

**London Assembly (Plenary) Meeting – 8 March 2018**

**Transcript of Agenda Item 4**

**Question and Answer – The Mayor’s Draft Transport Strategy**

**Jennette Arnold OBE AM (Chair):** Mr Mayor, can you please explain the changes to the draft [Mayor’s] Transport Strategy (MTS) since it was published for consultation and why those changes have been made?

**Sadiq Khan (Mayor of London):** Thank you, Chair.

The new MTS is 20% longer than the draft and there are key changes in the Strategy. In “The Vision” and relevant chapters, we have strengthened the narrative on the opportunities from new technology to ensure that innovations contribute to the MTS outcomes and the public good. We have also, as was asked, clarified Vision Zero so that this applies to the whole transport system.

In the “Healthy Streets and Healthy People” chapter, we have strengthened the narrative and proposals regarding freight, and clarified proposals on improvements to air quality and mitigation against climate change to highlight that they will be taken forward as soon as practicable.

In the “A Good Public Transport Experience” chapter, we have strengthened the narrative on accessibility and strengthened the section on bus services and bus priority, including a revised map showing the plans for buses in outer London. I know this is a big issue for some Assembly Members. We have also strengthened the section on National Rail in London, including station capacity, interchanges, train service capacity and rail freight.

In the “New Homes and Jobs” chapter, we have set out the potential route and benefits of a west London orbital rail line in more detail; added a new section on how extending the tram network to Sutton will support good growth; and revised the section around Southern Rail access to Heathrow, including a basis to consider more options with Network Rail.

In the “Delivering the Vision” chapter, we have included a new section on mode-shift in outer London, referring to proposals from across the Strategy that will contribute.

I will let Val deal with the Sutton tram and the west London orbital, Chair, with your permission.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** The MTS as produced is a snapshot of the plans for the future at any time and of course there has been work in development going on on a lot of potential projects and issues over the year.

In particular, we have been pleased to have a lot of engagement with Sutton Council and we have been looking very hard for the resources we would need to invest in a Sutton tram. I am very pleased that we have been able to upscale and highlight the potential for the extension of a tram into Sutton town centre because it does seem to us now to be a much more realistic project. The work that has gone on has been very constructive. We are in a position whereby we could now be looking at a Transport and Works Act [1992] order application as soon as 2020, which would mean a revised and refreshed consultation before that date sometime. The Sutton tram is looking very much more a viable project. The real value of that project is of course that it

creates new track infrastructure capacity. Many of the projects we have, which are very good ones, are about intensifying the existing track infrastructure and making better use of it, and that is true of much of the Tube. However, this would break new ground, create opportunities for housing, and supporting the economic activities going on in Sutton much more than just intensifying existing services, but we would hope to do that as well.

The west London orbital rail proposal, you will see, was a faint whisper in the first draft, but now this is written up as a viable proposal which has very strong support from all of the councils along the route. I am pleased to say that Network Rail has been expressing support and interest in this. This project would make use of existing underused freight line. About 12 freight trains a day go along the Dudding Hill line. The proposal would not be to lose that freight capacity but to find a way of interlacing passenger capacity around it. That seems to us to be a very viable scheme. It would give a much-needed orbital service around northwest London and, indeed, in some ways would help to improve access for boroughs like Barnet towards Heathrow and provide some fantastic linkages, particularly at Old Oak Common, where you can see both High Speed 2 and Crossrail coming in. The initial work that the West London Alliance did, which has been supported by Transport for London (TfL) and Network Rail, has proven to be very strong and we are now looking forward to further developing this scheme.

We felt that those were two very good projects, with a lot of on-the-ground support, which were viable, and would make a big contribution to doing one of the things we really do need to achieve in this Strategy, which is to support modal shift towards public transport in outer London.

**Jennette Arnold OBE AM (Chair):** Thank you very much. I now take questions in the following order: Assembly Member Copley; Assembly Member Kurten; Conservative Group, Assembly Member Prince; and Assembly Member Berry. Let us go with those four. Thank you.

**Tom Copley AM:** Thank you, Chair. Good morning to you, Mr Mayor, Val, Mike [Mike Brown MVO, Commissioner of Transport for London].

Mr Mayor, I was delighted to see that you have amended proposal 21 and, rather than giving consideration to the development of the next generation of road-user charging systems, you will investigate proposals for the next generation of road-user charging systems. You will know that in January 2017 our Transport Committee report, *London Stalling*, said:

*“Road pricing will clearly take a number of years to devise and implement, so it is important that the Mayor sets TfL to work on this as soon as possible.”*

Have you set TfL to work yet?

**Sadiq Khan (Mayor of London):** Absolutely. To give TfL its due and so that we cannot take all the glory, they were doing some work on this anyway. Can I tell you why it is so important? It is so important because we have to think about making sure we consider car usage in relation to what time of day you are using it, the emissions you are churning out from your car, and the number of miles you are travelling. We have to think about how we can make sure people pay for what they use. This is particularly relevant in the context of the Government not devolving to us the powers we want. It is already talking about removing from London some of the road tax and not giving back what it takes from London.

We are ahead of the curve in relation to other transport authorities around the world. The TfL team is speaking to innovators around the world in this area. If I am frank, our current focus is getting the technology

right on the Ultra Low Emission Zone (ULEZ). It will be the world's first ultra-low emission scheme, but that does not mean we cannot do two things at once. We are doing many other things, looking into the issue of road charging, looking at the issue of drones, looking at the issue of other technology as well. I am reassured by the team in TfL that they are working incredibly hard.

To give you one example of why you should have confidence in TfL's grasp of innovation, the contactless payment card is the envy of the world. We are now giving advice – and we are charging for it – for spreading this contactless technology around the world. I was told when I became Mayor that the unlimited Hopper could not happen. The previous Mayor said it could not happen. Some of us had fun during the hustings about this issue. Lo and behold, in September [2016] after the May [mayoral election], we had the two-for-one Hopper. From January this year [2018], we have had the unlimited Hopper.

You are right that there has to be some political will from the top, but TfL is very keen and enthusiastic about the technology you are talking about.

**Tom Copley AM:** Mike [Mike Brown MVO] and I did have a discussion – a positive discussion – about this at the Transport Committee the other day [1 March 2018] and one thing I did say was that we do not want the national Government to pull the rug out from under TfL's feet and take all the revenue by introducing a national scheme if it chose to do so in the same way as Vehicle Excise Duty (VED). Do you intend to have options in place for implementation by the end of your mayoral term? Is that the sort of timetable we are working on?

**Sadiq Khan (Mayor of London):** Sorry, do you mean --

**Tom Copley AM:** This mayoral term, as in before the next set of elections.

**Sadiq Khan (Mayor of London):** What, road charging in place?

**Tom Copley AM:** Road charging, not an actual implemented system but options for implementation.

**Sadiq Khan (Mayor of London):** I am not sure if the technology is there. I will let Mike answer that.

**Mike Brown MVO (Commissioner of Transport for London):** Yes. As I said to you at the Transport Committee last week, we are working very hard on all the different types of technology. Just to give people some insight into that – with the risk of repeating myself but I know not all Assembly Members were there last week – clearly, the technology now allows you to implement different arrangements by different time of day, by different prevailing traffic conditions or air quality conditions or anything else. The technology is hugely more sophisticated than when we first introduced the Congestion Charge (C-Charge) way back at the beginning of this century when the position of Mayor was first created.

What I would certainly like to be in a position to do is to have those options out and about within the next few years so that then we can consider how they might be best applied going forward. We have to continue to keep our eye on what's out there in the market, but we are at the forefront of this around the world in our thinking and so we will continue to be so.

**Tom Copley AM:** Thank you for that, Mike. Mr Mayor, I was also pleased to see that proposal 23 has been amended in light of the Labour Group's response to the consultation in which we expressed concern about different boroughs implementing their own systems and the implication that might have for pushing traffic into other boroughs. I know that the issues of hard borders are quite topical at the moment, and I was wondering if

you could give us some detail on how you would prevent a hard border between different boroughs in terms of different road-user charging systems, perhaps between Camden and Westminster, say.

**Sadiq Khan (Mayor of London):** Can I reassure Londoners? There are no intentions of hard borders between any boroughs in our great city and we have never had border checks or troubles between residents of different boroughs.

However, what you remind me of, though, Tom - and Mike will know more of this - is, if you remember, when Ken [Livingstone, former Mayor of London] was first elected Mayor. He had a very ambitious plan for a London cycle network. Why? Because you would be on your bike on a cycle lane in borough A and you would get to borough B and the cycle lane would stop. The mind boggled. One of the advantages of the mayoralty and City Hall working closely with the 33 - and I mean 33 - boroughs is that we can have joined-up-ness.

I have to tell you this. The collegiate way the councils of different parties, inner and outer, work together at London Councils we found very encouraging. Hopefully, you will have seen that in relation to the change we made in the budget from the original draft budget to the additional funding. That shows we do listen, not just to Assembly Members when it comes to the Transport Committee report, but to councils as well.

You are right to remind us of the need for joined-up-ness in relation to this area. It is really important.

**Tom Copley AM:** Thank you very much.

**Jennette Arnold OBE AM (Chair):** Assembly Member Kurten?

**David Kurten AM:** Thank you, Chair. Good morning. I am just interested in your policies on taxis and private hire vehicles, if I could ask you --

**Sadiq Khan (Mayor of London):** Of course.

**David Kurten AM:** -- some questions about that. Proposal 77 talks about something we have spoken about before: you wanting to seek powers to limit the overall number of private hire vehicles and also to end cross-border hiring, and so I welcome that.

However, why have you not gone further and said that you would like to get a Bill laid in Parliament and talked about strategies for doing that and creating specific new legislation for those changes, perhaps working with some Members of Parliament (MPs) and getting a Bill laid as part of one of the transport Bills going through Parliament at the moment?

