

London Assembly (Plenary) Meeting – 10 February 2016

Transcript of Agenda Item 4: Question and Answer Session – Transport for London

Jennette Arnold OBE AM (Chair): Just to put on record that today's principal business is a question and answer session with the Mayor, in his capacity as Chairman of Transport for London (TfL), and the Commissioner for Transport, Mike Brown, on the policies and work of TfL.

Let us move to the first question, which is in the name of the Assembly Member Baroness Jones, but it will be asked by Assembly Member Johnson, regarding polluting buses in London.

2016/0381 - Polluting buses in London

[Jenny Jones AM](#)

Why are you leaving thousands of old diesel buses to run on heavily polluted roads around inner London?

Boris Johnson MP (Chairman, TfL): Darren, thank you very much. If I may say so, I think the question is a little bit ageist about buses. Some old buses can be very good indeed. London has one of the youngest and cleanest bus fleets already in Europe. I will give you a couple of astonishing figures. Because of the modernisation of the bus fleet in the last few years there has been a 45% reduction in NO_x between 2009 and 2016 and 90% reduction in particulate matter.

Can I just try to express that for Londoners? This is a truly amazing change. There used to be every year 200 tonnes of stuff, particulate matter, coming out of the back of buses in London. That is now down to 19 tonnes a year, thanks to the technology that we have put in. As you know, we are going forward with ever-cleaner buses. We are trialling electric buses and we have some hydrogen buses already, so that the future is very bright indeed and a great deal of progress has been made.

Darren Johnson AM: Back in 2008, not long after you got elected, you promised that all new buses joining London's fleet by 2012 would be hybrid or better, and that was continuing the previous Mayor's commitment that was made, that appeared in the *TfL Environment Report* and so on for that year, but was axed a few years later. As a result it has meant over 500 diesel buses have taken to London streets over the past four years. Had this commitment been kept they could have been much cleaner buses. Do you have any regrets about backtracking on that?

Boris Johnson MP (Chairman, TfL): No, because we have gone as fast as we reasonably could. If you look at what we have done with the older buses we have retrofitted 2,000 of the older Euro III buses, with catalytic converters and so forth, to cut their NO_x and their PM10s and PM2.5s.

Darren Johnson AM: Why did you decide to scrap that commitment to ensure that all new buses were hybrid or cleaner by 2012?

Boris Johnson MP (Chairman, TfL): Possibly because of the improvements we were able to make by retrofitting the diesel buses. Yes, of course in an ideal world --

Darren Johnson AM: Retrofitting makes absolute sense for the older buses that are on the roads already, but when you are ordering new buses surely it does not make sense to be ordering diesel buses when you could have got hybrids. Why did you axe that commitment?

Boris Johnson MP (Chairman, TfL): I am just looking for the number of hybrid buses that we have put on the streets. We have had --

Mike Brown MVO (Commissioner, Transport for Transport): We are on track for 2020 to have 3,300 double-decker buses through central London. Of course all 300 single-deck buses will be zero emission by 2020. In terms of that programme that continues, it is fair to say, Mayor, if I may, that the technology, as you know, Darren, continues to move forward in this area. I have been exploring in my early months in this job some of the advances being made in battery technology, both in terms of length of route and time that batteries are able to perform. The technology of all of this is moving forward. We are starting from a higher plane with all of the manufacturers and all of the retro-fit potentials from now on.

Darren Johnson AM: Can I just say the technology --

Boris Johnson MP (Chairman, TfL): Darren, before you totally start shouting. The fleet currently has 1,600 hybrids, that is the figure I was looking for. That will of course grow further this year and that will exceed the previous target of 1,700 hybrids by 2016. That of course includes more than 600 of the new generation Routemaster Buses, which are hybrid and very clean indeed. As you will know, we are going forward with an investment in a further 195 of those ultra-low buses.

Darren Johnson AM: I get all this. I understand all this. I get that more hybrid buses have been coming out on to the streets. I get that the technology is improving and that there is more sophisticated technology beyond hybrids and so on, which I think the original commitment that you made back in 2008 recognised. What I cannot get though is that you and TfL, after everything that we know about diesel, after all of the appalling air pollution problems that we have in the capital city that you have still been putting new diesel buses on to the streets since 2012. That is what I cannot understand. I just cannot understand it.

Boris Johnson MP (Chairman, TfL): Let me help you then. Diesel remains a technology in widespread use in this country. Diesel engines, to the best of my knowledge, have not been banned. What we are doing is making sure that the diesel engines that we do have --

Darren Johnson AM: However, you could have bought something better.

Boris Johnson MP (Chairman, TfL): Can I just say, what we are ensuring is --

Darren Johnson AM: You could have ordered something better.

Boris Johnson MP (Chairman, TfL): -- the diesel engines we have emit as little fumes and as little NO_x, as little pollution, as possible. The results speak for themselves - there have been massive reductions in NO_x and in PM10s and PM2.5s.

The reason you are driving for is why have we not spent a lot more money on hybrid buses rather than, and I imagine that Mike [Brown] will want to comment on this, rather than going for a mixed approach. The answer to that is of course is we can always spend huge sums of money. For instance, a hydrogen bus costs approximately £1 million. We could spend £1 million on a load of hydrogen buses.

Darren Johnson AM: The answer is of course, Mayor, that you spent an absolutely staggering money on the New Bus for London [New Routemaster] and you could have been ordering ordinary, perfectly usable hybrids rather than the New Bus for London and that is what you have wasted a huge amount of money on.

Boris Johnson MP (Chairman, TfL): If that was meant to be the point you were working up to, I think it is utterly feeble, because the cost of the New Bus for London is barely more than a current hybrid bus. Indeed we have negotiated a very good price with Wrightbus of Northern Ireland.

If you are seriously suggesting that you would rather see investment going elsewhere within this country, you do not want to use cutting-edge British technology, rather than making that marginally extra investment in the New Bus for London, I think you are totally misguided. Anyway, your sums do not add up, because even if we had not gone for the New Bus for London we would not have been able to afford a huge fleet of hybrid buses.

Darren Johnson AM: That is why we put our budget --

Boris Johnson MP (Chairman, TfL): Your argument is both unpatriotic and fatuous.

Darren Johnson AM: That is why we put our budget amendment the other week, which if you will recall from that we suggested not spending £15 million on working up plans for the new river crossings in east London. You could actually use that money to invest in ensuring that all new buses that go on the streets of London are hybrid or cleaner. We need to get diesel buses off our streets and you --

Boris Johnson MP (Chairman, TfL): Darren, they are.

Darren Johnson AM: You have delayed that progress.

Boris Johnson MP (Chairman, TfL): No, on the contrary, you have seen remarkable progress. I have to say, I am slightly taken aback by your failure to applaud the progress of TfL in reducing emissions in the London buses. It is quite stunning. I will just repeat the figure. Since 2009 there has been a fall in NOx emissions from 6,131 tonnes to 3,384 tonnes this year. I mentioned the 90% fall in the quantity of dust particles, black stuff belching out of the backs of buses. That is an amazing achievement by TfL. That is something that is valued by the people of London. We are proceeding in an orderly way to get emissions down, whilst with the New Bus for London obviously investing in cutting-edge technology, which I think is a wonderful design and much widely supported by people who use it.

Darren Johnson AM: Meanwhile we have over 9,000 premature deaths each year, caused by air pollution, and we need to speed up the progress on tackling air pollution, and putting new diesel buses on to the streets of London does not help at all.

Boris Johnson MP (Chairman, TfL): I think you will agree there has been vast progress and there remains a thoroughly aggressive and ambitious plan, not least with the Ultra Low Emission Zone, to tackle emissions in London. Air quality in London has been improving, has improved steadily under this Mayoralty and will continue to improve under the plans that we have outlined.

Darren Johnson AM: Thank you, Chair.

Jennette Arnold OBE AM (Chair): Before I call any more members in, can I just say it is barely the start of a meeting, we are only at about 10.20am and voices have been raised already.

Boris Johnson MP (Chairman, TfL): Not mine.

Jennette Arnold OBE AM (Chair): It does nothing for this Assembly, or your appearance before this assembly, Mr Mayor, for us to be bawling at each other.

Boris Johnson MP (Chairman, TfL): May I respectfully --

Jennette Arnold OBE AM (Chair): I am just saying, and I am asking Assembly Members to just say that the mic, it will pick up the average voice, and to the Mayor please do not rise to any baiting that you may think you are getting.

Boris Johnson MP (Chairman, TfL): Right, so it is my fault for being shouted at.

Jennette Arnold OBE AM (Chair): I am saying, do not rise --

Boris Johnson MP (Chairman, TfL): Is it my fault for provoking shouting?

Jennette Arnold OBE AM (Chair): Do not rise to any baiting, because we have a long morning here.

Boris Johnson MP (Chairman, TfL): All right.

Len Duvall AM: This will be a humdinger, then. Mr Mayor, 2000 and 2008 there was a 34% increase in bus kilometres. You, under your watch, for a period of 2008 to 2016 can barely make less than 4.5% in bus kilometres. Why have you not expanded the bus fleet despite the growth in London's population of 11.24% over the same period?

Boris Johnson MP (Chairman, TfL): Len, there has been an increase in bus ridership over this Mayoralty. Obviously, the measurement that you are choosing, which is bus kilometres, is a slightly perverse one in the sense that many Londoners will be familiar with the concept of a bus drifting by them, or indeed stationary in traffic, that does not seem to contain many passengers. I know that it may be your ambition to send buses around London without passengers on them, rather it is the ambition of the Leader of the Labour Party to send nuclear submarines to sea without nuclear weapons. However, I have to say that that is not a sensible way to manage the bus fleet. What we are trying to do is to make sure that we have buses serving the greatest need. To the best of my knowledge, ridership on both the buses and the Tube has gone up over the last few years. I think average compliments have also gone up. That is something that road users of all kinds will support, because there is nothing more frustrating than seeing a bus, which is a very large vehicle, capable of blocking the traffic, containing only a couple of people. I would respectfully suggest to you that bus kilometres is not the best way to measure the success of your bus operation.

Len Duvall AM: Thank you, Mr Mayor, for telling us that it is perverse when it counts as your lack of investment in the bus service. I am a bus user, Mr Mayor. I do not think you are.

Boris Johnson MP (Chairman, TfL): I certainly am a bus user.

Len Duvall AM: The constant journeys that people face, I think by any measures, including TfL statistics as well as [London] TravelWatch statistics, is that buses are constantly full and there are still unmet needs, in terms of the bus service. Let us go back on to your measure. If your measure is increasing the number of buses on the road. Only in part of central London in certain parts of the day are they less full. They are always full. At different parts of the day people are complaining to me, and to Members opposite, and to the Members one side, that they cannot get on the bus as it is always too full. So you either expand the service with numbers of new buses, preferable not the diesel ones that are the killers, that you seem not to

understand, or you actually increase the bus kilometres to meet unmet needs. Why have you failed during your watch to increase in terms of bus kilometres? Why have you chosen that? You are saying it is perverse now, I have not heard you say that before when we have talked about bus kilometres, in terms of answers to the Transport Committee, as well as to this Assembly.

Boris Johnson MP (Chairman, TfL): I just think it might be more sensible to look at passengers.

Len Duvall AM: Why do we not have more buses on the road to service the new population of London that is growing fast?

Boris Johnson MP (Chairman, TfL): All I am saying, Len, is that it might be more sensible as a metric of the success of the bus network to look at passengers carried, rather than the distance the bus goes.

Len Duvall AM: You do that though, and why have you failed on that?

Boris Johnson MP (Chairman, TfL): No we have not.

Len Duvall AM: Why have you failed?

Boris Johnson MP (Chairman, TfL): You represent your constituents very well, as do all Members here. If there are particular bus routes that you think we need to be trying to improve, or particular services about which you have complaints, Len, then of course we are here to help and we are here to serve and we will listen to you and we will try to do better on those routes. However, I believe passionately in the bus fleet. We have the best bus service anywhere in the world. We have kept all the concessions on London's buses and indeed we have massively expanded concessions. We have 24-hour service now on the buses for older people. I believe it is a wonderful service and it will get steadily better. Contrary to what you said about us supporting killer buses, we do not. We want to have buses that are ever cleaner. If you look at the investments that we are making in new technology they are already paying off and they have paid off massively in the last few years.

Len Duvall AM: Mr Mayor, look. I do not want to go into the arguments before, but diesel is a killer. What the Member was saying earlier on is you need to accelerate some of your actions in cleaning it up. You fail to realise that.

