

London Assembly (Plenary) Meeting – 28 June 2017

Transcript of Agenda Item 3 Question and Answer Session – Transport for London

Jennette Arnold OBE AM (Chair): The principal business for today is a question and answer (Q&A) session with the Deputy Mayor for Transport, Valerie Shawcross CBE, welcome, and the Commissioner for Transport, Mike Brown MVO. Welcome. We are going to put questions and hope to get some full and forthright answers on the policies and work of Transport for London (TfL). There are three lead-off questions and Assembly Members may ask supplementary questions after each question has been answered.

The first question is in the name of Assembly Member Copley.

Transport Strategy

Question No: 2017/2606

[Tom Copley](#)

How will the Mayor's Transport Strategy improve the lives of Londoners?

Valerie Shawcross CBE (Deputy Mayor for Transport): Thank you very much. Good morning, colleagues. Last week we published the Mayor's Transport Strategy and alongside it the draft Local Implementation Plan (LIP) guidance for the boroughs, which also merits a close look. It was on the 13th month of this administration. Of course it had been delayed because of the election and of course we have had some very sad, tragic events recently. The Transport Strategy is the 25-year document, it is available online for those of you who have not had a hard copy and it is a draft at the moment. The consultation period closes in October.

The document has three very broad themes and this is how we are aiming to improve the lives of Londoners. The first broad theme, as we have talked about before, is that of, "How do we achieve a healthier population and a healthier environment in London?" The theme is around what we are calling the Healthy Streets agenda. It is the investments that we want to put into London to make walking, cycling and public transport the preferred available means of getting around the city and, over time, shift people's travel patterns away from dependency on private cars and move people towards those active, healthy ways of getting around the city. There will be, we understand from medical advice, profound health impacts from getting people to walk at least 20 minutes a day, and it would also very much address not just the air quality in London and reducing carbon production but actually make the place a better place to live; a less car-dependent society.

The second big theme is "A better public transport experience". That is investment to reduce overcrowding; investment to improve information and ticketing; a huge programme of disability accessibility - step-free access, things like improvement in hearing loop facilities - making public transport not just available but a very much more pleasant option and choice; and an easier

option and choice. Then the third big theme, of course, is using the public transport investment, tying it in very closely around the Mayor's regeneration plans for London. Transport facilitates the development of new homes and new jobs. We will be going beyond previous activities in some ways, for example using some bus investment to open up development and regeneration around London.

The future vision of the city I hope for transport now has a coherent basis, and for future policy issues we have a test against which to measure it: whether or not it helps support the achievement of the targets in here for the environment, for modal shift, for the reduction of pollution and the achievement of a zero carbon economy in the long run. That is the overview but I know there will be lots of specific issues that you want to pick up.

Tom Copley AM: Thank you very much, Deputy Mayor. I wanted to start off with a few questions about devolution of suburban rail. The Mayor's Draft Transport Strategy says, "The Mayor aims to create a London suburban metro". Given this is in the Government's hands, will you call on all London Members of Parliament (MPs) of whatever party to put pressure on this minority Government to support rail devolution in London?

Valerie Shawcross CBE (Deputy Mayor for Transport): Yes. I will not say it is a risk but we have taken the step in the Mayor's Transport Strategy of putting in two key elements for the future that will make a big impact, not just on the quality and the experience of people's journeys but our regeneration in London. That is investment in Crossrail 2, which we need to do a lot more work on, and the other big one, rail devolution. The more we look at it, there is no faster, cheaper, more effective way of rapidly improving public transport in London, particularly in south London, than making better use of the rail services and the rail track we already have. We have reasserted our aspiration for that devolution and we need it to continue to be a cross-party, all-political-levels campaign. I think everybody knows that when TfL has had an opportunity to take over the franchising arrangements for National Rail services, aka the Overground and TfL Rail, the reliability and quality of those services has really gone up. We are short of public transport capacity in London and we want to make the best use of what we have.

I do not know if the Commissioner wants to add anything.

Mike Brown MVO (Commissioner of Transport for London): Perhaps, if I may, just to echo that. You can look at the example of the Tube and compare that with the possibility of what you would get with a south London metro model within the Mayor's control and within our control. The Tube has basically operated with the same physical footprint for the last 17 years. However, we are now carrying twice as many passengers per year on that network and that is because we have invested in new trains, we have prioritised junction improvements and put in new signalling systems.

That is the sort of prize that is open to us on the south London metro if we are having a proper and full seat around the table to lobby for investment priorities. It is really important that people understand this is not just about new routes. Crossrail 2 is vital, as is the Bakerloo line

extension and other infrastructure mentioned in the Draft Strategy, but actually it is also important to properly exploit the existing **work** that is already there.

Tom Copley AM: Yes. Speaking now as a relatively new resident of southeast London, I am particularly keen on this. The difference in the quality of service if you get on at Catford, which is not on the Overground, compared to if you get on at Sydenham, which is, is quite remarkable.

Val, can I ask you a further question? Does the Mayor's Transport Strategy work if suburban metro services are not devolved to the mayor?

Valerie Shawcross CBE (Deputy Mayor for Transport): We would suffer a deficit, I think - I could not give you any figures off the top of my head - in terms of our development and regeneration in south London, and certainly housing. If you can increase the reliability, the quality and ultimately the quantity of the services it does promote more housing development. You can see the difference in the economy of north and south London simply in the house prices. You can see it in the fact that employers in south London have said to us informally they find it harder to recruit people because the south London rail network is struggling. We do need to get this work done.

Your original question was about lobbying and I have to say I am very encouraged that the Mayor's Office and the Secretary of State for Transport are already talking in this new period about a date, on the practical conversation level about getting together and talking about our future transport aspirations for London.

Tom Copley AM: I am glad those conversations are happening. Just finally, in December, the Rt Hon Chris Grayling MP [Secretary of State for Transport] said he wanted to integrate the operating teams between train services and infrastructure. How does this apply to the London Overground network?

Mike Brown MVO (Commissioner of Transport for London): I have been having some discussions with the Chief Executive of Network Rail about what more we can do to respond to that and to work with that model. It is true to say that the dynamic of the relationship between us from the Overground track perspective and indeed the TfL Rail, the first bit of the Elizabeth line, is already quite different. We are very much on the case of trends of failures, repeat failures, things that go wrong on that piece of infrastructure. In a way we have a virtual alliance already in place with Network Rail. I just want to continue to exploit that and continue to push that agenda to ensure that our aims and aspirations are properly aligned. I am not sure from our perspective it means that we have to change things. We just have to keep doing more of the same.

It is also worth saying, if I may just go back slightly to Val's previous answer on lobbying and everything, that we are not just waiting. I would not want Assembly Members to think that we are just waiting for a change of policy from the Government on devolution. We continue to give input where required on existing franchises notwithstanding the decision that has been made. For example, on Southeastern, which is out to franchise at the moment, I wrote a very long, detailed letter to the Secretary of State a few months ago to outline our expectations and

aspirations as to how the construct of that franchise, albeit it in a model that we would rather was not there, would best serve the needs of passengers, as it turns out both within London and also further afield.

Tom Copley AM: Thank you very much.

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

Leonie Cooper AM: Thank you very much, Chair. I just wondered if we could dig a bit more into Crossrail 2 because it is such a huge concern for almost all of my constituents. Having just had the pleasure of coming to City Hall on an extremely overcrowded Northern line yet again, anyone who gets on anywhere past Tooting Broadway and tries to come north through the rush hour - and we have those island stations at Clapham Common and Clapham North- I am worried that eventually someone is going to fall off a platform. Indeed, we have already had someone whose coat got caught in a Tube train at Clapham South and almost got dragged into the tunnel. It is that urgent.

My worry is of course that it was not in either the Conservative or the Democratic Unionist Party (DUP) election manifesto and it did not get a mention in the Queen's Speech. I know there is a lot of lobbying going on. I have all the local businesses lobbying me and I would commend the work of Stephen Hammond, the MP for Wimbledon, has been doing about Crossrail, as well as Rosena Allin-Khan [MP for Tooting] more recently. Can you give us any comfort in terms of the likelihood of us getting the Hybrid Bill into Parliament in 2019? That is the deadline that Michèle Dix [CBE, Managing Director, Crossrail 2] tells me is absolutely critical.

Mike Brown MVO (Commissioner of Transport for London): Shall I take that?

Valerie Shawcross CBE (Deputy Mayor for Transport): Do you want to go first?

Mike Brown MVO (Commissioner of Transport for London): Yes. Thank you for your support because I know you, amongst many other Assembly Members, are hugely supportive of this. You are absolutely right. I actually came up on the Northern line myself this morning as well so I know exactly what you mean. We are running 30 trains an hour on that part of the Northern line and it is a pretty reliable service but still it is not able to cope with the growth and the further growth that is going to happen. Of course the A24, well populated with buses, does not have much scope for additional buses either. There really is no choice but to get Crossrail 2 in place.

I also read with interest and I am sure it will not have escaped your notice that only last week FirstGroup, who are part of the consortium that is going to be running South Western services from the summer, were talking about a 45% increase in capacity on their routes into Waterloo. It is hard to imagine how Waterloo and indeed Clapham Junction can continue to function in that scenario with that increased capacity, never mind the challenges we already well know about Euston with High Speed 2 coming in and how people are able to continue their journeys from there.

To answer your question, we continue to lobby and we continue to make very compelling cases for not just the benefits of Crossrail 2 for the immediate transport imperative but also for the growth agenda, which of course is very close to what the Mayor seeks to do as outlined in the Transport Strategy. Two hundred thousand new homes, we suspect, will be able to be built as a result of Crossrail 2. A lot of it will be in the regeneration up the Lee Valley area but in other places well in the south and southwest of the city too. Some 200,000 new jobs will also be created as a result of this. That does not include all the jobs during the construction phase, many of which - some 60,000, we reckon - will be outside London's southeast area, proving yet again that investment in major infrastructure schemes in London is of huge benefit to the national United Kingdom (UK) economy, including Northern Ireland's, echoing what you said about the DUP.

I would just say that the lobbying does continue. Lord Adonis, now confirmed as the Chair of the National Infrastructure Commission, has been very firm in supporting Crossrail 2 as a project of national importance and one that should be considered. On the funding reality, I do get the imperative that London has to be seen to be paying its share of the capital costs of the project and that is something we have been working very closely on with others in the Mayor's team, to ensure that is bottomed out and taken care of. We are working with Treasury and the Department for Transport.