**Sadiq Khan (Mayor of London):** Thank you for your question. We have been talking to the Government about a number of issues. One area where there has been huge progress - and Mike can talk to this - is around Cross-Border [licensing]. To give the Secretary of State [for Transport] credit, he was initially resistant to the idea. We met him again and explained the challenges and he had done his research between the first meeting and the second meeting. There is now a working group of various transport leaders across the country. I am optimistic that, working with the Government, we can make progress there.

The Government is resistant at the moment still to the idea of us having the power to cap, but we carry on lobbying the Government in relation to that area. Being realistic, bearing in mind a huge amount of parliamentary time has been taken up with Brexit and there are very few other Bills, we have already seen the challenges we have to persuade colleagues from all parties to support our move to have permitted

development rights around rapid-charging points. I have to be realistic about how much time to invest in a Bill that will not go anywhere.

I will let Mike explain to you the progress we have made working with the Government and others in relation to Cross-Border hiring.

**Mike Brown MVO (Commissioner of Transport for London):** Yes, thank you, Mayor. It is very important that we refer back to the policy statement that we issued on 15 February [2018] because that sets out our vision for taxi and private hire, as you know, generally and how we operate this in the future. Overarchingly, it is really vital that we continue to emphasise that this is around, first and foremost, passenger safety and ensuring that there is a proper integrated approach to ensuring the safety and security of every single user of a taxi or private hire vehicles or whatever else.

In terms of the progress on private hire, as the Mayor alluded to, since the discussion with the Secretary of State, I have had some follow-up discussions with officials within the Department for Transport (DfT) as to how we might properly address the issue of Cross-Border hiring because there are some cases where it is not just cross-border on the boundaries of London and with the boroughs immediately adjacent to London; it is actually quite far-reaching. It is, therefore, a real imperative that as the regulatory authority we have oversight and control, if you like, over the safety and integrity of the system as to how it operates. Those discussions are following up since that much more positive meeting that the Mayor referred to.

**David Kurten AM:** If I could ask you about something else to do with the taxis and private hires, I cannot seem to find a policy as such about making private hire vehicles pay the C-Charge. That is something that was spoken about. What is your position on that and why is that not included?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Yes, it is something we have talked about in the Assembly. It is flagged and has been flagged up. We are carrying out the research and doing the preparation, looking at potentially bringing forward a proposal for consultation, hopefully this year. You do appreciate that there are a lot of factors to consider and that need to be researched and have a secure evidence base, but it is something that we are considering very actively.

Just to add to the points that Mike made, there has been a DfT working group on Cross-Border hiring and other issues associated with private hire, which TfL has been taking a very active part in with other boroughs and licensing authorities around the country. They will be bringing out a report soon.

The other thing to say is that we did engage with Dan Zeichner MP [Shadow Minister for Transport], who had a Private Member's Bill on the topic, but, sadly, that has been talked down and we are not expecting it to make any progress this year. These are all issues and active work is underway.

**David Kurten AM:** Thank you. Just one other issue that is of interest to me and that is the Elizabeth line extension, which concerns proposals 86 and 87 on page 229. I know you have Crossrail 2 as a future scheme and you also have the Bakerloo line extension and you have talked about the Dudding Hill line. There are many things you want to do, but this seems to be something that has come up just recently, to my attention, anyway. When are you likely to get around to this? The Elizabeth line from --

**Sadiq Khan (Mayor of London):** So it is a good question. It is just worth reminding colleagues that in 2010 a decision was taken to reduce the scope and cost of Crossrail 1, which was the compromise because one of the options the Government was considering was cancelling the project. The extension was supposed to be part of the original. Now it is considered an extension. Obviously, we would be keen to work with the councils

in southeast of the country and the Government to get the extension going. Clearly, when you build these things at the same time, it is cheaper. One of the points we are making to the Government in relation to Crossrail 2 is that of course you can reduce the scope and have phasing to make it cheaper, but then we will be having a conversation in 15 years' time about an extension of Crossrail 2.

**David Kurten AM:** I understand that in the original Bill that was in 2004 the business case was made that Crossrail should end in Abbey Wood, and now you are trying to work with local councils, like Bexley, perhaps on the basis of building huge numbers of new homes to go with the Elizabeth line extension, trying to make a new business case to extend it. There is not a business case at the moment to extend it, is there, from Abbey Wood to Ebbsfleet?

My question, really - and residents are very concerned about this is - what is going to happen to their houses? This is in a long pipeline of projects that you have going. You are not likely to get around to this for a very long time, are you?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Can I just say that Transport for the South East, which is a political alliance of councils around London - including Kent, which would be the council which will see a lot of benefit from this project - is taking the lead in lobbying for this project at the moment? They have a meeting planned in a few weeks, which TfL and City Hall are invited to attend.

It is very much seen as a southeastern-and-London project rather than just a London project. There is work looking at it. It has been looked at from a regeneration point of view by City Hall and it has some very strong dimensions in it in terms of not just promoting jobs and homes in the southeast but being beneficial to the boroughs in London.

It is at very early stages, as you say, David, and at the moment we do not have a full business case for it.

**David Kurten AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** The next question from Assembly Member Prince.

**Keith Prince AM:** Thank you. Good morning, Mr Mayor. Can I just ask for some clarity before we start? A little earlier you referred to the Government's withdrawal of TfL funding and you blamed your predecessor Boris [Johnson MP, former Mayor of London] for accepting the Government's proposals to withdraw the funding. Can you, just for the benefit of others, explain how the Mayor has the power to either accept or not accept the Government's decision to withdraw funding?

**Sadiq Khan (Mayor of London):** Firstly, can I thank you personally for your chairmanship of the Transport Committee and, through you, the Committee for the hard work you have done over the last period? It really has led to a better MTS.

In relation to the funding that we receive from the Government, the table I have in front of me goes back to 2012. There been two Comprehensive Spending Reviews (CSRs) that are relevant to the funding we receive: the 2013 spending review, where the previous Mayor worked closely with the editor of the *Evening Standard*, the previous Chancellor [George Osborne]; and the 2015 spending review, where the same dynamic duo worked closely together.

If you look, for example, at 2012, we received just under £2 billion pounds of Government operating grant. We now receive, in 2018/19, zero. You could argue, as the Government does, "Hold on a sec. You have more

devolved business rates". Our business rates in 2018/19 are £929 million and so we are short by at least that amount from the Government.

The point I make simply is that I did not hear the previous Mayor - or indeed you - shouting from the rooftops and complaining about this deal. It was a deal accepted with smiles on the faces of both the previous Chancellor and the previous Mayor.

**Keith Prince AM:** I was not in the Assembly at that time, but thank you for implying that I would have any kind of influence with those two.

**Sadiq Khan (Mayor of London):** It was in relation to 2015. Were you not in the Assembly in 2015?

**Keith Prince AM:** I just do not understand how you can infer that Boris had a choice. How do you think he had a choice on whether or not to accept the proposals of the Government? How did he have a choice?

**Sadiq Khan (Mayor of London):** You will be aware of the agreement reached between the previous Mayor and the Government in relation to the devolution of the commuter lines. The *quid pro quo* for this, I am told, was the devolution of those lines. The Government reneged on the agreement to devolve southern, southeastern and southwestern. You will be aware of this massive cut in our budget.

The point I would make simply is, if you as a Mayor are unhappy about what the Government is doing, you should say something about it. I am disappointed that the previous Mayor and some Members of this Assembly did not make the noises they should make championing and being advocates for London. I am not going to make the same mistake as the previous Mayor.

**Keith Prince AM:** All right. What you are saying is that he silently accepted it, whereas of course you, as we know, are continually criticising the Government for withdrawing funding. However, of course, as you will also know, the Mayor was very successful in not having any funding reductions in the police and crime area, whereas of course you are now suffering because you have not had any success on that, but we will move on --

**Sadiq Khan (Mayor of London):** Chair, hold on a second. Chair, the question I was asked was about my views on the policing settlement. The previous Mayor was the guy who was the Mayor when our budget was reduced by £700 million, knowing it was going to be reduced by a further £300 million. Rather than planning for that, he was making council tax cuts, not putting money aside. The idea that the previous Mayor was prudent, was sensible and was batting in London's interests rather than his own personal interests is ridiculous.

**Keith Prince AM:** Let us talk about what is ridiculous in cutting things, shall we? When you made, first, your pledge that Londoners would not pay a penny more for their travel in 2020 than they did when you made that promise, you knew that the Government was proposing to reduce the amount of money to TfL. You were aware of the reduction in the Government grant and yet you still chose to make what turned out to be a partial fares freeze, which has cost Londoners at least £640 million. Are you saying that you were aware or were not aware of those Government proposals to reduce funding when you added to the burden on TfL by making your mayoral promise?

**Sadiq Khan (Mayor of London):** I was well aware of the Government cutting London's transport budget by £700 million a year. I was well aware of public transport fares in London being the most expensive in Europe. I was well aware of the previous Mayor increasing transport fares in London by more than 42%. I was well aware of his plans to increase them by a further 13%.

I am now aware, as a consequence of my TfL fares freeze, of the reduction in passenger numbers that has been seen across the country, particularly across the commuter trains outside of London into London, which has not been seen in the public transport network in London. I am also well aware now that what the previous Mayor said about us not having the technology to have the Hopper fare and the unlimited Hopper fare was nonsense.

I am really pleased and proud that most households in London, including those in your constituency, will save roughly speaking £200 during my first term as a consequence of my TfL fares freeze. The amount of revenue lost by passenger reductions has not been as great as it could have been but for my TfL fares freeze.

**Keith Prince AM:** You of course also, therefore, accept that you are well aware that there is now a projected black hole in TfL's budget.

