

London Assembly Plenary Meeting: Thursday 7 February 2019

Transcript of Item 4 – Question and Answer Session on Transport for London

Tony Arbour AM (Chairman): We now move to today's main item of business, a question-and-answer session with the Mayor in his capacity as Chair of Transport for London (TfL) and Mike Brown MVO, Commissioner of TfL, on issues relating to TfL. Welcome, gentlemen.

There are four leadoff questions. The first question is in the name of Assembly Member Eshalomi.

2019/2090 - Delivering the Mayor's manifesto

[Florence Eshalomi AM](#)

Given Transport for London's challenging finances, are you still on course to deliver your manifesto?

Sadiq Khan (Chair, Transport for London): Thank you, Chairman, and thank you for your question, Assembly Member Eshalomi.

I am incredibly proud of the improvements we have made to London's transport network. As promised, we have helped to make travel more affordable for millions of Londoners. When I became Mayor, Londoners were paying some of the highest public transport fares of any major city in the world, but by 2020 my fares freeze would have saved the average London household around £200. Since 2016, we have also managed to introduce the Hopper bus fare, got the Night Tube up and running, improved accessibility across the transport network, increased services on the Jubilee and Northern lines, invested record sums in new cycle routes, made great progress in modernising London's bus fleet with seven new low-emission bus zones already rolled out, and introduced new signalling on the Circle, District, Metropolitan and Hammersmith & City lines, which, once complete, will bring improvements to 40% of the network. Very soon, we will also be launching the new Ultra Low Emission Zone (ULEZ), supported by a comprehensive bus retrofit to make the entire bus fleet Euro VI-compliant.

In my manifesto I stated that I wanted London to be a byword for cycling and I am pleased that levels of cycling are forecast to increase by approximately 40% by the end of TfL's most recent five-year business plan. That is an average of 1.2 million journeys each day.

Crucially, TfL has also led the challenge I set when I became Mayor to become a more efficient organisation. Efficiency savings exceeded £500 million per annum in 2017/18. This efficiency drive will continue as TfL identifies further savings by improving processes and making the best use of its property estate to generate revenue.

My team and I are delivering on the promises made in my manifesto. We are making London's transport system much more modern and affordable and, in a city where so many are struggling with the costs of living, we are making a real difference to the lives of millions of Londoners, something we should all be immensely proud of.

Florence Eshalomi AM: Thank you, Mr Mayor. Given TfL's challenging --

Andrew Boff AM: Chairman, a point of order, if I may?

Tony Arbour AM (Chairman): Yes?

Andrew Boff AM: Chairman, it is about the question itself. The question is:

“Given Transport for London’s challenging finances, are you still on course to deliver your manifesto?”

The implication of that question is that the manifesto has been delivered, and yet we know that that is not the case. Part of the manifesto has definitely not been delivered. Specifically, it says in the manifesto that the Mayor is going to freeze fares:

“... by making TfL a more efficient and profitable operation, not by cuts to spending on better services and more capacity.”

Given that the Mayor has actually cut capacity, scrapped 27 new trains on the Northern and Jubilee lines, scrapped the improvements to the work at Camden Town Station, all those bases mean that this question must be out of order.

Tony Arbour AM (Chairman): Thank you. I am --

Leonie Cooper AM: This is outrageous.

Andrew Boff AM: This is a point of order because, if we are going to ask questions, they have to be based in reality. It is like saying, “Is the Mayor still six foot?” It is not --

Tony Arbour AM (Chairman): Thank you, Assembly Member Boff. I am hard put to think that this is a question relating to [the Greater London Authority’s (GLA)] Standing Orders because no doubt the Mayor believes that the answer he has given was indeed in order, and so it is simply a matter of opinion. Under those circumstances, I will rule out your point of order.

Andrew Boff AM: Chairman, it is not a matter of opinion. It is a matter of fact that the Mayor has not delivered on his manifesto.

Tony Arbour AM (Chairman): Nonetheless, I do not accept that as a point of order.

Florence Eshalomi AM: Given that TfL’s challenges at the moment are quite difficult, you have highlighted some of the key things you have achieved in your manifesto today, about which a number of residents in my two constituencies are very happy; for example, the Hopper. Some of the top fares changing points were in Southwark and Lambeth. The fares freeze, again, has made a big impact for a number of people, but there are some concerns that we are seeing.

Part of the reason for the difficult and challenging finances is the delay to the Elizabeth line. Are you able to update us on the progress that Bombardier is making on that?

Sadiq Khan (Chair, Transport for London): Thank you for your question and your comments. I will bring in the Commissioner shortly, but it is worth just saying this. As far as I am concerned, as the Mayor and the Chair of TfL, the quality and the quantity of information I now receive since the previous Chair left Crossrail Ltd and we got a new team in is far superior.

Florence Eshalomi AM: That is good.

Sadiq Khan (Chair, Transport for London): I will let the Commissioner answer your specific question about Bombardier and the concerns that were articulated in the media previously.

Mike Brown MVO (Commissioner of Transport for London): First of all, I would just echo what the Mayor said in terms of the quality of information and the direct interaction with the Crossrail team. Now that we have a different Chair, Deputy Chair and Chief Executive in place, it is really marked. There is quite a difference in the openness, continuing dialogue and information that I am getting and I know the Mayor is also getting, given those changes in personnel.

It is encouraging that, as with the revised plan on 14 January [2019], the Crossrail team started running a train in the tunnel under full speed under the signalling system both on the train and in the tunnel itself. That is only one train but those tests have gone well. There has since been a second train added to the testing regime. The plan of the Crossrail team is to run four days of dynamic testing, as they call it, which is running trains under those full-speed real-signalling conditions within the tunnel, and then add incrementally new trains as the system is tested and any blips or challenges are ironed out.

I should say for the benefit of Assembly Members more broadly that there will inevitably be some software challenges. There are with any new system when it emerges, but so far I know from having talked to Mark Wild, Chief Executive, in the last couple of days that he is quite pleased with the progress to date. There has been nothing hugely material so far that has meant that his confidence level has slipped from where we are so far. However, it is early days and I do want to emphasise that, but so far those trains are on tests going quite well.

Florence Eshalomi AM: That is good to hear and, again, Bombardier is the same company that is being used on the Gospel Oak to Barking line, which you will know. On the one hand, we are hearing good reports on the Elizabeth line, which we definitely welcome, but my concern - again, going back to the challenging finances - is that Bombardier does not seem to be able to get a very small section which they are responsible for.

You will be aware that I have written to you and I have written to the Mayor about this and I will continue to raise concerns. I know that TfL Rail are looking to scrap their rolling stock of six trains. In the interim in trying to help address this issue - because the ongoing current delays are not acceptable and TfL's response to it to date has been inadequate - would you consider maybe not scrapping this stock and using it on the Barking to Gospel Oak line until a full service is then maintained on that line?

Mike Brown MVO (Commissioner of Transport for London): That is a very reasonable question, Chairman, and if I may through you just address it? By the way, I am conscious that this is not just a matter of concern for you but also I have had a letter just yesterday from the Chair of the Transport Committee as well, which of course I will be responding to equally.

Unfortunately, those old trains that you describe on the TfL rail services are not compatible with the

Barking-Gospel Oak line. The reason for that is that they have no in-cab closed-circuit television cameras. There are no systems, therefore, that will allow their safe operation on the Gospel Oak to Barking line, and so that is a challenge.

However, you will be aware that what we have been doing, working with Bombardier, is ensuring that three of the existing 378 trains that are running on other parts of the London Overground network are being converted and being adjusted so that they are able to operate on an interim basis on the Gospel Oak to Barking line. These are higher capacity trains than the current old diesel trains on the Gospel Oak to Barking line and we have already had the first one operating in passenger service. While that will not alleviate all the challenges in terms of the frequency of services on the Gospel Oak to Barking route, it will at least give some capacity relief to the passengers on that route, which is very important to me.

On the other side of it, I would just emphasise that both the Mayor and I continue to have, at the highest level, dialogue with Bombardier. I do not mean just in their trains division; I mean with their Group Chairman in Montreal and the Group Chief Executive, whom I talked to only last week in detail about both the issues on software for the Gospel Oak to Barking 710 new trains as well as keeping their eye on the ball on the Crossrail trains as they come in.

It is also true that the Deputy Mayor [Deputy Mayor for Transport, Heidi Alexander] visited Willesden Depot recently and just had a look and a conversation with the Bombardier personnel on the ground to make sure that she was also satisfied they are doing everything they can. We are continuing to have almost daily dialogue with Bombardier on this. It is hugely important to me that we give confidence to the Barking to Gospel Oak passengers that there will be some clear timeline as to when they will get the new trains.

In the meantime, the Mayor has pushed Bombardier very hard to ensure that passengers are looked after and they have agreed, with the timing to be worked out, that they will subsidise some free travel arrangements for the passengers on that line of route, which I hope will at least give them some comfort that we absolutely have them at the centre of our thoughts in this whole process.

Florence Eshalomi AM: The greatest comfort would be to have a fully restored line, but I will leave it there.

Susan Hall AM: It is quite fortuitous that you are both here. Would you both like to apologise to all the people who have been stuck on the Metropolitan line this morning? I have had tweets from people saying there are people crying on trains. I have heard a message that it has taken two hours and 20 minutes to get from Amersham to Green Park, which is normally a 52-minute run. It is an absolute disgrace. I keep complaining about the Metropolitan line, but this morning was a major failure. Would you like, Mr Mayor, to apologise for the failure?

Sadiq Khan (Chair, Transport for London): I will let the Commissioner explain the reasons for the problems this morning.

Susan Hall AM: I am just looking for an apology to all of those passengers. Is it difficult?

Sadiq Khan (Chair, Transport for London): I am always keen to make sure that TfL passengers receive the best service. Whenever there is any inconvenience, they should be apologised to. Of course, I apologise to any commuter - whether on a bus, whether on the Tube, whether on the Docklands Light Railway (DLR), whether on the London Overground, whether on our trams - for any quality of service they received that was not good enough.

What is more important rather than a nice clip for a tweet is for the Commissioner to respond to the real concerns passengers had this morning on the Metropolitan line and I am sure the Assembly Member would not deprive those passengers from hearing from the Commissioner for the sake of a clip for a tweet. Commissioner?

Susan Hall AM: Actually, Mr Mayor, it would be nice for the passengers to hear from you actually saying sorry, which you seem totally incapable of doing. I am quite happy to hear from Mike Brown as to the reasons. I am sure we will be told it is signalling again.

Mike Brown MVO (Commissioner of Transport for London): Of course I am sorry for anyone who has had any delay this morning, as I would be on any of our services at any time. The overall reliability of the Tube of course has been maintained and indeed enhanced in the last few years, but it is against a challenging situation. You mentioned signalling. Of course these lines, including the Metropolitan line, are in the process of having new signalling installed, as the Mayor referred to. This is ancient signalling. Some of it dates back over 100 years on the Metropolitan line. That is remarkable in a modern 21st-century world city. I am delighted that the rollout of that new signalling with our partner Thales and indeed with Bombardier, whose trains the signalling will be applied to, is going well.

This morning's issue actually was not to do with the signalling technically. This morning's issue was a very rare occurrence, an increasingly rare occurrence that we have now, where a driver unfortunately moved his train through a red signal when it was at danger. Clearly, when that happens, there is a huge safety process - that passengers, quite rightly, and I know Assembly Members including you would expect - that we have to follow to ensure that the integrity of the signalling system is checked by our engineering teams on the ground as well as that the driver responds correctly in case there was any indication that he or she perhaps saw a green signal that was in fact red and there was some, therefore, discrepancy as to the reality of the situation on the ground with the system.

Safety would always come first. Of course I would make no apology for that, but I would of course apologise for the consequence of delay. This was a very rare occurrence. It was not to do with the signalling system this morning. It was to do with, unfortunately, a very rare incident where a driver proceeded through a red light. You will understand the importance of dealing with that seriously.

Susan Hall AM: I certainly do but people being kept waiting on the Metropolitan line is anything but rare.

Caroline Pidgeon MBE AM: Given that the Mayor has a very specific manifesto commitment to openness and transparency in his administration, can you therefore explain to me why in your written and verbal reports to last week's TfL Board there was no update on the delay to the opening of the Northern line extension or indeed on the severe problems with the new trains and likely reduction in service on the Gospel Oak to Barking line?

Mike Brown MVO (Commissioner of Transport for London): There is no question in my mind that over the last three or four years the openness and transparency displayed by TfL has been second to none both within this country in terms of any organisation and probably around the world in terms of any transport authority.

It is clear on the Northern line extension that we announced at the end of December that the 2020 target opening date was under review. That is two years, of course, out from the opening date and so that it is a fairly long --

Caroline Pidgeon MBE AM: My question is why were these current urgent issues mentioned in your written or your verbal report at the Board?

Mike Brown MVO (Commissioner of Transport for London): It is fair to say that I have always been open, as indeed I have with you, about the Northern line issues. The challenge of the Northern line goes back some time and we are now working very effectively in partnership with the Battersea Power Station developer. I was down there just after Christmas [2018] --

Caroline Pidgeon MBE AM: Yes, but the question is why did you not report this to the Board?

Mike Brown MVO (Commissioner of Transport for London): We have reported it two years out to in public. We have announced - we could not be more transparent than that - two years out that there are some reviews going on about the opening date.

