on this issue.

Joanne McCartney AM: May I ask you what that proactive campaign will consist of and when will it start?

Sir Peter Hendy CBE (Commissioner, TfL): I will have to write to you. We do not have that stuff here, no.

Joanne McCartney AM: Could you please do that? That will be very helpful. Thank you.

Jennette Arnold OBE AM: I would love to be copied in.

Joanne McCartney AM: Yes.

Sir Peter Hendy CBE (Commissioner, TfL): We will write to the Assembly.

Roger Evans AM (Chairman): Actually, if you copy us all in, that would be helpful.

Sir Peter Hendy CBE (Commissioner, TfL): Of course.

James Cleverly AM: I would like to get some idea. Seeing as the headline of the question was "2016 achievements", I would like to explore some of the things that you feel you are still looking to achieve by 2016, particularly in southeast London, which is the area that I represent. Obviously one of your very high profile transport achievements is the timely introduction of a New Bus for London. I would like to know when we will see more of the elegant and benign transport mode south of the river, particularly southeast London.

Boris Johnson (Chairman, TfL): You want more New Buses? Is that it?

James Cleverly AM: Yes, please. At the moment we have one route, which goes to Camberwell Green. We are tantalisingly close but --

Boris Johnson (Chairman, TfL): The 453 is coming in. OK. We have got the 453 coming in September, so this month, I am told. I thought you were going to ask about extending the Tube to --

James Cleverly AM: I have not finished yet. I will start with the easy ones.

Boris Johnson (Chairman, TfL): Yes, which we are making progress with.

James Cleverly AM: We will start with the buses. Remind me. The route number that you mentioned --

Boris Johnson (Chairman, TfL): It is 453.

James Cleverly AM: -- which will see the bus going to --

Sir Peter Hendy CBE (Commissioner, TfL): Deptford Bridge from - I cannot remember.

James Cleverly AM: Not quite my patch, again. What is the likelihood of seeing them in either Bexley and or Bromley by 2016? I remember when the bus visited those areas on its tour of London prior to launch, it was very, very well received.

Kit Malthouse AM: The crowds came.

James Cleverly AM: A massive achievement would be to see one in either of those or both of those boroughs by 2016.

Boris Johnson (Chairman, TfL): James, we will have to get you the list. I am sorry. I cannot give you the details of where it is going. There will be loads more. Ultimately, we will have 2,000 of them. We are going to get more.

Len Duvall AM: The answer is no.

James Cleverly AM: I will look forward to a timescale. Putting a New Bus on to a bus route is significantly easier than light or heavy rail infrastructure. I concede that. However, moving onto the possibilities of having

better rail connectivity into Bromley first - coming through on either the Bakerloo line or the Docklands Light Railway (DLR) extension or a better link from Bromley North station through Grove Park into Lewisham, perhaps under a TfL rail franchise - how are we getting on with thinking like that? Are any of those going to be, if not implemented, more explicit between now and 2016?

Boris Johnson (Chairman, TfL): Yes. We are beginning consultation very soon on extending the Bakerloo line beyond Elephant and Castle. Where it goes is very much a matter for that consultation. We are looking for support from the boroughs that it might arrive in. We are looking for interest. We are looking to hear about development potential, about funding and about packages we can put together with business to support a scheme that again has a lot of Government interest, but we really need the boroughs to come to the party and to say how they will help us to finance it.

Len Duvall AM: That is a challenge for Bromley, is it not?

James Cleverly AM: They can spend when they want to. I will then move to the London Borough of Bexley. Again, speaking about infrastructure which is tantalisingly close but not quite, we have the Abbey Wood Crossrail station, which sits literally inches outside the borough boundary. The borough boundary curls around. It is, I know, to all intents and purposes in the borough, but actually it sits in the London Borough of Greenwich. I am constantly asked about the likelihood to get some more explicit comment on the extension of that to complete the obvious link between Abbey Wood station and Ebbsfleet to really open up north Bexley, which is already seeing some very interesting and exciting redevelopment plans through Thamesmead and Erith. That would very much be a shot in the arm for those developments. Could you give us any comment on the likely timescale --

Boris Johnson (Chairman, TfL): Crossrail extension to Ebbsfleet?