I believe we have a slam dunk business case for this. This is a railway that has to be built, whatever else you do with the Underground. We have 36 trains an hour in each direction on the Victoria line in the morning peak. That is at the top of the world in terms of capacity. You cannot add any more to these small, narrow Victorian Tube tunnels on the Northern line. You have to build new infrastructure to support it. We continue to lobby. All efforts and energies from Assembly Member colleagues would be hugely appreciated. Michèle Dix [CBE, Managing Director, Crossrail 2] is absolutely right that we need to keep the momentum going to get the second reading of the Hybrid Bill within a five-year Parliamentary term because if we do not then, as you will know, we have to go back to square one again. It is imperative that decisions are made within the next few months.

Valerie Shawcross CBE (Deputy Mayor for Transport): I convene a two-weekly lobby group, for want of a better word, where we bring together key people from the Mayor's closest office, TfL, Crossrail 2 and our public affairs teams to keep on the case. One of the things that is very clear is that the business community are extremely concerned to make sure that we get this. This is the future growth driver of London in the 2030s. This will be the key driver of growth in London for the 2030s.

Alongside it, I would say that - especially because we talk also to the national elements in the business community - we are also concerned to see this project as part of a national picture of infrastructure development. It is not an either/or situation. We strongly want to see Northern Powerhouse Rail, or whatever it is called, because all of that infrastructure fits together as a picture of national growth in the post-Brexit period.

Leonie Cooper AM: Just on that point, I been very parochial and spoken mainly about south London and southwest London. Of course there are benefits for northeast London. Assembly

Member [Joanne] McCartney is very eloquent on this subject as well. You are tying it together with the needs for the whole of the national economy and one of the things that sometimes gets lost is that essentially, as I understand it, Crossrail 2 pretty much washes its face in terms of the amount of funding that is needed because of the growth that comes from it and then subsequently the growth in income from additional taxation. It is not an either/or situation. Investing in Crossrail 2 adds to the income of the Government in the long term and should not be seen as something that is posited against other projects. Would you agree with that?

Valerie Shawcross CBE (Deputy Mayor for Transport): It has a fantastic cost/benefit ratio and TfL has already put in an outline business case that shows we can fund 50% of this. It is also worth noting that not just does it wash its own face in a short period of time but it will make High Speed 2 viable for London. As it currently stands, High Speed 2 will generate enormous bottlenecks at Euston if it does not have Crossrail 2, which is a complementary scheme in some ways to High Speed 2.

Leonie Cooper AM: Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Dr Sahota.

Dr Onkar Sahota AM: Val, good morning.

Valerie Shawcross CBE (Deputy Mayor for Transport): Good morning.

Dr Onkar Sahota AM: When Ken Livingstone was the Mayor of London he had a London Plan that had a policy on the allocation of street space and there was a straight hierarchy of road usage. Of course when the Rt Hon Boris Johnson [MP, former Mayor of London] came along he abolished the hierarchy and people thought, "This is a bad thing to do". The current Mayor's Transport Strategy does not have a hierarchy of road users. Why is that?

Valerie Shawcross CBE (Deputy Mayor for Transport): We may not be using the same language but in effect it does. It says that we prioritise walking, cycling and public transport. However, there are areas of London and there are functions that need to be carried out where it is clearly essential to have vehicle traffic. We think a lot of it could be done more efficiently. There are some fantastic models, for example, of freight consolidation in central London where the business improvement districts (BIDs) have been very active. We want to be able to spread that kind of practice at the large and the small scale around London and make freight and deliveries more efficient, and we want to make more public transport services available for outer London so that people are not forced to use their private cars.

The population growing as rapidly as it is means that we have an enormous problem of road space availability. It is most obvious in central London, where traffic congestion rises, but everywhere people feel swamped by heavy vehicle traffic. Go and have a look at the Tolworth roundabout at rush hour. It is murderous. The traffic reduction strategies that we talk about when we have put out the LIP guidance to boroughs should start us being able to make some inroads into reducing car dependency elsewhere in London and not just within the congestion charge zone. I hope, Dr Sahota, that you appreciate that this is the first Transport Strategy that

has health targets in it because we do see that promoting active transport is going to have an enormous beneficial effect on London's inactivity crisis and health crisis.

Dr Onkar Sahota AM: I recognise that and congratulate you for having Healthy Streets at the core of the Strategy. London Councils said that the previous Mayor said that they would benefit from having a recognition of hierarchy and how boroughs could look at it. Do you intend to put a road hierarchy into the London Plan so that the local authorities have a clear direction of how to look at planning applications?

Valerie Shawcross CBE (Deputy Mayor for Transport): It is in there, we have just not used that particular language. It is very clear the priority is walking, cycling and public transport, and obviously essential traffic freight. You will see -

Dr Onkar Sahota AM: How will you give it teeth?

Valerie Shawcross CBE (Deputy Mayor for Transport): It is given teeth in the LIP, where we will be funding Healthy Streets schemes. Mike, do you want to add anything?

Mike Brown MVO (Commissioner of Transport for London): Yes, just to emphasise that. Improved public transport of course is the greatest contribution to more walking and cycling because by definition people walk to their bus stop, walk to their Underground station or whatever it happens to be. They do come together coherently. The other important thing is Dr Will Norman, through his appointment as the Mayor's Walking and Cycling Commissioner- which is a new post, a different post than we have seen in the past- does bring together this whole aspect, not just in central London but very importantly in boroughs across the city. I have visited four boroughs just in the last two weeks and I have to tell you, both in central London and in outer London - this cuts across all political parties - there is a huge consensus on the exciting nature of improving cycling provision and improving decent walking routes in all parts of the city. It is important that we continue to pursue that and support the boroughs. As Val said, the LIP's guidance is very clear, putting not a straightjacket around local authorities but giving them some guidance as to what we would expect them to be prioritising.

Dr Onkar Sahota AM: Thank you.

Valerie Shawcross CBE (Deputy Mayor for Transport): If you are asking about the London Plan as well, I have to say that I sit alongside Jules [Pipe CBE, Deputy Mayor for Planning, Regeneration and Skills] and the other Deputy Mayors regularly in our London Plan discussion sessions and we are feeding the Healthy Streets approach, which is this hierarchy approach, into the London Plan development. You will see that very clearly. There are things also like protecting freight consolidation sites for the future. Also, we have a growth board where James [Murray, Deputy Mayor for Housing and Residential Development], Jules and I and our professional colleagues are looking at the schemes we will fund and how we approach them. There is a very joined-up approach between the Strategies and you will see the teeth being delivered in the other plan.

Dr Onkar Sahota AM: Thank you for that, Val.

Valerie Shawcross CBE (Deputy Mayor for Transport): Sorry.

Jennette Arnold OBE AM (Chair): Assembly Member O'Connell.

Steve O'Connell AM: Thank you very much. It is very helpful for Onkar to tee me up nicely, talking about the hierarchy. Welcome, Val. It is great to see you both. From your hierarchy, the motorist is clearly rock bottom in your planning in the new Strategy. While clearly we would support the fact that people need to be more active and we get all that, I need to perhaps point out that in your Strategy it seems to be that you are clobbering the driver.

My first question, Val, to you is regarding road pricing, which is inherent within the Strategy. It would probably have been better if the Mayor had been here because it is a political question. I regret that he is not here but it is always great to see you, Val. Where was road pricing in the Mayor's manifesto a year ago? I did not see it, though I perhaps did not study it as closely as some of my colleagues.

Valerie Shawcross CBE (Deputy Mayor for Transport): I would say the growth of the population in London means that we have to address the proportion of people on journeys who choose the car because we simply do not have the road space to continue with a population driving at the percentage levels that they do. At the moment, 64% of journeys are walking, cycling or public transport. As the population grows, we have to make sure that there is no net growth of car driving. We do not have the road space for it. We are not talking at all about clobbering the driver. You will see there are some key benefits for essential car journeys. If you can reduce traffic congestion it does make the journeys you have to make more available and efficient.

The reference to road pricing in here is basically to talk about, "What would we do when we come around to technically refresh the congestion charging equipment that is there at the moment?" The cameras and the technology that is operating the congestion charge system at the moment is 15 or 16 years old and when we get to the stage - bearing in mind this is a 25-year document so this is just a hook in there - we would need to look at what would be the appropriate technologies for the refreshing of the congestion charge system, basically. That is not a short-term plan in there. There is a hook in here so that when we look at the congestion charge system, what do we do next with it? Of course technology has moved on. It was something that the Assembly's Transport Committee, cross-party, recommended in your document on congestion. What we are saying in here is that we do not have a detailed plan at the moment but that is certainly something we think we should be looking at.

Steve O'Connell AM: OK. You did not answer my question about the manifesto but let me just move on. Bearing in mind that motorists - there are many motorists around this horseshoe - pay road tax, the MOT (Ministry of Transport) test and fuel duty, they do already pay a fair whack towards the Exchequer, which is correct. Within the Strategy it says:

“We must address the fundamentally inadequate and unfair way that road use is paid for with motorists paying too little and in effect being subsidised by public transport fare payers.”

Many people on public transport clearly have their fares subsidised as well. How would you respond to that?

Valerie Shawcross CBE (Deputy Mayor for Transport): The problem, Steve, and this is something that my colleagues are raising with the Treasury, is that London gets absolutely not one penny of the road tax that goes to the national Treasury. We get no money at all for our roads, which is deeply unfair and incoherent. The Treasury are going to have to look at this. The other thing I would say is that over time we are going to be pushing and I know nationally over time there will be a trend towards electric cars and zero-emission technology. There will not be fuel duties being paid. The Government itself is going to have to look at how we pay for our road infrastructure and its maintenance in the future. There will need to be responses to technical changes. Mike, did you want to come in on this one?

Mike Brown MVO (Commissioner of Transport for London): Yes, just to reinforce that point if I may. In blunt terms, on the strategic road network in London, once a strategic road – the A2, for example – crosses the London boundary, there is no money from the Government for us as TfL to maintain that strategic road network, whereas Highways England, who are responsible for the A2 just outside London, do get money for repairing and maintaining that piece of road. I see no logic in that. The only logic that might have existed previously was when we got an operational grant from the Government. They might have argued that that was partly to take care of such maintenance provision or maintenance provision within our budget. Of course that grant is going to zero, as the Government has made very clear to us, and therefore there simply is not the money for us to maintain that road network. That is something we are lobbying and working very hard on.