That is for two fundamental reasons. One is that the changes in the design of the oversight development at Battersea Power Station were adjusted. That required in parallel some significant changes to our station construct and clearly --

Caroline Pidgeon MBE AM: Look, really, with respect, Commissioner, you are not answering my question. You are giving me the detail of that issue.

Let me give another example. On 9 January [2019] Public Health England published a significant report suggesting some pollutants at Tube stations could be 30 times higher than beside busy roads, but again you chose not to even give this a passing mention in your report to the TfL Board. Why was that?

Mike Brown MVO (Commissioner of Transport for London): I know you were sitting in on the TfL Board. The Board lasted somewhere in the order of five hours last week. It was a long Board. The Commissioner's report is a summary of some of the issues that have happened in the previous time since the last Board.

Caroline Pidgeon MBE AM: Some of the issues?

Mike Brown MVO (Commissioner of Transport for London): It cannot, inevitably, cover every single issue. There is a limit as to how many issues you can cover in the Board. I have always sought to be very open and transparent about good news issues as well as less positive issues. If you go back in the record of time since I have been giving these reports, they entirely do cover the whole range of things that TfL does.

Of course, the level of scrutiny and questioning that the TfL Board members give me is absolutely open to them asking me any question at all. There is no planned discussion with the Mayor or with me before those Board meetings, which, as you know, are held in public under the full transparency and scrutiny that is appropriate, quite rightly so. It is fair to say that the quality and calibre of the Board the Mayor has appointed is actually second to none that I have seen in the history of TfL. It actually holds me and the Executive team very much to account for any issues within that.

Caroline Pidgeon MBE AM: Let me pick up another issue, then, Commissioner. Crossrail is absolutely the top priority for TfL, yet incredibly the Chair and Chief Executive of Crossrail had to sit for three hours until their item came up. Why was Crossrail effectively buried down the agenda when actually you would rather have that upfront being discussed with the Board members challenging?

Mike Brown MVO (Commissioner of Transport for London): It demonstrates the transparency and level of scrutiny that happens because, in the items before Crossrail, there was a huge amount of discussion and debate on all sorts of issues, which demonstrated the absolute openness and transparency that I and my executive team are subject to, quite rightly. If we had brushed over the Commissioner's report and brushed over very important issues like the annual safety report and very important issues like the Viewpoint staff survey issue, then, quite rightly, you would have come to me and said that there was an element of trying to hide away and bury some of the issues that were embedded in those reports. I was very pleased to get the feedback from Board members and very pleased to get the discussion from Board members on those very important topics. I make no apology for the safety report, incidentally, being quite far up the agenda. I start every single meeting within my organisation with safety. I certainly would not like to put that to the back of the agenda.

Caroline Pidgeon MBE AM: I would like to ask Mr Mayor, given that you have this new Board that you are saying is dynamic, will you look to review it? It should be assumed they have read their papers and they can then actually ask the challenging questions that you described.

Sadiq Khan (Chair, Transport for London): Chairman, I find it astonishing that the Assembly Member used up all her time with these questions and did not have enough time to ask the important questions that she should have asked and had the Mayor waiting for six or seven minutes while she asked these questions to the Commissioner. I would have thought she would raise them far sooner with me and she has run out of time now.

Tony Arbour AM (Chairman): It is not really a matter for me. It is a matter for Assembly Members to conduct their own questions.

Dr Onkar Sahota AM: My questions are on the future capital programmes. TfL has recently categorised its capital projects into critical, central, desirable and deprioritised. Will you publish a list of the projects so that we know what fits into what category?

Sadiq Khan (Chair, Transport for London): Yes, we will.

Mike Brown MVO (Commissioner of Transport for London): We have committed that we will publish those categories in front of the Budget and Performance Committee. When I appeared in front of them in January [2019], I committed that I will share that information and I am very happy to do so. It is a new way that we have categorised projects and it helps actually with the openness and transparency of our necessary decision-making on these topics. I am very happy to do so.

Dr Onkar Sahota AM: Thank you for that, Commissioner. It looks like you are going to fund TfL capital projects from the operating surplus from 2021/22. Is this how you see capital projects being funded in the long term and what other options are available to TfL?

Mike Brown MVO (Commissioner of Transport for London): The Mayor may wish to comment on this. One of the challenges and one of the ongoing discussions we have with the Government is about the level of fiscal devolution that applies to London. London, amongst world cities, has the lowest level of fiscal devolution compared to any other world city. It is a very centralised, controlled economy that we operate in and I know the Mayor is very keen, as am I, to ensure that there is proper fiscal devolution. For example, the business rate supplements are used to be able to contribute to the capital spend going forward.

It is true that we will end up with an operating surplus across the TfL in the years that you communicated. It is also worth just at this point putting on record the fact that if you exclude the operating subsidy that we had historically had from the Government to an average of £700 million a year, under the Mayor's leadership, the organisation is twice as efficient as it was in terms of cost than it was four years ago. That is a really significant improvement that we have made.

However, the discussion with the Government has to be ongoing to ensure some of these critical strategic long-term projects are delivered.

Dr Onkar Sahota AM: Great. Of course, Mr Mayor, TfL says that it is going to be making a case to the central Government for funding important long-term schemes such as the Piccadilly line, maybe Crossrail and also the Bakerloo line extension. When do you expect the Government to decide what projects it is going to be funding and helping out with? What else can the Government give us, more than just money? It is about a commitment on the long-term funding of major projects.

Sadiq Khan (Chair, Transport for London): As part of our submission to the Government for the spending review we will be making a submission asking for more fiscal devolution, as the Commissioner has alluded to. If you look at Crossrail 1, it is a good example of using the business rates supplement and the Mayor's Community Infrastructure Levy to help with some of the cost of Crossrail 1. Look at the Northern line extension with quite an innovative way to fund some of that extension. We will be lobbying the Government for more fiscal devolution. That is really very important. Also, business rates, grants and the surplus are also good avenues. The Government is promising a 'Brexit bounce' and is promising huge sums of money to be invested across the country as austerity is now over and we will have this 'Brexit bounce'. Clearly, London can expect to receive a huge boon when the Government keeps its promise to have the bounce after Brexit.

Leonie Cooper AM: Thank you very much, Chairman. I just wanted to ask you about the Low-Emission Bus Zones. It is almost two years since the first Low-Emission Bus Zone was launched in Putney High Street and it has made a huge difference to Putney High Street, although we are not quite within the European Union (EU) limits. I just wondered if you could set out - and perhaps the Commissioner can add something to this as well - how we are going to be building on that with the network of Low-Emission Bus Zones over the next year.

Sadiq Khan (Chair, Transport for London): It is worth bringing in the Commissioner to explain the timelines for the next phase, but of the 12 Low-Emission Bus Zones, seven have begun. We are already seeing evidence of the difference they are making to the quality of air in relation to the nitrogen dioxide (NO₂) and nitrogen oxide (NO_x) and the particulate matters that used to come from the diesel buses and also other vehicles. We have seen huge improvements in Putney High Street in your patch. Next to you, Assembly Member Eshalomi has seen improvements in Brixton High Street.

We have rolled out more. We are ahead of schedule. The plan is to have all 12 rolled out by the end of this year [2019] and the Commissioner will hopefully be able to confirm that.

Mike Brown MVO (Commissioner of Transport for London): Yes, absolutely, that is the plan. The Mayor is quite right that there are seven that have rolled out already and by 2020 the full 12 will have been implemented.

It is worth saying that of the seven so far, the NOx emissions have reduced by an average of 90%, which is really quite significant. The first two Low-Emission Bus Zones, Putney High Street and Brixton, have had a major impact on pollution levels with Putney High Street, as an example, exceeding legal limits for just two hours in 2018 compared to 807 hours over the same period in 2016. That is a reduction of over 99%. I have to say that exceeded our modelling and exceeded what we felt was going to be achieved and so I am very excited to be reporting that we are on track to deliver the remaining five Low-Emission Bus Zones.

Of course, that is in parallel with important work to ensure the bus fleet overall is green and clean, ensuring that we have all buses at least Euro VI-compliant across the whole fleet of London buses. That work is also progressing very well.

Leonie Cooper AM: As you can imagine, people in Putney are not excited; they are just absolutely delighted because it means that they can go shopping and you can literally see that the air is clearer.

I just want to press you: are we absolutely satisfied that the next five zones are definitely going to be in absolutely right places? We clearly have these hotspots in a variety of places across London and I just want to check that we definitely have the data that shows that they are going into exactly the right places.

Mike Brown MVO (Commissioner of Transport for London): I believe they are. I am happy to write to the Assembly Member, Chairman, to confirm that analysis and to share that analysis with you as to why we think they are the right ones, if that would be of help. It is something that we continue to keep under review. My ambition is that of course we do not stop here and that we keep going and keep ensuring that in parallel with the ULEZ, the first of its type of course anywhere in the world, we keep exploring new technology and keep pushing the boundaries as to what we can do to clean up London's air wherever we can.

Leonie Cooper AM: That is an important point because the Low-Emission Bus Zones do need to be seen in conjunction with other initiatives like the ULEZ. I just wonder if you could say a bit more about how they fit together with the Healthy Streets agenda because we do hear some people suggesting that some of the changes are contributing to pollution and contributing to congestion.

Mike Brown MVO (Commissioner of Transport for London): The Healthy Streets scheme is clearly part of the wider ambition to increase the number of people walking and cycling in London from the current 63% to 80% by the end of the Mayor's Transport Strategy timeline. There is lots of work going on together to ensure that our buses are able to move around in a clean and green way and that, equally, our junctions are safe and are pedestrian- and cyclist-friendly as well.

I have to say that the work that the Mayor's Walking and Cycling Commissioner [Dr Will Norman] is doing in also working with us on the work that we are doing on the bus fleet more broadly and on bus routes more broadly is hugely important. This does not feel like two different teams with two different objectives. It feels like very much a holistic approach. The Mayor may wish to comment a bit further, but I really do believe that we are on the exciting cusp of doing something really world-beating in terms of what we are doing with Healthy Streets and with buses and the cleanness of the air quality generally in London.

Leonie Cooper AM: I absolutely agree and the figures of 90% to 99% reductions really speak for themselves. I did ask the Mayor only recently in the budget debate about whether we had any support from the Government for its Clean Air Strategy. Is there any movement at all on access to the Clean Air Fund? What about supporting the diesel scrappage scheme for the microbusinesses that you want to introduce as a part of the rollout of the ULEZ? Is there any help from the Government on this at all?

Sadiq Khan (Chair, Transport for London): I spoke last week to the Secretary of State for the Department for the Environment, Food and Rural Affairs, [Rt Hon] Michael Gove [MP], and it was a promising conversation. I have to say that whenever I speak to him or meet with him I feel encouraged. I am seeing him next week at the Clean Air Summit that is being held with the metro mayors and core cities. Michael Gove will be coming there and so I will be pursuing this with him.

As we speak, as of yet, there has been no constructive assistance to us. The point I made to the Secretary of State was that I am one of his biggest advocates and I believe that he is committed to this agenda. The point I said to him in a courteous way was that it is important for him to demonstrate by walking the walk that he means it. I am hoping there is some news here, but at the moment no good news to report.

Leonie Cooper AM: That is a shame, Mr Mayor, but I am going to leave it there and I would like to wish you and the other metro mayors luck at next week's summit. Thank you, Chairman.

Joanne McCartney AM: I am going to ask about bus services. Across your business plan period, there will be a reduction in bus services in inner London with the aim of increasing outer London bus services but in total a reduction in kilometres. Are you running enough buses to accommodate the needs of Londoners?

Sadiq Khan (Chair, Transport for London): We are. I will let the Commissioner deal with the detail, but just give you some context, in central London we have seen bus usage reduce by 12% in the recent past. The good news over the last year is that the reduction in bus passenger usage is about 0.7%. Across the country it is 3% or 4%. We are not seeing in London what they are seeing across the country, which is routes not simply being reduced in frequency but being stopped. We have still kept our promises around concessionary fares.

What we are doing in relation to the consultation is, of the 675 routes we have across the city, we are consulting on 33. We are looking carefully at the responses to those consultations and are hoping to report back quite shortly.

We also are keen to increase the availability of buses in outer London. In outer London there are fewer alternatives. In central London you have rail, you have walking, you have cycling and options that are quite useful. That is one of the explanations for the reduction, but it is really important that in those parts in our city where there is good public transport the ambition is to get to 80% by 2040 either walking, cycling or using public transport. I am confident we are doing that and the Commissioner understands the brief he has been given.

What we do not want to see is queues of buses in Kingsway, on London Bridge, in Park Lane and in Oxford Street. What I want to do is to see those buses freed up to be used elsewhere across London.

Mike Brown MVO (Commissioner of Transport for London): Just to add to that if I may, of course I recognise that the major growth opportunity is in outer London. It is in those boroughs where there are new housing developments, where there are important transport links to be provided to, for example Whittington Hospital, or wherever it is, to ensure there is proper connectivity for people going about their

day-to-day lives.

The bus consultation generally – and I have discussions with boroughs on a regular basis – has been well received by boroughs and other interested parties. Of course the outcome of that consultation has not yet been revealed, but I would assure Assembly Members through you, if I may, that we have taken it very seriously. I have no doubt there will be some adjustments to our initial proposals as a result of the huge appetite to respond to the consultation that we have seen.