I want to go back to the issue, very quickly, about the new model, the one that you are presenting to me, why are have we not moved further on that though? Because we have a growing population in London, the bus service is the key issue around moving people around London, yet we seemed to have failed with that.

Boris Johnson MP (Chairman, TfL): I do not agree with that. Can I just say, Len --

Len Duvall AM: Certain new housing developments -- people cannot get on buses.

Boris Johnson MP (Chairman, TfL): May I respectfully say to you, I am here to listen and to help, but actually if you look at satisfaction on the bus network it continues to rise. That is a great tribute. All the stuff that I talk about today, this is a tribute to the work, not of me, but people who work for TfL and the bus drivers and everybody who is part of the system and the satisfaction levels amongst passengers are high and continue to rise. You may have some particular complaints about particular routes where you think that passengers are waiting too long, or the buses are too full. I am more than happy to look at that.

Richard Tracey AM: This is a question for the Commissioner. Commissioner, I really do appreciate the direction of travel that we have been hearing about, but do you not think it would be a good idea if drivers, when they are changing over on the streets, were to shut off their engines? There are examples we have noticed in Putney High Street, in my constituency, where there are particular pollution problems and it is very unhelpful if the drivers do leave the engines running for three or four minutes while they do the changeover.

Mike Brown MVO (Commissioner, Transport for Transport): Yes, I agree with that, Dick. I think that is clearly one of those basic issues that can be sorted out by a bit more of a common training standard for drivers, regardless of the company they work for. That is one of the reasons why, starting now, we are embarking on the first ever, at least for a generation, pan-London training with all the operators and all their drivers with a consistent standard, including things like the basic standards of what they do when they are changing over drivers, when they are left at a bus stand, while they turning around at the end of journey before they go back again. All of those issues are part of the overall training, including of course driving techniques and other bits of serving passengers in a consistent way, so I absolutely agree.

Richard Tracey AM: Thank you, I appreciate it.

Andrew Dismore AM: The particular routes I am concerned about, Mr Mayor, are those that are going to be affected by Conservative Hertfordshire County Council's decision to cut £390,000 from those services, on top of the £1.5 million they cut last year, which threatens a number of outer London bus routes, which criss-cross my constituency and outer London and in and out of Hertfordshire - including the 142, 292, 298, 107 and 258. These routes are all affected and are essential to outer London residents.

Boris Johnson MP (Chairman, TfL): Yes.

Andrew Dismore AM: For example, the 142 is the only bus from Mill Hill Broadway to Brent Cross and it is the principal way of people to get to Brent Cross from Mill Hill, otherwise they will end up having to use cars again. Will you continue these routes despite this cut by Hertfordshire losing their subsidy for the buses, with the same frequency and same level of service as we now have?

Boris Johnson MP (Chairman, TfL): Listen, I must forgive me, Andrew, you have the advantage on me. I am not aware of this problem with Hertfordshire County Council, if indeed it is a problem, but we are more than happy, obviously, to take it up on behalf of you and your constituents and see what we can find out.

Mike Brown MVO (Commissioner, Transport for Transport): If I may, Mayor, we are already doing just that. This is fairly recent news that we have heard, exactly as you describe, but we are determined to do whatever we can to preserve the frequency of all those routes that you mentioned, so we are working through that at the moment. We have not got a full answer yet, but I absolutely commit that we are very mindful of this, very mindful of the importance of these routes, and we are working through that in terms of our overall business planning process.

Andrew Dismore AM: That is helpful in that you say you are working through it, but my constituents want to know that those routes are going to continue.

Mike Brown MVO (Commissioner, Transport for Transport): Of course.

Andrew Dismore AM: Will they continue in respect of what Hertfordshire --

Boris Johnson MP (Chairman, TfL): Obviously, one way of ensuring that they continue is to make sure that you do not vote for a candidate in May who is going to cut £2 billion worth of spending from TfL budgets. If you want to have flexibility to spend on bus routes that are being cut then that is how I would advise you.

Andrew Dismore AM: Equally one way would be to make sure you do not elect a Conservative County Council for Hertfordshire, would it not? Because it is Hertfordshire that are making these cuts, not London.

Boris Johnson MP (Chairman, TfL): You seem to be asking the question of me and of the Mayoralty. I would urge you --

Andrew Dismore AM: You raised that issue and the fact remains the Conservatives are cutting £390,000 from buses. I am asking you and Mr Brown will you guarantee that these routes will continue, and so far you are not guaranteeing it.

Boris Johnson MP (Chairman, TfL): What you have heard from Mike is that we will look into it. I am making a general point, which is that if you want to stop £2 billion cuts to buses in London then vote Conservative.

Andrew Dismore AM: That is your spin. That is Conservative spin, is it not?

Jennette Arnold OBE AM (Chair): Yes, OK.

Boris Johnson MP (Chairman, TfL): No I am not, it is true. You people are in a total shambles on this point. Total shambles.

Jennette Arnold OBE AM (Chair): Mr Mayor, can I ask you to refrain from promoting the Conservative candidate during these meetings.

Boris Johnson MP (Chairman, TfL): No. You could ask me.

Jennette Arnold OBE AM (Chair): It is reasonable for you --

Boris Johnson MP (Chairman, TfL): You can certainly ask me.

Jennette Arnold OBE AM (Chair): No. This is the last meeting that we are having with you on this issue. It is just reasonable for you to just stay with the facts and answer the questions.

Boris Johnson MP (Chairman, TfL): Can I raise a point of order?

Jennette Arnold OBE AM (Chair): There is no way that I recognise that you have a point of order. Can you just take the question from Assembly Member Shawcross?

Valerie Shawcross CBE AM: I would like, with your permission, to ask the Mayor about that figure he has just put up.

Jennette Arnold OBE AM (Chair): You have a question, put it to the Mayor.

Valerie Shawcross CBE AM: Thank you. The Mayor has just said there would be a plan to cut £2 billion from TfL by another candidate, whose name I will not mention. I have seen media reports of £1.9 billion, which the media have been attributing to TfL. I would like to ask the Commissioner, Mr Brown, is that a figure,

either the £2 billion or the £1.9 billion that TfL has come up with? Was it from a TfL source? Do you own that figure? Then I would like to ask you about the assumptions behind it.

Mike Brown MVO (Commissioner, Transport for Transport): Of course. Chair, through you if I may answer that. First of all, I think it is perfectly understandable that a figure of £450 million shortfall has emerged in the discussions around various Mayoral candidates around this. That assumption is based on a Retail Prices Index (RPI) only fare increase assumption over the next Mayoral term. Actually our business plan --

Valerie Shawcross CBE AM: Sorry, Mike, the question was: do you own the figure of £1.9 billion or £2 billion? Has TfL produced and published anywhere that assessment?

Mike Brown MVO (Commissioner, Transport for Transport): What I would say in answer to the question is --

Valerie Shawcross CBE AM: Yes or no?

Mike Brown MVO (Commissioner, Transport for Transport): There are some different assumptions that underpin different numbers that have emerged here. What I was attempting to do was just explain why I think --

Valerie Shawcross CBE AM: I want to know is that figure from a TfL source or not, Mike? Do you --

Mike Brown MVO (Commissioner, Transport for Transport): If you make assumptions --

Jennette Arnold OBE AM (Chair): Assembly Member Shawcross, please listen to the answer.

Mike Brown MVO (Commissioner, Transport for Transport): If you make assumptions around the fact that our business plan has to be predicated on the RPI plus 1%, because regardless of the fact that for the last three years we have had relief from central Government to allow fares to be increased only by RPI, our business plan base assumption has to be on RPI plus 1%. That would then account for twice of £450 million, if you assume an RPI level of 1%, twice that amount of money being reduced income over the planning period, the next Mayoral term, so that would actually account to £900 million. The inflation assumptions that I think underpin the £450 million figure are actually based on 1%, which has been the current inflation rate. We have assumed in our numbers a different set of inflationary numbers. We have assumed 1.9% for this July and 3.5% for next July and the subsequent years.

The reason we have done that is, for the avoidance of doubt, we are obliged to take a series of indicators from the Office of Budgetary Responsibility, from the Greater London Authority (GLA) economic experts, from the Bank of England and others, to make those assumptions. I am coming to your answer, I promise you. If you look at that in the round, then our assumptions would take you to a figure of £1.9 billion over the plan years. Of course I do understand though that if you start from a different set of assumptions of inflation of 1% and of a --

Valerie Shawcross CBE AM: Can I just question you there, Commissioner --

Mike Brown MVO (Commissioner, Transport for Transport): Yes, of course.

Boris Johnson MP (Chairman, TfL): You have got the answer, Val.

Valerie Shawcross CBE AM: -- about the inflation assumptions?

Mike Brown MVO (Commissioner, Transport for Transport): Yes.

Valerie Shawcross CBE AM: You mentioned the Bank of England inflation assumptions.

Mike Brown MVO (Commissioner, Transport for Transport): Yes.

Valerie Shawcross CBE AM: In fact, the Bank of England has just published another assessment of the future inflation assumptions. The Consumer Price Index (CPI) inflation is the figure that the published and it is basically gone down - they are reducing it by about half for 2018 and they are certainly reducing it for 2017 by a considerable amount as well. The figures you are talking about, the £1.9 million, are based on a set of inflation figures which are no longer viable. I think it would be interesting to see you rework those figures.

You mentioned the 1% plussage as well.

Mike Brown MVO (Commissioner, Transport for Transport): Yes.

Valerie Shawcross CBE AM: Given that there has not been a 1% plussage in the last two years, why do you think it is reasonable to start putting that back in on your assumptions? Has the Government instructed that they are expecting you to put a 1% plussage again in the future fare assumptions?

Mike Brown MVO (Commissioner, Transport for Transport): No. Just for the avoidance of doubt, we have always had an RPI plus 1% assumption in our business plan because we have never known until actually the last minute almost, certainly long after the budget and the business plan have been published, that we would get that relief from central Government, actually consistent with the National Rail network anyway. Obviously the money has to come from somewhere, whether it comes from an additional central London fund or --

Valerie Shawcross CBE AM: All right. That is a question of fact and you have given me a factual answer.

Mike Brown MVO (Commissioner, Transport for Transport): Yes.

Valerie Shawcross CBE AM: Even though there has not been a 1% plussage for the last two years you are putting it on to the next two years.

Richard Tracey AM: Madam Chairman.

Jennette Arnold OBE AM (Chair): No, can you sit down and wait for the Member to finish. That is how we run points of order here. No, we do, we wait for the member to finish and then you indicate by your hand and then I will recognise you. Can I see your hand raised please? Thank you.

Richard Tracey AM: Madam Chairman, a point of order. This question is about diesel buses.

Jennette Arnold OBE AM (Chair): Yes.

Richard Tracey AM: The points being raised by Assembly Member Shawcross are absolutely nothing to do with the particular subject in hand.

Jennette Arnold OBE AM (Chair): No. We do not have to go into a wide debate here, let me just rule on what is going on here. The Mayor made a statement about a figure and a Member wanted clarification and chose to get that clarification from the Commissioner. That is what is still going on. I would just say to Assembly Member Shawcross, if you have not received an answer yet that started the question, then I suggest that you then take it up following this meeting. Because what I do not want you to do is open the whole debate that you would have had at Transport Committee meeting about fares and the structure of those fares.

Valerie Shawcross CBE AM: Chair, I do think this particular question and answer is in the interest of Londoners.

Jennette Arnold OBE AM (Chair): No, that is fine. I am allowing it but I am asking you to bring it to some sort of closure. If you do not get enough answers then I would suggest to you that you follow that up after the meeting.

Valerie Shawcross CBE AM: Chair, I will do it under my scheduled question then.

Jennette Arnold OBE AM (Chair): You can bring it in at any other time. Have you finished with your question that you posed clarifying the Mayor's point?

Valerie Shawcross CBE AM: Chair, I have not finished this line of questioning, but I am happy to pick it up under my scheduled question, if you find that useful.

Jennette Arnold OBE AM (Chair): Have you had an answer about the point that you raised?

Valerie Shawcross CBE AM: No, there are a number of other issues.

Jennette Arnold OBE AM (Chair): OK. Are there any other questions about polluting buses in London?

Boris Johnson MP (Chairman, TfL): No. They are getting much better, that is what I can tell you.

Jennette Arnold OBE AM (Chair): OK, thank you very much.