Steve O’Connell AM: I still do not see that as a reason to clobber the motorists. It is a thread running through the Plan. I will talk about car parking now because there is a piece within it talking about restricting car parking space in new developments. Will you be amending the London Plan to make that direction?

Valerie Shawcross CBE (Deputy Mayor for Transport): That is something we are discussing for the London Plan. That will be about what is possible within the location. If we are able to provide good new public transport then it makes it more feasible for there to be car-light developments. For there to be decisions taken to try to intensify housing development around public transport modes that mean they are less dependent on cars.

Steve O’Connell AM: I would suggest to you that that is already happening. Often it is a good thing and often it is fairly difficult.

Valerie Shawcross CBE (Deputy Mayor for Transport): It is to some degree.

Steve O'Connell AM: The last thing for me is that you talked about LIP funding, which is highly valued by boroughs. The previous Mayor's discipline around LIP funding was a bit more relaxed. It allowed boroughs to have a bit more freedom in the monies that they bid for and that was appreciated. Are you saying that now LIP funding applications coming up to you will be very strictly governed by the aspiration and the hierarchy plans within the Strategy?

Valerie Shawcross CBE (Deputy Mayor for Transport): We try to strike the balance. That guidance is out for consultation. The structure of it is broadly the same. There is a formula element and there are specific things that we are trying to achieve. The point of having a Strategy is that you try to deliver it and we see the LIP process as a way of helping support delivery, but we have all had a lot of contact with the boroughs, spoken to the boroughs, visited the boroughs and talked to them at London Councils and locally, and I feel that the Healthy Streets agenda is very much based on the kind of aspirations that the boroughs have already.

We opened a scheme in Kingston, Dr Will Norman [Walking and Cycling Commissioner] and I, they kindly invited us to cut the ribbon, and from that piece of funding - I think it was strategic London funding - they have opened up a fantastic walkway accessing a promenade accessing the river, because their access to their river was not good, a cycle route and a new bus stop and they have improved the planting in the local public realm. That kind of scheme is the sort of thing I see coming out of the LIP programme - public transport interchange improvements, road safety schemes - and there is a complete overlap of what the boroughs are trying to achieve locally for their communities and what we are trying to achieve in the Mayor's Transport Strategy.

Steve O'Connell AM: OK. Thank you. Really the only way I think that people in outer London and south London will probably see some sense around this is to see a marked improvement in public transport in outer London, demonstrably see an effect, whereby they may then be able to get out of their car.

Valerie Shawcross CBE (Deputy Mayor for Transport): Absolutely, yes.

Steve O'Connell AM: My last point. Thank you for the comments around the tram. It is good to see you talk about the extension and particularly about the capacity in Croydon town centre. I appreciate that piece and I will continue to talk to you about it over the coming three years. Thank you, Chair.

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

Joanne McCartney AM: Thank you. I want to ask you about cycling, if I can. Your Draft Transport Strategy did not mention Cycle Superhighways by name but talked about a Londonwide network of cycle routes. Can I ask, will you be announcing any new Cycle Superhighway routes or any indication of the routes that you intend to progress?

Valerie Shawcross CBE (Deputy Mayor for Transport): Yes. Will [Norman, Walking and Cycling Commissioner] is working actively on a number of routes. He is talking to boroughs and relevant organisations such as the Crown Estate Paving Commission, the Royal Parks and others

about a number of specific routes. Construction on the north-south route is going to begin this year, which is the one we announced last year. He is walking on the CS11, CS9 and the route that was originally proposed over Westway. All of those things are actively being worked on. I have to say, if you asked me how they have changed, that there is a big component now of making sure that there are adequate pedestrian facilities alongside crossings and so forth.

I am really interested in the Quietways as well because they are very much for everybody. They are not long-distance commuter routes, they are your local community. By the end of this year - we are opening them very rapidly now - there will be 100kms of Quietways in London. Of course we are carrying on with the roundabouts, the safety scheme around major junctions, roundabouts and gyratories. Those things are progressing. We are negotiating on a number of them at the moment.

Joanne McCartney AM: Thank you.

Mike Brown MVO (Commissioner of Transport for London): Yes, that is right. It is absolutely right. The only thing I might add, just as an aside because sometimes it does not get talked about, is that the Santander cycle hire scheme has also been expanding. Since May last year we have had 400 additional docking stations put in place. That makes a contribution to encouraging people to cycle in parts of London that is a really important one. It is the largest cycle hire scheme in the world. One of Will's [Norman, Walking and Cycling Commissioner] aspirations and our aspirations is to ensure that cycling is something that is attractive to all Londoners, not a specialist group that perhaps it sometimes has been identified with in the past. That is something that these plans will help develop, I am sure.

Joanne McCartney AM: Looking at your potential for increasing cycling, it looks like much of that potential will have to come from women, ethnic minorities and younger and older people, from your analysis.

Valerie Shawcross CBE (Deputy Mayor for Transport): Yes.

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

Joanne McCartney AM: Does that therefore mean that your ambition of 70% of Londoners living within 400 metres of a high-quality safe cycle route by 2040 mean that those routes will be segregated?

Mike Brown MVO (Commissioner of Transport for London): I do not think all routes will be segregated. Clearly the whole range, whether it is mini-Holland schemes, Quietway schemes which Val referred to or indeed dedicated cycleways, obviously depends on the environment and the particular context. There are obviously key busy routes, predominantly within central London, where segregation is very important. The significantly improved safety record that we have seen as a result of that segregation speaks for itself. That is demonstrating a worthwhile investment in those routes. But clearly there are other parts of London where that is just not possible because of the layout of the road or the size of the road network. It is about very clearly working with boroughs, working with other local communities to ensure that we get the

right balance. What we really want is an increasingly connected network where people feel confident that there is a line of route to move around London safely and effectively on their bike. That is something that we are increasingly seeing the potential of.

Joanne McCartney AM: Can I ask about your cycling targets? In the 2010 Mayor's Strategy, the previous Mayor had a 5% modal share by 2026. In the updated 2015 Strategy that percentage of modal share was dropped because it was said that it was not appropriate due to population flux. What is your target for cycle journeys? Is it going to be just the number of cycle journeys or is there a percentage you are going to attach to journeys?

Valerie Shawcross CBE (Deputy Mayor for Transport): Do you know what, I am having one of those blank moments.

Mike Brown MVO (Commissioner of Transport for London): I am not sure I know that off the top of my head. That is something we can certainly get back to you on, if we may, because I am not sure I have that immediately to hand.

Joanne McCartney AM: That would be helpful.

Valerie Shawcross CBE (Deputy Mayor for Transport): There is a target and I just cannot remember it. Perhaps if I drink some tea it will come back.

Joanne McCartney AM: The one I could find in the Strategy itself was for 8% of journeys to be made by sustainable modes.

Mike Brown MVO (Commissioner of Transport for London): That is correct, yes.

Joanne McCartney AM: Public transport, walking and cycling. There was no breakdown between those different modes. The breakdown would be useful.

Valerie Shawcross CBE (Deputy Mayor for Transport): Actually there is. There is a technical document of the research data that went into here that we are also publishing. It will not have a glossy cover but you can have it, it will be publicly available and it has all the graphs, the breakdowns, the analysis and some of the broad modelling. Those figures do exist and you can have them. I wish I had brought it down with me today because I would be very happy to talk through it.

Joanne McCartney AM: I had a look at the cycling analysis and it talks about potential, it does not talk about actual targets.

Mike Brown MVO (Commissioner of Transport for London): Yes. Sure, we will get that, yes.

Joanne McCartney AM: That would be useful. Thank you. Can I finally ask, we have had the three mini-Holland schemes that are at various stages of development. In the Mayor's manifesto he said he would complete the rollout of current town centre cycling improvement

plans and begin a new round of schemes. I am just wondering when you are planning to roll out those new town centre schemes. That would be particularly important for outer boroughs to improve their cycling infrastructure.

Mike Brown MVO (Commissioner of Transport for London): Yes. Again, I can share with the Assembly Members after the meeting the detail of those programmes but suffice to say you make a very good point that a lot of the focus for the mini-Holland schemes is in the outer London boroughs. There is a huge appetite. I am certainly finding, as Val is as well, around the boroughs, a huge and increasing appetite for boroughs to introduce these schemes. I will get you the rolling programme in detail of when those will be rolled out. Clearly there are some still to complete of the first tranche but we do intend to keep the momentum going here.

Joanne McCartney AM: Thank you.

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

Shaun Bailey AM: I just want to circle back to road pricing. Obviously London has lots of traffic and we all want to reduce the traffic and there is an environmental impact as well, but has any modelling been done on the huge cost of implementing this and does the Mayor have the legal powers to implement road pricing? Surely you are talking about a system that either measures how long you are on the road or when you are on the road or both and that means massive infrastructure and also a cost for Londoners because surely we would need something in our vehicles to deliver that. Mike?

Mike Brown MVO (Commissioner of Transport for London): There certainly would need to be a consultation for any changes to the existing congestion charge scheme. That would obviously have to happen as a matter of course. In terms of the cost basis, and Val did allude to this earlier on, if you think back to when the congestion charge system was originally put in, which was in the early years of TfL under the first Mayor, that was a very clunky on-off type system. It was quite unsophisticated in terms of its construct and its implementation. Of course digital technology and the reality of the technical systems that are available, and we have done some preliminary looking at this, allow you much greater flexibility and much greater in-the-moment ability to adjust systems, adjust how you record vehicles and so on, going in and out of various zones. This is the sort of thing that we would need to be looking at if and when we got to the situation over the lifetime this Strategy refers to, 25 years, as to what system we would put in place. The technology is hugely different. It does not cost nothing but the marginal cost for individual cameras and individual systems is of course reducing all the time as technology improves.

Shaun Bailey AM: You are suggesting the costs would not be astronomical?

Mike Brown MVO (Commissioner of Transport for London): No. Clearly there would be a cost. It would be an infrastructure cost but it is quite different from, as I say, the clunky analogue style system that was put in place originally.