Sir Peter Hendy CBE (Commissioner, TfL): The DfT has been interested. The comment we have advanced to them so far is that actually you would not want that to be done without more tracks, basically. It would not be the right thing to do for southeast London merely to replace a train service to London Bridge and Charing Cross with one to Crossrail. To extend it east of Abbey Wood, you will need two more tracks to Ebbsfleet. To the extent to which that is driven by, for example, a new garden city at Ebbsfleet, then part of that ought to be a National Rail extension in order to give more trains and not trains serving different destinations.

Boris Johnson (Chairman, TfL): You are right. If you are going to do tens of thousands more homes up there, you are definitely going to have to improve the transport links, which is the point that the Estuary Airport report makes and one of the reasons for the continuing, eternal value of that study.

Sir Peter Hendy CBE (Commissioner, TfL): For completeness, as the Mayor knows because we were down there the other day, we are also looking at planning the Barking Riverside extension of the Overground in such a way that it could be extended across the river. It currently points directly at another area which would be capable of developing large numbers of denser homes. Therefore, the Mayor has asked us already to look at planning that and how it would enable it to be extended.

James Cleverly AM: Thank you very much.

Andrew Dismore AM: Seeing your cycle helmet there, Boris, it reminds me that you have still not honoured your promise from two years ago to cycle around Stirling Corner. Perhaps you will let us know when you are going to do that. Perhaps you can also let us know when we are finally going to get a decision on the 24-hour signal experiment, which has been delayed and delayed and delayed in terms of actually getting an outcome.

The latest I heard it was going to be October, but that is about a year after we were originally promised the outcome.

Boris Johnson (Chairman, TfL): On the cycling around that area, I will do it. As soon as I have done it, I will let you know.

Andrew Dismore AM: You have been saying that for over two years. I am not holding my breath.

Boris Johnson (Chairman, TfL): I know. There you go. You will be the first to know or among the very first to know. On your second, the 24-hour signalling where?

Andrew Dismore AM: Stirling Corner.

Murad Qureshi AM: He does not have a clue where it is.

Andrew Dismore AM: You do not have a clue where it is, have you? You have no idea where it is, have you?

Boris Johnson (Chairman, TfL): I have been there many, many times. Actually, the improvements we made there were very --

Andrew Dismore AM: It is on the border of Hertsmere. You might be interested in that if you do not get anywhere in Uxbridge.

Boris Johnson (Chairman, TfL): -- considerable and when I went there they were much welcomed by local people. We will see what we can do. I do not know whether Peter [Hendy] wants to add anything about the 24-hour signalling that you desire. Is there any way of dealing with 24-hour signalling at Stirling Corner?

Sir Peter Hendy CBE (Commissioner, TfL): I cannot remember. It is not solely a mayoral and TfL issue. It is also to deal with the London Borough of Barnet. If my recollection serves me right it is Hertfordshire as well.

Andrew Dismore AM: Barnet support it and they have supported it ever since Brian Coleman [former Assembly Member and Barnet councillor] stopped being in charge.

Sir Peter Hendy CBE (Commissioner, TfL): What can you say? I cannot remember. We will have to write to you.

Andrew Dismore AM: We were also promised improved pedestrian and cycle facilities at the junction. Perhaps you could let me know what is going on with that as well.

The other thing I was going to raise next was Finchley Memorial Hospital. Two years ago the hospital opened.

Boris Johnson (Chairman, TfL): Finsbury Memorial Hospital?

Andrew Dismore AM: The nearest bus stop is 500 metres away, half a kilometre. This has been going around the houses as well in terms of trying to get something done about providing a bus route. Barnet Community Transport has put forward a viable proposal for this. Will you support it?

Boris Johnson (Chairman, TfL): For a what, sorry? I cannot understand what you are saying. Can you speak a bit more slowly?

Andrew Dismore AM: Finchley Memorial Hospital opened two years ago. The nearest bus stop is 500 metres away. It is far too far for people who have illnesses and disabilities to walk. We have been asking for a bus service for two years. You have been messing around without proper answers about that for two years. Barnet Community Transport proposed a very detailed scheme in the summer that would solve the problem with a minibus shuttle service linking into existing bus stop routes. Will you support it?

Boris Johnson (Chairman, TfL): OK. I do not know the answer. I will have a look and I will have to write to you about it. I am so sorry.

