

Transport

Barkingside South LTN (Supplementary) [3]

Question Number: 2020/3638

15 October 2020

Steve O'Connell AM

Steve O'Connell AM: Mr Mayor, I will be brief on this. I have listened to the debate. The issue in my neck of the woods is a cross-border consultation. I am talking about the Crystal Palace area that is the conjunction of five boroughs. The main effect, I believe, is the imposition of the LTNs - which in principle, with proper consultation, I have no objection to - and the effect on the adjoining borough of Bromley. I would urge - I have written to TfL - your support that there is proper consultation and indeed that that consultation cuts across adjoining boroughs because it does affect residents in their normal business running across both boroughs. Would you accept and confirm that, Mr Mayor, if possible?

Sadiq Khan (Mayor of London): Yes, I know the area well. He is right. It is literally five boroughs in that Palace area. There are consequences in relation to what Borough A may do on other boroughs and there are other examples across London as well.

Steve O'Connell AM: Exactly.

Sadiq Khan (Mayor of London): I am more than happy if he wants me to look into any particular cases. [Deputy Mayor for Transport] Heidi Alexander is doing a good job trying to negotiate them. However, he is absolutely right. There is an anomaly - I do not want to call it a loophole - that means that Borough B can often have adverse consequences because of very good policies in Borough A that are working for Borough A but lead to displacement and other challenges.

Barkingside South LTN (Supplementary) [2]

Question Number: 2020/3638

15 October 2020

Shaun Bailey AM

Shaun Bailey AM: Mr Mayor, you say these are council schemes and they are being supported by TfL. That is correct, I am sure. However, in the Redbridge case in particular there are some real safety concerns. I am wondering if you can prompt TfL to support the Council more because the Council is not listening to local residents. The very particular safety concern I am talking about is the signage. Much of the signage for the low-traffic neighbourhoods is incorrect and in one example in particular there is no signage and so cars are turning off the A12, being confronted with a barrier and then having to back onto the A12, which is, of course, highly dangerous. I wonder if you can get TfL to have a look at that because the residents have not been able to get the Council to do anything about it.

Sadiq Khan (Mayor of London): Chair, you will appreciate I am not fully sighted on an issue with the A12. However, if the Member wants to email my office I am more than happy to look at particular concerns, particularly if they are safety concerns.

Barkingside South LTN

Question Number: 2020/3638

15 October 2020

Keith Prince AM

Keith Prince AM: Can I start, Mr Mayor, by thanking you for the reintroduction of motorcycle training? As you are aware, there has been an increase in motorcycle deaths over the last figures. I was wondering whether you would be able to help me and agree that I could organise a roundtable with the Deputy Mayor for Transport to discuss this issue around motorcycle deaths, bringing in experts like Motorcycle Action Group and so on, so that we can see what we can do about that.

Sadiq Khan (Mayor of London): Assembly Member Prince has been a really good champion for motorcycle safety and some of the issues that have been brought to my attention. I am more than happy - because he is always very collegiate and always has good ideas - to arrange for a meeting, a roundtable as he has suggested, with Deputy Mayor for Transport Heidi Alexander.

Keith Prince AM: Thank you, Mr Mayor. Do you think it is right that there was little or no consultation with the blue light services, which has resulted in a number of delays in them attending emergency callouts and there does seem to be a need for urgent change to some of the schemes just to allow access for emergency services?

Sadiq Khan (Mayor of London): It is worth reminding all of us that the schemes across London arose from an Emergency Traffic Order that the Government introduced for good reasons. The Government was keen to avoid a car-led recovery but also deal with the pandemic and to allow social distance to be kept and the rest of it. My understanding is that the councils have been speaking regularly with the blue-light services and they will continue to do so. Any changes that need to be made because of concerns raised by blue-light services are made by councils across London, I have seen for myself them doing so, and indeed by TfL on some of its schemes.

However, if he is aware of any particular issues in Redbridge that are causing the emergency services problems, please, if he has not had any success with the Council or anybody else, let us know and we can make sure we raise any concerns from the emergency services with the Council and make any changes that are required to be made.

Keith Prince AM: Thank you very much, Mr Mayor. That is really helpful, thank you.