Shaun Bailey AM: OK. How much of that cost would be borne by the individual motorist? I get that it might be hard to give me pounds and pence now but the worry would be that it would add a huge additional cost to car ownership and many people have to own a car. They might not want to but they have to own a car. The jury is out if road pricing is a good thing or not and a big cost to every individual Londoner who owns a car would tip it one way, I imagine.

Mike Brown MVO (Commissioner of Transport for London): There is always going to be a balance here. The Mayor's Transport Strategy is quite clear in terms of the aspirations to get an improved public transport network, and indeed walking and cycling, to ensure that as many people as possible have viable alternatives to needing to use their car. Just to follow up on the answer the Deputy Mayor gave to Assembly Member [Steve] O'Connell, it means that for those journeys that still do require a car, they are on less congested roads and people are able to get around more quickly, which helps everybody's way of life. There has to be a balance.

We do not have the full detail of this. This is a 25-year strategy. There is no absolute firm dateline or a firm date put in the Strategy on this and clearly people will have different views as to when and how this could be implemented. Suffice to say a great city such as London is really leading the way now around the world in having a more Healthy Streets approach. As somebody said after we launched the Strategy last week, this Strategy is about moving people, not about moving vehicles. That is what defines its difference from anything we have had before.

Valerie Shawcross CBE (Deputy Mayor for Transport): If you want to see exactly what the Mayor is going to be doing in the next four years, or three years now, you need to go back to the business plan that preceded this because that is the plan for projects and expenditure. You will see that the focus of expenditure on the car technology issue is all about the Ultra Low Emissions Zone (ULEZ) and its expansion. That is what the focus is on in the current Mayor's term. It is about installing the appropriate technology to deliver a ULEZ.

Shaun Bailey AM: If I listen to Mike, Mike is suggesting that that technology is not relevant to road pricing technology. It would be something different. It feels like an additional cost. We will pay for the ULEZ and that will be fine but Mike is suggesting that there will be a different cost.

Mike Brown MVO (Commissioner of Transport for London): What I am really suggesting is that the technology continues to evolve and there are sophisticated ways of planning new technology to look both at emissions zones and indeed at road user charging more broadly if that was something we ended up doing. All I am trying to make the point about is that instead of just the rather binary, one-dimensional bit of technology that we had originally, technology has moved on hugely in terms of what is possible now.

Shaun Bailey AM: Thank you. Just one last question, Val. Does the Mayor have the legal power to do this?

Valerie Shawcross CBE (Deputy Mayor for Transport): To do what, sorry?

Shaun Bailey AM: To do road pricing. If you read this manifesto, it suggests that he would be able to track when we are in our cars, how far we have driven, what type of cars we have and all that kind of stuff. It is just an innocent question. Does he have the legal power to do that?

Valerie Shawcross CBE (Deputy Mayor for Transport): You are reading too much into this. The Mayor has powers around congestion charging and if we change the congestion charging technology, there would clearly have to be a consultation and a legal process. That is where his legal basis would rest for any system that shifted towards more of a road-user by-mile approach.

Shaun Bailey AM: The words “road pricing” were used.

Valerie Shawcross CBE (Deputy Mayor for Transport): The Mayor’s legal power lies in the congestion charge and it is a zonal approach. The congestion charge at the moment we have no plans to change, apart from we were looking at an issue about private hire vehicles (PHVs) and we are of course looking at using the zone for the first stages of the ULEZ. That is what is on the cards for that.

If further down these 25 years a future Mayor or the current Mayor re-elected - depending on how it goes - wanted to do some work on road user charging, as far as I understand it, it would have to be based on his legal powers to impose congestion charging as it is at the moment. You will see that the guidance to boroughs does make the point to them that if as part of their road reduction strategies or their local transport strategies they want to look at some localised schemes of localised congestion charging, then that is something that we at Transport for London (TfL) would be willing to look at with them. However, that is something we would expect the boroughs to be coming to us to talk about.

Shaun Bailey AM: Thank you very much for that answer. I will just say that “road pricing” sounds like an advance on “congestion charging” when you read it in this. Thank you, Chair.

Jennette Arnold OBE AM (Chair): Assembly Member Bailey, you can always approach the Assembly Secretariat to raise that as a legal query on your behalf, if you want further clarification on that.

Shaun Bailey AM: I would love further clarification. Thank you.

Jennette Arnold OBE AM (Chair): Do speak to Mr Williams [Ed Williams, Head of Committee and Member Services] about that.

Shaun Bailey AM: I will do that. Thank you.

Jennette Arnold OBE AM (Chair): Assembly Member Cooper?

Leonie Cooper AM: Thank you very much, Chair. I want to continue on the subject of the ULEZ. I just wondered if you could explain the current thinking behind the dates for the rollout, which I am now finding slightly complicated? My understanding is that the central London

ULEZ is going to start from April 2019 and that the London-wide ULEZ for noncompliant heavy vehicles such as buses, coaches and lorries is going to start from 2020 and that the inner London ULEZ for all noncompliant vehicles is going to be rolled out from 2021. If my understanding is correct, what have you --

Valerie Shawcross CBE (Deputy Mayor for Transport): There is actually a diagram in here, Leonie, and I am just trying to find the page --

Mike Brown MVO (Commissioner of Transport for London): Yes, but that is correct. If I have heard you correctly, you are correct on that, yes.

Leonie Cooper AM: Why did you decide to do that rollout for the ULEZ in that way for inner London from 2019 and proceed into outer London until 2021?

Valerie Shawcross CBE (Deputy Mayor for Transport): We do have a cross-agency working group on air quality, which has been trying to direct the consultation processes and receiving the legal advice. We have been going through the consultation processes, as you know, in stages and we have been sounding out and testing out different approaches with the lawyers. We have to make sure that what we are doing is reasonable and legal and is not going to be challenged because in some way it has imposed an unreasonable burden. We also have to make sure that the practicalities make sense for people in terms of the rollout. If you remember, the previous Mayor's proposals were to do a ULEZ from 2020 and so our current Mayor was looking at, given the air quality crisis, what we could reasonably bring forward to get cracking with this at an earlier stage. The evidence is that there is huge public support for the Mayor tackling our air quality crisis.

The T-Charge, which is proposed to come in this October, is like a very early marker not just to tackle the worst and most polluting vehicles in central London which is in the Congestion Charge Zone and so we are using that technology there, but it is also an alert to people that there is more coming. It does not matter how much publicity you give; it does seem very difficult to communicate to people in their complex and busy lives exactly what is going on. We believe that that would be the first reasonable date we could get something working to alert people that there is a programme now and a direction of travel.

There is the T-Charge and then the ULEZ. Because the expansion of the ULEZ to the inner London area - which is basically inside the North and South Circulars - was a new concept, it was felt that there had to be a bit more time to allow people to plan and adapt. It is affecting a bigger population than had been expected. That is part of the way the programme is being shaped up.

However, in the long run, everybody is going to benefit in London from the spreading of the bus/coach/heavy goods vehicle ULEZ to the whole of London. That is going to have a very profound impact because the heavy goods vehicles and the longer-distance vehicles are very much more likely to be diesel and of course that is principally the biggest cause of the particulate pollution.

Leonie Cooper AM: Essentially, you are trying to balance the worst first but implement it in a way so that you are still giving some reasonable time for people to adjust and find out that these things are coming down the pipe from September this year?

Valerie Shawcross CBE (Deputy Mayor for Transport): Exactly.

Mike Brown MVO (Commissioner of Transport for London): Val, if I may, you alluded to buses and heavy goods vehicles but, again, all buses will be at least Euro VI compliant by 2020, which is a key milestone along this pathway. Of course, from next year, for double-deckers, we will be buying only either hybrid, fully electric or fully hydrogen buses, which is a really important step forward. We just saw outside this very building a few months ago the world's first-ever pure hydrogen double-decker bus. Again, as technology continues to develop, we will continue to review whether we can do some of this faster, but it is quite an ambitious programme. It is absolutely right that TfL vehicles - buses - are leading the way on this.

Valerie Shawcross CBE (Deputy Mayor for Transport): It is page 88, Leonie. I have finally found it. It is central London in 2019, the London-wide ULEZ in 2020 and the inner London spread ULEZ in 2021. That is the bit that people were not expecting that we felt needed more time.

Leonie Cooper AM: Thank you, Chair.

Jennette Arnold OBE AM (Chair): Thank you. Assembly Member Kurten.

David Kurten AM: Thank you, Madam Chair, and good morning. I would like to ask you about something you said earlier about how your priorities in the Transport Strategy were walking, cycling and public transport. Does your definition of "public transport" include black taxis and PHVs or not?

Valerie Shawcross CBE (Deputy Mayor for Transport): The priorities I talked about were Healthy Streets - which is walking, cycling and public transport - and improving passenger public transport and then regeneration and growth. They are not the only issues in there. It is a broad-based document.

Taxis and PHVs are in here because they are an important part of the mix and certainly the black taxis are disability accessible and you can see that there is a strong emphasis on that. We need in a city to allow a certain amount of choice but, clearly, we do have a problem in that the PHV growth has got out of balance and it is causing significant problems of congestion and otherwise.

David Kurten AM: I know that in some of this you are restricted by legislation that comes from Westminster, but what plans do you have to try to restrict the numbers of PHVs and their growth as we go forward?

Mike Brown MVO (Commissioner of Transport for London): Val mentioned earlier on the possibility that we are considering - and this is in the public domain - the exemption from the congestion charge for PHV operators. That may be a contributory issue that will help that.

It is also about ensuring that there is a balance across the city in terms of the significant role that black taxis play. Val alluded to one very important issue, which is the full accessibility of those vehicles, and also the professionalism of the drivers, the knowledge they have and the significant investment they have put in themselves to what is a demanding and challenging role that serves London very well, and balancing that with of course the freedom that we want for PHVs to be able to develop their market and also recognising that some very small PHV and cab firms play a very important local role in some outer London communities in particular. Where people have a real dependency on some of those small companies, which have been in business sometimes for decades, we want to ensure that that is looked after as well. You are right that it is a balance.

We do have limited statutory powers, as you imply, about actually putting any sort of cap on PHVs. I wish we did have some capacity to do that because, if you look at what they are doing in terms of congestion hotspots around the city, they are playing a significant role.

