

MAYOR OF LONDON

Andrew Boff AM

Chair of the London Assembly

C/o Anna.Sutton@london.gov.uk

Our ref: MGLA150621-5878

Date: 2 August 2021

Dear Andrew,

London Assembly (Plenary) Meeting 10 June 2021 – Motions

Thank you for your letter of 11 June about the motions agreed at the London Assembly (Plenary) meeting on 10 June. Please see my reply to motions 5, 6 and 8 below. I will reply to the remaining motions as soon as possible.

Motion 5 – TfL Funding Deal

Transport for London (TfL) needs a proper long-term funding settlement to be able to deliver schemes that are key to London's future – and indeed to levelling up the often stark inequalities within our capital city. TfL is advancing with the completion of major projects such as the Elizabeth line, Northern line extension, expansion of the London Overground to Barking Riverside, and the Bank station upgrade; but projects which were unfunded when the pandemic hit are now more dependent than ever on proper funding from Government.

However, long-term investment is not only key to rebuilding TfL's ridership and finances but also to London's and the wider UK's economy. Our capital city's net contribution to HM Treasury was £38.8bn in 2019. I have been clear that levelling up does not need to and should not come at the expense of London – levelling down London would make no economic sense.

My Deputy Mayors and I, as well as TfL and Greater London Authority officials, regularly make these points to Government Ministers and to the Prime Minister, including in meetings, correspondence, and submissions to fiscal events such as the Budget. We will continue to make them ahead of the Comprehensive Spending Review (CSR) later this year, and I am therefore happy to write to the Prime Minister jointly with the Chair of the Assembly to ask for a long-term settlement as part of the CSR.

Motion 6 – Williams-Shapps Plan for Rail

Public transport is fundamental to ensuring the country's recovery from the pandemic is green and sustainable, and realising the full potential of the nation's railways is crucial to this.

I am pleased that the success of London Overground and the Docklands Light Railway has inspired a new model across the railway and that TfL's flexible, convenient contactless ticketing system will be emulated in more places outside London.

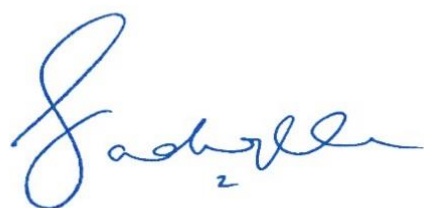
MAYOR OF LONDON

The Williams-Shapps Plan for Rail endorsed the use of passenger service contracts of the type used by TfL. This is a welcome development that demonstrates the success of TfL's model for the management of train services. TfL will therefore continue to work with the Department for Transport and its agents, including Great British Railways, on how it can support this new approach to deliver improvements for Londoners.

Motion 8 – Tactile Paving

As the motion notes, all TfL Rail platforms have tactile paving, with the exception of Iver and Hanwell. Both stations are owned and managed by Network Rail and leased directly to TfL's operator, MTR Elizabeth line. MTR assumed operational responsibility for Hanwell and Iver in December 2017 and from takeover has been in discussion with Network Rail about the condition of the platform surfacing at both stations. MTR and TfL would like to see the platform surfacing replaced with the inclusion of a tactile strip and have offered the services of their respective project teams to assist Network Rail with the delivery of this important improvement work should a suitable funding stream be identified. TfL is assessing the scale and cost of the work to install tactile paving at Clapton station and will provide an update to the Assembly in due course.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a small '2' written below the name.

Sadiq Khan
Mayor of London