**Sadiq Khan (Mayor of London):** The question is: am I well aware, Chair?

**Jennette Arnold OBE AM (Chair):** No, that was not a question. That was --

**Sadiq Khan (Mayor of London):** Was it not? It was a speech, was it?

**Keith Prince AM:** No, that was just a summation of what you said.

**Jennette Arnold OBE AM (Chair):** No, that was just a Member comment.

**Sadiq Khan (Mayor of London):** OK.

**Keith Prince AM:** Do you stand by your manifesto promise, Mr Mayor, that in order to make up for that shortfall in revenue, which you were well aware was going to happen because of the Government's actions and your own -- are you sticking by your promise, Mr Mayor, to make TfL more efficient and profitable by not cutting spending to give more capacity or cutting spending on services?

**Sadiq Khan (Mayor of London):** If you do not believe what this Mayor says, why not listen to what the Commissioner says about that?

**Mike Brown MVO (Commissioner of Transport for London):** As I have always said, Chair, through you, we must be judged on our results. Last year, we reduced our operating costs under the Mayor's leadership by £153 million. That is the first time ever, month by month, we have reduced our operation spend across TfL since TfL was formed in 2000. This year we will reduce our like-for-like costs again. In fact, we are expecting at the end of this month, which is the end of the financial year, to overdeliver on our planned savings by some £200 million, which has more than offset the impacts of external factors that have meant there has been some softening of income, largely as a result of some of the terrible events we saw last summer. However, as the Mayor said, there is increasing evidence that that slight softening of demand has been cushioned from a London perspective quite differently from those train operating companies serving London. The budget for 2018/19 details how we will continue on the trajectory of savings to achieve an operating surplus for the first time by 2021/22.

I have to say, Chair, if I may, through you, that I do not recognise the term 'black hole' in finance as we are statutorily obliged to produce a budget and a Business Plan that balances in terms of its spend and income levels. I am very pleased to say that the team has produced that and we are on a trajectory to get to an operating surplus for the first time by 2021/22.



**Keith Prince AM:** Just on that, if I may, Commissioner, that budget figure increase is supported greatly by a 30% increase in revenues that you are projecting, in spite of the fact that at the moment the trend appears to be a reduction in passenger numbers.

**Mike Brown MVO (Commissioner of Transport for London):** Chair, it is important, if I may, just to emphasise the scale of investment we are carrying out in London's transport network and, therefore, the increased capacity that you get and, therefore, self-evidently, the increase in revenue you get.

You will notice in our numbers that next year there is a slight increase in real terms in spend. That is because, when you bring in a new railway the size of the Elizabeth line, you have the upfront spend that predates by some small time period the revenue effect that you get there. If you think that on 45% of our network - that is the District, Circle, Metropolitan, Hammersmith and City lines - we are increasing capacity by over 30%, that is significant. If you think about the plans we have to spend £1.5 billion on the next phase of Tube modernisations on the Piccadilly line, where we will see a procurement decision by May [2018], and then leading on into signalling systems and the Central line and Bakerloo line following, the Piccadilly line alone will see a 66% increase in capacity there with all the revenue opportunities that that creates; the Northern line extension, some £595 million being spent; money on major stations to allow more people to go through those stations, sometimes capacity constrained at the moment, some £310 million. Actually, there is a huge combination, and that is before you even get to the really important work on step-free, where, under the Mayor's leadership, we have increased the accessibility spend to now stand at £216 million over the planned years.

All of this contributes in very real terms to new additional demand and revenues coming into our situation. If you look at our spend, it has to be looked at in the context of all the revenue that that then generates.

**Keith Prince AM:** Thank you for that. I am very grateful for that answer, but the question was actually about the Mayor's promise not to cut spending on better services and more capacity. That was the question, which the Mayor has not answered.

**Sadiq Khan (Mayor of London):** Sorry, Chair. The Commissioner has just explained the increased capacity and so I am not really sure what the criticism is.

**Keith Prince AM:** No, I am not making -- I am asking --

**Sadiq Khan (Mayor of London):** You said that was the question.

**Keith Prince AM:** Will you stand by your election promise of making TfL more efficient and more profitable and that will not be as a result of cuts to spending on better services and more capacity?

**Sadiq Khan (Mayor of London):** The phrase I used, Chair, was 'good but flabby', not about the previous Mayor but about TfL. What the Commissioner has shown is how we are becoming more efficient at reducing operating costs and having more passengers using the Underground services, the buses, London Overground and the tram. I am really proud of what we have achieved over the last two years and I am really excited about the plans going forward.

**Jennette Arnold OBE AM (Chair):** Thank you very much.

**Keith Prince AM:** I will leave it there.

**Jennette Arnold OBE AM (Chair):** Any more questions, Assembly Member Prince?

**Keith Prince AM:** No, I will leave it there.

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

**Sian Berry AM:** Thanks very much, Chair. Good morning. It is nice to be talking about transport here today. I am a bit overexcited about the fact that I am talking about transport and so apologies if I go on a bit.

One of the things that is in here that disappoints me a bit is the lack of a vision for a much more car-free central London. In June 2016 my colleague, Caroline Russell [AM], asked for a traffic reduction target and a clear plan to meet it. There is an overall London-wide traffic reduction target up to 2041, but central London is already way ahead of this. The mode share in central London is 95% non-driving and your target is for 80%.

Can I ask you? Will central London be allowed to slip back? Can we set separate targets for central London for traffic reduction that get us closer to 100%? Can we see more plans than the transformation of Oxford Street and the transformation of Parliament Square in terms of specific traffic-free streets? Other mayors are doing this and we really would like to see more targets towards this and more ambition in the plans.

**Sadiq Khan (Mayor of London):** Sure. Thank you for your question, Sian, and thank you for the chivvy that you do in relation to this area.

We have to be ambitious. The MTS is the most ambitious it has ever been, but it is realistic. The previous MTS, you will be aware, had a target for 63% or 64% of people walking, cycling and using public transport by 2031. You are right that we are doing incredibly well. We are doing incredibly well because most of the 33 boroughs get it. TfL cannot do it by itself. We have to have separate aspirations for different parts of London.

You talked about Oxford Street, and we can get a bit blasé assuming that it is mission accomplished. This was talked about in the 1970s and it is still not over the line yet. Parliament Square is a long way, further away.

One of the things we set out in our document is the ambition to have town centres that are low-emission zones by 2020. That means working with town centres across all 32 or 33 boroughs across London, increasing the attractiveness of people walking and cycling. If you look at Will Norman's [Mayor's Walking and Cycling Commissioner] plan in relation to cycling, he is obsessed not just with the importance of segregated cycle lanes in central London but also about Quietways, about the 25 different routes in outer London as well as inner London. What you will see in the Business Plan we publish later on this year is more details about outer and inner London.

Also, what you are going to see is staging posts between now and 2041 because this is a Strategy for 25 years, but it is not an unreasonable question for you to ask: what is the route map and what are the staging posts along the way? When we publish the Business Plan later on this year, you will see staging posts and so you can hold us to account.

**Sian Berry AM:** Great. In the Business Plan, we are going to see separate targets for different parts of London and also interim targets on the way up to 2041?

**Sadiq Khan (Mayor of London):** I will let Val [Valerie Shawcross CBE] come in in a second. What you will see in the business plan is in particular in relation --

**Sian Berry AM:** I would like to move on to another topic, if that is all right, but that is useful what you have just said. It was really helpful.

**Sadiq Khan (Mayor of London):** All right. You have answered your own question, but if that is what you want to do, fine.

**Sian Berry AM:** Yes, I am just confirming what you just said.

**Sadiq Khan (Mayor of London):** It is not what I said but what you said.

**Sian Berry AM:** I also want to ask about road pricing with the rest of my time and I do not have very much. You could have got on with this much sooner. Experts agreed when we were running for Mayor that there was a need for this mayoralty to get on with developing plans for something smarter, something fairer, something more extensive than the C-Charge Zone on its own. The Hopper and the fares freeze came in in isolation, and they do leave you open to accusations of, if you bring it in now, using drivers to fill a gap. That is not fair, but it could have been a planned integrated transition if you had got going when you were first elected.

We are here now and so I want to know what in your remaining time as Mayor you are going to do to make sure that a fair scheme of traffic demand management is established both practically and politically – the practical case is made – as the right thing for London?

**Sadiq Khan (Mayor of London):** Can I just check? Your question lasted for one minute and 12 seconds. How long do I have to answer it?

**Sian Berry AM:** Two minutes and 42 seconds, Mr Mayor.

**Sadiq Khan (Mayor of London):** Is that what I have? Let me answer that question in the time that I have. I will bring Val in as well.

Your criticism is without foundation. TfL has been working on technology from before I became Mayor. They are world leaders when it comes to innovation and technology, not just with the C-Charge in the early noughties but with contactless payment and the other work they are doing. Look at data. The work they are doing on data is the envy of the world, and sharing the data in relation to using the innovation of entrepreneurs, innovators, investors and people who are tech-savvy.

I will let Val come in to rebut the criticism implied in your question.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Yes. I just want to say that one of the most important things that we have to do with the next generation of technology is make sure that it is future proofed because part of the whole concept of the plan is that we are taking London through changes and a transformation. The very urgent need was to tackle the air quality issue, but, whatever technology goes in for the future, it will potentially need to change some of its objectives and purpose, particularly as technology changes.

There has been work going on on that for some time now and that is continuing. Have no concern about that. It definitely is going on and we can start to surface it at some point.

I just wanted to make a point about local traffic reduction targets because the Strategy sits across the whole of London. What happens now is that for the 95% of roads that the boroughs run, the boroughs have to bring

forward their Local Implementation Plans (LIPs) and their local transport strategies, which have to sit inside this, and we have just agreed a set of LIP guidance with the boroughs. Councillor Julian Bell [Leader, Ealing Council, and Chair, Transport and Environment Committee, London Councils] and I have both put our names to that guidance. At the heart of that is boroughs having proposals to bring forward traffic reduction strategies and deliver the Healthy Streets transformation that is in this Strategy. The two things are very much linked.