David Kurten AM: Can I just pick up on something you said there, Mike? One concern that I get from a lot of constituents is about the PHVs in outer London, particularly around Heathrow, parking in residential streets, residents' permit parking bays and so on, which can cause congestion and reduce the quality of life of residents in areas where PHV collect or the 'honeypots' that we sometimes talk about.

In particular, one road that I would mention is Spout Lane North, which is very near to Heathrow. I have had a particular issue with a resident there having lots of PHVs parking in the streets illegally in bays which are supposed to be set aside for residents. That is one issue. There are other issues I have had in Yiewsley and so on and people writing to me. This is something that is happening and they are effectively breaking the law, whether it is a civil law or a bylaw or a local council law.

What are you going to do about that? Do you have anything in the pipeline to deal with this behaviour? It just seems to go on and on and nothing gets done about it.

Mike Brown MVO (Commissioner of Transport for London): Clearly, this is a challenge and I am very well aware of the issue that you refer to. Again, I can share with you, perhaps separately, some of the detailed work that we are doing around the Heathrow area to see what we can do with the local borough around there.

What I would say is that the number of enforcement officers who were employed within TfL to ensure that PHVs both individually and collectively are properly applying the standard that they should be working to has increased enormously in the last year. We have a huge number still in training, but we are gradually rolling those out into the streets. That is making a real difference already in terms of proper, targeted activity to address not just the issue you are talking about

but more broadly the issue about plying for hire and other issues that we sometimes get raised to us when there are violations, if you like, of what PHV drivers should be doing.

There is a balance of activities that we have to take here, but I do agree and I recognise hugely how stressful it is for residents to have that type of activity going around in their neighbourhood.

David Kurten AM: I do appreciate what you are saying and that enforcement officer numbers have increased, but there are two or three specific locations, as I mentioned, Spout Lane North, Yiewsley, Hillingdon Fields and so on. Can I meet with you and just flag up these specific things that constituents have written to me about and see that in these places there are ongoing issues over a number of years, despite the increase in enforcement officers, that have not been sorted out in these specific areas? Our voters, whom we serve, are having their quality of life affected. We need to sort out these specific things. Can we make sure that we can do something for those specific areas?

Mike Brown MVO (Commissioner of Transport for London): I would be very happy to meet with you and discuss that, by all means, yes.

David Kurten AM: That is great. Thank you. I will just pick up one other thing in the Transport Strategy. Policy 74 says:

“The Mayor, through TfL, will raise the safety standards for all customers travelling by taxi and private hire vehicles through effective and transparent regulation and enforcement.”

I have asked the question a couple of times to the Mayor and other officers: would you let us know how many PHVs and drivers are licensed with Uber as the operator? I was told, no, you could not do that. Will you be able to tell us that? Is there a reason why you could not tell us? I am just guessing at the moment that there are 40,000 or 50,000 drivers, but I do not know.

Valerie Shawcross CBE (Deputy Mayor for Transport): Do you know, David? I am surprised that you have been told that because, clearly, at the moment we are doing a consultation with the drivers about the future licensing fees for those operators because there is a proposal to boost the numbers and the income that is received from operators for those licences. That has been very much based around the number of drivers those operators are operating and so the figures are definitely available. Personally, I do not see any reason why you should not have them.

David Kurten AM: Could you let me know so that the constituents who have asked can find out?

Valerie Shawcross CBE (Deputy Mayor for Transport): There is an understandable legal sensitivity about focusing on any one particular operator and so, if you ask for all of the numbers or all of the operators over, say, 2,000 vehicles, that would probably be available.

David Kurten AM: That would be fantastic.

Valerie Shawcross CBE (Deputy Mayor for Transport): However, if you ask for one, then there is an understandable --

David Kurten AM: Yes, of course. Who would be the best person to ask to ask?

Mike Brown MVO (Commissioner of Transport for London): If you come through my office, I will make sure you get that

David Kurten AM: Thank you very much. That is great. Thank you. Fantastic.

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

Len Duvall AM: Thank you very much. To go back to the most challenging issue and just briefly about what, Mike, you said around technology and when technology becomes available, we know that that is constantly evolving and speeding up in some cases.

Val, in answer to the question from Assembly Member Bailey, you talked about how this document really is what is in the business plan we are concentrating on and you have no long-term plans, but in the direction of travel of the document it is quite clear you are supporting the Assembly Transport Committee's plans for road charging in the sense of the direction of travel under the previous Transport Committee that said, "This is where we should be going and it is the right direction of travel".

Can we then talk about that? If 2021 is the key issue of where you are - and there may well be in the business plan some issues around tolling of the Silvertown Link, if all goes according to plan - when do you think you would start talking about an extension of road charging? You alluded to local congestion charging schemes from the boroughs. Are there active proposals from boroughs coming through? Can you give us some timeline of these issues?

Valerie Shawcross CBE (Deputy Mayor for Transport): No, because this is a 25-year document and it is obvious that we have much more detailed ideas about what we are doing when the closer up. However, clearly, there are some proposals in here that are hooks for the future and TfL's immediate focus is on delivering the business plan and that is where we are. Of course, the future activities that go on under this are very much influenced by the manifestos of future Mayors and the Transport Strategy will get reviewed. Therefore, we cannot nail down exactly what is going to happen in 15 years, say, on some of these issues. However, we are trying to set a direction of travel and build some consensus towards what London needs.

Clearly, Silvertown is a short-term issue because that project is well underway and the tolling strategy for that is about funding that scheme as well as demand management and trying to reduce the likelihood that the crossing will generate, as it were, yet more traffic. That, in a way, is a separate issue.

Len Duvall AM: Can we just turn to river crossings, then? In a 25-year document, I must be right in thinking that we are not even going to consider looking at these strategic crossings until 30 years' time under this criteria and under those issues. Would it not have been far more honest to say that this new Mayor does not agree with these strategic crossings, as do some of my colleague, rather than do it this way, maybe? I will ask Mike. The Silvertown Link is aiming to be completed by when?

Mike Brown MVO (Commissioner of Transport for London): By 2021, yes.

Len Duvall AM: All right. When you think you are going to get the Docklands Light Railway (DLR) to Thamesmead, roughly?

Mike Brown MVO (Commissioner of Transport for London): That is the next thing. That would be soon after that, I would think. That is something that the Mayor has made very clear is a priority and, certainly when I talk to Bexley and other boroughs, there is a huge appetite and interest in ensuring that that project is pursued.

Len Duvall AM: When do we think the Government or Highways England will produce the Lower Thames crossing?

Mike Brown MVO (Commissioner of Transport for London): That is more difficult to say categorically and --

Len Duvall AM: I am right in thinking that it is 20-odd years or 25 years?

Mike Brown MVO (Commissioner of Transport for London): The Strategy very clearly sets out --

Len Duvall AM: Or not at all?

Mike Brown MVO (Commissioner of Transport for London): -- is a phase of river crossings to ensure decent connections and connectivity in the east of London with a focus on public transport provision as part of that and so it is very clear to me. People sometimes describe Silvertown as purely a road. Actually, it is a road with very significant public transport capability and so --

Len Duvall AM: I do not need persuading. Others may do.

Mike Brown MVO (Commissioner of Transport for London): Yes, others may, indeed, and that is why I am - forgive me - just making the point. It is really important that if we get 36 buses an hour - as we will be able to do through Silvertown, as opposed to the very limited capacity we have in the existing Blackwall Tunnel - it will absolutely transform connections and routes and possible journeys by public transport across the river east of the City. In particular, I should emphasise that it is absolutely compatible also with improving walking and cycling because we are looking at what provision can be made, for example, for carrying bikes on

specially adapted buses, potentially, through the crossing as well. That is all being factored into that consideration.

However, if I may, this is a long-term Strategy, as Val said, but - and Val has the page open and so I can tell you the page - on page 235 it shows the phasing of these projects over time.

Valerie Shawcross CBE (Deputy Mayor for Transport): It is just true to say that once Silvertown has gone in and the Rotherhithe/Canary pedestrian bridge, the public transport extensions like the DLR and maybe or not the Government's Lower Thames Crossing, at that point you would want to be mapping and modelling how demand is shifting and changing. It would depend on what regeneration projects are going on, what development plans there were, what had been delivered. We cannot say now exactly what we will be needing in 20 or 25 years' time. However, the commitment is to start doing the technical work and looking at what is needed going forward throughout this period.

Jennette Arnold OBE AM (Chair): Thank you. Before I call the next Assembly Member, can we welcome Avondale Park Primary School, Kensington and Chelsea, to the Chamber? Welcome. We have Assembly Member Copley?

Tom Copley AM: Thank you, Chair. Val, in May 2016 the Mayor said:

"TfL is now assessing the capacity for development of a further 300 acres over and above the initial 300 acres identified [as part of TfL's development of its surplus land]."

Can you share the results of TfL's assessment and explain whether you will be bringing forward any plans to develop additional land?

Valerie Shawcross CBE (Deputy Mayor for Transport): I am sure we can share some of that information. Mike is just looking through the notes and whether we can do it now or not.

TfL has very much sought to boost the proposals for the development of housing - in particular affordable housing - on its land. James [Murray, Deputy Mayor for Housing and Residential Development] and I meet regularly with TfL Commercial and the Greater London Authority (GLA) Housing staff to look at projects and developments being brought forward. Indeed, Mike is now a member of the Homes for Londoners Board.

It is our intention to have on TfL land 10,000 start-ups by the end of this Mayor's period and so there is a lot of effort being applied to bringing forward sites, working with our GLA colleagues, sometimes looking at what grants can be applied, to make sure that we are boosting our housing development proposals.

Mike Brown MVO (Commissioner of Transport for London): If I may, Val, sorry, just add to that --

Tom Copley AM: Yes, go ahead.

Mike Brown MVO (Commissioner of Transport for London): -- what I was just going to say was that we welcome hugely the Assembly Housing Committee's recent report, *Homes Down the Track - A Marathon and a Sprint for TfL*, because that acknowledges that, yes, we need to keep the momentum going but that we are leading the way in the public sector in some of this work. It is very important to note that 2016/17 we brought five property sites to market. That is 1,000 new homes, 50% of which will be affordable, which will be our overall approach to housing within London on our sites.