2016/0378 - Congestion in London

[Caroline Pidgeon MBE AM](#)

Does the Congestion Charge need to change to tackle congestion in central London?

Boris Johnson MP (Chairman, TfL): Thank you, Caroline, and I am aware that you have set out various proposals radically to increase the Congestion Charge and other such measures. At the moment the congestion charge is still effective in the sense that there are 70,000 fewer vehicles in the zone every day as a result of its operation. What we need to do is to augment it and to keep going with the various other traffic-reducing measures and the congestion-reducing measures that TfL now has in hand. Particularly Split Cycle Offset Optimisation Technique (SCOOT), huge progress being made in basically the automation of traffic lights, traffic lights that are sensitive to the arrival of vehicles in the vicinity that give red or green signals accordingly.

You will have seen what we announced the other day about tunnels for London. I know that may not be a project that necessarily appeals to you or to the neighbours on your left, but it is something I think the city will have to do. It is a fantastic project for London.

Then, of course, I think we are moving into a new era in which vehicles and traffic management will really be tech driven. The day is not far off when all vehicles will really know where the others are and where congestion is and, as we move towards ever more automation, towards driverless cars, the opportunities to minimise traffic congestion are very, very great and TfL, under Mike's [Brown] leadership, is taking a very active leadership role in bringing all that technology online as fast as possible.

Caroline Pidgeon MBE AM: Thank you for that. Up until a couple of years ago the Congestion Charge was effective at producing congestion, but using TfL's own figures it does show there are now cars on the road, traffic flows are up and average speeds are down. Given this affects air quality, health, accident rates and the economy in London in terms of productivity. I am just wondering, you talk about tech being the key thing and driving things forward, whether we should look to upgrade the Congestion Charge and modernise it to make it fit for purpose. Would you consider, or do you think the next Mayor needs to consider the Congestion Charge should be smarter, perhaps varying the charges at different times of the day?

Boris Johnson MP (Chairman, TfL): I do think there is an opportunity to do something with the Ultra Low Emission Zone charge, the Congestion Charge and Vehicle Excise Duty, which I think should be devolved to London, and to try to come up with a new way of doing it that would be -- what we do not want is anything inflicting new charges on motorists. There should be a single charge that they face and we need to develop that. Some of your thinking on that is really very welcome and worth taking forward.

Just a couple of points that you make. Yes it is true that we have some congestion at the moment as a result of a great deal of economic activity. The construction of the Cycle Superhighways and other projects, a huge amount of building going on.

You mentioned accidents, do not forget that people killed or seriously injured on London's roads are now at an all-time low. That is a great achievement by TfL, Surface [Transport]. I think it is terrific that obviously that is something that people really care about, such accidents disproportionately affect people on lower incomes. It is a great success we have got them down in the way that we have.

Caroline Pidgeon MBE AM: In terms of the Congestion Charge auto pay, at the moment there is a registration fee. In order to reduce the admin costs and get more people signed up to that, would you consider removing that registration fee and perhaps introducing a free app to make it easier to register?

Boris Johnson MP (Chairman, TfL): I am certainly in favour of using new apps and technology of all kinds. If there is something we can do to make it more convenient for people then we certainly should. I do get letters from myself asking me to pay various fines and charges, maybe in future I could get a text from myself.

Caroline Pidgeon MBE AM: What about tackling the issue of around Heathrow? Will you ask TfL to look at whether they would consider a local Congestion Charge Zone around the airport, both to tackle congestion there and also pollution? It is a real hot spot for pollution in London.

Boris Johnson MP (Chairman, TfL): You make a very good point, Caroline. As I, and I think many Members of the Assembly, know it would be a terrible thing to build a third runway at Heathrow Airport, that would greatly aggravate vehicular congestion and pollution in that area. In order to mitigate that you would have to contemplate measures of that kind. I cannot believe that they would be beneficial to ordinary people who want to go and pick up their kids from Heathrow, or pick up their family from Heathrow, or whatever it happens to be. We need to think very hard about that.

Caroline Pidgeon MBE AM: Then you talked about there are other things that you are already doing to try to tackle congestion. One way could be to expand the Lane Rental Scheme to include the whole of the TfL road network, or even better still to enable boroughs to expand the scheme on the roads that they control. This obviously needs Department for Transport (DfT) to agree. Have you made any representations to the Department on this? If not, would you take this suggestion forward?

Boris Johnson MP (Chairman, TfL): The Lane Rental Scheme has actually led to a 15% reduction in utility work, so I think 9% reduction in roadworks all together.

Caroline Pidgeon MBE AM: It only applied to a really small number of roads in London. If that is a really good tool, as you are suggesting, I am asking whether you would make the case for the DfT to expand it to all of the TfL network and even some of the borough network.

Boris Johnson MP (Chairman, TfL): I can tell you that we have persistently applied for universal and draconian control of all the roads in London, but as you can imagine this is not necessarily a policy that is supported by all London boroughs, or indeed any London boroughs.

Caroline Pidgeon MBE AM: I am not encouraging you, I am just asking if you could apply to the DfT to get all of the roads you control to be able to have the Lane Rental Scheme, which you are saying is such a success, but also to see whether some boroughs want some of their roads so they can progress this.

Boris Johnson MP (Chairman, TfL): I understand. To the best of my knowledge we already do. The Lane Rental Scheme applies to all the TfL Road Network (TLRN), as far as I know. If there is more that we can do to expand the use of the Lane Rental Scheme on borough roads then obviously we should. I will look into that. I am told the scheme has proved effective so far.

Caroline Pidgeon MBE AM: I thought it was only some of your network, and I think it is a possibility as another tool to try to tackle congestion.

Could I just move on to the Commissioner? Is tackling congestion and air pollution a priority for TfL and what advice and you going to be giving to the next Mayor about tackling this?

Mike Brown MVO (Commissioner, Transport for Transport): In my discussion with all Mayoral candidates I am not sure I need to give much advice, because I am delighted to say that everyone I talk to has this very much front and centre, as the current Mayor does as well, of their thinking.

It is a big issue. The challenge of the multiple users of London's road network increasing is significant. London's population, as we know, will rise to 10 million by 2030. Many of those people will be road users of some sort or another, whether it is pedestrians, whether it is cyclists, whether it is car drivers, bus passengers or users and delivers of freight and goods around the city. The advice I would say is we need to continue to apply some of the thoughts that you have had in your piece of work that you have done, which I think is a good piece for the future. Certainly things like roadworks monitoring, we need to continue that. We have an annual target of 38,260, periodiccap of 3,250, such roadwork with utility and TfL works. There is always more we can do to coordinate better those works, where they are happening, and ensure that there is absolute optimisation of the work schedule around those work. Obviously some of the work on the Cycle Superhighway has caused some disruption during its construction but that will ease as it is delivered.

Caroline Pidgeon MBE AM: It is always going to be painful putting it in, yes.

Mike Brown MVO (Commissioner, Transport for Transport): There are other works to come ahead. There is the Thames Tideway Tunnel work, there will be High Speed 2 work in due course as well. We need to be getting slicker and slicker and the Mayor is right to say that using technology that, for example, gives a delivery driver certainty that a parking bay will be available for them at the time that they need it to be available, so you do not have the situation that you occasionally have now of somebody having to drive round and round to get back to it. There are a number of areas that we can continue to work on.

Caroline Pidgeon MBE AM: Are you working up some options around how the Congestion Charge could be improved and doing some work around workplace parking levy, which the Mayor at a recent meeting said he thought should be investigated?

Mike Brown MVO (Commissioner, Transport for Transport): All those issues can be investigated. Just going back to your earlier point --

Caroline Pidgeon MBE AM: Are you doing work on it now?

Mike Brown MVO (Commissioner, Transport for Transport): Yes, we are having a look at it. Also, and just in terms of your point about technology, we have to remember that although it does not seem very long ago, when the Congestion Charge was first introduced the first Mayoralty after 2000 the technology was quite clunky at that time. As you implied there is the potential now for a more imaginative application of technology going forward. Inevitably, as we come to just in due course have to renew the technology as it stands then we must look for more forward-looking ways of people being able to pay the Congestion Charge and how we can apply it on the road network. There is lots to do.

I would just say on the Heathrow point as well, the one thing that is generally recognised is, and I am not going to get into the issue of where runways should be or whatever, but the one thing that is certainly the case was the Davies Commission into looking into runway provision in London did seriously underestimate the need for increased public transport provision, if there were to be an additional runway at Heathrow. Indeed, actually if there were to be an additional runway at Gatwick, so that is something that we are very keen to ensure the right arguments are made and the right investment decisions are made in due course.

Caroline Pidgeon MBE AM: Lovely, thank you very much.

Roger Evans AM: Boris, I have been alarmed by some of the discussion from maybe some of the more eccentric people who wish to succeed you in your role, that they might consider extending Congestion Charge to cover the whole of Greater London. Obviously, if that idea was to gain currency I would hope that TfL would carry out a full consultation with residents in places like Havering and Redbridge so they can discuss their objection to this proposal.

Boris Johnson MP (Chairman, TfL): I would sincerely hope so. Although obviously if you are going to create a £1.9 or £2 billion gap in TfL's funding then you are going to need to get the revenue from somewhere. You are going to be very tempted to levy Congestion Charges all over London. We know that that is the Labour way - whack up taxes and whack up charges where you can!

Roger Evans AM: Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Malthouse.

Boris Johnson MP (Chairman, TfL): Sorry. It is the sort of thing you would do anyway.

Jennette Arnold OBE AM (Chair): Excuse me. Assembly Member Malthouse.

Boris Johnson MP (Chairman, TfL): Sorry, I apologise.

Kit Malthouse AM MP: Just on that particular point, do you think there is any danger, therefore, of the Western Extension of the Congestion Charge being revived?

Boris Johnson MP (Chairman, TfL): Yes, obviously. Never forget. They say it is scaremongering but there is absolutely no question. The last I heard of it was that the job of Chair of TfL had been promised to Mr Ken Livingstone, when he has finished dismantling Britain's nuclear deterrent and various other projects that he has in hand. I would like to hear from the Labour candidate whether he will officially disavow him? They are all terrible, they do not want the return of the old --

Jennette Arnold OBE AM (Chair): Mr Mayor, you can use your time and answer the question --

Boris Johnson MP (Chairman, TfL): You will lash me with scorpions.

Jennette Arnold OBE AM (Chair): Mr Mayor.

Kit Malthouse AM MP: A question to the Commissioner. Is it the case that all the paraphernalia, the equipment all the rest of it, the wires to revive the Western Extension are still in place, so it would be a relatively easy job for a Mayor to put the cameras back up and bring it back in?

Mike Brown MVO (Commissioner, Transport for Transport): Given the answer, if I may refer to my previous answer to Caroline [Pidgion] actually the paraphernalia and the kit of course the technology has moved on hugely since the original extension kit was put in. If I was ever going to be directed by a future Mayor to consider the range and scope of the Congestion Charge you would be wanting to ensure it was to modern technical standards.

Kit Malthouse AM MP: Right. Thank you.

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[Valerie Shawcross CBE AM](#)

What are you leaving in the in-tray for your successor?

Boris Johnson MP (Chairman, TfL): Thank you very much, Val. The truth is that the next Mayor will have a fantastic opportunity to build on what has been quite amazing progress over the last eight years. I will tell you a little bit about what he or she will be able to do. Delays on the Tube are down on 50% since 2008, in fact huge upgrades on the Jubilee, Northern Victoria lines. Trains now average one and a half minutes, we have 191 new trains on the sub-service lines. The London Overground has been totally transformed. You have seen what we just announced the other day about TfL finally getting its hands on the Overground lines, the suburban rail service in London. We are doing a huge £4 billion programme of modernisation of our own. The number of cycling journeys has more or less doubled. We are spending a huge amount on upgrading the roads and on junctions.

I genuinely think with Crossrail 1 on time, on budget, coming through in the next few years, with plans to have 13 new river crossings, with Crossrail 2 on the verge of being agreed by the Government, let us look to what we get in the budget, with a stream of fantastical ambitions for the extension to the Bakerloo line, projects to

extend trams in south London. With all these things on the agenda I think that the next Mayor is set there to drive forward the mass transit infrastructure of the greatest city on Earth. I really think there is a large number of things which he or she will be able to take forward with great confidence.