**Sian Berry AM:** I just want to say one final thing on the road pricing issue, if that is OK.

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

**Sian Berry AM:** To be fair, we should have been pushing on this much sooner. When we were running for Mayor, we were given guidance confidentially by TfL about where we could get to in the next term and we could have got to the point of a Mayoral Decision by the end of this year if we had have got going as soon as we took over. I am worried you are going to leave this up to your successor and that it will continue to be a political football as the Conservatives are trying to make it.

**Jennette Arnold OBE AM (Chair):** OK. That is it. You have come to the end of your time, Assembly Member Berry. Assembly Member Pidgeon, thank you.

**Caroline Pidgeon MBE AM:** Thank you very much. First of all, I just thought that on International Women's Day we should pay credit to Deputy Mayor Val Shawcross for her work on this Strategy and at TfL. I have only three minutes and so I am going to be very brief.

On your Strategy, lots of it I welcome, but there are a few areas that I have concerns about. I really welcome that you want to get 80% of all trips by foot, walking or public transport, but we are currently seeing cuts to the frequency of buses across London, including the RV1, which I will be presenting a petition on later. It also features as a photo in your Strategy.

You say bus services are going to be redistributed from inner to outer London. Can you give me some actual examples where you have improved and expanded the bus services in outer London, please?

**Sadiq Khan (Mayor of London):** Yes. First of all, your question has a sweeping generalisation which is wrong, which is that bus services are being cut.

**Caroline Pidgeon MBE AM:** Some frequencies are.

**Sadiq Khan (Mayor of London):** No, I will let Mike give you the detail to rebut that generalisation. That is wrong.

**Mike Brown MVO (Commissioner of Transport for London):** Yes. Actually, there are 66 bus routes in London where we have been increasing frequency or increasing the times of day when we run the peak-type services or are adjusting services. That covers a whole wide range of services across the city. Of course, it is true that there are some parts of the city where, because we now have the most reliable journey times on the bus network we have ever had in terms of a reliability measure, that does give us the opportunity as bus-on-bus congestion is reduced to remove some actual buses on certain routes.

For example, as you know because I raised the example at the Transport Committee last week, on Kingsway we have something like 100 buses per hour running up and down that line of route. Clearly, on routes such as that, there is a real issue with buses impeding other buses. As we ease the traffic flow with the 120 bus

priority schemes, for example, that we have been delivering across the city, we give the opportunity for services to be adjusted.

You used the example of the RV1, where of course there are alternative routes both from Tower Gateway to City Hall and from City Hall to Waterloo. The bus Hopper allows the interchange between bus routes that would not have been possible before. It is quite appropriate, therefore, that we have a look on a route-by-route, case-by-case basis about those routes.

Also, it is the case that when you get to outer London and new developments in areas such as Thamesmead in advance of rail links being established – and the same is true of the Wembley, Acton and Old Oak Common areas – then you can enhance the connectivity locally in parts of outer London before you get the rail links that were referred to earlier on.

**Caroline Pidgeon MBE AM:** Those are the plans for developments, but have there been any increases in outer London --

**Mike Brown MVO (Commissioner of Transport for London):** Yes, there are --

**Caroline Pidgeon MBE AM:** -- currently that are noticeable? Perhaps you could provide me with a list of those so that I can share that information.

**Mike Brown MVO (Commissioner of Transport for London):** I have the list and I would be very happy to do so yes.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** They are on the TfL website.

**Caroline Pidgeon MBE AM:** There are numerous petitions today being presented about some cuts, but what I wanted to know about is – and I have asked you this before – whether you will start to look at how you can consult Londoners about changes to bus timetables, particularly if more are coming up. Can I also add to that: will you look at how you market buses? This is something I raised with the Commissioner last week, looking at how, for example, you could market things to tourists. These are good routes for tourists. The RV1 is good example --

**Valerie Shawcross CBE (Deputy Mayor for Transport):** That is a good idea.

**Caroline Pidgeon MBE AM:** -- or the number 11, “Here are places you could stop to look at tourist things”, and maybe have an app that TfL could work with others on to generate some more income and passengers.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** That is a lovely idea, yes.

**Sadiq Khan (Mayor of London):** That is a great idea.

**Mike Brown MVO (Commissioner of Transport for London):** I responded to that last week --

**Sadiq Khan (Mayor of London):** I am going to claim it, though, if it is a successful.

**Caroline Pidgeon MBE AM:** We can jointly claim it. That is great.

**Mike Brown MVO (Commissioner of Transport for London):** I already have, Mayor, actually, but, just to reassure you, even since we talked last week, I have asked the team to just explore that because it was a fantastic suggestion, yes.

**Caroline Pidgeon MBE AM:** Lovely. Thank you very much.

**Jennette Arnold OBE AM (Chair):** Thank you, Assembly Member Pidgeon. Assembly Member Twycross?

**Fiona Twycross AM:** Thank you, Chair. Mr Mayor, we previously asked you to outline whether TfL roads will match the '20 is plenty' speed limit some boroughs have already adopted across London. We are grateful for your commitments in proposal 9 to consider 20 miles an hour as part of all new schemes on the TfL Road Network and that TfL will look to implement 20-mile-an-hour speed limits on its streets in central London as a priority, with implementation being widened across inner and outer London as soon as practicably possible. Does this mean every single TfL road will become 20 miles an hour?

**Sadiq Khan (Mayor of London):** Thanks for your question, Fiona. This is really important. I have been a key advocate for '20 is plenty' from when I was an MP and as a local resident and as a counsellor as well.

It is just worth reminding ourselves of the number that Val said: 95% of the roads in our city are controlled by the boroughs and we control 5% but, roughly speaking, 35% of the usage, almost 40%, is on our roads. That is really important.

There are some roads where it is not appropriate. For example, if you think about the dual carriageways - the A13 is a good example, and the A3, which I know - those roads you will not see being reduced to 20 or even 30 because safely you can go at much faster speeds. However, you are right. On the TfL Road Network in particular, parts of inner London, there is no reason at all why they should not be 20.

We are working towards more of our roads being 20 and we are also talking to the boroughs because what we would not want to see is one of our roads at 20 but the road next door, because it is borough-run, at 30. The good news is that most drivers will change their behaviour and drive at 20 anyway. By a process of us doing it first, it will change behaviour. Basically, nearly all of our roads in central London and inner London will probably be 20 miles per hour in the near future.

**Fiona Twycross AM:** Thank you. We know that a number of TfL roads in central London are currently participating in the trial of 20-mile-an-hour speed limits. When will the results of these trials be published and will you be conducting similar trials in outer London, notwithstanding the point you made about the dual carriageway roads?

**Sadiq Khan (Mayor of London):** I will let Mike come in, but in relation to TfL roads that are suitable, I am not sure there is a need for a trial. For me, the evidence is there. I will let Mike deal with the detail about some of the other roads.

**Mike Brown MVO (Commissioner of Transport for London):** You are quite right. We are monitoring the impact at the moment. The early signs are very positive. We will get the full report published as soon as we can, but the Mayor is absolutely right. There is incontrovertible evidence around the benefits of 20 miles an hour just in terms of the instances of people being killed or seriously injured and the comparison, as you well know. We are absolutely determined to pursue this.

**Sadiq Khan (Mayor of London):** Can I just say one more thing, though? Let us not put all our eggs in that basket. We also have to think about design. One of the things I have been impressed about by TfL in the recent past is the work it is doing about design. Will Norman [Mayor's Walking and Cycling Commissioner] and Val [Valerie Shawcross CBE] are doing lots of work on our road junctions and how we can design our roads and design our city so that it is more pedestrian-friendly and cycle-friendly. You have heard about the 120 bus priority routes, but we are doing lots of work around designing our city so that it becomes safer. The Vision Zero plan will be published later on this year.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Very soon, yes.

**Fiona Twycross AM:** Thank you.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** If I may, on the Vision Zero Strategy for the roads, which the TfL Board has also been working on recently, we hope to get that out before the summer. Speed reduction as a component of danger reduction will be a very crucial part of the Vision Zero Strategy and the trials you talked about will be feeding into that. You will see a plan for 20-mile-an-hour rollout. We ought to be able to get that as part of the Vision Zero Strategy that will be published.

It is interesting. If you look at the 20-miles-an-hour map of London as it is now, there is already quite a considerable area of London which is 20-miles-an-hour. The boroughs are definitely voting actively to transform residential areas of London into 20-miles-an-hour and we need to see more of outer London and certainly more of the most dangerous roads, which is often where the red routes conflict with people. Those high roads that are also red routes we need to tame if we are going to ever hit the target.

**Fiona Twycross AM:** That is really welcome. Thank you very much.

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

**Leonie Cooper AM:** Thank you very much, Chair. It is delightful to be talking about the emphasis that this MTS has on Living Streets and Healthy Streets. I would like to play a bit of a tribute to the work here of Living Streets, who have done a lot of the work in encouraging boroughs – certainly persuading Wandsworth – to move to having 20 miles an hour.

I wanted to ask you specifically about proposal 24, which relates to the area that the Mayor has really prioritised in the MTS about the ULEZ and the Low Emission Zone because cleaning up London's filthy air is such an important area for us. The [London Assembly's] Environment Committee and also the Labour Group were very keen to see the Central Zone brought forward in implementation and that is something that is coming forward to April 2019. We really welcome that. Then the London-wide emission zone for heavy vehicles is in from 2020.

There are two aspects to that. Why are we not extending that out to all non-compliant vehicles, not just heavy vehicles but cars vans and motorbikes that are non-compliant? Is there any chance that that could come in in 2019 instead of 2020?

**Sadiq Khan (Mayor of London):** Do you mean for the entire London zone?

**Leonie Cooper AM:** Yes, for the low emission zone.

**Sadiq Khan (Mayor of London):** We have done some quite detailed consultation on these plans. You will appreciate that if we do not get the consultation right, not only do people feel excluded, but it leaves us open to challenge. Also, it is important to get on board good ideas people may have.