We continue to work very closely, as Val alluded to, with the Mayor's Office and with the boroughs to unlock dozens of additional sites on hundreds of acres and so we are not done yet. We are exploring --

Tom Copley AM: When you say "dozens of additional sites", are you talking about the acres that have been identified already or are you talking about additional?

Mike Brown MVO (Commissioner of Transport for London): No, additional even to that. What we are discovering is that there are slivers and pockets of land that traditionally people would not have thought had perhaps potential for development until we have a proper discussion with boroughs. Interestingly enough, as recently as yesterday I was out with the Leader of Barking and Dagenham and we had a really good discussion about how we could be exploring sites adjacent to some of the Underground stations in that part of the capital and where we can exploit jointly some further opportunities. As we are getting more sophisticated in doing this, rather than looking at just the very simple ones where we have clear ownership, we are looking in partnership with, indeed, Network Rail and the boroughs --

Tom Copley AM: You are doing some land assembly?

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

Tom Copley AM: OK. You have mentioned our Housing Committee report, which we released last week. We on the Committee are concerned, based on the research that we have done, that the Mayor will not hit his target of 10,000 starts by 2020. The available data we have indicates that only about 13 of the 20 sites currently identified - which will ultimately deliver some 4,500 homes, which is less than half the target - will start by the 2020 deadline. Are you concerned that the Mayor is going to miss his target of 10,000 starts by 2020?

Mike Brown MVO (Commissioner of Transport for London): I am going to be working flat out to ensure he does not and, indeed, that we keep the momentum going. That is why identifying additional sites is part of this equation. Our current trajectory is very favourable. As Val said, I do sit on the Homes for Londoners Board. It is a very useful board that the Mayor has set up and I am delighted to be part of that board. The way we are working with the Deputy Mayor for Housing [and Residential Development] has transformed in the last year and that whole relationship within the wider GLA family is really beginning to pay dividends and we have this common objective. Therefore, I am more optimistic. Of course, we will be responding to the report in full in the fullness of time --

Tom Copley AM: Of course.

Mike Brown MVO (Commissioner of Transport for London): -- and so I do not want to go into every detail and, as you know, it has been out only just a week or so. However, I do recognise the need for continued momentum here, for sure.

Tom Copley AM: Could I ask you very quickly one final question? £1.1 billion in income and 10,000 homes are the projected targets for development of the 300 acres initially identified. For this second 300 acres that the Mayor talks about, do you have any projections for the income and the number of homes that could be built on that?

Mike Brown MVO (Commissioner of Transport for London): We are still working on that at the moment and so I do not have the detail of that yet but we --

Valerie Shawcross CBE (Deputy Mayor for Transport): There are figures that we have to meet within the business plan and we do have to meet the business plan targets.

I would also say that as well as the acreage, Tom, there is an issue about what procurement frameworks we are using. As well as the TfL property framework, because we are now doing this really good close working with our GLA colleagues, we also have access to the GLA's property panel, its partners and its commercial partners. We are very much trying to get a horses-for-courses approach now to maximise the amount of land that we get brought to market and developed.

Tom Copley AM: Thank you very much.

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

Navin Shah AM: Thank you, Chair. I have a couple of questions on step-free access. The first one is about the strategic approach in terms of the implementation plan as well as the overall Transport Strategy. What is the Mayor's broad strategic approach to accessibility?

Valerie Shawcross CBE (Deputy Mayor for Transport): In terms of the Underground, we have been looking at desired journeys - we have tried to look at beginning to end - and have therefore not been looking in an ad hoc way but looking at what areas of deficit there are. The broad approach is to, basically, try to speed up or halve the time it takes to make a step-free journey across London. There has been some science towards what we would need to do and what stations we would need to improve to make it possible to speed up any journey taken with a wheelchair by public transport by about 50%. It does show that there is a deficit of step-free stations in northwest London and outer London generally, which is one of the reasons why Harrow-on-the-Hill was one of the early announcements and Newbury Park, looking over this way, on the other side of London.

However, because we have £200 million worth of investment to put in during a short period of time, we are also looking at not just where they need to go but what methodology we can apply to get maximum value for that money. Therefore, very shortly we will be announcing a tranche

of additional step-free station projects, which are not just designed to fill those geographical gaps but are also designed to trial some new technologies and methodologies. One of things that Mark Wild [Managing Director, London Underground] often says to us is that sometimes TfL has been applying very high - I will not say gold-plated; maybe brass- or bronze-plated - investment standards to projects on the Underground when we do not need to do that. Therefore, we are looking through the next tranche of examples to pilot some step-free access projects that work but are trying new technology and are cheaper to install.

Navin Shah AM: Are these part of the £200 million in step-free access funding, which was announced in December [2016]?

Valerie Shawcross CBE (Deputy Mayor for Transport): Yes.

Navin Shah AM: OK. The next question is about, in the implementation plan, the reference to step-free access and the three timeframes for delivering those. Can I ask you whether in the first timeframe, which is 2017 to 2020, stations like Harrow-on-the-Hill will be delivered in that period?

Mike Brown MVO (Commissioner of Transport for London): Yes, and the work is starting now, as Val said, on Harrow-on-the-Hill and Newbury Park and so those are in the first tranche. As Val said, there will be an announcement - actually, I am hoping within the next few days if not weeks - on the next tranche of stations that we are going to apply.

Just to really emphasise the point here, we have just had a really new, fresh look at this in the last year as to what we can do and what is available with the additional funding that has been allocated to this and what we can do in a more efficient and effective way while delivering the output that people rightly require to ensure we have a really joined-up city for everybody.

Navin Shah AM: Thank you. I will look forward to the announcement about Harrow-on-the-Hill Station in particular.

If I can move on to the next topic, it is about the English language test for PHV drivers. The Mayor has written to the London Assembly regarding our recent motion on this particular subject and he said, quote:

"I have asked TfL to consider whether a test more targeted at the role of private-hire drivers would be a better approach."

Can you tell us? Have you finished considering this matter and what is the consideration being made now?

Mike Brown MVO (Commissioner of Transport for London): You are quite right that this is very much a current issue. In fact, the Court of Appeal will be now, we are told, hearing the appeal in February next year [2018]. Pending that, it would not be appropriate to make specific changes at this moment in time but, clearly, that is something we will continue to respond to whatever legal recourse ends up coming our way.

Navin Shah AM: I believe you have extended the time limit to 9 April next year?

Mike Brown MVO (Commissioner of Transport for London): We have.

Navin Shah AM: Does that mean that between February and April you will be in a position - or you should be in a position - to tell us what new consideration or if there is a new direction that TfL is taking on this particular matter?

Mike Brown MVO (Commissioner of Transport for London): I think so, although I have to say that the reason for choosing April was that our indication from our legal team was that, while the hearing is in February, it may take some time for the outcome of the hearing to be made public and made available to us.

Navin Shah AM: Thank you.

Valerie Shawcross CBE (Deputy Mayor for Transport): Can I just advise Jo? The ever-watchful Dr Will Norman [Walking and Cycling Commissioner] has texted me to tell me that by 2026 our expectation is that cycling as a mode share will be 1.5 million to 1.8 million journeys, which is about 5% of the modal share.

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

Andrew Boff AM: Perhaps you could write to us rather than going into detail now because it is going to be technical, but I was a little concerned about what you said about access for the disabled on the cheap. I am worried by that. Could you allay my fears? Not now because obviously this involves a lot of technical information, but could you write to me with that information, please?

Valerie Shawcross CBE (Deputy Mayor for Transport): When the announcement comes out, you will see the different types of things we will be trying in the stations which will be announced. When I say "cheap", that does not mean poor quality. It means that sometimes we can do things without incredibly heavy engineering.

Andrew Boff AM: When do we expect that announcement and the details of those?

Valerie Shawcross CBE (Deputy Mayor for Transport): I am hoping it will be --

Mike Brown MVO (Commissioner of Transport for London): Very soon.

Valerie Shawcross CBE (Deputy Mayor for Transport): -- within the next fortnight.

Andrew Boff AM: Thank you.

Valerie Shawcross CBE (Deputy Mayor for Transport): I am really sorry about this, but we have had a backlog because of the relentless terrible events that have happened, and of course

there was the election before that, which I will not call a relentless terrible event. There has been a lot of pressure here and elsewhere and so I am afraid there have been backlogs of things to get through.

Andrew Boff AM: OK, but if you could write to us?

Mike Brown MVO (Commissioner of Transport for London): Can I just make one point, Chair, though, if I may? We will write to you but it is really important to say publicly on record that there is no sense whatsoever that this review of the standards for accessible facilities is in any compromising public safety or compromising any of the high-quality availability that people would rightly expect from such a process. It is just the fact that we have a new Managing Director of London Underground. He has come in. He is a professional engineer by profession and has, quite rightly, been challenging on the basis of how much cost we have been spending all over the place, actually. That is one of the reasons that we have been able to reduce our cost base across the organisation overall. We will write to you with the detail, for sure.

Andrew Boff AM: Thank you very much.

Jennette Arnold OBE AM (Chair): Can you send that letter to me and we will disseminate it? Certainly, like Assembly Member Boff, the hair stood up on my neck at the idea that we should be trying to take anything but a quality approach for step-free access for disabled users of the transport --

Valerie Shawcross CBE (Deputy Mayor for Transport): Chair, if I gave the impression that it was a poor-quality approach, I am sorry. That was wrong. However, the point is that sometimes --

Jennette Arnold OBE AM (Chair): No, we understand now and what we want is detailed submissions from you about that and --

Valerie Shawcross CBE (Deputy Mayor for Transport): It will be illustrated in the projects that you see.

Jennette Arnold OBE AM (Chair): -- we can then explore that. Thank you. The last question on this section is from Assembly Member Dr Sahota.

Dr Onkar Sahota AM: Val, this question is about the rights of PHV drivers. You are negotiating your licensing at the moment with the operators. Are you able to put into the requirements the rights of workers? Some people are not paying the Living Wage to their drivers. That is where I am coming from. Are you able to stipulate the conditions and workers' rights in your licensing requirements?

Valerie Shawcross CBE (Deputy Mayor for Transport): The consultation at the moment is about the fees that operators can be charged by TfL for receiving a licence and so that is the

substance of the consultation. The licensing framework that TfL operates is very legally prescribed and so I will defer to the Commissioner.