Valerie Shawcross CBE AM: Thank you, Mr Mayor. That sounded more like out-tray than in-tray, but let me just ask you about the financial issues in the in-tray for the future. There was a big failure on the subsurface contract on the Tube, so the failure of the Bombardier contract for the District line, etc has basically meant that there is additional costs of over £1 billion and a five-year delay. Oversight by the body that we all know as the Independent Investment Programme Advisory Group (IIPAG) should have helped prevent this but it did not.

Would you support the creation of something like a National Audit Office or a London Audit Office or an office of special budget responsibility, so that there could be extra and technical insight given to the public and to politicians in this chamber, so that we could really hold TfL's financial management and the Mayor's financial management to account? Because we have a package of devolution, and I think that package of devolution means that we should have a higher grade insight, so that enormous failures like the subsurface contract are less likely to happen.

Boris Johnson MP (Chairman, TfL): First of all, Val, you are making a very reasonable point about the subsurface contract and about Bombardier. The figures they provided ultimately turned out not to be realistic. Actually TfL deserves credit for acting very decisively. The temptation with these things is to --

Valerie Shawcross CBE AM: Do you think we need --

Boris Johnson MP (Chairman, TfL): Can I just finish on Bombardier?

Valerie Shawcross CBE AM: -- an upgrade?

Boris Johnson MP (Chairman, TfL): I will come to that in a second. The temptation in these things is to limp on, to keep crossing your fingers and keep hoping that the thing will come good. Actually what TfL did was say, "Right, this thing obviously isn't going to work", they cauterised the wound, they stopped it and we are getting on now with delivering the subsurface signalling on another basis. That will come in and it will be fantastic for London.

On your basic question which is: could this kind of thing have been averted by a different system of oversight? That is a very serious point. We do have IIPAG. We do have the board of TfL, we have a Finance Policy Committee and ultimately of course we have the National Audit Office and we have all sorts of ways in which all our bodies are subject to scrutiny.

For your own sake, Val, and for the sake of this place and for this Assembly, I would be very cautious about recommending to you that we should set up another external supervisory body, or another scrutiny body that fell under national Government or under Whitehall or Parliament in some way. I think that would be a substantial loss of integrity and autonomy for this place.

Valerie Shawcross CBE AM: Mr Mayor, can I just explain? I was actually suggesting that we had a technical facility that reported principally to this Chamber, because when the Budget Committee wrote to the Public Accounts Committee they said they could not look into it because it was not their business.

Boris Johnson MP (Chairman, TfL): OK, that is a different suggestion. I understand.

Valerie Shawcross CBE AM: If it is our business and there is more money coming through, the Mayor, the Assembly, we all need more technical capacity to do that work. That is my point there.

Boris Johnson MP (Chairman, TfL): There are people endlessly in the Treasury or wherever who see all the things we are doing. There is quite a bit of institutional jealousy of TfL and its ability to get things done at speed. Whitehall very often would like to better us. Your proposal is different.

Valerie Shawcross CBE AM: It is about --

Boris Johnson MP (Chairman, TfL): I understand and it would be actually empowering the Assembly, basically giving you greater technical resources to do your jobs. That is something that you might very well want to consider. That might be a matter really for the Assembly rather than me.

Valerie Shawcross CBE AM: It might be a matter for the DfT as well.

Boris Johnson MP (Chairman, TfL): If I may respectfully suggest, I think that is where you get into a trap.

Valerie Shawcross CBE AM: All right. Let us move on, on the financial legacy. We started this debate about the financial future of TfL and the fares. We have heard that the RPI assumption need to be adjusted and that TfL's range of speculations about future fare income are based on an RPI set of figures which are now downgraded and need to be changed. We have heard that there is a choice to be made about whether you put the 1% plussage on the figures or not.

Boris Johnson MP (Chairman, TfL): What do you mean the 'plussage'?

Valerie Shawcross CBE AM: It is RPI plus 1%.

Boris Johnson MP (Chairman, TfL): What makes you think --

Valerie Shawcross CBE AM: Which you have not had RPI plus 1% for the last two years.

Boris Johnson MP (Chairman, TfL): Because the Government abated it.

Valerie Shawcross CBE AM: Exactly.

Boris Johnson MP (Chairman, TfL): Why should a Government abate --

Valerie Shawcross CBE AM: There is an issue there.

Boris Johnson MP (Chairman, TfL): No there is not.

Valerie Shawcross CBE AM: There is an issue there. Then another issue that struck me, looking at those figures is that this £1.9 billion that has been quoted, or £2 billion that you quote, is based on a five year calculation, rather than a four year. Is that correct, Mr Brown?

Mike Brown MVO (Commissioner, Transport for Transport): That is correct, yes. We did not quite finish the line of questioning.

Valerie Shawcross CBE AM: We are talking about a Mayoral term of four years and the figure that you are giving is based on a five-year calculation?

Mike Brown MVO (Commissioner, Transport for Transport): Of course, because our business plan is a five-year business plan as you know. Just to finish the discussion we were having earlier on, Chair, if I may, through you. The first thing to say in headline terms is I would not want anyone in this chamber, or anywhere else, to be under any doubt that I have a clear aspiration to ensure that London's transport network is fully affordable, is accessible to all and actually does demonstrate value for money for anyone wanting to use our services. I would not want anyone to be under any illusion that it is not a very key aim of mine to ensure the financial integrity of TfL, to ensure that we properly scrutinise our cost base and everything else.

Valerie Shawcross CBE AM: Yes, there is no question about that.

Mike Brown MVO (Commissioner, Transport for Transport): In fact, as Assembly Members will know, certainly those on the Transport Committee, the first thing I did on my second day on the job was to set up a major business and financial review because I made an assumption that we were going to have some challenges.

Valerie Shawcross CBE AM: Mike, I am not throwing any accusations at you about your goodwill towards London passengers.

Mike Brown MVO (Commissioner, Transport for Transport): Sure.

Valerie Shawcross CBE AM: TfL is an excellent organisation in many ways.

Boris Johnson MP (Chairman, TfL): Hear, hear.

Valerie Shawcross CBE AM: I just want to question these figures which are being used politically, so there is a legitimate set of questions to be thrown at them.

Mike Brown MVO (Commissioner, Transport for Transport): There is an additional year, but if I can just go back to the inflation assumption. The inflation assumptions, as I say, are made by a series of inputs at a given moment in time.

Valerie Shawcross CBE AM: Yes, they change.

Mike Brown MVO (Commissioner, Transport for Transport): Of course as we move to publication of our business plan and as we review forecasts, the combination of the basket of forecasters were used, including the GLA economics people, -- and Bank of England, we will obviously have a look at that.

Valerie Shawcross CBE AM: Various, and we have agreed on that point. Yes.

Mike Brown MVO (Commissioner, Transport for Transport): Also I would just say, just to go back to the rather technical but important point around the RPI plus 1% assumption, in terms of the integrity and transparency of the business plan itself we have to include RPI plus 1%, because as I was saying earlier on, Val, in answer to your question, that 1% has to come from somewhere. It may be, as you rightly said, for the last three years that has come from a separate grant or --

Valerie Shawcross CBE AM: Yes, but when you present that figure there is a choice made about the risks associated with these sources of money.

Mike Brown MVO (Commissioner, Transport for Transport): Yes.

Valerie Shawcross CBE AM: There has been a set of choices made about what RPI assumption are being used, which are proven, as it turns out, not to be accurate. There is an assumption being made about a 1% plussage, which may or may not be accurate. There is an assumption made about the period of time that is meaningful. Although we are talking a four-year term of office, Mr Mayor, these figures are actually five years, so immediately there is a 20% on top of them.

There were some accusations made about Crossrail fares not being calculated in. I could not find anywhere, maybe I am wrong, any publication of the Crossrail fare rates, or the fare structure. In fact, to the both of you I will say, you mentioned transparency in the TfL business plan. At the moment we do not have a business plan. The business plan has been deferred until March. It is normally published before the end of the year. Do you not agree it makes it very difficult for the public to have a debate about the financial legacy and the future financial issues when we do not have the updated business plan that gives us what will be in the coffers, or accurately, hopefully, anticipated for the future?

Mike Brown MVO (Commissioner, Transport for Transport): The business plan will be published in early March. There is a technical and legitimate reason for this. The timing of the Government's Comprehensive Spending Review (CSR) was such that just inevitably means that there is a different timeline that you have to work to in this cycle than is normal. Clearly Assembly Members would not wish us to be publishing a business plan that did not have the credibility of the accurate information. We got the numbers at the end of November --

Valerie Shawcross CBE AM: Can I put it to the Mayor that when he sits there in all confidence and says, "This is going to cost £2 billion" he is missing the fact that there is not a published business plan at the moment, so we do not have that solidity and transparency of public information. He is missing the fact that the assumptions behind those figures are questionable and not in the public domain.

Mike, you talked about --

Boris Johnson MP (Chairman, TfL): Can I answer that point?

Valerie Shawcross CBE AM: Yes.

Boris Johnson MP (Chairman, TfL): The first point I will make is this a very political matter and obviously Mike will have to serve a Mayor of any political complexion and I think he is being very guarded in his choice of language. Patently, what has emerged from the conversation this morning is that there is a very solid basis for the figure of £1.9 billion, that under any construction --

Valerie Shawcross CBE AM: I do not agree with you, Mr Mayor, on that.

Boris Johnson MP (Chairman, TfL): -- the figure of £450 million is a woeful, a woeful, underestimate of the cost and should be immediately withdrawn by the Labour candidate.

Valerie Shawcross CBE AM: Mr Mayor, I do not agree with you. What you have demonstrated is --

Boris Johnson MP (Chairman, TfL): If I may say so, since I am allowed to be political, it is a great shame that the difficulties you have got into over this £2 billion cut in funding should now be dragged into what is a very, very important discussion of the legacy of TfL.

Valerie Shawcross CBE AM: Mr Mayor, I do not agree. I think this is extremely shifting sands from your side. On the one hand you are saying the £2 billion figure is solid, whereas Mike has actually admitted that it is based on the number of assumptions and baskets of indicators, which do move.

Boris Johnson MP (Chairman, TfL): The assumption that you are making --

Valerie Shawcross CBE AM: Both of you have told me that we cannot have the business plan at the moment, so it is not going to be in the public domain for the media to question.

You have just mentioned £450 million, Mr Mayor.

Can I just get into the topic of savings briefly, because I am running out of time here? You have talked in the past, Mike, about what your future thoughts might be about trying to make TfL a more efficient organisation, and that is something we would all support, and looking at better management practices. If we had one investment engineering function that would mean, for example, that we ran one tunnelling team, rather than two at the moment for different types of tunnels, how much could you save on that, as a rough guess, annually?

Mike Brown MVO (Commissioner, Transport for Transport): We are working through the detail of those figures at the moment. It is a very helpful example, because it is precisely one of the examples we are looking at. If you think about, just from a technical perspective, building a tunnel, the civil engineering capability you need to build a tunnel that happens to eventually have a road in it is not actually a different skillset - primarily at that stage anyway - to that of building a tunnel that has a railway in it. I cannot give you the exact figure at the moment. Suffice to say that with the £2.8 billion planned impact of the Comprehensive Spending Review over the planned period, while we preserve the core of the capital programme, there are some operational cost challenges that we need to identify in terms of our revenue spend across TfL. That is precisely one of the areas that we are looking at in detail.

I would not want to give a figure, not because we are not working it through at the moment, Val, but just because it is still at the early stages with the accuracy of that figure. It is true that there are some significant savings in how we deliver our investment programme, including in-flight projects, by the way, projects we already have contracts with, as well as looking at the overall cost of future investment projects going forward.

Valerie Shawcross CBE AM: 'Significant' means hundreds of millions.

Mike Brown MVO (Commissioner, Transport for London): Yes, but I also think we need to just --

Valerie Shawcross CBE AM: Was that "yes"?

Mike Brown MVO (Commissioner, Transport for London): Yes, but we need to put it in the context of the fact that there are already some significant impacts of the Spending Review going forward. Without going back into the fares discussion, fares income does account for 42% of our income and while of course I have an absolute aspiration, as I said, to keep fares low and affordable, inflation does unfortunately apply to our outgoings, for example to staff costs, energy costs, bus contracts and everything else. Inflation works both ways within our outgoings as well as our incomings. Of course, that does not mean we should not be tackling our supplier base, should not be tackling those we work with and should not be tackling our internal processes all the time. I absolutely agree with you.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): It is very striking that Val came into this whole conversation determined to prove that the figure of £1.9 billion was something that I had invented. She asked TfL repeatedly whether they owned that figure and it is perfectly clear --

Valerie Shawcross CBE AM: Sorry, Mr Mayor. You are not answering a question I have asked at the moment and you are using up my time.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): If you do not want me to put this on the record --

Valerie Shawcross CBE AM: I wanted --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): It is perfectly clear that yes, it is a TfL figure. It does not just emerge from some propaganda machine of mine. There is a real risk, in my view, to investment in London as a result of proceeding with what I think is a damaging fares package.