Oral Update to the Mayor's Report (Supplementary) [1]

Question Number: 2020/3783

15 October 2020

Caroline Russell AM

Caroline Russell AM: Thank you, Chair. Very briefly, Mr Mayor, I want to pick up on one point that was in your letter to the Prime Minister this morning that went out on Twitter, which is the point about people needing to pass credit reference checks in order to access home testing. Otherwise, they have to use walk-in or drive-through testing facilities, which I agree with you is hard for older and disabled people, particularly people without access to a car.

Is this a gap you can resolve through our transport services? Have you thought about supplying COVID-secure taxis so that people without cars can get to testing centres? Many taxis are sitting idle at the moment because there is not the volume of work. I was talking to the Licensed Taxi Drivers' Association (LTDA) about that just yesterday.

Sadiq Khan (Mayor of London): Transport for London (TfL), Chair, is currently in negotiations with the Department for Transport (DfT) and you will be aware of the conditions attached to us in relation to any additional expenditure. I am happy to pass on to the negotiating team the suggestion made from the Assembly Member about the possibility to do just that.

Caroline Russell AM: Thank you very much, Mr Mayor.

Safeguarding the interests of disabled people

Question Number: 2020/3293

15 October 2020

Caroline Russell AM

Caroline Russell AM: With physical distancing set to run through the winter, will you ensure that the pavements that are widened are fully accessible like the ones in Brixton and Camden.

Sadiq Khan (Mayor of London): Chair, I am not sighted on the details but I am more than happy to look at the suggestion that Assembly Member Russell raises. I understand why she raises it. Can I take that away and come back to you?

Caroline Russell AM: Absolutely. Thank you very much. I have also seen a few Streetspace schemes where tactile or blister paving, which enables visually impaired people to find a crossing, is in place, for example, on Park Lane for the bus stop bypasses. It can be done. Why is tactile paving not being used on all Streetspace schemes including the borough ones?

Sadiq Khan (Mayor of London): Firstly, I am not excusing. I am just explaining. It was the speed of getting them done in light of the deadlines set by the Government. This is not a criticism of the Government, either.

Again, if there are examples where we are not using the right equipment like the tactile stuff that is really important for visually impaired people, I am really happy offline to speak to the Assembly Member, Chair. What all of us want is to make sure that everyone will take advantage, including those with disability issues. I am more than happy to look into that.

Caroline Russell AM: That is great. Thank you very much. The groups that I have spoken with have raised specific concerns about equality impact assessments on Streetspace schemes. Will you ensure that the equality impact assessments are, as Transport for All have asked, robust, meaningful and coproduced so that you can fully involve local disabled people in checking the impact of any schemes on their neighbouring streets?

Sadiq Khan (Mayor of London): We are in danger of being in agreement on everything.

Caroline Russell AM: That is marvellous.

Sadiq Khan (Mayor of London): I am not sure that does her street cred much good. That makes perfect sense to me.

Caroline Russell AM: I am almost out of time here. I just wanted to say that these simple things like having very smooth pavements, dropped curves and tactile paving are absolutely crucial for disabled Londoners to get around safely. New temporary measures can be accompanied with details like a tapping rail to indicate where space is being used for tables and chairs to help visually impaired people get past safely.

I will write you with more details on those ideas. As we go into winter with this need to stay physically apart, these Streetspace schemes need improving, not removing. Thank you. I have no further questions.

Sadiq Khan (Mayor of London): Thank you. I am really happy to work with the Assembly Member on this. It is a really good example of ideas she has that we can action that will improve life for everyone.

Caroline Russell AM: Thank you, Mr Mayor.

Hammersmith Bridge Full Closure (Supplementary) [1]

Question Number: 2020/2857 17 September 2020 Tony Devenish AM

Tony Devenish AM: Good morning, Mr Mayor. Will you look at the frequency of the 533 bus as one way to mitigate the issue we have just been discussing?

Sadiq Khan (Mayor of London): I will look into that, Chair. I will get the Deputy Mayor [for Transport] or the Commissioner [of TfL] to write to the Member to respond to that point.

Ultra Low Emission Zone

Question no: 2020/2569

17 September 2020

Caroline Pidgeon MBE AM

Caroline Pidgeon MBE AM: Thank you. I want to be sure that with the extension of the ULEZ you really are planning ahead and ensuring the technology can be flexible and adapt to new challenges in tackling congestion and pollution on London's roads.

When will the contract that has been signed by TfL be published so that we can assess your plans?

