

Appendix 2

**Written Answers to Questions Not Answered at the Plenary Meeting on
28 June 2017****Transport Strategy****Question No: 2017/2606**[Tom Copley](#)

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

Oral response**Garden Bridge****Question No: 2017/2611**[Keith Prince](#)

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

Oral response**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?

Oral response

Tram Extension to Sutton

Question No: 2017/2607

[Fiona Twycross](#)

In January 2017 [MQT 0149](#) you said, "TfL is now working with both Sutton and Merton Councils to look at the business case". When do you expect this work to be complete?

Written response from the Deputy Mayor for Transport and the Transport Commissioner

Transport for London continues to work closely with Sutton and Merton on the funding and business case for the Sutton Tram Extension. This work is expected to conclude later this year.

The business case will assess the costs of constructing and operating the tram extension against the revenue generated and the benefits to public transport passengers and highway users. It will also take account of funding sources and cost savings for other modes of transport such as buses and will determine whether the scheme is value for money.

Bakerloo Line Extension

Question No: 2017/2608

[Fiona Twycross](#)

In January 2017 [MQT 0256](#) you said, "more work is underway to consider additional funding sources. This includes capturing more of the value uplift gained by developing land along the route and retaining stamp duty revenue on new development". When do you expect this work to be complete? Will accessing the additional funding sources require the agreement of the Government?

Written response from the Deputy Mayor for Transport and the Transport Commissioner

The Mayor made a commitment to progress the development of the Bakerloo Line Extension (BLE) in his manifesto, and this is included in his Transport Strategy published on 21 June 2017. Transport for London (TfL) is working towards submitting a Transport and Works Act Order application for the scheme before the end of 2020 and continues to work to make sure a fair, sustainable and credible funding package is in place before this application is made.

By working with London Borough of Southwark and London Borough of Lewisham, TfL has managed to identify local funding sources that could cover around 12 per cent of the project cost (c£400 million). These will not require Government agreement.

TfL is in discussion with the Government over both fiscal devolution and land value capture options for London. These funding mechanisms could go some way towards closing the funding gap.

South Eastern

Question No: 2017/2609

Fiona Twycross

Have you responded to the Future of South Eastern rail services consultation the Government is running? If so will you publish your response?

Written response from the Deputy Mayor for Transport and the Transport Commissioner

Transport for London (TfL) has written a detailed response to the Government's consultation, which is available on its website at <http://content.tfl.gov.uk/south-eastern-franchise-consultation-2017-tfl-response.pdf>

The Mayor continues to believe that rail passengers in southeast London would be best served by a dedicated TfL-managed concession for suburban rail services. TfL's response yet again makes the case for this arrangement, and asks the Secretary of State to reconsider his decision to U-turn on the commitment made by his predecessor.

Step Free Access at Norwood Junction

Question No: 2017/2610

[Fiona Twycross](#)

What progress has been made by TfL into providing step free access at Norwood Junction station?

Written response from the Deputy Mayor for Transport and the Transport Commissioner

The Department for Transport is responsible for funding step-free access improvements at Network Rail stations. Network Rail, with funding from the London Borough of Croydon, is carrying out a feasibility study into the potential for providing step-free access at Norwood Junction, which it expects to complete in the coming months.

Any step free access improvements at Norwood Junction would need to wait for Network Rail to complete the works it is carrying out to enhance the Brighton Main Line as the track layout at the station may change.

The Mayor has announced a £200m boost to make Tube travel more accessible over the next five years, making life easier for older and disabled people. It will also give a greater choice of travel options for everyone, and directly benefit parents and carers with children and buggies.

This is the biggest investment in the Tube's 153-year old history, and will bring the total number of Underground stations with step-free access to all platforms to more than 100. This represents more than 40 per cent of the network and will significantly increase the proportion from the current level of 26 per cent.

TfL has already brought forward the much needed delivery of step-free access at outer London stations at Harrow-on-the-Hill and Newbury Park. This is in addition to major stations such as Bond Street, Tottenham Court Road and Victoria becoming step-free this year.

Step-free access has also been introduced at major Tube stations such as Tower Hill and Vauxhall, and work to make Bromley-by-Bow step-free is well underway. Work is also progressing at vital interchanges including Bank and Finsbury Park.

The full opening of the Elizabeth line in 2019 will also be a huge moment for the accessibility of London's transport network, with every station being step-free. The line will provide a key new east-west link across the Capital, serving step-free stations at the heart of London, with all platforms and trains accessible and step-free.