Increasing bus routes is not, as the Mayor implies, about just putting more buses on historic routes where there used to be a real imperative to do. The dynamic has changed. People's use of buses, particularly in central London has changed. The bus Hopper fare of course makes a real contribution to how people use buses in London. The huge improvement in the Tube and other transport networks around central London has also made a huge difference to how people travel around, as has the improvement in walking and cycling facilities provided in London.

The increases in the outer London bus network over a five-year period we have to be looking at carefully. We have to look and see how much that costs. Some £40 million is the current plan as to what we would spend there.

It is also worth just putting in context the fact that the subsidy we pay for the bus network across London is of the order of over £700 million, which is the highest it has ever been. It is quite right because we have a social responsibility to ensure that every part of London is decently connected to the public transport network and that is material in the Mayor's Transport Strategy as well, but it is equally important – and I am sure Assembly Members would agree – that we have to ensure that every point we spend in subsidising the bus network is spent in the way that provides the most benefit to the most people and those communities who require bus services in particular. That is what we seek to do.

We will continue to get input, I have no doubt, from you and from other Assembly Members as we move this forward, but I am very confident that the pathway we are on will make a material difference to both the operation of the bus network and to the people who need it most.

Joanne McCartney AM: One of the criticisms of TfL in the past has been that it has often been very slow to react to changes in outer London such as the reconfiguration of hospitals. As you have pointed out, lots of the growth areas are in outer London. Do you think you will have the capacity to react proactively and perhaps ahead of time rather than always being reactive in changes?

Mike Brown MVO (Commissioner of Transport for London): That is a very fair question. If I may, I will go back to my view of this consultation process. We have quite understandably in the past been criticised for not being on the front foot in terms of new developments as they emerge, of new opportunities for increasing ridership and ensuring that people communities are properly served. This consultation is the first of a new approach to how we are doing this and how we are responding to local communities' concerns and interests being raised, but also just looking more strategically ahead to where those growth areas are.

In terms of the Mayor's work, often with us in delivering homes for London and new communities being served in London, of course it is the bus network that can provide that almost immediate response to those new growth areas by providing instant transport. Whereas of course if you are planning a rail scheme, for example, somewhere like the extension to Barking Riverside of the Overground network, it inevitably takes a little bit of

time and there is a little bit of lag between new homes and new jobs being created and the permanent link that a rail line can sometimes provide as well.

Joanne McCartney AM: If I can move on to rail devolution, having sat on a train this morning on the Great Northern Line into Moorgate for 30 minutes without a driver being available, I want to ask if we have an update about the devolution of that service. Last May [2018] [Rt Hon] Chris Grayling [MP, Secretary of State for Transport] said that he was going to separate the franchise out from Thameslink and that he was in discussions with the Mayor's office. How have those discussions proceeded?

Sadiq Khan (Chair, Transport for London): I will let the Commissioner give you the running commentary, but the Secretary of State did sound quite optimistic in relation to the Gibbs Review and in relation to talking to us about that devolution. We have been pursuing this. Every time I see [Rt Hon] Chris Grayling [MP] I chase this point up. When I met the Chief Executive of Network Rail [Andrew Haines], we also pursued this with him. We are concerned that if we do not get the information we need, it could lead to a delay in our ability to do that. Mike, can you give an update?

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

Joanne McCartney AM: It is up in 2021?

Mike Brown MVO (Commissioner of Transport for London): It is. The Mayor is quite right. I was in the same meeting when the Secretary of State committed to working with us to ensure that we had the information necessary to proceed with that potential for devolution of the Great Northern Route into Moorgate.

I have to say it has been like pulling teeth to try to get proper discussion and proper information with the Department of Transport. I raised it with the Permanent Secretary and we continue to try. There was a meeting with officials again a couple of weeks ago to try to get more information flowing. It still seems to be incredibly difficult to get that information flowing, but I am seeing the Permanent Secretary again this week and I will as a side conversation ask her again to honour the commitment the Secretary of State made to the Mayor.

Joanne McCartney AM: Thank you. I write on a regular basis. Thank you.

Navin Shah AM: With a large number of commuters, I too was stuck at 8.30am this morning at Harrow on the Hill Station. I have personally made representations to both of you and you both have kindly not only explained the reason for the signals failure but also apologised for the failure itself. I want to leave it at that.

What I want to move on to swiftly now is a question about the agency staff. Mr Mayor, in your manifesto pledge you stated that you would halve the £300 million cost of consultants and agency staff to £190.5 million. As of June 2018 you had cut £176 million from the agency staff budget. Has this welcome and significant reduction had an effect on TfL's ability to deliver its services, which is critical?

Sadiq Khan (Chair, Transport for London): I hope not, but it is more for the Commissioner to give you that reassurance. I accept there is sometimes a need for non-permanent labour and agency staff. Sometimes it can be good for a specific project happening. In fact here in City Hall we often use non-permanent labour for bespoke pieces of work.

The task I gave the Commissioner was that I am unhappy with our overuse of them before I became Mayor and we should be investing in permanent staff to give them the skills. We will retain talent and we will see them progress as well rather than paying somebody who comes and goes or paying agency staff for a long period of time when they clearly should be permanent staff. We have reduced it hugely.

We also now have processes in place to avoid a department overusing agency staff. I am reassured that we are making progress, but it is for the Commissioner to confirm to you that there has been no reduction in the quality of service that TfL can provide.

Mike Brown MVO (Commissioner of Transport for London): Thank you for the question and the answer is, no, there has not been and I would not allow there to be. The Mayor is quite right that it does give a really great opportunity to develop our own talent and our own people within the organisation. As recently as today one of the national newspapers was reporting that we are on track with a campaign to recruit 130 new apprentices across the organisation. It is that kind of young talent.

By the way, I have absolutely made a stipulation that that intake of apprentices will totally and absolutely represent the diversity of London's population in its entirety. We still have, particularly in the engineering fields, have too few women coming into our organisation workforce. Where we do have young talented women, we are making a massive difference to the delivery within the individual areas where there is proper representation. This is a real quest to continue to transform this over time.

As the Mayor said, there will be some specialist positions. I do not know. We talked about signalling earlier on where we have a very specialist signalling resource that we need for a defined period of time. In those cases it may be appropriate to have an agency member of staff for a short period of time, but that has to be the exception rather than the rule. I am very confident that the controls that I put in place to ensure senior signoff within the organisation will apply those controls properly.

Navin Shah AM: That is extremely reassuring for Londoners who expect and demand good quality of services from TfL.

Moving on to consultants, in 2015/16 the consultants bill was £117 million and then in 2016/17 it went down to £107 million. Can you update me on recent progress you made on the consultant cost side of things? We do not have the latest figures.

Mike Brown MVO (Commissioner of Transport for London): I can share that with you. I do not have that immediately to hand. It may be somewhere in the bowels of my pack. I do not have it immediately to hand, but I can certainly share that with you. Suffice it to say we are continuing to make progress on this because, in an organisation that is bearing down on costs and duplication and ensuring that we only do things in one part of the organisation where historically prior to the Mayor being elected we did it in multiple parts of the organisation, it is part of the overall journey there. I am very happy to share the specific details, Chairman, after the meeting.

Navin Shah AM: Thank you. I have a very last question very quickly. The number of TfL staff with a total remuneration of £100,000 or more was 402 in 2015/16, went up to 515 in 2016/17 and went up again to 564 in 2017/18. How do you justify this 40% increase? Do you have any plans to bring down the numbers in the cost and do you have any target figure?

Sadiq Khan (Chair, Transport for London): I do not recognise those figures. What I do know is that I have been quite clear to the Commissioner that we have to freeze the salaries of the top team and that that has happened. I have also been quite clear that we have to reduce the numbers of staff with a base salary of more than £100,000 - on the numbers I have, that has gone down - but also the number of senior managers I have asked to be reduced as well. On the numbers I have, that has been done.

I am not sure if your numbers include the Crossrail Ltd team. We are not responsible for their remuneration packages. In fact, even though we objected to them, the previous Chair still chose to increase their packages. I am happy to look at your figures. I am not sure if the Commissioner can help.

Mike Brown MVO (Commissioner of Transport for London): Perhaps I can help a little bit with the figures --

Navin Shah AM: Chairman, I do not have time. What would I will, to be helpful, is that I have these figures from the annual report and statement of accounts for 2016/17 and that is very clear. If you can again drop us a line to give clarity on the figures from what I have stated against what you might have just to justify that it is not Crossrail figures with --

Mike Brown MVO (Commissioner of Transport for London): It is 7% lower than in 2015/16 and the number of senior managers in the organisation has reduced by 13%. Also, as the Mayor rightly said, there has been a total freeze on pay increases for the senior management team across the organisation. The figures are not the correct ones but I will give you the correct ones, yes.

Unmesh Desai AM: I have two sets of questions to put to you, Mr Mayor, but the Commissioner might wish to come in.

My first question is what type of crime on the transport network. The latest crime statistics bulletin shows an "upward trend in violence/serious public order offences on the Tube, DLR and London Underground". On 18 January [2019] through the media I was told that violent crime on the London Underground has risen by more than 43% in the past three years.

Let us put those figures into context. This was not good news, but it should be noted that this still only means there is a 1-in-500,000 chance of being a victim of violent crime on the Tube and so it is still unlikely, but that is not of consolation to people who have been the subject of crime on the Tube.

Mr Mayor, what are you going to say about this worrying trend and, more importantly, what steps are the police taking to reverse this upward trend?

Sadiq Khan (Chair, Transport for London): Firstly, you are right. If you are the victim of crime, it is no consolation to you that crime is also going up across England and Wales. It is no consolation to you that crime is also going up across the national rail. You are a victim.

There are a number of things that we are doing. TfL contributes a large sum of money to the Metropolitan Police Service (MPS), to the British Transport Police (BTP) and to the City of London Police to help keep the transport network as safe as we possibly can. We have also encouraged more commuters to report crimes that in the past they may not have reported. *Report It To Stop It* is just one example of one of the campaigns we have to encourage people to report crime. I am very encouraged, for example, by the fact that more women

and girls are now reporting some of the unwarranted sexual attention - often crimes - that they are the victims of as a consequence our campaign.

I am not explaining the increase just by more confidence amongst commuters, but one of the things that Mike speaks regularly with the BTP, the MPS and the City of London [Police] about is high-visibility policing. The Night Tube and the Night Overground have seen a large police presence as well. I will let the Commissioner give details of other things we are doing.

Mike Brown MVO (Commissioner of Transport for London): Yes. I would just echo what the Mayor said: any crime committed on the public transport network is one too many and I absolutely acknowledge the effect it has on the victims of those crimes. That is why it is really important that we do encourage people to report even what might be seen as low-order crimes, pickpocketing, the theft of mobile phones, some of the issues that unfortunately do happen on the transport network. However, again, you are quite right to use the figures about the overall risk of crime on the networks as being very low.

The Mayor is quite right to say that the encouragement of reporting crime, particularly *Project Guardian*, which is the reporting of sexual offences on the Tube and bus networks, has been a very effective means of highlighting this previously hugely under-reported and very serious crime that was committed that simply was not getting properly addressed previously. I have had some very positive discussions both with Cressida Dick, Commissioner of Police of the Metropolis and with Paul Crowther, Chief Constable of the BTP, and colleagues also speaking with the City of London Police on those very issues. We will continue with that dialogue.

We continue, of course, to fund the MPS Enforcement Unit and the BTP for their forces in London on the Underground and the Overground networks and we will continue with that commitment. It is very important to me that we work with them on strategies for deployment. As the Mayor said, the most important thing we can do is to have proper visible policing and to follow up when crimes are reported so that we bring people to justice.

Unmesh Desai AM: Both of you, Mr Mayor and Commissioner, talked about, quite rightly, the work that the BTP does with the City of London Police and the MPS. TfL provides almost one-quarter of the BTP's funding.

Mr Mayor, how do you - or, more specifically, given your many other commitments, how does your Deputy Mayor - work with the BTP to ensure that this money is spent in the best possible way for Londoners and that we are getting value for money? Presumably there are regular meetings, performance indicators and so on. Can you give us an idea?

Sadiq Khan (Chair, Transport for London): You are correct. Mike's team meets regularly with the Chief Constable of the BTP. Just to remind you, the BTP is responsible for the national rail network but clearly has a locus in London as well. You will know of the phenomenon of 'county lines'. Often these young children are using transport networks to go around the country. The National Crime Agency (NCA) is also working closely with the police services, including the BTP, to make sure there is some co-ordination taking place there.

In addition to the regular meetings the Commissioner and his team have with the Chief Constable of BTP, he came along to a meeting with transport trade union representatives to talk to them about some of the steps they are taking. You will be aware - because I know you have raised this with me outside of the Assembly - of the concerns you have around staff being assaulted as well. BTP will also look into those issues.

It is worth reminding you that the MPS and the City of London Police also assist the BTP in the work that they do. I have been impressed - and I did not realise this before I became the Mayor - by the amount of co-ordination there is between those three police forces, which is encouraging for Londoners.

Unmesh Desai AM: I must say - and this was quite some time ago, nearly two years ago - that when I went to Palestra House I was very impressed with some of the systems in place.

If I move to my next question, in your manifesto commitment you did talk about tackling violence against women and girls on public transport. I am glad that there has been a welcome increase in reporting. If people do not report, we cannot do much. You are delivering on that particular commitment and I commend you for that.