Dr Onkar Sahota AM: The only question I am asking is whether you have the right to put those conditions in or not. Yes or no?

Mike Brown MVO (Commissioner of Transport for London): No, we do not, but I would just say that, clearly, I am very conscious that the exploitation of any of these drivers is a real concern. Obviously, we would want and expect that everybody who is driving a PHV, in line with everybody else working in this city, has a decent contract of employment and is properly looked after in their line of work. That is very important to us. As Val said, we have quite limited powers in this area and that is why we continue to lobby the Government to see what other powers could be applied for us to use.

Dr Onkar Sahota AM: Thank you. Policy 18 of the Mayor's Draft Transport Strategy says:

"The Mayor, through TfL, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish."

Can the system be world-class if those working in it are taking home less than the London Living Wage?

Mike Brown MVO (Commissioner of Transport for London): I would not use the term 'world-class' in that scenario, no, which is why it is in the Strategy that we need to work very hard to improve just that.

Dr Onkar Sahota AM: If we do not have the legislation, maybe we should be getting the powers to do that. Do you agree with that?

Mike Brown MVO (Commissioner of Transport for London): I agree.

Dr Onkar Sahota AM: Will TfL give an undertaking to get those powers?

Mike Brown MVO (Commissioner of Transport for London): We have been lobbying quite heavily with the Government over many years now to try to improve the powers we have had in this area and in particular also, as I referred to earlier on, in terms of a capping of the number of hire vehicles. These things are all related, actually. If we just get a free proliferation of the number of PHVs, it will potentially lead in some cases to, I am sure, a degree of exploitation of the drivers themselves.

Dr Onkar Sahota AM: Thank you.

Jennette Arnold OBE AM (Chair): Thank you for that. Let us go to the question regarding the Garden Bridge in the name of Assembly Member Prince.

Garden Bridge

Question No: 2017/2611

[Keith Prince](#)

Should the Mayor have cancelled the Garden Bridge as soon as he was elected?

Valerie Shawcross CBE (Deputy Mayor for Transport): I will kick off, if I may. That was not in the Mayor's manifesto, but he was very clear very early on that he did not want to spend or see any more public money spent on the Garden Bridge. That was a commitment he made and he has fulfilled very firmly since then. No grant payments have been made to the Garden Bridge Trust since March 2016. It is not a GLA or a TfL project. It is a project that is down to the Garden Bridge Trust to progress and certainly we have been very clear that the Mayor has not committed to offer any support to the Garden Bridge for the future.

Keith Prince AM: Thank you for that answer, Val. You mentioned that no money has been spent since the Mayor was elected and so that is effectively April [2017] when he cancelled the project. Can you confirm that that, Mike, is the case?

Mike Brown MVO (Commissioner of Transport for London): That is correct.

Valerie Shawcross CBE (Deputy Mayor for Transport): That is correct, yes.

Keith Prince AM: No money has been spent. Thank you. I think I know where you have always stood on the Garden Bridge - probably in the middle - but the Mayor, though, seems to have been a bit all over the place. Do you recall that on 24 September [2015] in an *Evening Standard* interview he said that he would scrap the Garden Bridge if he was elected?

Mike Brown MVO (Commissioner of Transport for London): What the Mayor has always been clear about is that, as long as there was no more public money from us going into the Garden Bridge, if the trustees of the Garden Bridge Trust were able to secure money from the private sector, then he would not stand in the way of its construction. He has been very clear about that to me right from day one after his election and very clear in the messaging that he has given on this. There has always been a sense that there was some cost already there that took place in the previous administration. Since then, there have been no grant payments made to the Trust since the Mayor was elected, as Val said. It was incumbent, therefore, on the trustees to secure any additional funding provision that they could and that funding does not seem to have been forthcoming for them.

Keith Prince AM: I understand that. When he said he was going to scrap the Garden Bridge, he did not mean he was going to scratch the Garden Bridge; he meant something else, then, did he?

Valerie Shawcross CBE (Deputy Mayor for Transport): When the Mayor came into power, it was very clear not just that there had been quite a lot of public money that had already been committed and spent before he arrived but also that the Bridge had planning consents. As you said, Keith, I was one of the people who objected very strongly and I wrote a six-page letter of objection in my previous role, but those consents were extant when the Mayor came into office.

It is very difficult for a new Mayor to set out unpicking something which has had both public funding and existing planning consents from the adjacent boroughs. What he has done and what he said he would do and what he has stuck to is no more public money has gone into this project from TfL or City Hall.

Keith Prince AM: Just for the record, I have always shared your position on the Garden Bridge as well.

Valerie Shawcross CBE (Deputy Mayor for Transport): That was one reason, Keith, why I did not take on a role managing this. In fact, the Mayor's Chief of Staff has been the lead officer doing the work on this project.

Keith Prince AM: That is interesting. Sorry to press the point, but he said in February this year:

"The position that I set out in May last year remains true, that given previous expenditure, the taxpayer will be better off if the Bridge is built."

How has that position changed now, then?

Mike Brown MVO (Commissioner of Transport for London): The reason he would say that was because, self-evidently, there is money that was not recoverable that had already been spent by public bodies, including TfL, previously on this project or contributed by public bodies previously. Therefore, given the scenario of not being able to recover the money, clearly, if the trustees had been able to raise funds from the private sector, it would have allowed the money that had been invested by the public sector to not have been lost on that basis. Again, it is difficult for me to absolutely recognise what the Mayor was thinking when he said whatever he said, but he has been pretty clear and consistent throughout in that approach.

Keith Prince AM: What is the position now, though, just for the record? Is this project dead in the water, so to speak?

Valerie Shawcross CBE (Deputy Mayor for Transport): This depends on the Garden Bridge Trust's ability, as it always has depended on their ability, to raise funds. There is a funding gap there now. It is not our project and so I do not know exactly, but I am told that the funding gap could now be £70 million or above. I do not know. It could be - unlikely - that the Trust will successfully raise those further funds but, as I said, this is not our project. It is not a project that we are putting any public money into. It is up to the Garden Bridge Trust to fulfil that project.

Keith Prince AM: That is a clear commitment that no more public money will be wasted on the Bridge?

Mike Brown MVO (Commissioner of Transport for London): Absolutely.

Valerie Shawcross CBE (Deputy Mayor for Transport): No more London public money.

Keith Prince AM: Yes. Thank you very much.

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

Andrew Boff AM: Ms Shawcross, you have stated that you did not have an involvement with the Garden Bridge review. Did you let the Mayor know of your opinion of the Garden Bridge when he appointed you?

Valerie Shawcross CBE (Deputy Mayor for Transport): I certainly had that discussion with the Chief of Staff when we talked about the work on the Garden Bridge that I had a view as the local Assembly Member and felt, therefore, that it was probably something that I had gone on the public record on and that another member of staff should do the further work.

Andrew Boff AM: Did you advise the Mayor to conduct the review?

Valerie Shawcross CBE (Deputy Mayor for Transport): No, I did not because, as I said, that work was done by another member of staff.

Andrew Boff AM: All right. Prior to commissioning the review, the Mayor did not ask your advice as to whether or not to conduct that review? Is that right?

Valerie Shawcross CBE (Deputy Mayor for Transport): No, the point is that because I had very strong public opinions on the topic, I said that I should not be involved in managing any work around this because I would be seen as being prejudiced. Therefore, another member of staff took it forward, which meant that I then was not offering any further advice after I had given my opinion. I definitely absented myself from --

Andrew Boff AM: You absented yourself, you are saying, from the process of the review, but did you have any say as to whether or not the review should be conducted in the first place?

Valerie Shawcross CBE (Deputy Mayor for Transport): I did not get involved in those discussions because I had already said, "I have a strong opinion on this one. It is better dealt with by people who can look at the issue independently and be seen to be independent on it". Why would I then get involved in giving the Mayor advice one way or the other on how to do it or who should do it?

Andrew Boff AM: I was just wondering whether or not you might have asked what was wrong with the Assembly review of the Garden Bridge or what was inadequate about the Assembly review of the Garden Bridge?

Valerie Shawcross CBE (Deputy Mayor for Transport): I did not have that discussion, except that the Mayor and all his team are very well aware that the Assembly has done an awful lot of work on this issue. One would imagine that [Dame] Margaret Hodge would look at all of that work. Why would you not?

Andrew Boff AM: Did Margaret Hodge contact you during the period of the review?

Valerie Shawcross CBE (Deputy Mayor for Transport): No, she did not and I was not interviewed.

Andrew Boff AM: Thank you very much. Mr Brown, were you interviewed by Margaret Hodge for the review?

Mike Brown MVO (Commissioner of Transport for London): I was, indeed, yes.

Andrew Boff AM: Could you tell me where that interview took place?

Mike Brown MVO (Commissioner of Transport for London): It took place in her office in Portcullis House.

Andrew Boff AM: How were you summonsed to the interview, Mr Brown?

Mike Brown MVO (Commissioner of Transport for London): I was written an invitation by her to give her some availability as to when I could have a discussion with her.

Andrew Boff AM: Thank you. Can you remember the actual invitation itself?

Mike Brown MVO (Commissioner of Transport for London): I cannot remember the invitation itself. It just came in a very --

Andrew Boff AM: It came into your office?

Mike Brown MVO (Commissioner of Transport for London): It came in a letter. It was a standard letter just asking me to meet with her, which I was very happy to do, of course.

Andrew Boff AM: Would that be something that your office would retain?

Mike Brown MVO (Commissioner of Transport for London): I have no doubt there is a copy of it, yes.

Andrew Boff AM: Could you supply that invitation to me?

Mike Brown MVO (Commissioner of Transport for London): I see no reason why not, yes.

Andrew Boff AM: Thank you. You were interviewed by Margaret Hodge. Are you happy for the full transcript of your interview to be made public?

Mike Brown MVO (Commissioner of Transport for London): Absolutely. There is no problem at all.

Andrew Boff AM: Did TfL have any kind of signoff or relationship with the review once the review was completed?

Mike Brown MVO (Commissioner of Transport for London): No, the review was completed by Dame Margaret and, as far as I am aware, then there was a series of recommendations, which we responded to. Indeed, as immediately as this afternoon that review and the recommendations from the review are going to our Programmes and Investment Committee (PIC), which is a subcommittee of the TfL Board, for discussion there. Therefore, the paper that refers to that is of course in the public domain because those papers were released a week ago.