Andrew Dismore AM: The last time, you were waiting to hear from Barnet Council on that one. While we are on the question of that, what about Mill Hill East and the need for step-free access? Again, have you heard from Barnet Council on that yet? That is another thing you were waiting to hear from the Council on, the last I heard from Peter Hendy.

Boris Johnson (Chairman, TfL): Peter, you may know the answer on step-free access at Mill Hill East, but I will write back to you and give you the information.

Sir Peter Hendy CBE (Commissioner, TfL): That is certainly dependent, as I recall, on developments in that area and --

Andrew Dismore AM: Yes, that is correct and the last you told me about that was that you were waiting on an update from Barnet Council on it. Have you had the update yet?

Sir Peter Hendy CBE (Commissioner, TfL): We will have to write to you.

Andrew Dismore AM: It was part of the section 106, I think.

Sir Peter Hendy CBE (Commissioner, TfL): It is. It is certainly there. It is primarily a matter in their court, as I understand it.

Andrew Dismore AM: Yes. You are waiting to hear from Barnet Council. That is two things you are waiting to hear from Barnet Council on. What about the other thing I raised --

Boris Johnson (Chairman, TfL): You seem to have a beef against Barnet Council. Is there some problem in Barnet?

Andrew Dismore AM: You have a problem with Barnet Council, not me. They have not answered your questions.

Boris Johnson (Chairman, TfL): Come on. Barnet Council is doing a bang-up job, as far as I can see. I have no objection to Barnet Council.

Andrew Dismore AM: It is your problem because they do not answer TfL's enquiries and questions promptly.

The next point about Mill Hill East was this, please. You were looking into the question of co-ordinating the Tube and bus services so they do not all start and finish at the same time but are staggered and people do not have wait so long. You told me that your survey on this was going to be completed by the end of August. Has that been finished?

Sir Peter Hendy CBE (Commissioner, TfL): I expect so. I do not have all of those details with me. I know that it is an issue that you have raised and I am sure we will get back to you.

Andrew Dismore AM: I have been raising it for several months now.

Sir Peter Hendy CBE (Commissioner, TfL): Yes, and we said we would do it by the end of August.

Andrew Dismore AM: As far as I can see, it is a no-brainer that you do not have them both starting and finishing at the same time. You were going to look at this --

Sir Peter Hendy CBE (Commissioner, TfL): It is not actually quite as simple as that because the Northern line runs from Mill Hill East, High Barnet and Edgware to Merton. One of the issues with scheduling a very frequent train service is actually fitting it all together in a way that benefits all of the customers.

Andrew Dismore AM: Leave the train service alone and just reschedule the buses. That is easier.

Sir Peter Hendy CBE (Commissioner, TfL): It could be, providing that is equally possible. That is what you have asked us to look at and that is what we will look at.

Andrew Dismore AM: If they go seven minutes later, that is all that has to happen.

Sir Peter Hendy CBE (Commissioner, TfL): I am sure we are looking at it. If we were promised a result by the end of August, I expect we will write to you.

Andrew Dismore AM: You said you were going to finish it by the end of August, so what has happened with that one? Mill Hill Circus is another one we are waiting to hear from Barnet on. Have you heard from Barnet on the Mill Hill Circus proposals yet?

Sir Peter Hendy CBE (Commissioner, TfL): You have asked a question about Mill Hill Circus because I was reading them last night and I am not sure what the answer says.

Andrew Dismore AM: The answer is you are waiting to hear from Barnet Council again.

Sir Peter Hendy CBE (Commissioner, TfL): I expect it is, then. If you know the answer, do not bother asking me the question.

Andrew Dismore AM: Have you heard from them yet?

Sir Peter Hendy CBE (Commissioner, TfL): It says here,

“Discussions are continuing with the London Borough of Barnet. The borough is currently confirming the ownership and status of the land on the east side of the junction, which is key to determining future options.”

Andrew Dismore AM: That is another one we are waiting to hear back from the Council on. What about the pedestrian crossing that is proposed for Colindeep Lane? That one has been hanging around for months and you have passed the buck between you and Barnet Council on that. That is back to Barnet Council again, is it not?

Sir Peter Hendy CBE (Commissioner, TfL): Is this Cross Deep Lane? No, it is Colindeep Lane.

Andrew Dismore AM: Colindeep Lane, yes.