My next question is about the Safer Junctions programme. In 2017, Mr Mayor, you said:

“Transport for London will publish the first annual progress report for the Safer Junctions programme in spring 2018.”

That was some six months ago. TfL has told me that this has not happened due to “a new system to capture collision data” that has used by the MPS since November 2016 and has “resulted in an increase in the number of collisions being classified as ‘serious’ rather than ‘slight’”.

When will you have resolved this issue, Mr Mayor, and be able to publish a progress report? Commissioner, if you want come in, this is a more technical question.

Mike Brown MVO (Commissioner of Transport for London): You are quite right that this is a difference in the classification of the way the MPS has reported incidents and how it has given us the data. That is still being worked through. I do not have an actual date when that will be resolved.

I would just though give you an assurance because the most important issue is that it is not stopping us dealing with Safer Junctions. The amount of work we are doing to improve safety on junctions, even those junctions where we do not have a permanent fix in place, we are taking immediate mitigation measures to ensure that we put in place some initial safer measures at the junctions concerned that we believe are the highest risk of incidents or accidents occurring. Although we are still waiting for the clarification from the MPS as to when we can have that accurate data, it has not stopped us in the delivery that we are continuing to provide.

Unmesh Desai AM: I note what you have said, but TfL has been able to offer some initial observations on the number of collisions. Overall there has been a 25% collision saving across all locations from 403 to 300. I can give you some examples: a 55% reduction in collisions at the Elephant and Castle northern roundabout and a 57% reduction at St George’s Circus.

Commissioner, do you expect similar such reductions to continue across other junctions that TfL is making safer?

Mike Brown MVO (Commissioner of Transport for London): Yes, I do and, Chairman, through you, if I may say, the whole approach to Vision Zero and to ensuring that we are properly cognisant of every single issue that happens on our road network is continuing to evolve hugely.

The Mayor and I under the Mayor's leadership hosted a session last week with some relatives and survivors of some issues on London's road network. We both find it an incredibly powerful and moving discussion. I was delighted that people felt able to contribute to inputting what junction improvements might be needed at places where they had suffered or unfortunately where they had ended up being bereaved as a result of an incident. The whole issue of personalising statistics is hugely important for me. These are real human beings with real lives and real families who are affected by death or serious injury on our road network.

I was very pleased to see that the number of fatalities had fallen last year, but over 4,000 incidents of death and serious injury on London's road network is still far too high. We are aiming for zero.

We will continue to make progress on that account and the effort that we have put in to Safer Junctions and to ensuring that the Direct Vision Standard, for example, is fully implemented. We have recently had sign-off from the European Commission on that, I am delighted to say. All of the work that we are doing is so important to ensure that we continue to ensure cyclists and pedestrians are safe as they move around our city streets, and so we continue with that approach across all junctions where we think there is a risk.

Unmesh Desai AM: I will finish on this note. I have often been critical, as have many other Members sometimes, over the TfL correspondence handling and dealing with stakeholders and so on, but I must say that over the last year I have raised three issues about junctions, Mile End junction in particular - Mile End junction outside Mile End Station is the worst spot in Tower Hamlets in terms of recorded collisions, fatalities and so on - Burdett Road further east and outside Stepney Green Tube Station. The response of your officers, some of them junior officers, has been really good.

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

Sadiq Khan (Chair, Transport for London): Thank you.

Tony Arbour AM (Chairman): Assembly Member O'Connell?

Steve O'Connell AM: Thank you, Mr Mayor. Just returning briefly to your exchange with Joanne [Joanne McCartney AM] regarding buses in outer London, something I have been banging on about for some considerable time, speaking for, for example, Sutton - and just for once I will not mention the tram, although I just did - it is particularly poorly served by public transport. Joanne probably hit the nail on the head. Looking at increasing services in outer London in a zero-sum game is naturally going to lead to potential reductions elsewhere.

Really, what I want to hear from you, Mr Mayor, is whether you will commit by the end of your term to net increase bus services in outer London?

Sadiq Khan (Chair, Transport for London): Chairman, can I give the Assembly Member that commitment? Year on year, there will be an increase in bus mileage in outer London. That is set out in the business plan we published recently.

It is really important to be savvy in relation to where the additional bus mileage goes. For example, there could be new housing developments. There could be a particular need to get from a hospital to a town centre or from a hospital to a new housing development. Not necessarily this same amount of bus mileage reduction in central London is going to be transferred in the same amount to outer London, but there is going to be an increase year on year.

It is really important because Sutton is good example of a borough that has traditionally been poorly served by public transport. You will appreciate the dearth of Tube stations, for example. I can see laughing coming from my left because she knows how few there are: zero. It is really important that we have alternative forms of public transport there.

Steve O'Connell AM: It is the overdependence of outer London on buses which has been brought up by Assembly Member Shah as well. You need to recognise that and to deliver that, partly related to the housing developments that will naturally be delivered in outer London disproportionately.

Sadiq Khan (Chair, Transport for London): Absolutely. We cannot on the one hand say to people, "We want you to use your car less", particularly in outer London, when there is no alternative. One way to provide an alternative is with public transport that is affordable and buses is the obvious answer for the reasons the Commissioner said. You can do it almost overnight subject to consultation and that is what we are keen to do to accelerate new services. It should not take so long, as was said by Assembly Member McCartney. It takes too long and we are trying to speed that up.

Mike Brown MVO (Commissioner of Transport for London): Just to give you some reassurance, particularly on Sutton, it is one of two areas - the other one being Ealing - where we are embarking on a demand responsive trial as well to see if we can assess whether or not and where there might be the potential for more permanent bus routes to be applied. That is a real example. Croydon Town Centre is another example quite close to the same part of the capital. We have seen an increase in bus usage of 9% in Croydon and so that is an area as well where we would want to see the bus service being enhanced accordingly, as I said in response to the earlier question. Those are just two examples where we are really striving to do the right thing by increasing bus capacity in areas where there is clearly latent demand.

Steve O'Connell AM: I am particularly pleased about extending a bus route to Tollers Lane council estate and the potential to extend the bus route to Epsom, which is just outside the border but is used by Sutton residents. They are two particular ones.

Fiona Twycross AM: TfL's latest *Travel in London* report says that most cycling in London is undertaken by people who cycle regularly and that the majority of the population do not do this, and that people who cycle currently are more likely to be white, male, and earning more than £20,000 a year. How will your new plan encouraged non-cyclists - and unfortunately I count myself among those - to give cycling a try?

Sadiq Khan (Chair, Transport for London): One of the reasons we launched a new Cycling Action Plan was because, having listened to some of the Londoners you refer to, it was gobbledegook to many of them about Cycle Superhighways, Quietways and Mini Hollands. The infrastructure was not as safe as it could be and was very confusing. Secondly, people lacked the confidence to get on a bike.

We are doing a number of things. We are making sure that there is better quality assurance in relation to the cycleways, whatever they were called in the past, and make sure they are of good quality. A Quietway should be what it says on the tin. We will improve the infrastructure. You will have seen the increased investment - record sums - in improving cycling infrastructure.

That does mean that I can confirm to the Assembly that we will not be taking the advice of some to remove the cycleway on the Embankment. It is a really important cycleway that was brought in by the previous Mayor and it has led to huge numbers using the Embankment on bikes who were not in the past, a 38% increase.

Also, it means working with communities. We have a grant system now, Community Grants, and the activation programme. I have seen some of the evidence of the fantastic work taking place with encouraging people who previously had not got on a bike to get on a bike. The Commissioner, I know, has been impressed by the work [Dr] Will [Norman, Walking and Cycling Commissioner] has been doing in this area.

Fiona Twycross AM: Not everyone can actually cycle. For those people who cannot cycle, how are you going to get people to the first stage of learning how to get on a bike, being a bit concerned about wobbling, or potentially not having access to a bicycle themselves?

Mike Brown MVO (Commissioner of Transport for London): It is a very important point. What we are doing is significantly increasing the number of schools engaged with our free cycle training and active travel programme, Sustainable Travel: Active, Responsible, Safe (STARS). That is really important because the evidence is that if you get young people interested in cycling, it is something that they stick with as they become young adults and move into adulthood.

As well as that and very importantly, we are doubling the number of adults who receive free cycle training every year because we do recognise that there are people who perhaps did cycle when they were younger and have somehow stopped cycling and lack the confidence. That is why the Mayor's point on the quality of the infrastructure, particularly the Quietways, to ensure there is a consistent quality threshold that we apply is so important to give people the confidence.

Also, it may sound like a slightly trite point, but the terminology and talking as we did historically about 'Cycle Superhighways' is in itself off-putting for some of the people who might otherwise take up cycling. This is not a racetrack. This is about ensuring that cycling is open and accessible. Everyone should be confident of the quality of the cycle route and confident that they will get the right infrastructure. Of course our cycling infrastructure database is freely available for people so that they know the facilities on particular lines of route as well.

Fiona Twycross AM: Are there particular parts of outer London, for example, where this is a particular issue to crack?

Mike Brown MVO (Commissioner of Transport for London): On the Quietways, some of the work that we have been doing in Enfield, Waltham Forest, for example, and Kingston is really important. We have seen some real progress on the Quietways rollout. We are increasingly looking at the type of network for cycling across London that we see for other modes of transport. Cycling will play a very important part in delivering the Mayor's Transport Strategy in outer London, along with walking where appropriate and along with bus service provision as we talked about earlier on.

I certainly continue to have very good discussions with borough leaders and chief executives and I know that Heidi Alexander, Deputy Mayor [for Transport], does and the Mayor himself does on a regular basis.

Fiona Twycross AM: Great. Do you perceive the cost of a bicycle as being something that puts people off getting involved?

Sadiq Khan (Chair, Transport for London): Assembly Member McCartney took me this week to Tottenham's Café Connect, a good example of a community there with second-hand bikes being used to encourage people who previously would not have thought about getting on a bike. Different shapes and sizes,

different genders and different ages are having the confidence to get on a bike. The great thing there was that it was the community coming together with a bit of assistance from us. Will Norman went recently to a Limehouse Cycle Project with women Londoners of Bengali origin getting on bikes as well. We can assist with appropriate schemes across London.

We are also encouraging employers to have various schemes to encourage their employees such as a loan system to encourage them to cycle to work as well. You will be aware of how good City Hall has been traditionally in relation to shower facilities, loan schemes, etc. We want to encourage more employers to do that. Part of the Good Work Standard is going to be encouraging good employers to encourage their employees to think about how they can cycle to work.

Tom Copley AM: Mr Mayor, you have said that by March 2021 you will have started on property development sites covering 320 acres of TfL land that will support 10,000 new homes. In June 2016 the Commissioner said that this is very much the first phase. When will you announce what phase two will comprise?

Sadiq Khan (Chair, Transport for London): Just to give you an update on phase one, you are right that phase one was extremely ambitious. The Commissioner and I have agreed by 2020/21 to have started 10,000 homes across our city, half of which must be genuinely affordable. The context is - and you mentioned 300 acres - that TfL is responsible for, including roads, stations, depots and tracks, roughly speaking 5,000 acres. That is the context and a lot of it is complex. The key thing there is speaking to neighbours in relation of unlocking access to some of these sites. It could be a borough; it could be a developer. Those conversations take place. Mike has a very good team that is working on this.

I am not sure that there will be a big-bang announcement in relation to phase two, but what the Commissioner and his team are doing, I suspect, is talking to neighbouring developers on individual sites. I am sure that the Commissioner can talk about some of the work his team is doing.

Mike Brown MVO (Commissioner of Transport for London): Yes, that is absolutely right. As the Mayor said, there will be now a roll out of individual schemes as they become viable because we have been having discussions with neighbouring landowners. For example, I will talk about a new relationship that we have been having with Network Rail. There are often pockets of land that sit adjacent to each other. Kidbrooke in Greenwich, for example, is a great opportunity where the division of land between Network Rail, us, the private sector and the borough has meant that having an overall approach to the site is much more viable for the developers in partnership to work with. That is the kind of thing we will continue to be pursuing.

The other thing I would just give you reassurance on is about the collaboration and working together with the Mayor's core team within the GLA and our team within TfL. This is really one team now, in effect. The fact of the way this is happening and the interaction with boroughs for this development is hugely important.

This is a hugely important part of our work. I am absolutely committed to the 50% affordable. We are also out at the moment in the market looking at build-at-rent, which is an increasing area of opportunity in London. The high-quality affordable private rental sector is extraordinarily low compared to any other large city in Europe or in the world and that is quite exciting. There will be an announcement quite soon on the successful bidder to work with us on that.

Tom Copley AM: We look forward to that. We are looking at this of course shortly on the Housing Committee. I am pleased to hear that you have been working collaboratively with Network Rail as well.

I believe that in May 2016 it was the Mayor who said that TfL was assessing the capacity for a development of a further 300 acres over the 300 that has already been identified. Is this assessment going to be published at some point?

Mike Brown MVO (Commissioner of Transport for London): We can certainly do that. I am very happy to share with you where we have got to and the progress. There is nothing secret or commercially confidential about this and so I am very happy to share that with you and Assembly Members more broadly.

Tom Copley AM: The estimate was something like between 20,000 and 40,000 homes in total, potentially, dependent on density, etc, across TfL's land.