Sadiq Khan (Mayor of London): I am not aware. Can I look into that and write back to you and let you know --

Caroline Pidgeon MBE AM: We have seen in the summer that a contract was signed, I believe, with Capita but it has not been published yet.

Sadiq Khan (Mayor of London): Chair, through you, can I write back to the Member to give her the answer? I am not aware of having that information with me, but I will write back to her and let her know.

Caroline Pidgeon MBE AM: Thank you. There are many questions that we would want to have answers to. For example, will the cameras be able to specifically monitor the individual pollution levels created by each vehicle? I know the technology now exists. Will the new technology be able to monitor excessive noise from vehicles, as we have seen introduced in places like Paris? Most importantly, will the extension of the ULEZ allow a move to smart road pricing at some point where people are charged for the length of their journeys and the level of pollution their vehicles are creating rather than bluntly entering a zone and crossing a line?

Sadiq Khan (Mayor of London): It is really important to avoid any misunderstanding. Nowhere in the world is a ULEZ of the scale of ours being tried. You mentioned Paris. Paris has a couple of roads, I would say, with respect to Paris, rather than the scheme we are talking about. We are talking about --

Caroline Pidgeon MBE AM: They are doing noise, yes.

Sadiq Khan (Mayor of London): You are talking about technology that can be expanded up to the North Circular and South Circular. At the moment, the only technology we have that can be effective on this scale is the ANPR. It does not address the complexities that you would like us to, but we are exploring whether it is possible to do so on the scale we want to do. The scale is not just the five boroughs in central London. It is going all the way to the North and South Circulars.

Crossrail

Question no: 2020/2098

16 July 2020

Caroline Pidgeon MBE AM

Caroline Pidgeon MBE AM: Mr Mayor, when you dig down and look at possible opening dates for Crossrail, the real issue is the progress on key milestones. Trial running still has to take place. When do you think trial running will start?

Sadiq Khan (Mayor of London): That is a good question. The advice I have received is that some of the reliability that the trial running is testing can be done during dynamic testing, which means it is possible theoretically - I am not saying this will happen - for there to be sufficiently good dynamic testing to shorten the period of trial running before opening.

I want it to be this year. It was originally going to be around September. That may be pushed back because of the delay in dynamic testing. We will know more after the July board meeting. We will definitely know more after the August board meeting. As soon as I know, I will share that with the Assembly.

Caroline Pidgeon MBE AM: Thank you. The most recent independent consultant's report on Crossrail, which was published only last week on TfL's website says, I quote, "Crossrail Ltd has failed to achieve a programme that has achievable milestones and dependable forecast dates". With experts making such claims - and these are your independent experts - I believe it is vital that we have some full answers.

You have said several times you have a July board meeting. Perhaps after that meeting you will be able to write to me and confirm when trial running will commence, how long you anticipate it taking and when down to the actual month Crossrail will finally open. That is what Londoners want and that is what we all want: to get this railway open. Will you agree to write to me after the July board meeting with that information so that we can get this railway back on track?

Sadiq Khan (Mayor of London): Chair, I am very happy to write to not just Caroline but the entire Assembly after the July board meeting to give a summary of what we have been told at that board meeting and, similarly, I also undertake to write to the Assembly after the August board meeting as well to make sure you are fully sighted on what we are being told by the Crossrail team.

Caroline Pidgeon MBE AM: And with a month when the railway will open, please. Thank you very much.

Navin Shah AM (Chair): Yes, thank you, Mr Mayor, for that commitment. Please do write to Assembly Members following the board meeting as just indicated.

Temporary Changes to Road Layouts

Question no: 2020/2520

16 July 2020

Tony Devenish AM

Tony Devenish AM: Thank you, Mr Mayor, for your answer. You will appreciate road surface use is always contentious and we all want more cycling and more walking, but at a time when we are trying to get people to keep their one-metre distance we do need people to be able to drive as well. Would you be able to get your Deputy Mayor to meet me before September for a site visit to Park Lane and Edgware Road because, it is not the principle of the schemes we object to, it is the way they have been designed, and it is causing real congestion already when at the moment obviously we do not have that much traffic in London. If Heidi [Alexander, Deputy Mayor for Transport] had the time I would be very grateful to meet her on Park Lane and then take her to Edgware Road. Thank you.

Sadiq Khan (Mayor of London): Thank you, Chair, I would be happy to do so, just to reassure the Assembly Member. The local MP also raised an issue, which we have addressed, but I am more than happy to facilitate that.