Andrew Boff AM: You said this afternoon?

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

Andrew Boff AM: Until now, then, has TfL released any kind of opinion as to what the content of the review was about?

Mike Brown MVO (Commissioner of Transport for London): Yes, because those papers are now public and we have been clear all along that we have accepted the recommendations. We have already put in place some changes to the way that we carry out some of our activities as a result of the report and the review, which, again, I very much welcome.

Andrew Boff AM: Do you know why the Mayor would want to keep the transcripts confidential?

Mike Brown MVO (Commissioner of Transport for London): I am not aware of that, no.

Andrew Boff AM: Ms Shawcross, are you aware of why the Mayor would want to keep the transcripts --

Valerie Shawcross CBE (Deputy Mayor for Transport): I am not aware that he has said that.

Andrew Boff AM: He did.

Valerie Shawcross CBE (Deputy Mayor for Transport): In fact, as far as I understand it, Margaret Hodge had a fairly free hand in how she conducted this and did it, as I understand it, pretty solo. It was her review. I am not aware that that is the case. The Mayor is very committed to transparency and --

Andrew Boff AM: It was her review; it is now our review because we paid £9,500 for it. Are you aware of why something that is in the ownership of the Mayor's Office should be confidential?

Mike Brown MVO (Commissioner of Transport for London): The report was published on 7 April and, as I said, it contained a number of recommendations. The paper to which I am referring to for our PIC is the response to those recommendations and outlines of things that TfL, under my leadership, is applying.

Andrew Boff AM: All right. When will we see those? You have said you have that this afternoon. Those are in public?

Mike Brown MVO (Commissioner of Transport for London): The paper is in the public domain and that is a public paper --

Valerie Shawcross CBE (Deputy Mayor for Transport): Yes, it is in the PIC, which is happening this afternoon. All of those papers are published a week beforehand.

The TfL Board and its substructure is very much busier than it used to be and there is a lot of stuff that goes into the public arena through those committees and there is a lot of detailed scrutiny. I would encourage you to watch those papers very closely, but that paper is in the PIC.

Andrew Boff AM: That advice to the Mayor that the transcript should be confidential has not come from you?

Valerie Shawcross CBE (Deputy Mayor for Transport): I am not aware that that advice has been made and it certainly has not come from me.

Andrew Boff AM: I asked him last Thursday to make those available and he declined.

Valerie Shawcross CBE (Deputy Mayor for Transport): The first interaction that I really had with this is on making sure that TfL responds appropriately and that the committee papers that were written in response to that report adequately address the recommendations from Margaret Hodge.

Andrew Boff AM: Thank you. That is all I have. Yes, thank you very much.

Jennette Arnold OBE AM (Chair): Thank you. Let us go to the third question and that is in the name of Assembly Member Russell on safe routes to schools.

Safe routes to schools

Question No: 2017/2612

[Caroline Russell](#)

You promised to 'establish safe walking routes, to give children cleaner and safer journeys to school, avoiding busy and polluted roads where possible.' How many new routes have been completed?

Valerie Shawcross CBE (Deputy Mayor for Transport): We promised to establish safe walking routes to give children cleaner and safer journeys to school and in 2017 we will be providing £148 million in funding to London's boroughs to deliver the Healthy Streets approach,

which includes improvements to these routes to school. We have funded air quality audits at 50 primary schools. My colleagues Dr Will Norman [Walking and Cycling Commissioner] and Shirley Rodrigues, our Deputy Mayor for Environment [and Energy], are very closely involved in seeing those programmes through with our colleagues out there.

Caroline Russell AM: Thank you. According to the 2014/15 National Travel Survey, only 46% of children aged five to ten in Greater London usually walked to school. The Government's cycling and walking investment strategy sets a target to increase that percentage to 55% by 2025. To be able to get that increase in the number of children who are walking to school, we are going to need to see some very ambitious delivery around these safer walking routes so that people feel it is attractive and a pleasure and safe for their children to walk to school. Do you have a timetable on delivering on these safer routes to school?

Mike Brown MVO (Commissioner of Transport for London): Just on the general point, we want to continue to work with all London schools because this is always in the granular detail. It is the importance of how we then build up to an overall positive picture. We are working with London schools to encourage maximum participation in something called STARS, which is the Sustainable Travel Accreditation and Recognition for Schools, a school accreditation programme. Currently about 50% are accredited and delivering over 30,000 individual travel behaviour change activities involving some 700,000 pupils.

Caroline Russell AM: The behaviour change is one thing, which is important, but it is also about making these changes on our streets so that they are safer to walk along not only for school children but for all residents in London. With the delivery of Healthy Streets, how many healthy streets have we seen so far? How are we going to see stuff changing on the streets?

Mike Brown MVO (Commissioner of Transport for London): This is something we are doing in partnership with the boroughs. The boroughs have already invested some £4.5 million in safer routes to school in the last year, which is significant, through their LIPs. This level of investment will increase, as it should do, over the coming years as a result of the record levels of funding we have already talked about, which will be made available to boroughs to fund the Healthy Streets.

Also, we are working very closely with the boroughs to establish how best to record the investment in healthy routes so that we can then give you the precise answer to your question that you want on the number of schemes delivered. It is fair to say that a number of schemes have already been delivered, but we want to continue to progress that in detail with the boroughs so that we can get the clear answer to your question. You are absolutely right that it is individual schemes and supporting individual walking routes to school that is important.

Caroline Russell AM: It is and it is also about the boroughs having the courage to stand up to those voices that will be very loud saying, "No, we need to keep that parking space". We have heard other Assembly Members talking about a relaxed approach to LIP funding. Do you think the approach is still going to be relaxed to LIP funding or do you think you are going to be a bit more directional to make sure that the ambition around traffic reduction and making the streets safer is delivered?

Mike Brown MVO (Commissioner of Transport for London): As the Deputy Mayor said earlier on, this is a balance, but within the overall construct of Healthy Streets we are trying to be a little bit more consistent in how LIP funding is spent across the city. That follows a wide range of discussions with individual boroughs and indeed with London Councils, as Val said. It is not about keeping this loose. We are trying to have a strategic sense of direction that everybody is involved in.

Valerie Shawcross CBE (Deputy Mayor for Transport): There are two broad pots of money. There is the Healthy Streets budget within TfL and that is doing things like funding the Youth Travel Ambassadors, the Bikeability scheme and some of the Vision Zero safety approaches to improving safety issues. Then of course there is the LIP programme. The Mayor is really keen that we should do what we can to make children safe close to school and get children walking. I do not sense any pushback from the boroughs, to be honest. The boroughs do want to do this work and the parents strongly support it as well.

Caroline Russell AM: They do, but just last night I gather there was a meeting in Lambeth. Quietway 7 down to Crystal Palace has been blocked by councillors there because there was such a strong lobby from people speaking as car drivers. I am a car driver but I do not choose to drive a car very much. Some people speak out and then can block measures that are trying to make it easier for people to walk and cycle. I am just wondering how much support you are going to be giving to the boroughs to really deliver on this vision.

Valerie Shawcross CBE (Deputy Mayor for Transport): Do you know? On the Quietways thing, as I started my comments, I had feedback from Will [Norman] about that issue and the Quietways are going ahead really well. Yes, there are some discussions locally about particular routings and sometimes there are objections, but he went to meet some residents and there were three people in their living room and he had a conversation with them. I feel that public opinion is coming towards delivery of some of these things now and we should be a bit more optimistic about it. Just because we have to enter into negotiations with boroughs and communities about routing and design, which is a perfectly good and reasonable thing to do, it does not mean that at the end of the day we do not deliver a programme.

Caroline Russell AM: I am going to move on you because I want to also just put on record that the Transport Strategy is fantastic and it has an awful lot of really exciting vision in it, in particular a recognition of the problem of car dependency, including a traffic reduction target. I called on the Mayor to do that last year and I am really glad it is in there. Getting traffic down is the absolute key to unlocking the success of the Transport Strategy.

Is the traffic reduction target you have of 10% to 15% by 2041 a cut from current levels of traffic - so an absolute cut - or is it a cut from anticipated future levels of traffic?

Valerie Shawcross CBE (Deputy Mayor for Transport): Certainly on the freight side, the cut of 10% is against a growth wind of about 35%. It is against current levels but it is worked through in the context of the pressure that is coming into the system, which is very profound.

Caroline Russell AM: Does it assume that workplace parking levies and road pricing schemes will be in place? If so, when would they start?

Valerie Shawcross CBE (Deputy Mayor for Transport): We have asked the boroughs in the LIP guidance to come forward with their local transport strategies including traffic reduction strategies. How they go about working those through is very much up to them, but we have in that document said that they can look at whether they want to try a workplace parking levy scheme and whether a localised congestion scheme, as part of a broader plan, would make sense for their areas.

Caroline Russell AM: Thank you. I will maybe take that up outside this meeting. I also just want to pick up on Silvertown Tunnel because it seems to be a glaring anomaly in this whole Strategy, which is about reducing traffic. We know that building new roads creates new traffic. You have just been talking to Assembly Members previously about the public transport walking and cycling function for this tunnel. Are you saying that there will be no private car use in that tunnel?

Mike Brown MVO (Commissioner of Transport for London): No, we are not saying that.

Caroline Russell AM: In that case, it is new road capacity and the arguments against building new road capacity and creating more traffic would stand?

Mike Brown MVO (Commissioner of Transport for London): The imperative, though, is on the public transport role that it plays and that is something that we have not been as effective in getting across, which is the point I made earlier on, in terms of the number of bus routes we can get across the river and the connections we can therefore achieve and of course with the green bus fleet as well.

Caroline Russell AM: I am out of time but I hope that we can continue that conversation.

Mike Brown MVO (Commissioner of Transport for London): Yes, absolutely. I am happy to meet with you offline, by the way, on that subject. I am very happy to.

Caroline Russell AM: Thank you.

Jennette Arnold OBE AM (Chair): May I thank the Deputy Mayor and the Commissioner for their attendance and for answering the Assembly's questions today.

Mike Brown MVO (Commissioner of Transport for London): Thank you.

Valerie Shawcross CBE (Deputy Mayor for Transport): Thank you very much.