In terms of affordable, it was incredibly welcome, Mr Mayor, when you came in that you introduced a requirement across the TfL portfolio of 50% affordable, which was not there before, but there is a conflicting pressure in terms of TfL's finance and affordable housing in terms of the revenue that can be generated for TfL. How are you balancing this?

Sadiq Khan (Chair, Transport for London): Good question. The good news is that the business plan that TfL has recognises that 50% will be genuinely affordable. It is worth reminding ourselves because we may forget and it is important to remind London over the next 18 months that we have ditched the dodgy definition of what an affordable home is and we have a definition that actually means genuinely affordable. It makes it harder, but TfL is quite clear in the understanding of what we mean. In the business plan there is a figure for the revenues TfL needs to bring in via surplus TfL land, but that includes the calculation that it is 50% genuinely affordable. My understanding is that the business plan's sums still add up.

The good news is that the number of homes that have been given planning permission is on course to meet that 10,000 target: 3,000 have already been given permission, another 1,200 are in the pipeline and there are some more in the pipeline. We are on course to meet that and also to make sure the business plan is satisfied in relation to the revenues that need to be generated.

2019/2080 - Delivering Healthy Streets schemes

[Caroline Russell AM](#)

How will you ensure that Healthy Streets schemes and projects that support your Vision Zero ambition go ahead, despite the budget situation at Transport for London?

Sadiq Khan (Chair, Transport for London): Last year [2018], I published London's first Vision Zero Action Plan, which sets out bold and ambitious plans to eliminate deaths and serious injuries on London's streets by 2041. This is part of my wider Healthy Streets approach, which aims to make London a greener, healthier and more attractive place to live, work and do business.

TfL has committed to delivering on these ambitions and has increased investment in the Healthy Streets initiative to £2.3 billion, announced in TfL's latest business plan. This record investment is taking place despite TfL facing some significant external financial headwinds. These include the loss of £700 million per year on average operating grant from central Government, the consequences of a subdued national economy, the future revenue lost due to the delay in opening the Elizabeth line, and the absence of any funding from central Government for the maintenance of London's strategic road network.

However, safety is our priority and we will be continuing to work towards our Vision Zero ambition to make our streets safer. Vision Zero is about doing everything in our power to prevent serious injury and the needless loss of life on our transport network. We cannot accept that deaths and injuries on our roads is simply the price that some must pay for travelling around our city.

I would remind, Chairman, the Assembly that every year around 4,000 people are killed or injured on London's streets. This is simply unacceptable.

Caroline Russell AM: Thank you, Mr Mayor, and it is very good to see your very solid support for the Vision Zero ambitions.

Following our last discussion about cycling, I have now met with your Walking and Cycling Commissioner to discuss your new quality criteria. It is very good that you are using a quality standard to focus the use of TfL funds only on the strongest schemes that really deliver Healthy Streets and help with your Vision Zero ambition.

I would like to ask the Commissioner. How about the boroughs that are not meeting the standard? Will you engage with them to help them raise their game and, if they do not raise their game, will you be holding back funding?

Mike Brown MVO (Commissioner of Transport for London): We will certainly engage with them to ensure that the highest possible standards are applied across the whole of London. I would be glass-half-full in my perspective on this in that I would be optimistic that we will get an acceptance across London as to the logic of having a London-wide high-quality standard. I have not given any consideration to the implication if they do not meet that standard. I am just going to continue to pursue discussions with boroughs as I have on a regular basis that we do meet that standard and work in very closely, as the Mayor said, with the Walking and Cycling Commissioner to ensure that happens.

Caroline Russell AM: The other point that I am worried about is that the pace of delivery is not moving fast enough. If we look at the cycling budget, for example, £142 million of the cycling budget has gone unspent during this Mayoral term and the amount that has been spent each year on cycling has gone down year-on-year.

My question is again for the Commissioner. You have not actually built the schemes that that money was allocated to. Now you have to build much more each year to catch up and that is showing in the current business plan. Do you have the capacity in TfL to deliver all the schemes that you need to deliver to spend that money?

Mike Brown MVO (Commissioner of Transport for London): We do and that is one thing that I was very determined that we had when going through the business plan internally before I took it to the Mayor and then indeed the Assembly. Absolutely, we do. I am determined that we will continue the progress we have made in cycling schemes. Recently in January [2019] there was a public engagement for a number of new routes, as you will be aware of, across London. I could list them all out but I do not waste your time in doing so.

Caroline Russell AM: No, do not do that.

Mike Brown MVO (Commissioner of Transport for London): You know where they are, but that demonstrates the momentum, if I may, Chairman, through you, that we are continuing to be committed to.

Caroline Russell AM: Picking up on the momentum, just looking at tracking progress, at the moment TfL makes it very difficult for people to track progress on these targets on delivery. For example, the [London Assembly] Budget and Performance Committee on 7 January [2019] asked for details of the capital programme expenditure project-by-project and how they have been classified into the categories of critical, central, desirable and deprioritised. It is a month later and that information is not yet available. Do you know when that information will be available?

Mike Brown MVO (Commissioner of Transport for London): It should be very soon. I am talking about in the next few days. This --

Caroline Russell AM: In the next few days? Less than a week?

Mike Brown MVO (Commissioner of Transport for London): I would be very optimistic that it should be because I talked to the team just yesterday to ask that very question.

Caroline Russell AM: On Healthy Streets in particular, the reporting to the TfL Board is not comprehensive. It does not allow the whole programme to be scrutinised. Will you provide more detail to allow us to track the spending and delivery on all Healthy Streets schemes so that we can tell how you are doing, like with a red-amber-green rating for each project?

Mike Brown MVO (Commissioner of Transport for London): I am very happy to share that as openly and transparently as I can, as I do with everything to do with transport in London. In fact, I am very happy to organise for the team to have an offline discussion with you about how we could better present that progress.

Caroline Russell AM: That would be very helpful. Thank you very much. Then, finally, I have something that may also provide a bit of a solution to working with the boroughs. Chris Boardman [MBE British cyclist] is working on transport in Greater Manchester and tweeted on 25 January [2019]:

"We don't do 'bids' anymore, just submissions. Every quarter. Ongoing. Forever as far as I'm concerned. This's how we do streets now. If a scheme doesn't meet our rigorous standards, we help them bring it up to scratch and re-submit. Our ambition will match each of the boroughs."

Will you consider trying an ongoing process like this in London?

Sadiq Khan (Chair, Transport for London): We do and I am pleased to see Manchester learning from us. I will give you an example of the fruits of the conversations that we have been having and the recent fruition of the conversations with Hammersmith in relation to what was Cycle Superhighway 9, a good example of City Hall, TfL and the team working with Hammersmith, which has done an excellent job in coming forward with a scheme, which is a big improvement on the previous scheme. You can call it a bid. You can call it a submission. We call it team London delivering for our city.

Susan Hall AM: Mr Mayor, in regard to Vision Zero, can you just tell us what your targets in terms of bus deaths will be by 2020?

Sadiq Khan (Chair, Transport for London): To hand I do not have the figure by 2020. Do you have that figure?

Mike Brown MVO (Commissioner of Transport for London): No, I do not have a specific target. What I would say is and what it is worth saying is that there are a number of measures we are putting into play on buses with bus operators to ensure that we deliver a continual improvement. Very unfortunately, the first pedestrian this year died this week because of a collision with a bus at Camden. I am of course very sorry that that happened. There are things like the type of technology that applies speed restrictions to buses automatically so that the bus drivers do not --

Susan Hall AM: Yes, we applaud Vision Zero, we do, but it will be the end of the Mayoralty and it would be super to see just how well this Mayor has done. Assembly Member Pidgeon has already said that it is difficult to get interim targets and the pace of delivery is slow, and I agree with her. Given that and given it is the end of the Mayor's term, what are you aiming for? What would you like to see?

Mike Brown MVO (Commissioner of Transport for London): I would like to see zero. Let me be very clear. Any single death or serious injury on London's road network, whether it involves a bus or anything else, is one too many and so --

Susan Hall AM: Yes, we all appreciate that. Do you not have a figure?

Mike Brown MVO (Commissioner of Transport for London): Everything that we are doing to ensure that bus driver training, for example, the next phase of London-wide bus driver training is applied with --

Susan Hall AM: No, that is not the question. With respect, yes, I appreciate all of that, but that is not the question. Mr Mayor, I asked you what figure do you hope to get to or what are you aiming for by the end of this Mayoralty in 2020?

Sadiq Khan (Chair, Transport for London): I am aiming for a reduction in the amount of deaths and serious injuries there are --

Susan Hall AM: Of course, but by how much?

Mike Brown MVO (Commissioner of Transport for London): A 70% reduction in deaths and serious injuries by 2022 is the aim from the current level. I cannot quite compute that back to what it would mean by 2020, but that is the trajectory that we are seeking to do.

Susan Hall AM: Given it is the end of the Mayoralty in 2020, do you think you could get us some figures so that we can all see how well - or not - you have done?

Mike Brown MVO (Commissioner of Transport for London): I work on a continual basis, with the greatest of respect. I do not work to Mayoral terms. I work to deliver the right outcomes for a safer London.

Susan Hall AM: No, but the Mayor does, with respect, and you are working to the Mayor. Perhaps you can look at that to see if we could have some figures because we do want to hold you to account and it would be nice to see just how well - or not - you are doing on that particular thing. Thank you, Chairman.

2019/2104 - London's Motorists

Keith Prince AM

Are London's motorists unfairly subsidised?

Sadiq Khan (Chair, Transport for London): Thank you, Chairman. Last year the southwest of England received £269 million from the Government for roads funding. London received just £20 million. Following the removal of TfL's £700 million annual operating grant by the Government and the Government's refusal to consider devolving Vehicle Excise Duty to London, there is currently no source of funding exclusively set aside for London's roads. As a consequence, TfL has no option but to subsidise the operation and maintenance of our roads from elsewhere, primarily from the surplus generated by the London Underground, meaning that public transport users subsidise motorists. The reality is that Londoners contribute in the region of £500 million a year to the Treasury in the Vehicle Excise Duty but receive little in return.

As with all other parts of the transport network, investment in roads is needed to ensure safe and reliable operation, but due to the financial constraints from the Government TfL has been forced to pause all non-safety-critical renewal work for the second year running. This is not a sustainable position over the longer term.

TfL is already developing the highest-priority renewal projects for 2020/21 onwards including works on Vauxhall Bridge, the Westway and the Rotherhithe Tunnel. I am pleased that some of London's major arterial roads have been classified as falling within the scope of the Department for Transport's Major Road Network Guidance. It has not yet confirmed exactly which roads in London would be part of this network and the Government is yet to fully commit to funding the programme. Therefore, the extent to which this will be a useful funding source for London is unclear.

TfL is also identifying potential schemes ahead of a funding submission to the Government's spending review this summer [2019], as well as developing the outline business case for a scheme at Gallows Corner. However, I am still concerned that many of the key roads connecting London with the rest of our country, including those leading to the Blackwell Tunnel, are missing from the final defined network and therefore will not be eligible for vital funding.

Of course, we need to move to a situation where many more road users are using cleaner, healthier and more efficient transport options like walking, cycling and buses. That is why TfL has increased investment in its latest business plan to support these alternatives, but what is clear is that we do need long-term guaranteed funding for London's transport network including the road network so that we can keep our city moving and open to business. My administration will be making this case to the Government in the lead-up to its planned spending review.

Keith Prince AM: Commissioner, could I ask you a question, please? The Mayor has indicated that we have frozen road maintenance. I assume that is proactive road maintenance he is referring to. Tell me. What is the usual cost of proactive road maintenance year on year?

Mike Brown MVO (Commissioner of Transport for London): I would have to give you the breakdown in the figures because it depends on the type of maintenance we are doing, whether it is on the ironwork or pothole work or whatever else.

I would just say to reassure you and reassure the Assembly that you are quite right that it is proactive road maintenance. There is no question of us not dealing with safety-critical issues as and when they emerge, including potholes and including in particular areas where the road surface may be compromised and may affect vulnerable road users such as cyclists.

Keith Prince AM: I have no doubt about that, yes. Could you give me the figures, then?

Mike Brown MVO (Commissioner of Transport for London): As I said, I cannot give you the specific breakdown because it is varied across the piece, but it is clearly a direct result of the lack of Government subsidy, an average of £700 million a year, a significant proportion of which would have been used on proactive road maintenance. This is the second planned year of a reduction in that proactive road maintenance that we have had to do as a result of that reduction in the grant.

Keith Prince AM: All right. Perhaps I will phrase the question slightly differently, then. You have said quite correctly that the proactive road maintenance has been frozen for two years. How much are you spending on road maintenance this year and last year compared to the years before?

Mike Brown MVO (Commissioner of Transport for London): It is much smaller. It is about 10% of what we would have been spending because we are spending only on the reactive maintenance and where there are issues that need to be picked up from a health and safety perspective.

Keith Prince AM: That is 10% of what it would have been?

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

Keith Prince AM: Either what is 10% or what is 90% and I can do the maths myself?

Mike Brown MVO (Commissioner of Transport for London): I can get you those figures offline as to what it was, but, as I say, it is a direct result of not having any income for the road network that we can pass on to do road maintenance.

Keith Prince AM: Yes, you have made that point. Could you write to me with that?

Mike Brown MVO (Commissioner of Transport for London): I will, of course.

Keith Prince AM: Give me a four-year figure of how much we have spent and so on.