Valerie Shawcross CBE AM: Mr Mayor, what you have just confirmed is that it would be a Conservative plan to take £1.9 billion out of Londoners' pockets. If that produced a 17% increase in fares over the next term we would see a [Zones] 1-4 Travelcard go up considerably, go up to over £209.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You cannot have it both ways.

Valerie Shawcross CBE AM: Your election offer, Mr Mayor, is a Zac [Goldsmith, Conservative mayoral candidate] fares attack. We will see fares rise dramatically in London.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): No, absolutely not.

Valerie Shawcross CBE AM: That is the vision you are offering?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): No.

Valerie Shawcross CBE AM: As the Labour candidate works to try to find a way of reducing the fares burden in London, you are saying, "Let rip. We are going to take another £1.9 billion out of your pocket and by the way, you are supposed to think that that is responsible and be happy about it".

Can I just leave you, Mr Mayor, with a comment from Danny Mortimer, Chief Executive, National Health Service (NHS) Employers? The Health Committee heard from him last week. He said, "The average earnings of our workforce has gone up recently by a total of about 3% or 4%". He is talking about the last three or four years. "The average cost of travel has gone up by at least 25%. The average cost of housing has gone up in excess of a third. We are seeing our staff struggling to afford to live in London". That is clearly something you have some influence over, Mr Mayor.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Zac Goldsmith will bear down on fares. What he will not do --

Valerie Shawcross CBE AM: We feel --

Jennette Arnold OBE AM (Chair): OK.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You have spent the entire morning whingeing about underinvestment in transport.

Jennette Arnold OBE AM (Chair): OK. Assembly Members --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You cannot have it both ways.

Valerie Shawcross CBE AM: I have not finished my quote. I would like the Mayor to comment on this after I have finished it.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You cannot simultaneously demand more investment in buses, as you have, more investment in our transport infrastructure --

Valerie Shawcross CBE AM: The NHS told me, Mr Mayor --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): -- and take £2 billion out of the fares package.

Valerie Shawcross CBE AM: Sorry, can I just finish this quote --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): The important thing is --

Valerie Shawcross CBE AM: -- and then get the Mayor's reaction?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): -- you have conceded the £2 billion figure is right and you should fess up to Londoners.

Valerie Shawcross CBE AM: Sorry, Mr Mayor. £2 billion is your proposal to take out of Londoners' pockets. The NHS say:

"We feel this [fare rise, essentially] most acutely in the health service, along with other public services. The rate of increase in the cost of living in London is having an impact now and it will have an impact in the future if you and your colleagues do not take some action to help us, particularly around housing costs and transport costs."

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You cannot have it both ways.

Valerie Shawcross CBE AM: Do you want to solve the high fares crisis in London and do you want to do something to help NHS staff?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Yes, we do.

Valerie Shawcross CBE AM: Mike Brown has said to us that he wants to try to bear down on fares.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Which is exactly what I would recommend that any Mayor do.

Valerie Shawcross CBE AM: Are you telling us that Zac Goldsmith is not going to bear down on fares?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): No, I have just told you the exact opposite. He is going to bear down on fares. He will speak for himself and he will act in a prudent and responsible way. You have heard Len Duvall argue for more buses. Where are those buses supposed to come from if you take £2 billion out?

Valerie Shawcross CBE AM: You are pledging a dramatic fare rise?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Where are those new buses going to come from? Where are the new green buses supposed to come from if you take £2 billion out of TfL's ability --

Valerie Shawcross CBE AM: You are pledging a dramatic fare rise? The Tory pledge to London is a dramatic fare rise?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): It is absolutely --

Jennette Arnold OBE AM (Chair): OK.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): No, it is not. Your proposals --

Jennette Arnold OBE AM (Chair): Assembly Member Shawcross and the Mayor --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): -- are irresponsible attempts to take investment out of TfL --

Jennette Arnold OBE AM (Chair): Mayor, please. Can I just say to you that the last exchange will not be recorded?

Valerie Shawcross CBE AM: Why?

Jennette Arnold OBE AM (Chair): It will not be discernible in any way.

Valerie Shawcross CBE AM: Thank you, Chair.

Jennette Arnold OBE AM (Chair): I will now hand over to the Deputy Chairman to call follow-up questions.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You lost two elections like that. Try that again.

Steve O'Connell AM: Mr Mayor, turning more to your out-tray, I would suggest, and regarding your legacy specifically for south London, could you confirm that in your forthcoming refresh of TfL's business plan there will be a specific commitment to an investment spend on the Sutton tram extension?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I can tell you, Steve, that there will be a Sutton tram extension if we can get an agreement with the borough concerned that they are going to go ahead with the development that is needed. At the moment I must tell you that to the best of

my knowledge we are still negotiating. We are still in discussions. In order to get the Sutton tram link done, you have to show that there is a very good business case and also you need some uplift from the tax base in the area as a result of the development there. There is a conversation being had. Some of the difficulties about putting a Sutton tram in without significantly more development is that, first, it affects the business case, and secondly it means you do not get the TIF revenue to fund it.

Steve O'Connell AM: I do understand that. This is a repeat of earlier conversations we have had over some considerable time. Probably myself and others get weary of the same kind of response, not necessarily just from yourself but also from the Council.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): It may be that you should direct your fire at Sutton Council.

Steve O'Connell AM: I have done so. It is right that we do need to move this up a gear. We are reaching, in your words, the juddering climax of your Mayoralty, and nothing can be more climactic than to deliver the Sutton tram extension. Mike, you might like to comment on this. We do not seem to be going anywhere. We have had some conversation time and time again.

Mike Brown MVO (Commissioner, Transport for London): If I may, Mayor, I will just come in there. We will have an allocation in our business plan alongside Sutton tram, so that is the positive side, but the Mayor is absolutely correct. I have personally been involved in discussions with the Council, including with the leader of the Council at Sutton, to ensure that there is the appropriate contribution from, as the Mayor describes, the development that would need to accompany such an extension of the tram system.

There is also a whole issue about the whole line of route of any extension because, regardless of how fantastic trams are, they are never usually the fastest way to get from a borough such as Sutton directly into central London. They are about growth along the line of route, ensuring there is sufficient housing development and other development of businesses along the route to allow the business case to proceed.

Just for the avoidance of doubt, we are absolutely committed to doing whatever we can to move this forward. The dialogue is continuing. We need to ensure that the borough, and indeed any borough that was looking for such an extension going forward, will properly contribute.

The other thing I would just say is - and it backs up the point that trams are not the only answer - that the other reality is, as the Mayor referred to earlier on, the proposals in the prospectus launched last week about greater rail devolution to the Mayor and to TfL in terms of responsibility. That in itself, of course, has the potential to significantly enhance direct transport links from boroughs such as Sutton and many other boroughs into the centre of London.

Steve O'Connell AM: I accept that. We are urging, for example, to extend the Overground - which is a great success story - that goes to West Croydon beyond that westwards to Sutton. That is on the table but I do return to the issue of the tram. Are you saying, Mike, or Boris, there is a specific commitment from TfL for a specific amount? Surely it would be helpful to say, "We will put this on the table if you, Sutton, come up with this".

Mike Brown MVO (Commissioner, Transport for London): £100 million.

Steve O'Connell AM: That is a firm commitment already of £100 million?

Mike Brown MVO (Commissioner, Transport for London): Yes.

Steve O'Connell AM: What is your expectation of the total cost of the project, Mike?

Mike Brown MVO (Commissioner, Transport for London): Regardless of the contribution so far from Sutton, the gap remains about £200 million still to come up with. There is quite a significant gap that we would need to find. I am very determined to ensure that our commitment is clearly there. It is dependent, of course, on there being that funding coming through from the borough. We will continue to have a dialogue with the borough to see what we can do. I was down there just a few short weeks ago and had a tour around the borough and looked and saw for myself some of the potential opportunities with borough elected officials and officers.

As I say, I am absolutely committed, Steve, to continuing to drive this forward. The work that we have done quite recently in adding an additional platform at Wimbledon is a necessary precursor. You and I have talked for many years about that, about ensuring there is proper capacity to the west of the tram network to allow for any further extensions. That work is now done. That has been delivered and is now in operation. This is moving forward. Clearly I would like it to be faster. Clearly I would like us to see the matched funding from the borough. We will continue to work with them on what we can do.

Steve O'Connell AM: I would like to pursue this, if I may, within the time allowed. I understand the need to extend capacity around the tram. That is a given because that is going to benefit Wimbledon, Croydon and elsewhere. In your comment around the amount, the gap seems to have doubled. My understanding is that the total envelope was something like £250 million. There is a £100 million commitment. Have Sutton themselves made a commitment for any specific amount?

Mike Brown MVO (Commissioner, Transport for London): We have had some conversations with them but I would not want to be specific about that without checking the figures. I am happy to come back to you afterwards – Chair, through you, if that would be helpful – with the specifics.

Steve O'Connell AM: When you put TfL's money with Sutton's money, the gap is how much?

Mike Brown MVO (Commissioner, Transport for London): We still have a gap. The £200 million gap is still there.

Steve O'Connell AM: It cannot be £200 million, surely.

Mike Brown MVO (Commissioner, Transport for London): These are very significant projects. The problem is, Steve, the construction work for these projects is significant. There is a significant engineering challenge in constructing trams. They are not always straightforward, as you know, in terms of line of route. I will ensure I get you the accuracy of the figures but as I say, the important point from my perspective is we have £100 million in the business plan. That will be something that will be very transparent and available for people to see when the business plan is produced. We continue to work with the borough on the shortfall.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Can I make a point, Steve? I am a great believer in trams where they are possible. They are incredibly unpopular when they are being delivered. When you get to it, there is a nightmare because you have to take up road space. It is very difficult, very disruptive and also, as you have been hearing from Mike, very expensive.

The big development in the last few weeks has been that TfL is going to be running over time most of all of the Overground services in suburban London. In continuing to campaign for the Sutton tram, I think you should also be looking at what you can do and what the borough can do to improve the Overground rail

services in that area. It might be – I am just throwing this out there – that is a far better solution for commuters in that part of London – improving frequencies, improving stations, getting a real metro-style ‘turn up and go’ service across the area – rather than going to the colossal expense and disruption of putting in a tram. I am just putting that thought in your mind. You might want to think about that.

Steve O’Connell AM: Like you, Mr Mayor, I am a great believer in having your cake and eating it. I would expect that you taking over the Overground will benefit all of south London and I would want to continue to hold you to your promises earlier about tram extensions, be they Crystal Palace or Sutton.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You have heard what Zac [Goldsmith] has said about that and of course, as we have laboriously explained this morning, he would have greater financial resources at his disposal to embark on such a programme.

Steve O’Connell AM: You still have time, Mr Mayor, to sign that cheque. I will leave it at that.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You are very tempting. The difficulty, as I say, is we need to do a proper deal with the council.

Tom Copley AM: Mr Mayor, yesterday the President of RIBA, the Royal Institute of British Architects, Jane Duncan, called for the Garden Bridge process to be halted. This morning it emerged that TfL’s Managing Director of Planning, Richard de Cani, who is a former employee of Arup and who decided alone on the awarding of the engineering contract, which went to Arup, has just been given a job at Arup. Why was he allowed to be the sole decision-maker in the awarding of the Garden Bridge procurement contract?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): To the best of my knowledge, and as Mike [Brown] has obviously informed me, he was not in fact doing that job at that time. As I remember, Michèle Dix [CBE, Managing Director – Planning, Transport for London] had the --

Tom Copley AM: No, Richard de Cani made the decision, Mr Mayor. We had him in front of the GLA Oversight Committee, which I attended, and he is on record as saying it was him that made the decision. Why was he, as a former employee of Arup, allowed to make that decision when Arup was one of the bidders?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I have to say the general line of questioning is something you need to reflect upon.

Tom Copley AM: No, you need to reflect upon the question, Mr Mayor, and answer it.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I am answering your question. You are trying to cast doubt on the integrity of TfL officers and their handling of this matter and that is very wrong of you. I do not have any reason to doubt the integrity of any of TfL’s staff. You should think hard about the line that you are pursuing now.