The good news is that the consultation in relation to the central London area, the C-Charge area, went very well. There is lots of support for the ULEZ being brought in in 2019 in that area. By 2020 - you are right - for lorries, coaches and buses, it will be all of London, and we are consulting now on 2021 up to the North and South Circulars for all vehicles. Let us wait and see until we have analysed that data.

I would say this, though, because it was a question asked at a previous Mayor's Question Time as well. I looked at the data and, as a consequence of the plans we currently have, 96% of the road network in outer London would comply with legal limits by 2021 as a result of the plans that we have. The obvious question is, if you did a cost-benefit analysis, what is the benefit in relation to everything, bearing in mind we are talking about 4%? Can we use targeted initiatives to get the additional 4%?

The other point I would make is this, Leonie. I am now seeing from the Toxicity Charge (T-Charge) the benefits across London of the T-Charge. What do I mean? Fewer of the most polluting vehicles coming into central London, which must mean fewer driving in outer London as well because it is not the case that you park your car and then jump on the Tube there. Similarly, we get more of the cleanest vehicles in the C-Charge area, Euro 6 stuff, and more of the cleaner vehicles up to the North and South Circulars, the impact would be all of London benefiting from that.

I have to be cautious, though, about this. You, rightly, are impatient for change overnight. I have to consider businesses in relation to changing their fleets overnight, but also the police, the fire service, the London Ambulance Service. What I would not want is inadvertently them having to pay huge costs to change their fleet overnight or in a very short space of time or them using taxpayers' money - or for those private companies and small businesses their profits - to pay fines. I am trying to get the balance right between the two.

**Leonie Cooper AM:** As you will appreciate because I mentioned Living Streets, a lot of people contact me: Mums for Lungs, Dads Against Diesel. There is a plethora of groups that are very hungry for change to be as early as possible. It is really important that we can release as much modelling that shows why the boundaries have been chosen and why the balance is being set where it is.

It may also be because I represent a constituency in south London and there is a bit of an asymmetry between where the North Circular runs, which is through outer London boroughs, and where the South Circular runs, which is through inner London boroughs. People say, "What about Tooting Broadway, just as one example? What are we going to do to clean that up?"

**Sadiq Khan (Mayor of London):** Can I say this? Firstly, thank you to Living Streets and all the campaigners who lobby us. It is a healthy democracy that they do so. We are not just relying upon the T-Charge and the ULEZ. In the plan that we have, in the 12 most polluted parts of London with the worst buses, we now have low-emission bus zones. That is one of the benefits in --

**Leonie Cooper AM:** Putney.

**Sadiq Khan (Mayor of London):** -- your patch. Look at, for example, what we are doing in relation to more people walking and cycling. Look at the audits taking place outside schools. The areas that schools are in



have illegal air. Look at the monies we have announced in the Environment Strategy to green up those parts of London which have the worst quality air.

Look at the new air quality monitors that will go out very shortly that we have procured as a consequence of monies that we secured all across London. Rather than fiddling with the monitors, as some allege some previous Mayors did, we want more monitors. Look at the air quality alerts we have on the bus stops and at the Tube stations so that people know where the air is bad. Look at the advice we are giving to those who are burning the wrong sort of material in their fires to make sure we do not have that as a cause for the bad air.

There are a lot of things that we are doing in relation to improving the quality of air, including the world's first ULEZ.

**Leonie Cooper AM:** Thank you very much, Mr Mayor, and the launch of the T-Charge since October [2017] has been a huge success. I look forward to this building on that work. Thank you, Chair.

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

**Navin Shah AM:** Thank you, Chair. Mr Mayor, my question is on proposal 34, which is about electric vehicle charging infrastructure. We are concerned that people will not buy electric vehicles until the charging infrastructure is in place locally. We feel that there is a need for a clear message from you with regards to proposal 34 that boroughs will be expected to put this infrastructure in place first to help drive the switch to electric vehicles.

You said that you are committed to working with boroughs to provide on-street residential charging. How do you plan to convince reluctant boroughs that they need to introduce such infrastructure in the near future?

**Sadiq Khan (Mayor of London):** This is such an important question because, unless consumers have confidence about the ability to charge their vehicles, they are not going to buy them and that is why it is really important to give them the confidence.

Let me give you the good news. The number of Londoners with electric vehicles is going up. The number of charging points is going up. What we have done is we have given local authorities the funding, £4.5 million, to install the electric vehicle charging infrastructure. A number of boroughs are already installing them. There have been 1,500 standard charging points installed in the recent past. You have seen the charging points on lampposts. That is really encouraging and exciting. Val [Valerie Shawcross CBE] has been speaking to Julian Bell, who is the lead for London Councils, and could talk about some of the progress made there, as indeed Mike [Brown MVO] can.

I want Mike to tell you about some of the rapid-charging points progress we have made. If you remember, when I first became Mayor, there were zero rapid-charging points that were TfL's. There were a handful of other rapid-charging points. Why are these important? It takes half an hour to charge your vehicle with a rapid-charging point rather than the numbers of hours it takes with a normal charging point. On the numbers for rapid-charging points, we are now at more than 100?

**Mike Brown MVO (Commissioner of Transport for London):** We have 83 TfL ones, 49 exclusively dedicated to taxis, and most of those are so far on TfL land.

That echoes the point the Mayor is making around how we need to continue to work with boroughs to ensure that that is opened up there. As the Mayor implies, as well as Val, I had a very constructive discussion with the

[London Councils] Transport and Environment Committee and Julian Bell in particular on that Committee just two weeks ago to ensure that we continue the momentum to get these rapid-charging points in place.

Actually, it has gone up slightly there in terms of overall charging points, which are at about 2,000 across the city. We have to continue to make this investment to give people confidence.

Of course, it is also true that new vehicles, as they are being manufactured and as technology improves here, the run times for vehicles both in terms of distance and in terms of time that they remain fully charged up is increasing all the time. We have to also look at that in that context as well as technology continues to emerge.

However, I do not want that to in any way sound complacent. We have to continue with this effort. This is a hugely important point for us to ensure that we have credible plans here.

**Navin Shah AM:** Thank you for that. I would like to press upon the point that there may be some reluctance in boroughs – I do not know whether you have come across that – for whatever practical reasons, but if that is the case, how do you seek to overcome that so that we have strategically located charging points to make electric vehicles --

**Sadiq Khan (Mayor of London):** Let me give you some examples of some of the challenges we have. Some local authorities are worried about losing parking spaces if they are given to charging. There are innovative ways of making sure that that does not happen, but the reality is that some parking spaces may be lost. However, the benefits are humongous if we get it right. Not everyone has a drive they can plug their car into. If you live in a flat, it is a real issue.

That is why we have a role to play in the strategic oversight of London because there is no point if, for example, some boroughs – I am just making this up – in the west of London said no and there were charging points here because what would happen to the residents there? We need a panoramic view of London to make sure that we have most of London covered.

We have made huge progress with rapid-charging points. If you include the non-TfL ones, we have more than 100. If you did a graph of the increase in rapid-charging points, the graph is steeper than for any other city in the world. No one has made the progress we have made in the last 18 months, the last 12 months in particular, and we want to keep on doing that progress. You are right. It means talking to councils and persuading them that it is the right thing to do.

The councils' concern in relation to the rapid-charging points was that they can look ugly, to be frank, and it is a conversation we have to have. We have to speak to the manufacturers to make them less ugly and take up less space. These are conversations that we have to have because what we do not want is, if you like, 2G or 3G technology at a time when we need 5G technology, which is what the rapid-charging points bring.

**Navin Shah AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Devenish.

**Tony Devenish AM:** Good morning, Mr Mayor. At the budget Plenary [25 January 2018], Mr Bellamy [David Bellamy, Mayor's Chief of Staff] promised to write to me on the point that we were discussing earlier with Assembly Member Prince that your budget is predicated on the 30% passenger projections. Could you chase that letter up? Nothing has been received, please.

**Sadiq Khan (Mayor of London):** Sure.

**Tony Devenish AM:** Thank you. Can I move on to Mr Brown? Did you read the *Financial Times* (FT) and the Tony Travers [Director of the Institute of Public Affairs, London School of Economics] articles about your budget black hole? Are you really saying it is credible that you will have a 30% passenger increase? I appreciate you have some capital projects and major ones going on, but 30% is a huge hole to fill.

**Mike Brown MVO (Commissioner of Transport for London):** I have always said that we should be judged on the evidence of our delivery, which is why I made the point. I will not repeat the answer to Assembly Member Prince's question earlier on, but it is important that you look at the evidence of what we have delivered, which is that since the Mayor was elected, every single financial period we have reduced operating spend on TfL overall. We have also, in that time, continued with the investment programme to ensure that we deliver that increased capacity to allow these new journeys to take place.

Let me just give you a little bit of context. In 2000, as one example of one of our operations, London Underground carried 2.5 million people on the busiest day that year. Now we carry 5 million people nearly every day on the London Underground network with exactly the same estate. What we have done, what we have changed, is we have followed through with investment in lines such as the Jubilee line, the Northern line and the Victoria line. We have modern signalling systems with, for example, 36 trains an hour on the Victoria line, and on the Northern line as recently as a couple of months ago an increase in the evening frequency of service allowing some 250,000 new journeys by extending that window of full operation in the evening peak. Where we add capacity in, we are getting new passengers in. The evidence of the past is absolutely clear. That is why I am confident that with the investment programme I outlined earlier on and the spend in that investment programme - including of course, very importantly, the delivery of the Elizabeth line - that we will get those numbers achieved.