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

Keith Prince AM: Good. That is very helpful. Thank you very much. Mr Mayor, good morning. Do you expect April's [2019] ULEZ opening to go off without a hitch?

Sadiq Khan (Chair, Transport for London): It depends how you define a hitch. I am looking forward to it starting on 8 April [2019]. I appreciate the Conservative Party is opposed to cleaning up the air in London --

Andrew Boff AM: No, we are not.

Sadiq Khan (Chair, Transport for London): -- but we are keen to proceed with the plans we have. I am hoping it is a success.

As I said in answer to a previous question, I am still speaking to the Secretary of State for any additional assistance the Government can give us, for example, by assisting with the London scrappage scheme. Notwithstanding that, we are still planning to proceed on 8 April and I am hoping it does, in your words, go off without a hitch.

Keith Prince AM: Just for the record, we do not oppose cleaning up London's air and, as far as I am aware, we are not opposed to the ULEZ in its core, but there we are. The Federation of Small Businesses has called for the ULEZ to have a soft launch. That would mean TfL writing letters to businesses entering the zone with non-compliant vehicles and giving them, say, three months to change their fleet or receive backdated charges. Would you be agreeable to this?

Sadiq Khan (Chair, Transport for London): We have been speaking to small businesses across London, including through the Federation of Small Businesses. That is one of the reasons why I announced a London scrappage scheme in December [2018] of £23 million. We are still speaking to them in relation to the details of that and other assistance we can give to small businesses across London. You will be aware that one of the things I was able to announce in December was assistance to microbusinesses. These are businesses that employ fewer than 10 staff.

We will carry on talking to businesses to make sure we ameliorate any concerns they have and help them with the transition from more polluting vehicles to cleaner vehicles or alternatives. We will carry on doing that not just up until 8 April [2019] but afterwards as well.

Keith Prince AM: Are you saying that there will be a period when you will not enforce on small businesses? What are you saying there?

Sadiq Khan (Chair, Transport for London): No, clearly, I would not telegraph in advance of something beginning that we are going to go easy, but what I will do is make sure we carry on talking to businesses and those who represent businesses, in particular small businesses. That was one of the points I made to Michael Gove [Secretary of State for Environment Food and Rural Affairs] when I spoke to him last week that any assistance the Government can give to businesses in London will be greatly appreciated by them and clearly by me as a Mayor who believes in trying to clean up the air sooner rather than later.

Keith Prince AM: If a business is operating within the ULEZ - let us say it is a small business working out of City Hall, just for geographical purposes - and if that vehicle does not go outside of the ULEZ, would that be picked up?

Sadiq Khan (Chair, Transport for London): There are exemptions for residents inside the Congestion Charge area, but if you are a business with a vehicle that is not compliant with the ULEZ requirements, then you would have to pay a fee if you were going to carry on using that vehicle.

Mike Brown MVO (Commissioner of Transport for London): Yes, that is correct.

Keith Prince AM: How would you pick it up?

Mike Brown MVO (Commissioner of Transport for London): The technology will pick up vehicles that are operating within the ULEZ as well as entering the ULEZ.

Keith Prince AM: There are cameras within the ULEZ as well as on the borders?

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

Keith Prince AM: That is very useful to know. Thank you. Commissioner – and I am happy for you to write to me if you have to – how much do you expect the ULEZ to bring in in income in its first year?

Mike Brown MVO (Commissioner of Transport for London): If you look at 2019/20 we are expecting an income of £174 million with operating costs of £47 million, but that number of course will decline very rapidly over the business plan period. By 2022/23, for example, I would expect that there would be only a very small surplus of some £37 million. The key thing for me is that it is not an income source; it is around compliance. Let me be very clear. The whole aim of this scheme is not to generate income to make up the shortfall I was referring to in answer to your previous question. It is about ensuring that we clean up the vehicles entering central London and then eventually of course entering London at all.

Keith Prince AM: Clearly, with the ULEZ currently being proposed being limited to a similar area as the Congestion Zone, I do not suppose you have had to spend an awful lot on infrastructure, have you?

Mike Brown MVO (Commissioner of Transport for London): No. Clearly the existing infrastructure is there. The work that we have been doing with Capita, the provider, to ensure that that infrastructure is able to respond to the slight differences of the ULEZ are in place. It is important, as I said, that we as part of familiarisation do what we are doing with all the digital screens you will have seen and the other information around the network. There were 250,000 letters sent in December [2018] and January [2019] to the Driver and Vehicle Licensing Agency to registered owners of vehicles that have been crossing into the ULEZ. The whole thing about information provision and about ensuring there is a readiness for Londoners and those affected is going well.

Keith Prince AM: Is that money in this first year and second year important to the business plan, would you say?

Mike Brown MVO (Commissioner of Transport for London): It has been factored into the business plan, but I would far rather it was zero. Let me be absolutely clear. I would rather it was zero and that we had full compliance because London's air quality we cannot put a cost on.

Sadiq Khan (Chair, Transport for London): The bad news is that the money raised from the ULEZ is still half the amount we are going to be spending on air quality.

Keith Prince AM: The ULEZ money is ringfenced for use on roads, though, is it not, under the law?

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

Keith Prince AM: I accept that you have been doing some work in relation to informing people of the upcoming ULEZ, but there was a recent report that showed that only 41% of respondents were familiar with the tighter emission standards and nearly a third of businesses were unaware of when the ULEZ comes into force. Do you think what you have done is enough?

Mike Brown MVO (Commissioner of Transport for London): It is not enough yet because we have not finished. We are still partway through this but, as I say, there have been 250,000 letters, 150 digital screens and at petrol stations petrol pump nozzles. We have had features in the *Metro* newspaper. We have had some 2.8 million emails sent to users on the TfL database and we are going to be sending more emails prior to the ULEZ implementation.

It is important, Chairman, if I may, through you, just to say that we are of course targeting those who are at the moment driving into London on a regular basis or even on an occasional basis with a non-compliant vehicle. The numbers you are giving on the awareness are no surprise to me. It is a much wider sample size that you are looking at, for all Londoners. We are very specifically and very explicitly, in terms of ensuring that we spend public money wisely, targeting those who we know would be in breach of the ULEZ requirement when it is launched.

Keith Prince AM: Just a personal observation. I travel in daily and I was quite pleased to see a big red sign saying, "ULEZ coming on 8 April [2019]", which is good. The only problem I thought is that it should have given us some kind of direction to say, "Visit TfL for more information", or something, because what does it mean?

Sadiq Khan (Chair, Transport for London): Can I just reassure you on that? It is a really good point. We have had more than 2.3 million people check the website to see if their vehicle's compliant, which reassures me because you are right, there are going to be different levels of awareness. It is like in an election. There are different levels of awareness raising. Mike's point about microtargeting people who are currently driving a vehicle that is not compliant is really important. It is like targeting voter ID at those who are your voters. There is an air campaign and clearly the stuff that you have referred to, but if, for example, very few people had checked the website to see whether their vehicle was compliant, I would be quite nervous about knowledge. That reassures me, and clearly the more the Tory party oppose us, the more awareness there will be of the ULEZ scheme. Please carry on articulating your opposition to the ULEZ.

Keith Prince AM: I am always delighted to oppose you, Mr Mayor, obviously, and thank you for the invitation, but I am trying to help on this occasion.

Sadiq Khan (Chair, Transport for London): Just be more effective at raising awareness of your opposition, please.

Keith Prince AM: I just feel that if you could put some reference on those signs to direct people to the website to learn more, that would be helpful.

Mike Brown MVO (Commissioner of Transport for London): We will certainly have a look at that. That is a reasonable suggestion, yes.

Keith Prince AM: Finally, in the survey 26% of small businesses surveyed said they would be unable to service or deliver to some customers or certain areas once the ULEZ is introduced. What can you do, Mr Mayor, as a pro-business Mayor, which you have said you are? I know you have touched on it but is there anything more we can do?

Sadiq Khan (Chair, Transport for London): Absolutely. There is always more we can do. It is important to paint a complete picture because I know you would not want, directly or indirectly, intentionally or unintentionally, to mislead people.

Keith Prince AM: No, I leave that to you, Mr Mayor.

Sadiq Khan (Chair, Transport for London): Businesses are in favour of this. The Confederation of British Industry (CBI) is supportive of ULEZ, demonstrating that I am a pro-business mayor. London First is supportive of my ULEZ. The London Chamber of Commerce and Industry have a large number of members who are road users, who are broadly supportive. Businesses are lobbying us to expand ULEZ to the North and South Circulars, from Arriva to Balfour Beatty, and so we are speaking to businesses.

Keith Prince AM: Can I just correct you there, Mr Mayor? This is in good humour and I appreciate that. You are saying "your ULEZ". It is obviously our ULEZ. We thought of it first. You do appreciate your predecessor --

Sadiq Khan (Chair, Transport for London): Chairman, we are seeing the start of a U-turn here. This is really important.

Keith Prince AM: No, Mr Mayor --

Sadiq Khan (Chair, Transport for London): The Conservatives are now claiming they are in favour of ULEZ beginning on 8 April [2019]. This may be a U-turn. Now, the question is: does Assembly Member Bailey agree with you or does he disagree with you? Assembly Member Bailey.

Keith Prince AM: Mr Mayor, it is not a U-turn; it is a ULEZ.

Sadiq Khan (Chair, Transport for London): You are very quiet.

Tony Arbour AM (Chairman): When Assembly Member Bailey is sitting in your chair he shall answer the question.

Sadiq Khan (Chair, Transport for London): Chairman, just like in Parliament, the Conservative Party here is divided.

Keith Prince AM: Mr Chairman, this is coming up on the end of our time but can I just remind the Mayor that we ask your questions and it is not your position to ask the Members of the Assembly?

Sadiq Khan (Chair, Transport for London): Chairman, I am sorry but we are seeing another Conservative split here.

Keith Prince AM: There is no split. We are 300% behind Mr Bailey and we look very much forward to him sitting in that chair come 2020.

Sadiq Khan (Chair, Transport for London): Chairman, I am unclear. What is the Conservative position as of 11.35am on 7 February [2019]? I am sure it will change by tomorrow.

Tony Arbour AM (Chairman): The point has been fairly made by Assembly Member Prince that you do not ask the questions, he does.

Keith Prince AM: I was trying to help you there, Mr Mayor. Is there any more you can do to help small businesses?

Sadiq Khan (Chair, Transport for London): Chairman, it is worth just checking and being accurate because I know you would want to be so, Chairman. The previous question began with a proposition that the Conservative Party is in favour of this ULEZ. I was trying to --

Gareth Bacon AM: Point of order, Chairman. The Mayor is deliberately wasting our time. He was asked a very clear question there, "Is there more you can do to help small businesses?" He is deliberately wasting our time and everyone in this rooms knows that is exactly what he is doing. Can we please have our time added back on? If the Mayor wants to grandstand in this way, fine, but we would like to have another five minutes on our time, please.

Sadiq Khan (Chair, Transport for London): Chairman --

Tony Arbour AM (Chairman): No, let me answer. It is the responsibility of Members to keep the Mayor on track. If you think that the Mayor is filibustering, tell him so. It is not my job.

Gareth Bacon AM: Mr Chairman, it is your job. You conduct the meeting.

Tony Arbour AM (Chairman): I am conducting the meeting.

Keith Prince AM: Excuse me.

Tony Arbour AM (Chairman): I am conducting the meeting and I expect Members to hold the Mayor to account.

Keith Prince AM: Excuse me, it is my question. What I am going to do, Chairman, is withdraw the question because I have given the Mayor more than one opportunity - and it was genuinely trying to be helpful - to tell Londoners how he can help small businesses more in relation to ULEZ. He has chosen instead, regrettably, to just grandstand and try to make political points, and so I withdraw the opportunity for him to get some good publicity for himself. Thank you very much.

Susan Hall AM: The point is that we agree with the ULEZ but not being brought in when it is because it is damaging small businesses. You say you are going to be the most pro-business Mayor ever. There is absolutely no evidence of that going forward whatsoever.

You said you expect the opening of ULEZ to run pretty smoothly. If it does go badly or less well than you think it is going to go, will you learn lessons from that and consider making changes to your plans for the 2021 expansion?

Sadiq Khan (Chair, Transport for London): Chairman, I am glad we have clarity that the Conservative Party opposes ULEZ beginning this April 2019. Those businesses that support ULEZ beginning as I plan to do so are the CBI, which is a business organisation, London First, which represents over 200 of London's leading employers, the London Chamber of Commerce and Industry --

Susan Hall AM: Can you answer the question, please?

Sadiq Khan (Chair, Transport for London): I am sorry, Chairman, but the question contained a premise --

Susan Hall AM: No, I was giving you clarification on our --

Sadiq Khan (Chair, Transport for London): -- that this was not pro-business. It is pro-business, as indeed is the current Mayor.

Susan Hall AM: Can you answer the question?

Sadiq Khan (Chair, Transport for London): I just did, Chairman.

Tony Arbour AM (Chairman): He has forgotten it.

Susan Hall AM: Can you just concentrate on the questions I am asking you? I am actually saying to you: if the ULEZ does not run smoothly like you seem to think it will, which is amazing because so many others things you do not, and if things go badly or less well than you expect, will you then learn lessons from that and seek to at least make changes for your plans for the 2021 expansion?