Tom Copley AM: That is a contemptible answer, Mr Mayor. How do you think this looks to the public? A former employee of a company was allowed to be the only decision-maker in a process in which that company was bidding and is then afterwards given a job at the company he awarded the contract to. How do you think it looks to the public, Mr Mayor? This is not just about the process, it is about how the process looks.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): OK. In other words it is not what really happened, it is what you can make it appear happened.

Tom Copley AM: It is both.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I see. It is about what smears you may hope to --

Tom Copley AM: It is not a smear if it is true, Mr Mayor. Do not try to throw this back. This process looks incredibly dodgy, and it is not just me saying this. You have the President of RIBA saying the process should be halted. Are you saying that she is simply trying to impugn the integrity of TfL officers?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I do not know. I have not seen what she has said.

Tom Copley AM: She has written to you.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): As I say, I am continually surprised by the level of hostility amongst some architects to the Garden Bridge. I am told that this has something to do with the fact that the successful designer, Thomas Heatherwick, is not thought of as an architect but thought of as a designer and that is --

Tom Copley AM: Mr Mayor, this is about a process that -- Mike, can you help me out here? Is it not TfL's standard practice for such decisions to be made by a panel rather than an individual?

Mike Brown MVO (Commissioner, Transport for London): Indeed they were. Can I just be absolutely clear on this? Richard de Cani worked for Arup 17 years ago as a transport planner. He did not work in the economic or engineering assessment part of that business at all. This was an engineering assessment that took place with a large group of people assessing the proposal put forward for the design of the Garden Bridge. The ultimate decision, as the Mayor pointed out, was not Richard de Cani's so that is, I should put on record, factually not correct.

Tom Copley AM: He told us he made the decision, that he scored the bids.

Mike Brown MVO (Commissioner, Transport for London): He was part of the scoring panel that did score the bids. The Mayor is absolutely right to say that --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You should really withdraw this.

Mike Brown MVO (Commissioner, Transport for London): -- if you look at the timeline, it is the case that Michèle Dix was the Managing Director for Planning working for the then Commissioner at that time and therefore it was her ultimate sign-off that took place, not Richard de Cani, who was one of her team, albeit a senior member of her team. The line of accountability is absolutely clear.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): He scored the bids.

Mike Brown MVO (Commissioner, Transport for London): I will just say, Chair, if I may, through you, that - you would expect me to say this but I will say it - I have come across many people who I have worked with throughout my career. I know of few people who have the great amount of personal integrity I have witnessed in Richard de Cani.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Hear, hear.

Mike Brown MVO (Commissioner, Transport for London): I absolutely put that on record.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You should really withdraw this. You should be ashamed of yourself, you really should. You are wrong.

Mike Brown MVO (Commissioner, Transport for London): You will understand, Tom, that since coming to this job I have obviously wanted to scrutinise the integrity of the process that was followed here in detail because I was not involved at the time.

Tom Copley AM: Absolutely.

Mike Brown MVO (Commissioner, Transport for London): I have done so and I have to say – and I put it on record – I am absolutely satisfied of the integrity of Richard de Cani throughout this whole process.

Tom Copley AM: I have to say this entire process, looking at it objectively – and it is not just me saying this, there is a whole range of people saying this – stinks.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): You are not looking at it objectively, you are looking at it from a partisan --

Tom Copley AM: Mr Mayor, if this was New York you would be in front of a Grand Jury.

Tony Arbour AM (Deputy Chairman): Stop. This is not New York, this is a meeting of the London Assembly where we are asking legitimate questions of the Mayor and of TfL. Ask legitimate questions. Do not give us opinions, ask questions.

Tom Copley AM: I have finished my line of questioning. Thank you, Deputy Chairman.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I think it is disgraceful, I really do.

Navin Shah AM: In 2006, 45 out of 270 or 17% of Tube stations were step-free. As of November last year, there are 66 step-free Tube stations. That is 24% overall. This is an increase of 7% over nine years or so. Mr Mayor, do you think that this is a good enough increase in eight years? Not really a great legacy to leave behind, is it, on an important issue like this?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Navin, obviously you and I would both agree that this is something that could be taken much further and much faster. It is, as you know, a question of expense and I am sorry for people who are inconvenienced by the absence of step-free access.

We have put in a lot. We are trying to do it in the stations where there is the biggest footfall. You mention these percentage numbers. You could probably quite cheaply put in step-free access in quite a few stations that were not very heavily used. The really difficult and expensive thing – Mike [Brown] will correct me if I am wrong on this – is putting in step-free access in the huge stations that have massive footfall, where people travel in their millions every day. That can cost tens of millions of pounds to do. I remember a figure of £94 million for Green Park. Shepherd's Bush was about £100 million. They are very expensive schemes.

We are continuing with it. We have a very ambitious programme of doing this. We did secure some funding from the DfT to continue with it and we have secured step-free access on all Crossrail stations.

Navin Shah AM: Look, Mr Mayor --

Boris Johnson MP (Mayor of London and Chairman of Transport for London): If you are going to beat me up for not doing enough fast enough then I will have to accept that. We have gone as fast as we possibly can.

Navin Shah AM: Mr Mayor, I accept that projects such as these are expensive. Cost is an issue. The problem is that of priority. You are able to, dare I say, find money for your pet projects like Garden Bridge: money from the GLA fund, money from the Government. Why have you not been ambitious enough, in eight years, to put step-free access as a major priority? 11% of Londoners are disabled and would benefit hugely, and they need to. So would the elderly and so on.

You have 40 more stations planned in the next years to become step-free. They are major stations like, as you would expect, Victoria and Bond Street. The problem is that you are not prioritising areas in outer London like Brent and Harrow. Why is this the case? Why have you neglected outer London boroughs?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): As I said in my earlier answer, we have to prioritise Victoria, Tottenham Court Road and Bank, where there are millions of people using these things. That is where the need is overwhelming. I accept the point that you make about outer London. We are going as fast as we possibly can. As you say, we are doing 40 stations overall and we have secured step-free access on all Crossrail stations. A lot of progress has been made but we are dealing with very old infrastructure. I do not want to belabour this point but if you take £2 billion out of your budget you are going to find it very difficult to do step-free access.

Navin Shah AM: Mr Mayor, I do not have sufficient time here. I will just end by saying that boroughs like Brent and Harrow, where 75% of stations are not step-free, are areas where there is major growth planned. It is disgraceful that outer London boroughs have been neglected under your leadership. Thank you.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): That is totally absurd. We have invested massively in outer London, unlike the previous administration, which totally ignored outer London. In fact we set up an Outer London Fund specifically to help outer London.

Navin Shah AM: Thank you, Mr Mayor.

Mike Brown MVO (Commissioner, Transport for London): Can I just make a point on the Harrow area? I think it is an important point to make. I absolutely agree that there are, if you look at the map, some geographical gaps in that part of London. I do take the point. One of the things we are doing with our commercial development team is looking at where, on the back of the development opportunities and growth areas that you talk about, we can do some joint work to help fund step-free projects at key stations such as Harrow on the Hill and elsewhere.

Navin Shah AM: Chair, I am done. Thank you.

Jennette Arnold OBE AM: My first question is to the Mayor and then I have one for Mike Brown. Mr Mayor, what are you doing to ensure that the noisy sections of the Tube network are dealt with before you leave office and before the Night Tube schedule begins?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Thank you. The Night Tube is going ahead. I am very grateful to Mike and all his team for the work they have done on that. It will be a wonderful thing for the city and all our staff will benefit from the arrangements that have now been agreed with staff. It is fantastic news for the city. Your point is a good one. I know there are lots of Members who have raised this. Everybody is anxious about noises in the night. We will make sure that we do our best to mitigate those. I know that we have some plans to do that. Mike, do you want to --

Jennette Arnold OBE AM: Can I just say "doing our best" is not good enough? I have residents at the Archway who have been living with noise nuisance at an excruciating level for two years now, awaiting a grinding train.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Has it been getting worse?

Jennette Arnold OBE AM: Can I just finish?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Sorry.

Jennette Arnold OBE AM: It has not got any better since it started. Why has it not got any better? They are waiting for a grinding train. I have residents at Walthamstow Central. TfL engineers have now agreed there is a problem there after a lengthy exchange and the residents starting off a media campaign. I have spoken to my colleagues and Assembly Member Shawcross has a group of residents of over 60 who are experiencing this unacceptable change to the quality of their lives, a number of them having to go onto medication. They live around Vauxhall Station. As you said, many other Members have picked up concerns.

The point I am putting to you is that this should have been factored into the work that is necessary for us to have a Night Tube service. Because it has been so badly handled, what has happened now is that many of these residents have lost faith in TfL. Going to Mike Brown, can I ask you to give your assurances here today that the engineers will, first, take seriously any complaints that they pick up and secondly, stay with the groups that they are currently working with to find some level of satisfaction? Thirdly, how is it that TfL, with their millions of miles or whatever of track, has to hire in a grinding train and my residents have had to wait two years? How is that reasonable?

Mike Brown MVO (Commissioner, Transport for London): Just to pick up the specific point, I was very grateful that you met with two of my senior colleagues yesterday, Jennette, on this very subject, and that there was some agreement to convene meetings with local residents, local councillors and others to discuss the noise issue specifically on the Victoria line between Walthamstow and Blackhorse Road, and also a firm commitment in April, which is just a couple of months away, to do some grinding near Archway Station to ensure that we alleviate the problem there.

This of course is caused by the huge increase in the frequency of train services that we have seen as a result of new signalling both on the Victoria and the Northern line and there being some adjustment therefore as to the way that the rails wear. They are perfectly safe, of course, in their operation but nonetheless some specific noise spots have emerged that have not historically emerged because the service frequencies were much less, certainly much less in the off-peak period and, in the case of the Northern line and the Victoria line, much less in the peak period as well.

The wider point about the grinding train, if I may, is that that is a fairly helpful suggestion. It is something that I have had some with the senior engineers within London Underground about. Other railways around the world do have grinding trains. Some have them for each individual line. We at the moment do use a

combination that includes hand-grinding, which sounds very laborious and is a bit of a manual process. It is very effective on particular hotspots but clearly a grinding train covers a much longer distance of route. The logistical challenges of moving a train from one deep-level Tube line to another with the various crossover points that exist around the network are complex. I know one of the people you met with yesterday, George McNulty [Programme Director of Renewals, Transport for London], one of my senior directors on the engineering side, is exploring that very possibility.

Just to reassure you, if I may, Jennette, I am absolutely determined that we become a better neighbour in this whole area. I am absolutely determined that before the imminent launch of the Night Tube we have these problems resolved to people's satisfaction. I do not want to create an issue where people are disturbed in their homes, with their night's sleep or anything else. We have to tackle this. You have my absolute commitment to ensure that we do honour commitments we made yesterday and elsewhere.

Jennette Arnold OBE AM: Are you going to put in your planning TfL having access to this grinding train so that people do not have to wait two years? That seems to me very strange.

Mike Brown MVO (Commissioner, Transport for London): We do have access to a grinding train but clearly the logistics of its movement around is complex, as I have said. It is always therefore going to be a bit of a combination, even if we owned a grinding train, of manual interventions, as well as the technical interventions of the new train. I would not want to give the sense at all that we are sitting back doing nothing here. We have a plan. I am absolutely committed to this plan. The date of April when we have committed to do the grinding at Archway is now in my schedule. I put it in the schedule yesterday after the meeting that you attended with my team and I will personally ensure that we follow through on our commitments.

Jennette Arnold OBE AM: Thank you very much.

Gareth Bacon AM: Commissioner, I would like to return to the £1.9 billion question. The debate earlier was interesting but it got a bit drowned out. Is the £1.9 billion figure a TfL figure or not?

Mike Brown MVO (Commissioner, Transport for London): It is a figure that is based on the calculations and the assumptions that I outlined to Val Shawcross.

Gareth Bacon AM (Chairman, London Fire and Emergency Planning Authority): It is?

Mike Brown MVO (Commissioner, Transport for London): If you take on board the assumption that RPI plus 1% --

Gareth Bacon AM: I heard your answer earlier, Commissioner. I am sorry, I do not want to be rude to you. Is it a TfL figure or not?

Mike Brown MVO (Commissioner, Transport for London): The basis of the construct is from the assumptions that we made at the time.

Gareth Bacon AM (Chairman, London Fire and Emergency Planning Authority): It is a TfL figure?