**Sadiq Khan (Mayor of London):** Tony, could I just have 30 seconds to reassure you, hopefully?

**Tony Devenish AM:** Please do not. I want to move on to another question. I am short of time.

**Sadiq Khan (Mayor of London):** Sure.

**Tony Devenish AM:** Thank you. In your document - moving on to Mr Khan, please - there is no mention in the whole 300 pages of driverless trains. We have discussed this before and you talked about safety concerns. Do you want to reflect on what you have said? Are you really saying it would be unsafe on the Victoria, Northern, Central and Jubilee lines, please Mr Mayor?

**Sadiq Khan (Mayor of London):** Why not let the expert answer, the Commissioner?

**Tony Devenish AM:** I would rather you answer because you made the point on safety last time.

**Sadiq Khan (Mayor of London):** I am reassured by the expert advice I received from the Commissioner. I am just surprised you do not want to hear it from the expert.

**Mike Brown MVO (Commissioner of Transport):** I would just say that often we are accused of describing our network as unique. In this context, it is unique. The London Underground network has single-bore, deep-level Tube tunnels unique among the metros of the world. Other metros of the world have tracks that run alongside each other where there is easy access to other trains. I am afraid I lived through the terrible events of the bombings of 2005 and I have to tell you that the bomb on the Piccadilly line in particular, on a

deep-level Tube train, made me absolutely convinced that we need properly well-trained staff on every deep-level Tube train in London. I have always said that. I have a consistent record of saying that. By the way, the lines you describe do operate automatically but they do still have a highly trained, highly effective member of our team on board. I am hugely proud of their competence and capability and my view remains very strongly that as long as I am doing this job I will fight to ensure that continues.

**Tony Devenish AM:** I will leave it there. Thank you.

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

**Steve O'Connell AM:** Thank you. Mr Mayor, I am pleased at the mentions of the Sutton tram. Val [Shawcross CBE] put it in her introductory comments. It has been something of a 10-year uphill struggle to try to deliver this project and we are still not there yet, clearly. I welcome very much the mentions within the document and also your announcement, Val, particularly, that you are working towards a Transport and Works Order in 2020 or by 2020. First of all, I would like you, Mr Mayor, to reiterate your commitment to the Sutton tram extension, but can you also tell us a little about how this will be funded? What has changed from previously?

**Sadiq Khan (Mayor of London):** Thank you for your question, Steve, and thank you for your lobbying as well, which has been very persuasive. Page 233 of the MTS has the details in relation to that.

**Steve O'Connell AM:** I have looked at it, yes.

**Sadiq Khan (Mayor of London):** Both Mike Brown, the Commissioner, and Val, the Deputy Mayor for Transport, have spent some time in Merton and Sutton speaking to the respective Leaders. If you remember, the concern I had was the shortfall. Roughly speaking, it is a £300 million project. We can contribute £70 million. It was the gap. The figures may not be exact, Steve, but the good news is that the conversations that Val and Mike have had with the councils and also some of the ideas we have can help fill that gap, we think. It is really important that the councils understand the responsibility they have to try to meet the funding gap. By early 2020, before the election, we want the relevant orders up and running.

**Steve O'Connell AM:** All I would say is that the figures have moved over the ten years I have been looking at it. We stated off at a scheme of £300 million. The figure that I have is more like £400 million, £450 million. Each delay that we have increases that gap. Again, I would urge you to bring those councils forward. The fact of the matter is that historically it has been difficult to get positive responses from those councils. I would like your last comments around that.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** One thing I would say is that we are all the time looking for external funding sources to help boost these kinds of projects. It has been very good that Merton and Sutton have been working together so very closely, and one of the key areas of collaboration is obviously looking at what the development potential is along the route. That is one of the ways in which we liberate resources, including Government grants. One of the gamechangers on this one is that the Government has announced a second round of Housing Infrastructure Fund (HIF) money. We think this project would be a very good applicant. It is the right size, the right timescale and it is increasingly looking like the right kind of opportunity to develop homes. It looks to us that we could make a match here and the Government would probably welcome it as part of its commitment to housing, as well as our own commitment to housing. That is the kind of thing that we are doing all the time. We are scanning the airwaves looking for ways to fund these projects.

**Steve O'Connell AM:** I am glad things are moving on in a better fashion. I understand homes and jobs will be the key to unlocking that funding and we will continue to keep lobbying.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Steve, your active help and the help of all of your colleague's cross-party in lobbying for support for any Government bids we put in for this and other projects will be very effective. This is one we can all work together on.

**Steve O'Connell AM:** Duly noted. I will do all I can. Thank you.

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

**Andrew Boff AM:** Mr Mayor, where does your MTS take into account the contribution that motorbikes can make to reducing congestion and pollution?

**Sadiq Khan (Mayor of London):** There is a section in here that deals with motorcycles, which hopefully one of my colleagues will find. There is a section in here. With motorcycles, of course, there is an issue in relation to emissions, which you refer to. There is also an issue in relation to safety that is referred to in the report as well, which I am sure Val or Mike [Brown MVO] will find shortly if you bear with us. I can answer your next question, if you want, in the meantime.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** I can talk to you about motorcycles if you wish.

**Andrew Boff AM:** Yes, specifically on their contribution towards reducing congestion and pollution. I am sure it is in there; I just cannot see it.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** We know there are about 100,000 motorcycle trips a day in London at the moment, but it does seem increasingly there are a lot more businesses using them for delivery. The first thing to say is that they are nonetheless motorised transport so if you are looking at a Healthy Streets approach that is about promoting active transport, walking, cycling and public transport are the priorities. However, as you say, because of their relative road space efficiency, if businesses want to use motorcycles our commitment is to try to make sure that they can drive them in as safe an environment as possible. We also want them to be driven in as safe a way as possible. In terms of the --

**Andrew Boff AM:** I appreciate what you say but where is it in the --

**Valerie Shawcross CBE (Deputy Mayor for Transport):** -- mode shift hierarchy they are not a priority as such because they are still motorised transport. However, we want to make sure that people who choose to use them are safe.

**Andrew Boff AM:** Is that in the Strategy?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** The Healthy Streets approach is very clear.

**Andrew Boff AM:** Healthy Streets, fine.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** It is walking, cycling and public transport.

**Andrew Boff AM:** Yes. I asked where it was referred to in the Strategy that motorcycles can reduce congestion and pollution. There is no reference to that, is that correct?

**Sadiq Khan (Mayor of London):** Page 69.

**Andrew Boff AM:** OK.

**Sadiq Khan (Mayor of London):** Proposal 11, which has five parts to it.

**Andrew Boff AM:** It says what?

**Sadiq Khan (Mayor of London):** It says, "Calling on all boroughs to allow motorcycle access to their bus" -- it is quite long.

**Andrew Boff AM:** The bus lanes thing?

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

**Sadiq Khan (Mayor of London):** It has five different parts to it. I can read it to you if you like but it is a whole --

**Andrew Boff AM:** No, that is fine. That is fine.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** In the LIPs guidance, we have said to the boroughs not just that we would like them, where it is safe to do so, to allow motorcycles into their bus lanes but we would like them to make provisions for things like secure motorcycle parking. Again, this is a key issue for many motorcyclists in London, the high rate of thefts.

**Andrew Boff AM:** That is not a pollution issue.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** It is about looking at how we can offer support to the motorcycling community and the businesses that use them in a sensible way.

**Mike Brown MVO (Commissioner of Transport):** The page that the Mayor refers to does explicitly refer, as you will see, to two-wheeled vehicles contributing to a significant role in low-impact freight and servicing trips. One of the things we had previously discovered was that the proliferation of white vans and other vehicles moving around the city were not always being very effectively used in terms of the number of parcels and packages they might have been carrying. Motorbikes clearly have some sort of role in that.

**Sadiq Khan (Mayor of London):** Also, just to reassure you, Andrew, the section says, "Especially where these trips are made by ultra-low emission motorcycles". There is a whole page there, but feel free to get in touch if you want to.

**Andrew Boff AM:** Yes, it is just that I did not find it very apparent. Prior to the election, Mr Mayor, you wrote to the Motorcycle Industry Association and you said,

*"It is clear motorbikes and scooters generate far less pollution, save time and money for the rider and do not create congestion. It is absolutely right for us to enable power two-wheelers to play their part in delivering a less congested road network."*

I just do not see that in the MTS.

**Sadiq Khan (Mayor of London):** Will you read the page, that you did not know existed, and come back to me if you are still unhappy?

**Andrew Boff AM:** You have absolutely explicitly in one of the sections said that you want to discourage the use of motorcycles. That, for me, does not square the circle with what you said to the motorcycle industry before the election.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** If I may, Chair --

**Andrew Boff AM:** You are discouraging people using motorcycles. That is correct, is it not?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** -- there is a difference between people using motorcycles for essential delivery journeys - plumbers going to a job with tools - and people choosing to commute where there is a good public transport alternative. The issue is about the purpose of the journey.

**Andrew Boff AM:** Yes, that is lovely.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** As far as possible, we do want to promote --

**Andrew Boff AM:** That is great. You are eating into my time.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** -- healthy, active transport.

**Andrew Boff AM:** The importance is down to the driver, not to yourself, and it is clear to me that in the Mayor's statement prior to the election and in the MTS, there is a mismatch. There seems to be one. You are discouraging motorcycle use --

**Valerie Shawcross CBE (Deputy Mayor for Transport):** This is the first --

**Andrew Boff AM:** -- in the MTS and yet the Mayor was encouraging it before the election.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** This is the first time there has ever been any strategic statement about motorcycling within TfL, within the MTS --

**Andrew Boff AM:** Yes, and it is discouraging it.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** -- within City Hall, and the purpose of these statements is to make sure that where people choose to motorcycle they can do so safely and they have supporting facilities --

**Andrew Boff AM:** Is it not fair to say, Ms Shawcross, that you are discouraging the use of motorcycles?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** I would say that the key objective of the MTS is promote Healthy Streets, i.e. that people should walk, cycle and take public transport.