Sir Peter Hendy CBE (Commissioner, TfL): I think your question has the wrong road in it. I am reading out answers to written questions but I read them all last night. It took me hours. It says,

“TfL has completed the design of the crossing at Colindeep Lane adjacent to Clovelly Avenue and has shared this with the London Borough of Barnet. Barnet now needs to carry out all civil engineering works including installation of drop curves, subservice cable ducting, tactile paving and carriageway marking before the signals infrastructure can be installed by TfL. We are awaiting details of the programme from Barnet officers.”

Andrew Dismore AM: Another one we are waiting on Barnet for. The last I heard from Barnet was that this has now been put back. Originally it was going to be in March. It wanted to get it done before the elections, obviously. It did not happen that way. Now it is back to beyond September/October. Who knows when it is going to happen?

When are you going to get your finger out with Barnet Council on all these different issues where you are waiting to hear from it? It seems to me it is messing you around on all these different points. There are five different issues Barnet Council is not responding to TfL promptly and efficiently on. Is it not about time you got tough with it?

Sir Peter Hendy CBE (Commissioner, TfL): That answer that I just read you does not suggest that they have delayed anything. What it suggests is that we are waiting for them to tell us something, which does not amount to a delay.

Andrew Dismore AM: If you are waiting for something from them, is that not a delay?

Sir Peter Hendy CBE (Commissioner, TfL): I do not know. Is that my fault or their fault? Whose fault is it?

Andrew Dismore AM: No, not your fault.

Boris Johnson (Chairman, TfL): Andrew’s theory is it is our fault and Barnet Council’s fault for failing to get on with it. That is what he is arguing.

Andrew Dismore AM: Yes, but the point I am making --

Sir Peter Hendy CBE (Commissioner, TfL): I think the answer I gave you --

Boris Johnson (Chairman, TfL): This comes from a party that wanted to cut fares by 7% --

Andrew Dismore AM: The point I am making, Mr Mayor --

Boris Johnson (Chairman, TfL): -- and should therefore be applauding all the wonderful benefits and improvements that we are delivering in Barnet with Barnet, like Stirling Corner, by the way, which is a fantastic scheme.

Andrew Dismore AM: Well, we have not got very --

Boris Johnson (Chairman, TfL): It would have never happened under the previous Mayor. It was brilliantly executed under TfL and they should be absolutely thrilled.

Andrew Dismore AM: It has taken years. I first raised this eight years ago.

Boris Johnson (Chairman, TfL): Ten years. What did you achieve? Absolutely nothing.

Andrew Dismore AM: It has taken forever.

Boris Johnson (Chairman, TfL): Ten years of wittering on from Dismore achieved absolutely sweet -- and here are we are. In come the Conservatives and bingo.

Andrew Dismore AM: We are finally getting it done. The point is a straightforward one, Peter [Hendy] and Mr Mayor. When are you going to get your act together with Barnet Council and deliver these schemes?

Boris Johnson (Chairman, TfL): As soon as you get out of the way.

Andrew Dismore AM: I do not think it is particularly your fault. It is Barnet Council's fault in not getting its finger out and responding to TfL's enquiries. When are you going to get tough with Barnet Council and get it to actually deal with these things? Instead, it puts you off and fobs you off all the time.

Boris Johnson (Chairman, TfL): I am not convinced that things are as you describe. There is a lot of work going on, clearly, between TfL and Barnet Council to improve transport and improve facilities there. We have had some detailed elaboration from Peter [Hendy] about all the wonderful things that are going to be done to pavements, tactile surfaces and whatever.

Andrew Dismore AM: I do not think that is what he was talking about.

Boris Johnson (Chairman, TfL): It is going to be fantastic. Obviously these things take investment, and they take time and they will be wonderful.

Andrew Dismore AM: Why has it taken over two years to put a pedestrian crossing in? Two years.

Boris Johnson (Chairman, TfL): Nothing happened at Stirling Corner for ten years, as you have just accepted.

Andrew Dismore AM: Yes, under Brian Coleman [former Assembly Member and Barnet councillor].

Boris Johnson (Chairman, TfL): It only happened under Conservatives.

Andrew Dismore AM: It only happened when Brian Coleman left and I took over.

Roger Evans AM (Chairman): The Labour Group is out of time so that concludes our session this morning. Can I thank our witnesses for their answers.