Sadiq Khan (Chair, Transport for London): Chairman, I know the Conservatives oppose the ULEZ beginning on 8 April [2019] but we are keen to make it work as best we can on 8 April 2019 and there is a very important reason why. Each year in London, thousands of Londoners die prematurely because of the --

Susan Hall AM: You are not answering the question again, are you, Mr Mayor?

Sadiq Khan (Chair, Transport for London): Chairman, I will answer the question as I think it best to answer the question. I appreciate it does not suit the party-political interests of the Member asking the question. It is not my fault if her party opposes a policy supported by 82% of Londoners who responded to the consultation.

Susan Hall AM: I am asking, Mr Mayor, if it does not go well, will you look at the 2021 expansion? It is quite a simple question.

Sadiq Khan (Chair, Transport for London): Chairman, listen. I appreciate that it is very difficult for the Conservatives to oppose a policy that is directly targeting one of the biggest killers of Londoners prematurely --

Tony Arbour AM (Chairman): You have told us that several times.

Sadiq Khan (Chair, Transport for London): The question has been asked several times, Chairman.

Susan Hall AM: You did not answer the question.

Tony Arbour AM (Chairman): The Assembly Member does not think that you are answering the question.

Sadiq Khan (Chair, Transport for London): She is entitled to think what she wants, Chairman.

Susan Hall AM: No. The whole point of this is that we ask you questions and you are supposed to answer. It is a very simple question, Mr Mayor, especially for you. The simple question is: if the ULEZ does not run smoothly, and we are pleased that you think it will do, but if it does not, will you learn lessons from that and consider making changes to the plans for the 2021 expansion? Simple.

Sadiq Khan (Chair, Transport for London): Chairman, can I just say? I do not mind at all. As rude as the Assembly Member wants to be, I am used to Conservatives being rude to me. The point is this --

Tony Arbour AM (Chairman): I do not think she is being rude to you.

Susan Hall AM: I am trying to get an answer to a simple question.

Sadiq Khan (Chair, Transport for London): You would not, Chairman. I long for the day when we have an impartial chair. Maybe when we have a new one, that day will come.

Susan Hall AM: Can you please answer the question?

Sadiq Khan (Chair, Transport for London): I appreciate, Chairman, how divided the Conservative Group is on the London Assembly. I get this.

Tony Devenish AM: You and Jeremy Corbyn [Leader of the Opposition].

Sadiq Khan (Chair, Transport for London): I appreciate this and I appreciate the problems that you have, but I do not resile from the fact we have in London a situation where thousands of Londoners are dying prematurely because of bad-quality air.

Susan Hall AM: No, Mr Mayor, stop --

Sadiq Khan (Chair, Transport for London): We have a situation in London --

Susan Hall AM: -- because you are not answering the question.

Tony Arbour AM (Chairman): You are saying it again.

Sadiq Khan (Chair, Transport for London): -- where I have a policy that is being opposed --

Tony Arbour AM (Chairman): It is again.

Sadiq Khan (Chair, Transport for London): -- by the Conservative party, but I am in favour of this policy being brought in on 8 April [2019].

Susan Hall AM: Shall we try another question, Mr Mayor, that you might choose to answer? Clearly you do not know the answer to that very simple question. The next question: how many Londoners does TfL estimate will be forced off the road in April [2019] due to not being able to afford to run or replace their non-compliant car?

Sadiq Khan (Chair, Transport for London): Chairman, can I welcome the young children who are in the Assembly to watch this behaviour? Can I just say to the children that that is what Conservatives do? They are very rude.

Tony Arbour AM (Chairman): No.

Susan Hall AM: Can you answer the question?

Sadiq Khan (Chair, Transport for London): -- the other side of the room. You are most welcome.

Chairman, the answer to one of the questions asked by the Assembly Member, I think the most recent one, was a question based on a premise that I do not accept, which is that people are being forced off the road. What I am hoping we do see is behaviour change from those who currently drive into London with a vehicle that is contributing to the bad-quality air in our city. For example, we know that there are people driving into the Congestion Charge area whose vehicles emit too much NO₂, NO_x and particulate matter. For those children watching, what this can lead to is your lungs being underdeveloped forever.

Susan Hall AM: Yes. Can you just concentrate on the question, Mr Mayor?

Sadiq Khan (Chair, Transport for London): What I am trying to do, children, is to have a policy that reduces the chance of you having lungs that are underdeveloped. That is why it is so important --

Susan Hall AM: Mr Mayor, you are using our time.

Tony Arbour AM (Chairman): I thought the question was about people being forced off the road because of the affordability of the charge.

Susan Hall AM: Absolutely.

Sadiq Khan (Chair, Transport for London): Chairman, I made the point in answer to the question that I do not accept the premise of the question, which is people being forced off the road. What will happen, as we have seen with the T-Charge and we have already seen, hopefully, in the lead-up to the ULEZ, is people changing their behaviour. For example, they may choose to buy a Euro VI-compliant vehicle if it is diesel, a Euro IV-compliant vehicle if it is petrol or a Euro III-compliant vehicle if it is a motorcycle, or some people may decide to walk, cycle or use public transport.

Susan Hall AM: The poorest in our society often cannot afford to replace these.

Sadiq Khan (Chair, Transport for London): Chairman, it is really important. Again --

Susan Hall AM: Do you accept that the car tax --

Sadiq Khan (Chair, Transport for London): -- there is a false premise in that question.

Susan Hall AM: Hang on, I am not --

Sadiq Khan (Chair, Transport for London): What we do know --

Susan Hall AM: You do not answer the questions. That is the problem. This is another question. Try this one. Do you accept that with car tax and insurance, the cost of Ministry of Transport tests and taxes on fuels on well, potentially the Congestion Charge and the ULEZ, London motorists are already charged a huge amount? Can you tell me what your thoughts are around road pricing?

Sadiq Khan (Chair, Transport for London): Chairman, the question contained a premise at the beginning, which was that the poorest Londoners will suffer the most. It is worth --

Tony Devenish AM: That was the last question.

Tony Arbour AM (Chairman): I thought that was the previous question.

Tony Devenish AM: We are on road pricing now.

Susan Hall AM: What are your thoughts, Mr Mayor, on road pricing? Other Members here have brought it up. Some of us are absolutely not for it. You clearly need to know where you stand on it. Can you tell us where you stand on road pricing?

Sadiq Khan (Chair, Transport for London): Chairman, the point I was going to make, which is an important point, is that the poorest Londoners are least likely to own a car --

Susan Hall AM: Can you tell us where you stand on road pricing?

Sadiq Khan (Chair, Transport for London): -- but the poorest Londoners are the most likely to suffer the worst consequences of the poor-quality air. It is really important to realise this is an issue of social justice and unlike the Conservative party, we believe in addressing this.

Susan Hall AM: Road pricing, Mr Mayor.

Tony Arbour AM (Chairman): You are not being asked about social justice, Mr Mayor. You are being asked what your views are on road pricing.

Sadiq Khan (Chair, Transport for London): Chairman, I know you are against social justice but --

Tony Arbour AM (Chairman): Mr Mayor, do not impugn motive to me.

Susan Hall AM: Can you please just answer?

Tony Devenish AM: Answer the question.

Susan Hall AM: What are your thoughts on road pricing?

Sadiq Khan (Chair, Transport for London): Chairman, the Transport Strategy that I have published some time ago -- and I am disappointed that the Assembly Member has not taken the trouble to read the Strategy, it is a very good Strategy --

Susan Hall AM: What are your thoughts on road pricing, Mr Mayor?

Sadiq Khan (Chair, Transport for London): The Transport Strategy sets out our views on --

Susan Hall AM: What are your thoughts, Mr Mayor, just so that the young people who have just joined us [in the public gallery] can hear? What would you say to them about road pricing?

Sadiq Khan (Chair, Transport for London): Chairman, I am being invited to talk to the young children and so I will do so. Children, we have published a document called the Transport --

Susan Hall AM: Mr Mayor, please do try to answer this question. That is what you are here for.

Sadiq Khan (Chair, Transport for London): I am sorry. I am being stopped from talking to you, children. I do apologise.

Susan Hall AM: I apologise as well, but I want the answer. What are your thoughts on road pricing?

Sadiq Khan (Chair, Transport for London): What I have said, Chairman, in the Transport Strategy is that we need to be exploring technology --

Susan Hall AM: Do you approve of it or do you not approve of it?

Sadiq Khan (Chair, Transport for London): Chairman, for goodness' sake, I --

Susan Hall AM: It is quite simple.

Sadiq Khan (Chair, Transport for London): This is ridiculous now. Come on. Just, please, put it aside.

Tony Arbour AM (Chairman): Honestly, Mr Mayor - and I am known for my objectivity - I cannot understand why you cannot tell the Assembly Member what your views are on road pricing.

Sadiq Khan (Chair, Transport for London): I am trying to, Chairman, but I keep getting heckled from the Chamber. Our strategy on road pricing is set out in our Transport Strategy, which sets out that we will explore road pricing technology as and when it comes on.

Tony Arbour AM (Chairman): There you go.

Sadiq Khan (Chair, Transport for London): What is clear is that the technology is nowhere near ready to be utilised, but I have been quite clear and explicit, in both my Manifesto and since, that what we are not going to do is increase congestion charging, which is a form, some would say, of road pricing.

Caroline Russell AM: I would just like to come in on this question since the lead-off question was looking at subsidy and motorists and ask you about any progress that you are making on workplace parking levies.

Sadiq Khan (Chair, Transport for London): Chairman, we are speaking to a number of local authorities about this. It would be unwise for me to name which ones but a number of local authorities have been speaking to us about the possibility of doing this. They can see the benefits of having fewer cars in their town centres. You will be aware of the latitude we have given them. We are speaking to a couple of local authorities in London about the possibility of them doing so.

Caroline Russell AM: Hounslow Council has already consulted on a workplace parking levy. Is this something that TfL wants to progress? Can you see this as being a helpful intervention in London's --

Mike Brown MVO (Commissioner of Transport for London): As the Mayor has said, there are a number of boroughs looking at such schemes. Just to reassure you, TfL will of course facilitate any discussions with those boroughs as their thinking emerges and evolves.

Tony Arbour AM (Chairman): I should welcome the children from St Joachim's Catholic Primary School. This display has not been put on just for you.

Andrew Boff AM: When will the bus fleet be zero-emission?

Sadiq Khan (Chair, Transport for London): We think that of the 9,000 buses we have, roughly speaking 6,000 are ULEZ compliant. A few hundred are zero-emission capable (ZEC). Mike is looking at the figures now. By 2020, we hope the entire bus fleet should be ULEZ compliant and Euro VI-compliant. The Commissioner will find the numbers.

Andrew Boff AM: I am talking about zero emissions specifically. I am not talking about the ULEZ.

Sadiq Khan (Chair, Transport for London): Yes, I know. The Commissioner is looking for the page because that is in our briefing. We have a number of single-decker buses and we are looking at the technology around the double-decker buses as well.

Mike Brown MVO (Commissioner of Transport for London): Yes, I will find the number in a second. Sorry. Bear with me.

Andrew Boff AM: In an answer to me a few months back you said that by 2037 your bus fleet will be zero-emission, ie when these young children are in their mid-20s they will have the benefit of zero-emission but they are going to have to wait until then.

Sadiq Khan (Chair, Transport for London): As you have raised the children, I will give them the truth rather than a misleading point. With the new buses we are bringing in, which are Euro VI-compliant, we have seen from parts of London that they have already improved the quality of air. In Putney, in Brixton and in other parts of London we have Low-Emission Bus Zones. In the Low-Emission Bus Zones we have Euro VI-compliant buses and already the amount of nitrogen dioxide and particulate matter emitted, which is poisonous, has gone down hugely.

It is not true to say you need to have zero-emission buses to make the air better. The pathway to having zero-emission buses is to have what are called Euro VI-compliant buses, and the good news we are cleaning up our buses. We have more buses than most cities in the world, more than 9,000, and already 6,000 are Euro VI-compliant, which is safer than it would have been previously. We are going to make sure all of them are ULEZ compliant but the ultimate ambition is for all of them to be zero-emission rather than simply Euro VI.

Mike Brown MVO (Commissioner of Transport for London): Sorry, there are 68 new zero-emission double-decker buses on the way this year and so we are continuing to make progress. As the Mayor has said, the progress on the retrofit to Euro VI standard is going very well, just to reassure Assembly Members --

Andrew Boff AM: Does that make it zero-emission?

Mike Brown MVO (Commissioner of Transport for London): Yes, absolutely. I would just say that all single-decker buses will be zero-emission by 2020 and the pathway for double-decker buses continues at pace. It is true to say though, as the Mayor said, that the Euro VI-compliant bus is a very important milestone. I get a weekly report every Friday of the progress for the retrofit of the existing bus fleet and I am happy to report to you and other Assembly Members that that trajectory of progress continues as planned.

Andrew Boff AM: Thank you. It is fair to say, Mr Mayor, addressing the children here, which is always good, with those acronyms and codes that you threw at them that I am sure they understand implicitly - I do not understand them all but I am sure they do - the truth of the matter for these children is that they will still be breathing in diesel fumes from buses when they are 25. You will still be breathing in diesel fumes because the Mayor does not want to go any faster.

Sadiq Khan (Chair, Transport for London): Chairman, are you going to act as a chair? Are you going to get to the question?

Andrew Boff AM: Now, is that --

Sadiq Khan (Chair, Transport for London): In your own time, Chairman.