**Andrew Boff AM:** You specifically exclude motorcycling from those categories? You are discouraging motorcycling?

**Sadiq Khan (Mayor of London):** Motorcycling is not walking, it is not cycling, and it is not public transport.

**Andrew Boff AM:** Great, so you are discouraging motorcycling. That is fine. Thank you, Mr Mayor. Thank you very much. That is fine. I have all I need.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** You are trying to put words into the Mayor's mouth.

**Jennette Arnold OBE AM (Chair):** Let us move on.

**Andrew Boff AM:** I have what I need. Very much so.

**Jennette Arnold OBE AM (Chair):** Assembly Member Bailey.

**Shaun Bailey AM:** Good morning, Mayor Khan. Do you agree that a Strategy document ought to have key performance indicators (KPIs) and other clear interim targets to clearly examine how effectively that Strategy has been enacted?

**Sadiq Khan (Mayor of London):** What we are seeking to do, Assembly Member Bailey, by the next Business Plan, which is later this year, is to make sure there are staging posts. My worry is that we have this 25-year plan until, now, 2041, and only some of us will still be here in 2041. We need staging posts so that you can mark the progress. In the Business Plan we publish later on this year, I hope to set out what the expectation is between now and 2021 in relation to the movement of people to walking, cycling and public transport.

**Shaun Bailey AM:** I acknowledge your answer, but would it not be more useful to Londoners to have that in the Strategy so that the Strategy is more than a public relations document? That is the worry, is it not? It says lots of nice things. There is lots of great stuff in here but without KPIs and those targets, how do we know it is working? Many of these things are going to be delivered after you leave because that is just the way things are. They take a long time. We need those clear indicators. Are you happy there are enough clear indicators in this Strategy?

**Sadiq Khan (Mayor of London):** It is a 25-year Strategy. I am not quite clear how you could have a KPI for 2031 when none of us will still be here.

**Shaun Bailey AM:** You have interim KPIs.

**Sadiq Khan (Mayor of London):** That is what we are going to publish. That is what we will publish. I am not sure you understood the point I was making, a new point, which is that in the Business Plan we publish later on this year we will set out, over that 25-year period, what the expectation is in relation to the modal shift. That addresses your point. The reality is that KPIs usually occur in short measures so that you can see whether they have been met and you can then hold the person to account. What we will seek to do is explain how we get from 63% or 64%, for argument's sake, to 80% in 2041.

**Shaun Bailey AM:** I understand that point but obviously we are trying to scrutinise this Strategy. If you look at the section "Vision Zero", which is about bus deaths, it basically says you are going to seek to make all vehicles on the road safe. Of course, we know that is going to happen, everybody wants that, but how and when and at what pace it is vital for Londoners to know. Are you happy there is enough detail around that?

**Jennette Arnold OBE AM (Chair):** You are out of time, thank you. Assembly Member Dismore.



**Andrew Dismore AM:** Thank you, Chair. Mr Mayor, I am pleased you have expanded Proposal 49 in the Strategy to mitigate the effects of noise and vibration caused by the Tube and other rail services but the World Health Organisation (WHO) recommends a 40-decibel limit for noise. Why does such a limit not appear in the Strategy as recommended in the Labour Group response?

**Sadiq Khan (Mayor of London):** Thank you for your question. I am going to let Mike Brown, the Commissioner, deal with this point, but if I may I will make the point that it is valued, the advocacy you have done for your residents in relation to this issue and the meeting you organised when these issues were raised, and that I take it very seriously. We have to make sure that we are not making Londoners' lives miserable as a consequence of the noise. You have been an advocate for those who cannot sleep at night and whose lives have been made very poor as a consequence. I take this very seriously and the Commissioner does as well. I want to respond directly to you point about the WHO guidelines but also what we are seeking to do to ameliorate the concerns you have raised.

**Mike Brown MVO (Commissioner of Transport):** Obviously we are aware of those guidelines and we are aware of the issues. I would just reassure all Assembly Members, including yourself, that every single issue that we continue to get, such as they are, on Night Tube noises we will continue to explore what we can do. This is a challenging science. I know we had conversations with you before, or my team has, around the fact that often if you are able to mitigate noise in a particular part of the track form by some additional insulation or noise suppression, you then find, because of the way that small, narrow Tube tunnels work, there can often be a resonant effect elsewhere on the line that creates an additional problem elsewhere. This is a continual process we have to go through. I am very well aware of this, it is a real concern to me that even one single resident is being disturbed by noise from the Tube network, and we continue to tackle those. We are very mindful, as the Mayor said, of this WHO guideline.

**Andrew Dismore AM:** I ask this because I have had many complaints from residents living near the Northern line, as well as the Jubilee and Victoria lines, who are suffering from unprecedented noise problems well above 40 decibels. On the Northern line, for example, I have been told this has been caused by a combination of things, including automatic trains braking at exactly the same point causing extra corrugation of the rails and leading to the noise and vibration which is then transmitted because of the new rail profile, fixed to concrete sleepers with no damping in between, which transmits the noise, and was designed and installed under the previous Mayor, who did not seem to think about this. The problem is compounded by the Night Tube, which prevents people being able to sleep at all.

TfL's Northern line engineering gang, for example, can retrofit noise dampening pads at the rate of about 100m a week unless they are called away for other emergency work, which is often the case. For example, at Mornington Crescent they are six weeks behind now on the retrofitting programme. As the work involves stretches up to 1 kilometre long, it could take many months or even years at this rate for these problems to be identified and then addressed. Will you look at employing additional engineering gangs to enable this remedial work to be done more promptly?

**Mike Brown MVO (Commissioner of Transport):** If I may, Mayor, what we will do is continue to prioritise those areas that are of particular concern. I know you have been, on behalf of those you represent, quite rightly vociferous in raising these points with us and I am more than happy to have a further review of the programme of work we have and to assess whether we need to bring in some additional resource to tackle those particular hotspots.

**Andrew Dismore AM:** That is helpful but on prioritisation, to give you an example, we just had a meeting at Kentish Town. The complaints started in September last year [2017]. The retrofitting will not be completed, even if everything goes to plan, until after September this year [2018]. Those people – obviously they did not complain straight away – will have waited over a year for something to be done. That is the problem. The Mayor has given a very clear commitment to try to deal with this effectively and promptly but on the ground, because there are not enough engineering crews, it is taking far, far too long.

**Mike Brown MVO (Commissioner of Transport):** I am happy to take that specific point away, of course, and have a fresh look at it. The overall point is a well-made one. We will continue to explore this and we will work with you and have some further conversations with you on the detail of those points raised, for sure.

**Jennette Arnold OBE AM (Chair):** Thank you for that. Assembly Member Eshalomi.

**Florence Eshalomi AM:** Good morning, Mr Mayor, Val and Mike. Mr Mayor, policy 12 of the Strategy states that you will ensure public transport fare levels are set to enable accessible, affordable travel for all Londoners. We very much do welcome this, especially when you have alluded to the fact that your predecessor set fares that were over 40% higher in cash terms and 13% after inflation. What do you mean by “affordable”?

**Sadiq Khan (Mayor of London):** In my first term, it means freezing the TfL fares. That is what we have done. The context is, as you said, a 42% increase in the previous eight years. Just to remind you, the reason why the Travelcards cannot be frozen is because unfortunately the Government and the privatised rail operating companies, who make huge profits, still increase their fares by huge amounts, on average 5% in the last increase. Our proportion of the Travelcard is frozen. The privatised train operating companies (TOCs) have not frozen theirs.

In my first term, it means freezing TfL fares. That saves the average household in your constituency £200 over my first term. By “affordable” I mean the Hopper fare, two-for-one from December 2016. From January 2018, unlimited bus travel within the hour. The Freedom Pass is affordable. By “affordable” I mean making sure we run a tight ship so we can carry on providing the Freedom Pass as long as I am Mayor, but also the concessionary offers we have. The Taxicard service will carry on as it is. When I say “affordable”, I mean making sure Londoners can afford to use public transport in the context of, when I became Mayor in May 2016, the most expensive public transport system in Europe. It is really important we make it affordable.

The final point I would make is this. If we encourage more people to walk and more people to cycle it is even more affordable because it is free. That is why we are encouraging more people to walk and cycle at the same time as improving public transport to make it more attractive to those who want to use public transport.

**Florence Eshalomi AM:** We definitely support you in terms of trying to get more people to walk and cycle but the reality is that some people cannot. Today being International Women’s Day I celebrate all carers, the majority of whom are women. The reality is that carers still do not have free travel and they may not see travel as being affordable in London. We have called for you to implement this and so I am just wanting to know why and when this could be implemented in the transport network.

**Sadiq Khan (Mayor of London):** I pleased to inform you that I have asked TfL to look into whether it is possible to provide a companion a concession, for people who have difficulty using public transport independently. That is what TfL have been tasked to go away and do, and hopefully report back as soon as they can about the feasibility of doing so. Clearly, had there not been the annual £700 million cut from our budget, it would make it easier for me to do so. A question that is worth asking is: how is it possible that for the last two years, for two years in a row now and for the first time in the history of TfL, we have managed to

reduce operating costs at the same time as freezing TfL fares, investing in increased capacity and making more step-free access at stations? In addition to all that stuff I have asked TfL to see if we can make possible to have a concession for those who help those who otherwise could not use public transport by themselves.

**Florence Eshalomi AM:** Great. That is good news. Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Shah, did you want to come back in?

**Navin Shah AM:** Yes, indeed. Thank you, Chair. Mr Mayor, you just mentioned accessibility and step-free provision. Your Strategy explains that 26% of Tube stations are step-free now and that 40% will be step-free by 2022. Your long-term objective, you state, is for the majority of the Tube to be step-free. Can you define what “majority” means to you? Is it 51%, 99%, 100% or in between?