Mike Brown MVO (Commissioner, Transport for London): It is an assumption that we made at the time, given the various assumptions on inflation and given the various assumptions on --

Gareth Bacon AM: Yes. I understand all the caveats that you put around when you gave what was a careful answer to Val Shawcross and I do not really want to rerun the whole conversation.

Mike Brown MVO (Commissioner, Transport for London): Sure.

Gareth Bacon AM: I just wanted to get to the fact that it is a TfL figure. If TfL were not to receive an additional £1.9 billion of income over the next four or five years – and I accept that it is over the business plan, which extends beyond the next mayoral term; if you made a pro rata adjustment down it might be £1.5 billion, or something like that, but nevertheless the argument is the same. What would be the impact on TfL's investment plans for the remainder of the business plan?

Mike Brown MVO (Commissioner, Transport for London): Any financial shortfall requires us to look at three key areas. The first area – which we are already looking at, of course – is how we can improve our operational bottom line in terms of operating costs and how much money comes in both by commercial development opportunities and fare income, and how much money we spend with contractors, our commercial arrangements and of course on our directly controlled staff costs and other costs.

The second area that we are looking at, which I alluded to earlier on, is the inflight savings you can make with existing projects. How can you apply a percentage cut to ensure that the scope is still delivered and the timeline is still delivered for those major projects but take some cost out by more imaginatively using resources or doing some joint work, as was implied by the question from Val, in terms of looking at different teams across the organisation?

Then the third area, which is very much the last resort that we would want to get to but we have to consider in the round if there are some significant financial shortcomings, would be to look at the phasing of our investment programme going forward and whether we were able to continue with all the plans that we currently wish to do.

Gareth Bacon AM: That is excellent. Thank you. That mirrors exactly what the Chief Finance Officer (CFO) [for TfL] told me when I asked him the same question. It is good to see you are all speaking with one voice. That is very good. Option 1 and option 2, which are your operation expenses and your inflight expenses on major projects, you are doing anyway, are you not?

Mike Brown MVO (Commissioner, Transport for London): Yes, we are doing it anyway. As I said earlier, I kicked off the start of the Financial and Business Review across the organisation on my second day sitting as Acting Commissioner, before I was even appointed to the job, because it is the right thing to do. This is no disrespect to either my predecessor or the CFO's predecessor but just having some different leadership in an organisation allows you to take a fresh look at some of the cost base, some of the issues and some of the challenges you have. We are having a very wide-ranging review of just that.

That was necessary in any event following the CSR in the autumn. I suspected it would create some challenges for us so that is why I started it in midsummer last year. That work is yet to finalise but we have ongoing discussions. In fact I have a further detailed update tomorrow from the team looking at this work to see what progress we are making.

Gareth Bacon AM: Yes. That is a perfectly fair comment. Things evolve as times go on. There is no disrespect intended to either of the predecessors that you referred to. I accept the argument as well about the £2.8 billion that has been reduced from TfL's funding through the CSR. Val Shawcross mentioned the £1 billion cost of the Bombardier – I nearly said “debacle”. That is probably unfair. We have made that argument and there are various other costs that are coming through. Could you take a £1.9 billion shortfall and not go into option 3, which is your phasing of your investment programme?

Mike Brown MVO (Commissioner, Transport for London): That would be hard to do.

Gareth Bacon AM (Chairman, London Fire and Emergency Planning Authority): It would be hard to do?

Mike Brown MVO (Commissioner, Transport for London): Yes.

Gareth Bacon AM (Chairman, London Fire and Emergency Planning Authority): Is it possible?

Mike Brown MVO (Commissioner, Transport for London): As I look at it at the moment, given the current work we have underway with tackling the £2.8 billion impact, it would almost certainly have some impact on some parts of the investment programme.

Gareth Bacon AM: That is very helpful. Thank you very much. Mr Mayor, we have heard from Members opposite. The leader of the Labour Group wants to have more money for buses. Navin Shah, with a perfectly credible argument, wants to have more money for step-free access. Val Shawcross has talked about the impact of the Bombardier contract. We have just had the £2.8 billion reduction in the CSR. Would a £1.9 billion reduction in income help to deliver any of those programmes?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): No, of course not. You have heard me say this many times this morning. It would be the wrong way to go. TfL has had a tight settlement. We have all our major infrastructure plans capable of being funded but that would push us over the edge. As Mike [Brown] has made pretty clear, it would be necessary to delay or cut some major feature of transport improvement for Londoners. For a city that is growing as fast as we are now, that would not be an advisable way to proceed.

Gareth Bacon AM: Thank you. Commissioner, the final question to you: one of the mayoral candidates has suggested that TfL should look at a system of discounted travel whereby people who use Oyster cards who get off a stop early, be it on buses or trains or something like that, should somehow have a discount or a rebate. Could such a system work, technically?

Mike Brown MVO (Commissioner, Transport for London): Technically, my experience with Oyster is that I would hesitate to say no. The massive success of contactless debit cards, for example, shows that technological improvement is moving on all the time. Clearly I would have to look at the detail of any such proposal were such a candidate to become the Mayor and I of course would do. I cannot tell you in detail right now whether there are some technical hurdles we would have need to get over.

Gareth Bacon AM: This is a genuinely open-minded enquiry because Oyster is tap-in and tap-out.

Mike Brown MVO (Commissioner, Transport for London): It is.

Gareth Bacon AM: How would you prove that you got off a stop early? You would be tapping out when you got off, would you not?

Mike Brown MVO (Commissioner, Transport for London): There could be a record held of individual cards and where they had been used historically for a period of time in advance. Again, I would need to get into the technical details. There would probably be some legitimate personal security issues around that as well, but we would have to look at the detail if it emerged.

Gareth Bacon AM: I am trying not to be too cynical about it, but would it not open the door to massive fraud and fare invasion? I could get on a bus and travel for four miles and claim that I was going to travel for five. "Can I have 20% back?"

Mike Brown MVO (Commissioner, Transport for London): I am delighted that fraud levels are pretty low on all parts of public transport and clearly we would not want to do anything that would increase that. As I say, we would have to look at the technical detail of this. I would not want to give a categorical "yes" or "no" answer here because my experience of Oyster is that some of the assumptions we made several years ago about things that were not possible have proved to be possible.

Gareth Bacon AM: I am just trying to get to how you could possibly prove that you got off earlier than you originally intended. Do you sign a contract when you get on the bus that says, "I am going to go to Finsbury Circus", and then get off slightly before and claim your money back?

Mike Brown MVO (Commissioner, Transport for London): That is one way you could look at it.

Gareth Bacon AM: Right. OK. We will watch this space with bated breath. Thank you very much.

Roger Evans AM: Commissioner, eight years ago the project to introduce step-free access at Newbury Park Station was shelved. Whereabouts is that currently in TfL's in-tray? Is it towards the bottom or the top?

Mike Brown MVO (Commissioner, Transport for London): It is somewhere in the middle, I think it is fair to say. It is one of those stations that we would like to do. It goes back to the answer to Navin [Shah] earlier on that the Mayor gave in terms of where the priorities are. We do have a series of schemes rolling out. Newbury Park is still one we are very keen to deliver on, and deliver on our initial commitment to that, but there have been some funding challenges around that. That is fair to say. I am still committed to ensuring that we can do it, along with some of the other stations that were mentioned.

Roger Evans AM: Last weekend the mainline railway service into Liverpool Street, which is operated by TfL Rail, was closed for engineering. That is going to happen again for the next six weekends running. The replacement bus service for all the stations along that route takes people to Newbury Park Station. You are effectively depositing everyone who wants to travel into London from my constituency, and indeed from further out in Essex, at a station without step-free access. Do you think, in the light of that, it should be further up your in-tray than it currently is?

Mike Brown MVO (Commissioner, Transport for London): We can certainly have a look at that specific point about where the replacement bus service takes people to, and I will have an urgent look at that. It is a very good point because what we seek to do is to try to ensure that everyone who would have travelled had there been a railway service is still able to travel, albeit sometimes with a longer time period taken for the journey. We will have a look at the specifics. As I say, the work on Newbury Park would not, unfortunately, be delivered in the next several weeks as the necessary Crossrail engineering work is done on that line of route.

Roger Evans AM: Yes, but it is regular practice to do that for other engineering work as well. This is just a particularly egregious example.

Mike Brown MVO (Commissioner, Transport for London): I understand the point, absolutely.

Roger Evans AM: Something that is closer to the top of your in-tray, of course, is the work at Gallows Corner roundabout. Why was there no consideration given to putting traffic lights on the roundabout in the same way as was done very successfully at Gants Hill further down the A12?

Mike Brown MVO (Commissioner, Transport for London): I have to say I do not know the answer to that question but I will find out and, if I may, get back to you.

Roger Evans AM: Thank you.

Andrew Boff AM: First of all, Mr Mayor, you know my views on the Garden Bridge - I think it should be called 'the garden path' - but I abhor the attacks on officers that have been made in this chamber today. If people want to attack something, they should attack you. That is what you are there for. I do abhor them and I do not wish to be associated with those attacks on officers.

Mr Brown, we know that the step-free access programme is a very expensive programme but it is something that Londoners want to see because they want to see the Underground and other transport available to people who have problems getting around. It is one that has received a lot of support from this side of the chamber and I know other sides of the chamber as well. Step-free access is a very important programme. How difficult would it be for the step-free access programme to not be re-phased if we had a £1.9 billion shortfall, as we might do, on the basis of a commitment to freeze fares over four years? It could not escape re-phasing, could it?

Mike Brown MVO (Commissioner, Transport for London): Clearly there are a number of step-free schemes that already in train. The Mayor mentioned some of them. The Bank Station project is already under contract and Bond Street, Tottenham Court Road, Victoria; we will deliver those very key transport interchange hubs. Crossrail itself, of course, which adds 10% to London's rail capacity, is step-free, as the Mayor pointed out.

Clearly, in line with everything else in the investment programme and indeed the other two criteria that I gave in my answer earlier on in terms of what areas would need to be looked at with the event of any unforeseen budget shortfall, then we would have to look at everything in the round, prioritise accordingly and have proper discussions around that prioritisation process.

Andrew Boff AM: With such a major programme, it would be quite difficult for the step-free access programme to escape a review if there were to be a freeze on fares. Is that not a fair thing to say?

Mike Brown MVO (Commissioner, Transport for London): Certainly, we would need to look at it. The way that you have phrased your question is probably correct: we would certainly have to review that programme, along with everything else. Clearly a review does not necessarily lead you to a conclusion but a review would nonetheless be --

Andrew Boff AM: I do not want to put words in your mouth, but the step-free access programme will be reviewed if you have those kinds of constraints put upon you? I am not saying what the outcome might be from that review but it would certainly need to be reviewed. Is that --

Mike Brown MVO (Commissioner, Transport for London): As I said earlier on, we would have to get to the point of looking at all aspects of our investment programme in that eventuality, were it to emerge.

Andrew Boff AM: I do hope that those threats to the step-free access programme are listened to by Londoners. Thank you very much indeed.

Tony Arbour AM (Deputy Chairman): I am sorry, Commissioner, I did not understand the answer. Did you say that you would have to review step-free access?

Mike Brown MVO (Commissioner, Transport for London): What I said was that all aspects of the investment programme -- step-free access is part of the investment programme and all aspects of the investment programme would have to be considered in the light of some of the scenarios put forward.

Tony Arbour AM (Deputy Chairman): I do now understand.

Andrew Dismore AM: I would like to ask the Mayor about the advertisements on the Tube for tourism in northern Cyprus and whether they will be continuing in the future. Do you accept that they have caused widespread distress and serious offence to the Greek Cypriots in London and my constituents? The advertisements mislead the public, who might not realise that many of the businesses that would benefit from this tourism are on illegally expropriated land and that the airport in northern Cyprus does not comply with International Civil Aviation Organisation (ICAO) safety standards either.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Sorry, I did not catch that last bit.

Andrew Dismore AM: The airport in northern Cyprus does not comply with ICAO safety standards.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Forgive me, Andrew. Obviously, we try to be as reasonable as possible in allowing advertisers space on TfL hoardings of one kind or another. If there has been some breach of the code or some failure I would be very happy to look into it but I am not aware of one that has been called to my attention.

Andrew Dismore AM: I am surprised you say that because the High Commissioner for Cyprus has written to you about it, as have a number of Cypriot organisations in London and indeed I wrote to you about it as well. I am surprised that you are not apprised of this particular issue. The advertisements seem to me to be in breach of TfL's advertising policy, paragraphs 3(d), 3(k) and 3(p).