Tony Arbour AM (Chairman): He is giving you a taste of your own medicine Mr Mayor.

Sadiq Khan (Chair, Transport for London): I see. The referee is on the pitch playing football, is he?

Andrew Boff AM: Is it not the case that these children will be breathing in diesel fumes from your buses --

Sadiq Khan (Chair, Transport for London): Chairman, the question is?

Andrew Boff AM: -- until 2037?

Sadiq Khan (Chair, Transport for London): -- but where is the question?

Andrew Boff AM: Is that true?

Sadiq Khan (Chair, Transport for London): Chairman, where is the question?

Tony Arbour AM (Chairman): It was a question.

Sadiq Khan (Chair, Transport for London): I am sorry. I missed it.

Andrew Boff AM: Mr Mayor, is it true that these children will be breathing in diesel emissions from your buses until 2037?

Tony Arbour AM (Chairman): You are out of time. He has managed to --

Andrew Boff AM: He has managed to shake his head and avoid the answer --

Tony Arbour AM (Chairman): Assembly Member --

Andrew Boff AM: -- because it is true because your ULEZ bus dream is exactly that --

Tony Arbour AM (Chairman): Assembly Member Boff, that will do --

Andrew Boff AM: -- posturing but doing practically nothing to solve air pollution problems in London.

Florence Eshalomi AM: Apologies, kids. Mr Mayor, coming back to the ULEZ and the fact that it is the poorest Londoners who are suffering with poor air quality, the action that you are introducing will have a big impact on helping children like this in terms of improving their lungs. I know that there is a scrappage scheme you have launched and I should declare an interest in that I do have a car and I do drive but it is literally to Tesco's and back. The fact is that there are a number of small businesses who are concerned. Can you update me on what is happening on that scrappage scheme and if you continue to lobby Government to match that?

Sadiq Khan (Chair, Transport for London): Yes. Can I just say in passing how disappointed I am that Assembly Member Bailey AM beat Assembly Member Boff? I would have loved to have hustings where this guy loses his rag, but there you go. I will have to deal with Assembly Member Bailey.

Dealing with your question on the scrappage scheme, we have announced £23 million for a London scrappage scheme. It is worth reminding Londoners that despite me lobbying the Government to assist us with our scrappage scheme, it has declined to so far, but I am hopeful that the conversations I have had with Michael Gove [Secretary of State for Defra] will lead to some fruition so that we can help more Londoners move from polluting vehicles to cleaner forms of vehicle. It is important to remind ourselves that the Conservative Party opposes a ULEZ beginning on 9 April [2019].

2019/2108 - Black Cab Trade

[David Kurten AM](#)

What are your plans for the future of the black cab trade in London?

Sadiq Khan (Chair, Transport for London): Thank you, Chairman. London's taxis provide a reliable and trusted service to Londoners, tourists and businesspeople, offering customers safety and convenience. Our taxi drivers use wheelchair-accessible vehicles and are required to meet the strictest safety standards. They possess the incredible geographical recall and sense of direction that only those with the [London] Knowledge have.

My 2016 Taxi and Private Hire Action Plan outlined several measures that TfL have put in place to make sure that drivers can continue to access bus lanes, a right we previously defended in court, to support quicker and more convenient journeys, and to introduce card and contactless payment in all taxis. We have exceeded our target of a 20% increase in taxi ranks across London by 2020 and are continuing to press for additional rank locations across London. We have enabled access to an additional 18 bus lanes at key locations on our road network and written to London boroughs to seek access to bus lanes on roads they control. We have applied to the Office of Qualifications and Examinations seeking recognition of the [London] Knowledge to be accredited as a formal qualification and published a brochure on how to become and taxi driver to encourage and promote the benefits of becoming one of London's taxi drivers.

Taxis are switching to brand new, purpose-built ZEC taxis. So far TfL has licensed over 1,100 ZEC taxis and I want this to increase significantly in the coming years. In December [2018] we announced further plans to

tackle taxi emissions and support drivers in switching to these new ZEC taxis. This included proposals on plans to reduce the age limit of the most polluting taxi vehicles from 15 years to 12, with a public consultation planned for early this year [2019]. To provide drivers with financial support to make the switch to cleaner, environmentally responsible vehicles, TfL has restructured its Delicensing Fund. This £80 million fund now provides up to £10,000 for those who trade in their older, dirtier vehicles early, which is double the maximum amount of the previous scheme. In addition, TfL has set up a £2.5 million fund to help drivers of eligible Euro V taxis to convert to liquid petroleum gas.

TfL will continue to expand London's rapid charging infrastructure and has already met its target of installing 150 rapid charging points by the end of 2018 with 64 fully dedicated to taxis. We are now working to achieve the next target of delivering a total of 300 by the end of 2020. Another key focus will be to continue to press the Government to implement the legislative change needed to address the issues affecting taxi and private hire trades.

David Kurten AM: Great. Thank you for your answer, Mr Mayor. In your Transport Strategy you say you want 80% of journeys to be made either by walking, by cycling or by public transport by 2041. That is your aim and your target. Does that 80% figure include taxis?

Sadiq Khan (Chair, Transport for London): No, it does not.

David Kurten AM: It does not. You have said in the past that taxis are a vital part of London's public transport system. Why does that 80% figure not include taxis if they are a vital part of London's public transport system?

Mike Brown MVO (Commissioner of Transport for London): If I may answer that, the focus has been clearly on the work to ensure that there is an accessible bus service for everyone across London, which is why we are doing the work we are doing to reconfigure the bus network, as we discussed earlier on, and to ensure that we continue with the modernisation of the Underground network and indeed continue with our quest to have greater control over London's suburban rail networks, for example, the routes into Moorgate that we were discussing earlier on.

That does not mean that taxis have no part to play in terms of moving Londoners around the city and the support given, as the Mayor outlined, to the black taxis in particular in terms of taxi ranks, an increase from 500 to over 640, a 20% increase as the Mayor said, the promotion of the [London] Knowledge and working with the taxi trade to ensure access to bus lanes --

David Kurten AM: OK, I will just stop you there because you are just repeating the Mayor.

Mike Brown MVO (Commissioner of Transport for London): They are an important contributing factor but it is not included in the core number.

David Kurten AM: OK. I hear your answer. I am disappointed with your answer to that question but let us move on.

You have offered the Taxi Delicensing Scheme, a fund for taxi drivers who need to upgrade to a ZEC taxi, particularly ones who are coming up to their taxis being 15 years old, as they drop out of the licence, but the

amount of money has been reduced from £42 million to £18 million. It has gone down by £24 million. Where has that money gone?

Sadiq Khan (Chair, Transport for London): First, it is worth reminding the Assembly that of the £42 million, only £485,000 had been used. The previous scheme, which was consulted on before I became Mayor and supported by the taxi trade, was clearly not fit for purpose because nobody was using it. Of the thousands of black taxis that would be eligible to delicense their vehicle using the scheme, only 192 had taken advantage.

We can leave that pot of money just sitting there, not doing what it is supposed to be doing, or we can devise a new scheme that is fit for purpose and encourages more drivers to delicense their vehicles. We have had more taxi drivers take advantage and express an interest in the new scheme in the first 24 hours than in the previous 17 months put together.

David Kurten AM: How many, Mr Mayor?

Sadiq Khan (Chair, Transport for London): We will be publishing those figures shortly but more than 192 in 24 hours. Clearly the new scheme is more advantageous to taxi drivers and I am sure you will welcome that.

David Kurten AM: One of the things in your new scheme is that you have increased the maximum amount available from £5,000 to £10,000 but only for 250 taxi drivers, the first 250. As there is now more interest, should you not have kept that at £42 million? My question was: where has the rest of the money gone? Have you simply reallocated that £24 million into the diesel scrappage scheme? Is that where it has gone?

Sadiq Khan (Chair, Transport for London): No, that is not where it has gone. At a previous Mayor's Question Time, Chairman, I said that I am happy to look into whether there is any interest from the taxi trade to delicensing which means the amount of money we would need would be more than £18 million. I would be happy to look into that.

David Kurten AM: OK, fine, but it must be somewhere. I just wonder, where has it gone? It is a simple question. You have propagandised your scheme, it is new and there are some new features in it, but where has the rest of the money gone? It does not seem you are going to answer that question today.

Let me ask you about the number of ZEC taxis that you have? You mention there 1,100 have already been registered. You talked about a target of having 9,000.

Sadiq Khan (Chair, Transport for London): The previous Mayor's target, which is important.

David Kurten AM: You are sticking to that target.

Sadiq Khan (Chair, Transport for London): We should.

David Kurten AM: OK. Is that by the beginning or the end of 2020?

Mike Brown MVO (Commissioner of Transport for London): It is during 2020. One of the issues that people have raised with me is the production capacity of the plant producing the new taxis. I have been up there to see them. They are absolutely fully mobilised delivering these fantastic new vehicles. By the way, as

you will well know, when drivers drive the new vehicles they do think they are fantastic, as well as passengers, with the additional facilities that they have.

David Kurten AM: They do, but the question was - it was a simple one - is it by the beginning or the end of 2020?

Mike Brown MVO (Commissioner of Transport for London): It is during 2020.

David Kurten AM: During?

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

David Kurten AM: An unspecified date in 2020?

Mike Brown MVO (Commissioner of Transport for London): During 2020.

David Kurten AM: During, but not specified when?

Mike Brown MVO (Commissioner of Transport for London): You can be overly precise with these figures.

Sadiq Khan (Chair, Transport for London): To be fair, that chap that you are a big fan of, it was his target, and so if you want to criticise somebody criticise him.

David Kurten AM: You are the Mayor now and so you do need to be able to talk about the delivery of those thing.

Sadiq Khan (Chair, Transport for London): There was a target set by Boris Johnson [former Mayor of London]. To be fair to the current Mayor, it was set by the previous Mayor. As you are a big fan of his you welcomed it, I am sure.

David Kurten AM: You want 9,000 taxis to be ZEC because you are sticking to the target. Though we have to have that many - you say you are sticking to that target - one issue with those is that there simply are not enough charging points for the taxi drivers who have bought ZECs to be able to access them. You said that there are only 150. What are you going to do to increase the number of rapid charging points for these 9,000 ZECs that are going to come in in the next year?

Sadiq Khan (Chair, Transport for London): The target we had, my target, was to have 150 rapid charging points by the end of 2018. We have those.

David Kurten AM: There are still queues, though. There are still not enough.

Sadiq Khan (Chair, Transport for London): Sure. More than 60 are reserved just for taxi drivers. What we are trying to do is to work with local authorities to make sure that they assist in making sure that the rapid charging points are on thoroughfares that are used by taxis. You are right, a taxi will take, roughly speaking, 20 minutes to half an hour to charge their taxi. If you are third behind, that is you waiting for an hour. It is clearly not good enough if your trade is being on the road earning customers. We are speaking to councils. The Infrastructure Committee is working also to see how we can accelerate the rollout of rapid charging points

across London. It is not true to say, though, that the reason only 192 people applied under the old scheme was because of lack of rapid charging points.

David Kurten AM: OK.

Mike Brown MVO (Commissioner of Transport for London): Could I just add on the rapid charging points --

David Kurten AM: I do not have much time. Can I just ask you another thing about bus lanes? You have increased the number of bus lanes initially but now there are schemes such as Tooley Street, such as Tottenham Court Road, where access is going to be restricted to taxis. Will you allow taxis to continue going eastbound in Tooley Street and along Tottenham Court Road?

Sadiq Khan (Chair, Transport for London): We have had a consultation in relation to that particular road and we will respond to the consultation in due course.

Tony Arbour AM (Chairman): All right.

Mike Brown MVO (Commissioner of Transport for London): I would say generally on bus lanes this is, as you know, a right that we have defended for taxi drivers in court. There are still some roads where there is no access to bus lanes for taxis, on boroughs roads, and we continue to work with boroughs to ensure that that access is as widespread as it can be. It is a very important issue. As the Mayor says, there is a consultation which I would not want to fetter the outcome of, but it was a very co-operative consultation.

Florence Eshalomi AM: Commissioner, relations with some in the taxi and private hire industry seem to have broken down given the recent blockades and strikes happening outside Palestra. Can you tell me what you are doing to repair that relationship, please?

Mike Brown MVO (Commissioner of Transport for London): I meet regularly with the taxi trade senior representatives and I am happy to say that is a constructive dialogue. We do not always agree with each other on every single issue but there is an effective dialogue now in place, which is really important. That, of course, is supported by contacts that the Mayor himself has with the trade. I also met not so very long ago with the private hire trade representatives and there probably is an opportunity to do so again because just in the last few days they have written to me asking that I do just that. I am more than happy to talk to people at any time. Dialogue is always the best way to resolve such differences as there are between us.

Caroline Russell AM: Thank you. Just on the availability of rapid chargers, it is not only installing enough new ones, it is also making sure that the existing ones are actually working. We are hearing about people saying that they are often out of order. What are you doing specifically to make sure that the chargers that are already installed are reliably working?

Mike Brown MVO (Commissioner of Transport for London): I have to be honest, Chairman, through you and say that I had not had that feedback. Nobody has contacted me directly on that. If you have details on any areas of concern I am more than happy to deal with those and address those, of course.

Caroline Russell AM: We can forward those on. Thank you.

Tony Arbour AM (Chairman): Thank you very much. Thank you very much, gentlemen.