**Sadiq Khan (Mayor of London):** It is not 50.1% or 51%. That is a really good question. Public transport should be what it says on the tin, which is transport for the public, and many members of the public are disabled or have issues with accessibility. I want to pay tribute to the hard work that Val has done in this area. In the context of the budget we have and the savings we have to make, what Val has managed to do is find £200 million. That is the biggest investment in step-free access in the history of TfL, which means we go from 23% when I became Mayor to 40% by the end of the Business Plan. Also, we have made sure the four big transport interchanges in inner London are already done, Tower Hill, Vauxhall, Tottenham Court Road and Bond Street, which are so important to getting around our city.

I want to go way above 51%. We want to go to the top end. Good news: 100% of the stations on the Elizabeth line will be step-free, all 40. Good news: 91% of our bus stops are currently accessible, step-free, and 100% of our buses are step-free. I want to do more work in this area but it is not simply step-free, Assembly Member Shaw. We are also doing work around the paving, the loops and other stations being as accessible for disabled people as possible. One of the ones that Val has piloted is hidden disabilities. Do you want to talk about some of the work we are doing there, Val?

**Valerie Shawcross CBE (Deputy Mayor for Transport):** We have tried to take a strategic look at disability access generally in the Strategy and, rather than just doing the things that are easy to reach, look at what is needed. You will see that the step-free access stations are mapped around trying to make access to those public transport networks fairly evenly spread around London. When those stations are done and indeed as all stations are looked at, we want to make sure there are other facilities like hearing loops, which the Mayor has mentioned, but also that things can happen like the training of staff there to respond to people who have learning disability needs. Indeed, we have had some very successful campaigns. I was really pleased with the outcome of the “please offer me a seat” campaign, where we have basically encouraged the public in general to be understanding of the fact that sometimes people have an issue such as multiple sclerosis, cancer or some sickness that means it is not so obvious that they might need a seat. They can wear a badge and be offered a seat. There are a lot of people who hidden disabilities of a variety of natures. We have tried to look in the round but also very geographically at how we can make the whole system accessible to people.

**Navin Shah AM:** I have a follow-up question, if I can have a very brief response to that. In your supporting statement in the Strategy you say that some locations will be very difficult to retrospectively make step-free because of the age and layout of the original station. Can you tell us how many stations fit into that category, if you have the number? Has TfL estimated the cost of making the remaining 60% of stations step-free?

**Sadiq Khan (Mayor of London):** You mean post-2022?

**Navin Shah AM:** Yes. First, how many difficult stations do you have? Just the number which fit into that category, whether it is age, their status or whatever.

**Mike Brown MVO (Commissioner of Transport):** I cannot give you the exact number, but I can certainly follow that up with you.

**Navin Shah AM:** Please, yes.

**Mike Brown MVO (Commissioner of Transport):** Clearly there are some locations where at street level it does not coincide with where the platform or the ticket hall are, and those are quite technically difficult. Then, having said that, frankly in the announcement we made in January this year of 13 further stations, some of those had previously been considered by somebody as not being deliverable in this context. We continue to exploit and explore other opportunities there.

**Navin Shah AM:** It would be useful, given that you made a clear statement in the Strategy, to know how many stations fit into those difficult categories.

**Mike Brown MVO (Commissioner of Transport):** Absolutely.

**Navin Shah AM:** Have you had a stab at costing the remaining 60% of stations to make them step-free?

**Sadiq Khan (Mayor of London):** On both those issues, Navin – and I am sorry to cut across the Commissioner – do not forget that technology is moving very fast, but also that economies of scale bring the cost down. Through saying we are going to invest £200 million we have managed to encourage the private sector and our engineering to reduce the costs. Similarly, I would not be too downbeat if, for example, the current advice is that some of these stations are too expensive. Do not be surprised if by 2022, 2023, some of them become affordable in the context of the constraints of our budget. I am very optimistic.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** We also do take what opportunity we can as the Greater London Authority (GLA), through section 106 [of the Town & Country Planning Act 1990] in planning agreements, to put them in place. Because we now have a strategic map of where the most desirable interchanges and changes are, where you can get best impact in terms of the passengers that need this, it really helps. We can identify the really high priority ones.

If you think about it, if it happens, for example, that on the Central line, which tends to be quite problematic, you can get a spread of accessible stations along it, because the bus service is 100% accessible it is possible for people, if they cannot access this station, to access the next station and get a faster journey overall even if it is not yet 100%. The objective is to make a thoughtful intervention into speeding up the journeys of people with disabilities.

**Navin Shah AM:** I accept what you say but I thought it would be useful to have some idea of scale or the magnitude of cost for the large 60% that remain. Thank you very much. Thank you, Mayor.

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

**Onkar Sahota AM:** Thank you, Chair. Mr Mayor, good morning. I am referring to your Proposal 100 in the Strategy, which says you will promote the improvement of surface links to London's airports. We know that

Heathrow, City and Gatwick Airports can be accessed by Oyster and contactless. Do you have any plans of extending this to the other London airports?

**Sadiq Khan (Mayor of London):** I will let the Commissioner respond shortly but can I just say it is worth us recognising what an achievement it was to get Oyster in Gatwick? At City and Heathrow, probably, you would have expected that, bearing in mind they are in their confines, but that is a big achievement in relation to Gatwick. The obvious question is that we have seen the improvements made to the quality of life for travellers to Gatwick, visitors and families, so why not Stansted and Luton? This is where I hand the ball over to the Commissioner because it is a difficult question. He will explain to you the complications with the DfT and airport operators.

**Mike Brown MVO (Commissioner of Transport):** The Mayor is absolutely right: Gatwick was a particular challenge because of its geographical location beyond the London boundary, something unprecedented. However, the evidence is incontrovertible about the benefit it has for people arriving at a very important gateway into the city. It was a ridiculous situation we had before where people would queue up and buy one type of ticket at Gatwick and then have to do the same when they arrived at our Victoria Underground station shortly afterwards. On that basis we are considering it to review, particularly because Stansted have some quite ambitious plans in terms of their development programme going forward. Of course, there is Luton. There is Southend Airport as well, who continue to lobby on this matter. We have to keep it under review.

It is complex because it does go beyond our formal fare zone process and therefore requires special arrangements to apply. Of course, it is very important to me that in a context of affordable transport for everybody, that it is not getting caught in above-inflation fare increases on an annual basis as well. That is something we are looking at. Technically I think we can do it. It is just a matter of whether we can cement those conversations both with the individual airport operators and with the Government.

**Onkar Sahota AM:** Thank you. My next question is of course on Policy 22, when you say that you are happy for Heathrow Airport to expand as long as the air quality does not get worse around Heathrow. We should have a great aspiration of increasing the surface links to Heathrow and press for air quality improvement in that area regardless of what happens with the Heathrow expansion issue. We should be pressing for air quality improvement and improved surface links to Heathrow regardless. Would you agree with that comment I made?

**Sadiq Khan (Mayor of London):** Absolutely. Can I just be quite clear about this? I am not anti-Heathrow. I want a better Heathrow. What I am against is the expansion in the context of a new runway, particularly bearing in mind the concerns we have in relation to air quality and putting aside for a second noise and the other issues. There are so many unanswered questions about how people are expected to get to Heathrow. As it is now, we were at People's Question Time in Hounslow and around parts of Chiswick and West London the air is illegal. The two causal factors are transport from the roads, the M4, M3, M25 and the A4, and then the airport. The irony is this: the airport may be trying to bag the progress we have made in cleaning up the air to argue their case that it does not need an amelioration of poor-quality air. We have to keep an eye on this. The Commissioner tells me the sums do not add up in relation to the expectation of how people are supposed to get from other parts of London and the country to Heathrow with the current budgets they have announced.

**Mike Brown MVO (Commissioner of Transport):** That is the point. Our assertion very clearly is that the Davis Commission recommendations on Heathrow allowed, on day one of an expanded Heathrow, for public transport to be viable, but literally only on day one. As soon as that materialised and it grew to the possible capacity you would get, quite frankly, the risks for air quality, the risks for the environment and the credibility of public transport options for the airport just do not stack up. It is really important that we continue to

explore, for example, as is described in the Strategy, other rail links to Heathrow even in an unexpanded sense to address the issues the Mayor quite rightly identifies in parts of west London, so that we can ensure public transport is the choice for people going to the airport almost exclusively, much the same way we see with some other airports. The Docklands Light Railway (DLR) servicing London City Airport does that quite effectively and there are actually quite a high proportion of rail journeys to Gatwick.

**Navin Shah AM:** Thank you, Commissioner. Of course, Valerie, you were about to tell us your views on the KPIs when we ran out of time. I want to hear about them, please.

**Valerie Shawcross CBE (Deputy Mayor for Transport):** Yes. I was going to say that the scorecard that is about to go to the TfL Board, which you will all see, has a selection of the most important KPIs, which are based around delivering not just a healthy and financially sustainable organisation but delivering the MTS. We have worked very carefully to make sure that those KPIs tie into the MTS. As the Mayor has said, by the time of the Business Plan we should be in the position to provide much more detail about forward interim targets.

I just remind those of you who have been here as long as I have - I am trying to remember who they are now - that Munira Mirza [former Deputy Mayor for Education and Culture] got herself into a little bit of trouble because she published a Cultural Strategy that had a lot of detailed interim KPIs in it and then of course as they needed to change the KPIs - sometimes you do better or a bit worse than you expect - they had to change the Strategy, which in this case, as a legal Strategy, was quite an onerous process.

It is quite important that those KPIs and those interim targets work for us and do deliver the MTS. Putting them out through the TfL Board and through the Business Plan and monitoring them very publicly - they also play into the performance-related pay component that staff get at TfL - is really important to make the MTS become a real delivery document over time.

**Navin Shah AM:** Thank you very much.

**Jennette Arnold OBE AM (Chair):** That is the last of the questions from Members to our guests here this morning. Thank you very much, Mr Mayor, thank you, Deputy Mayor, and thank you, Mr Brown, for your attendance here this morning. Thank you very much.