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I am not aware --

Andrew Dismore AM: Do you not read your post?

Boris Johnson MP (Mayor of London): Sorry, I should be clear. I have seen your letters. I am not aware from TfL that there is any breach of the advertising code.

Mike Brown MVO (Commissioner, Transport for London): The assessment of my team is there is not a breach. We obviously try to apply things as consistently and as straight as possible on this. I also had a letter from the High Commissioner from Cyprus and indeed from many other people, as you imply, and I asked for a full review by my team. This issue has emerged previously, about five or six years ago, from memory, and the same conclusion was drawn at that time as to whether or not we would carry advertisements of this type going forward.

Andrew Dismore AM: The answer is what? Do you accept that it has caused distress and offence to Greek Cypriots in London? Will you continue the advertisements in future? Have you read the High Commissioner's letter?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I understand very much that there are political sensitivities involved. However, it is important to be even-handed and to follow the code scrupulously. It would be very wrong of me to intervene - we have been around this before - in TfL's application of the code. That is something that TfL must do. It would be a great shame. I do not think this Assembly would like to see the advertising spaces on London's Underground becoming politicised in any sense.

Andrew Dismore AM: That is what the code is supposed to stop, politicising, which is what paragraph 3(k) refers to. I will repeat the question for the third time. Have you read the High Commissioner's letter?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I am aware of the controversy.

Andrew Dismore AM: Have you read the High Commissioner's letter, for the fourth time?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I have certainly seen a letter from the High Commissioner. I would not like to be interrogated too closely on its contents.

Andrew Dismore AM: Have you read it or not?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I will have to check with you. I have seen correspondence on this matter. Whether I have seen your letter or the High Commissioner's letter, I cannot now -- you will have to forgive me, my memory is failing me.

Andrew Dismore AM: A letter from a fellow Commonwealth country's high commissioner, one of our close allies, and you cannot say whether or not you have read it? That says a lot, does it not?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I am unaware of exactly whose letters I have seen on this matter, whether they were the High Commissioner's or yours or those of the other people that you refer to. I have seen correspondence on this. My view is that it would be very wrong of me as Mayor to intervene in what is clearly a politically very sensitive affair.

Andrew Dismore AM: That is what the code is supposed to stop.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): I think that is what you are asking me to do. You are quite wrong to do that because it would open the way to political interference by the Mayoralty in TfL's advertising code. We have been around this. This was a very live issue, I seem to remember, in the case of the Stonewall advertisements or the anti-Stonewall advertisements. I cannot remember which one it was but there was a very important case where it was clear that it was essential that TfL should take these decisions themselves. That is what the code is there to do. It is there to help TfL do that. If I understand it correctly from Mike [Brown], they are satisfied that the decision has been taken in accordance with the code.

Tony Arbour AM (Deputy Chairman): Labour is now out of time.

Kit Malthouse AM MP: Given that this is my final TfL plenary it would be remiss of me not to go through the annual ritual of raising step-free access at a particular Tube station that has more people passing through it than Gatwick Airport every year, which is of course South Kensington. This is probably my eighth attempt to try to get some movement on this particular issue. I wondered if any progress had been made on allowing disabled people, people with prams and other vehicles that would like to access those incredible cultural assets, as well as the residents who have difficulty, to do so.

Mike Brown MVO (Commissioner, Transport for London): Nothing categorical by way of progress. I cannot give you a date when we will start work and when we will deliver it. However, as you know, we continue to have discussions around potential for development of South Kensington station, by which step-free access would be a necessary installation. I absolutely take your point. It is a gaping gap in our step-free provision and with – as you rightly say – the amount of tourists and visitors to London, as well as local residents and others, who use that station, it is a station that is very much on our list to deliver against. I cannot give you any up-to-date progress. We continue to pursue it as we can and we will continue to work with potential development opportunities to deliver it.

Kit Malthouse AM MP: You can presumably understand the frustration of the people concerned about this that South Kensington can only be delivered alongside development, whereas Green Park got it gratis. In fact Green Park cost something over £100 million, which I do not think South Kensington would. It does look a little unfair, to the people who are concerned about South Kensington, that this condition is put upon them having step-free access that is not applied to any other station.

Mike Brown MVO (Commissioner, Transport for London): I do understand.

Kit Malthouse AM MP: OK. Thank you. Duty done, I suppose.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Well done. Eight years, Kit.

Kit Malthouse AM MP: My head and a brick wall. It has been the story of my life this morning.

Tony Arbour AM (Deputy Chairman): All right. Assembly Member Arnold will now take the chair.

Jennette Arnold OBE AM (Chair): Let us now move to the fourth question.

2016/0370 - Future of London Transport

[Richard Tracey](#)

What will London's transport look like in 2050?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Thank you very much, Dick. The future of London's transport in 2050 is going to be very rosy indeed, very largely as a result of the investments in modernising that we have put in over the last few years. We not only have Crossrail 1 coming in now, which was on the chopping block, as you recall, in 2010, we have Crossrail 2 very much something the Government is moving towards supporting. We have fantastic progress on rail devolution, a new agenda of modernising the roads – you have heard me talk about the twin road tunnels north of the river and south of the river – and a massive programme to invest in cycling and in cleaning up the air.

I hope also we will have a new four-runway hub airport somewhere to the east of the city by then. The chances of us getting any other solution are very remote. We may go ahead with Gatwick, perhaps, but I do not think that is a long-term solution. The best thing to do is to what every other major city is doing and give ourselves the equipment we need.

Richard Tracey AM: Thank you for those details. Of course the great point we have to look at, particularly looking towards 2050, is the growth of London, not only in the resident population but also the massive

numbers of commuters coming here to work. Do you believe that growth will go on at the same rate in the next three decades? Will it slow down? What is the projection?

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Population predictions are a mug's game. It is very difficult to know. Much of the success of the population growth of London at the moment may become self-defeating unless we build enough homes and unless we put in the transport infrastructure that, in case I have not mentioned it before, would be jeopardised by cutting TfL's budget by £2 billion. That would be the wrong thing to do --

Richard Tracey AM: Indeed.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): -- in case I have failed to get that point across this morning. By 2030 we think there will be 11 million people in this city. To make that work you will need to go up, you will need to go down and you will need to go out. You will need to have transport hubs. You will need to build good-quality higher buildings, both office and residential. You cannot build too many because people do not like them and they must not interfere too much with the London skyline. You can build beautiful mid-rise structures, and we should be doing that.

You can only make those work if you have great transport infrastructure. That is why the gains for the Overground railway are so important. If we can hook up outer London transport hubs very effectively with suburban rail networks, then we will have the chance to manage the growth that we are seeing.

I do think we will have to go for more road capacity. That means literally creating new road capacity underneath. There are places in London where you could do cut and cover road tunnelling that will be fantastic. With the A3 in Barking, we can do it. There are various places where TfL are now looking at beautiful regeneration projects, taking the road underground and creating urban parks and fantastic places to live on top. Those things we should do.

Crossrail 2 will make a huge difference. We will have to think of Crossrail 3. I would think ultimately you will have to connect High Speed 2 (HS2), if and when it comes in, to Stratford. You will have to have a high speed link underground or some sensible link between High Speed 1 (HS1) and HS2, which at the moment we do not have. You will have to think about that. Thirteen new river crossings are already proposed. The extensions of the Tube I have already mentioned. Those are some of the things that you will need to do.

Richard Tracey AM: My next question to you and to the Commissioner has to be how it is paid for. In Chicago I believe they have introduced an infrastructure trust, which the Institute of Civil Engineers is advising the future Mayor and TfL to look at. Presumably the tunnels that you talked about last week and you talked about just now would have to be paid for by raising money elsewhere, or by tolling and so on.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): They would have to be tolled, there is no question, but they would provide an incredible facility for people. They would be a wonderful convenience. You could not raise the finance for it without tolling.

Take something like Crossrail 2. We think we can raise well over half the funding for Crossrail 2 from London sources or one kind or another, and we are making that case to the Infrastructure Commission and to Government at the moment. Crossrail 1 already raises huge sums. One of the interesting features of the current development boom going on in London is quite how much is coming in to fund Crossrail. The Crossrail levy sums I am seeing at the moment are pretty substantial.

Richard Tracey AM: Yesterday at the Transport Committee Lord Adonis [Chair, National Infrastructure Commission] was very critical of transport in south London compared to north London. Commissioner, would you accept that criticism? What would you be able to do? In south London we would like to see some improvements.

Mike Brown MVO (Commissioner, Transport for London): He is right and he has been helpful, along with many others, in advocating for the Mayor and TfL to have greater control over the specification of service frequency and quality in parts of inner suburban London, particularly in south London.

I am really delighted with the work that we have managed to do with the DfT a couple of weeks ago to get a proper involvement in specifying new concessions and new franchises as they came up. That will enhance the metro-like frequency of service in south London that we need to deliver. It cannot be right that at Brixton station on the Victoria line we will be running shortly 36 trains every hour, but yet stations that are very close geographically that happen to be on the National Rail network are running four trains an hour. It is totally out of kilter with what is needed to support the growth in this city.

I am very optimistic. I have a team that will be working on this to ensure we get early momentum. We will get the proper partnership board set up as soon as we can to ensure, with the Department, we get some momentum in this. As recently as last night there was a further meeting to discuss what progress and timeline we can work to on this. I am very confident this will transform journeys for hundreds of thousands of people when we get to grips with it.

Richard Tracey AM: Congestion is an enormous problem. We have talked about congestion on the roads but there is also congestion on the Underground and the mainline trains, and of course often at peak times on buses. Are we going to see more and more cyclists? All the graphs seem to be showing it? Is it feasible that many more people are going to be put onto bikes?

Mike Brown MVO (Commissioner, Transport for London): I think people will use bikes. If you look at, first of all, the cycle superhighways, that does open up cycling to a wider range of people than perhaps historically have felt confident on what is very busy road space within London. If we can save one person from having a serious injury or even a fatality on London's road network by delivering these fantastic cycle superhighways then I am absolutely convinced we should continue to do it. I do think we need to ensure that we open up the possibilities of the various lines of route that are created by the cycle superhighways, the Quietways and everything else we are doing in cycling in the city to encourage more - dare I say it - normal people onto bikes - a broader range of the population, I should probably say - where it has historically often been seen as a particular, specialist mode of transport.

Richard Tracey AM: I must not finish without saying I hope that we shall see many more people on boats.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Yes.

Richard Tracey AM: The Port of London Authority is predicting 20 million travellers a year by 2035. I hope we shall see that.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Can I just interrupt you there, Dick, and say personally how grateful I am to you --

Richard Tracey AM: You are very kind.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): -- since probably this is one of the last times I will be able to say this - for your leadership and your work on the river and in getting river transport up. Dick, you have done an absolutely blinding job. It has more or less doubled under your watch, has it not?

Richard Tracey AM: More than doubled. I hope to see more improvement downstream when I have left City Hall, and there will be colleagues opposite who will share that view.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Captain Tracey.

Richard Tracey AM: Finally, we were talking about the affordability of all this and there has been quite a lot of mention of the possible £2 billion lost.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Has anybody mentioned that?

Richard Tracey AM: It seems to be very seriously anti-funding, any further fare reductions and fare freezes and so on. Commissioner, it is an impossibility, is it not, to see the sort of freeze that we are hearing talked about and for you to continue giving the service you are in TfL?

Mike Brown MVO (Commissioner, Transport for London): As I said earlier on, I am absolutely committed to ensuring that we have an affordable transport network in this city. I am also very determined to ensure that we are able to continue to invest and deliver some of the improvements we have seen over the last few years: the frequency of trains on the Victoria line going up to, as I said, 36 trains an hour, and 30 trains an hour on the Jubilee and the Northern lines. Those are significant increases that have been delivered. We will see that before much longer on the four lines, the Circle, District, Metropolitan and Hammersmith City, and we need to continue with that momentum, as well as of course the spending on London's road network. £4 billion we have there.

It is obviously incumbent on me, as the current Mayor has said a few minutes ago, to work with whoever is the future Mayor and I will, I am sure, be very happy to do so in the fullness of time.

Richard Tracey AM: Thank you.

Jennette Arnold OBE AM (Chair): Thank you. Any more questions? No. Thank you. May I thank the Mayor and the Commissioner for their attendance here today and for answering the Assembly's questions today.

Boris Johnson MP (Mayor of London and Chairman of Transport for London): Thank you, Jennette.