

London Assembly (Plenary) Meeting – 8 June 2016

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

Tony Arbour AM (Chairman): I am now going to move to the principal business of the meeting, which is a question and answer session with the Mayor and the Commissioner for Transport, Mike Brown MVO, on the policies and work of Transport for London (TfL). Welcome to both of you. I am sure that it will be a pleasant and productive meeting.

There will be four questions in total, which are set out. Assembly Members may ask supplementary questions after each question has been answered. I shall put each priority question in turn. I say to Assembly Members that when you ask your question, please specify whether or not you want the Mayor or the Commissioner to answer the question, as set out.

2016/1789 - TfL - past and future

[Florence Eshalomi AM](#)

Given the transport legacy left for you by your predecessor, and the significant cuts in government grant faced by TfL, are you still confident that TfL will be able to deliver your manifesto?

Tony Arbour AM (Chairman): Would you tell us, please, who you want to answer the question?

Florence Eshalomi AM: I would be grateful to hear from Mike Brown MVO first and foremost.

Mike Brown MVO (Commissioner, Transport for London): Thank you very much. I am very confident that the Mayor will be able to deliver all the commitments in his Transport Strategy. I am really excited to be working with the new Mayor and his team on all the pledges that have been laid out in the Mayor's manifesto that the Mayor has set out to deliver.

In particular, I am really excited to be following the Mayor's direction, undertaking a full root-and-branch review of TfL to ensure that we extract duplication of costs; for example, merge critical functions such as engineering and such as our capital programmes functions to enable in particular the Mayor to deliver on his commitment to freeze TfL fares over the term of his mayoralty. I am really excited that we will be able to do that.

You will also have noticed that the Mayor has been able to announce already the launch of the Bus Hopper fare for Londoners, which will have a huge advantage for people interchanging between bus services across London. There will be a consultation this summer which we will input into with the Mayor's team on air quality, which is a really important issue for Londoners and the lives and health of Londoners. I am delighted that we are going to be doing that as well.

The really exciting thing is there is a huge agenda to deliver and I am very pleased to be part of the Mayor's team in delivering it.

Florence Eshalomi AM: Thank you for that, Mike. It is really good that we are seeing some first steps in terms of delivering on that really ambitious and positive manifesto. I commend the Mayor on some of those early announcements, a number of which focused in on transport.

We can see that London is vibrant and London is growing and over the next few years we are going to see that increase in demand for our public transport service. I just want to know how you expect TfL to respond to that growing demand over the next few years, especially in terms of infrastructure when I look at somewhere like in my constituency around Canada Water and the big plans there. For example, we need to see that increased infrastructure around somewhere like Canada Water Station and the Bakerloo line extension. It is really great that we are going to have all those increases but making sure we are keeping fares down at the same time.

Are you confident that TfL is going to be able to respond to that?

Mike Brown MVO (Commissioner, Transport for London): I am very confident we will be able to deliver our core investment programme, to continue the modernisation of the Tube network and of the cycling network around London, and also to ensure that we are able to deliver other improvements to transport infrastructure.

For example, at Canada Water we will proceed with work looking at the potential for a foot and cycling crossing from Rotherhithe to the Isle of Dogs. That will make a material difference for people at the moment who sometimes have to change from the East London Line route for one stop for the already busy Jubilee line to get to Canary Wharf. I am very pleased that we will be pursuing that as a very important new facility for people to cross over at that critical part of the river.

I am also pleased to say that we have plans afoot to increase the service still further on the Jubilee line. Assembly Members will know that the Jubilee line has had some significant increase from 24 trains pre-2012 Olympics to the 30 trains there are now. There is the potential with the modern signalling system to run some more trains on that line, particularly in the morning and evening, the morning being the busiest. That will make a material difference as well.

We have the opening of Crossrail in just a few short years now, which in one fell swoop adds 10% capacity, the Elizabeth line, to London's transport network. That is the equivalent of adding the entire Berlin Metro to London's transport system in one go and so that is very exciting.

Also, I am delighted that the Mayor has given his very vocal support to ensuring that we proceed with Crossrail 2 and that we have all the necessary provisions in place to ensure that we have a path to the second reading of the Hybrid Bill within the term of this Parliament so that we have a path line to deliver Crossrail 2 by 2030.

There is really exciting stuff going on. We have to continue with modernising the Tube and continue with the existing investment plan. I am very confident we will do so.

Florence Eshalomi AM: Thank you. Just one final thing to the Mayor. In essence, some of these projects will require Government funding. Yes, London is a major city, but essentially we need some additional funding from the Government.

How confident are you in terms of making sure we continue to lobby the Government to make sure London gets its fair share?

Sadiq Khan (Mayor of London): Good morning. Can I deal with your important question about my confidence in my ability to deliver on the manifesto of promises in light of the legacy left by the previous Mayor and also the Government cuts that you referred to and are referred to in your recent question?

The short answer is that I am confident. I am confident that I can deliver on the pledges made to improve London's transport network and the legacy is this. Fares are up by 42% over the last eight years. There is a raft of failed projects - you alluded to some of that and the Commissioner has referred to how we are going to move forward - and an air quality crisis.

One of the things that the Commissioner referred to is that I have asked him to undertake a root-and-branch review of TfL to ensure we can deliver a modern and affordable transport network. I am grateful for you mentioning some of the things I have already managed to get off the ground. The Bus Hopper, the previous Mayor said could not happen. It will happen from September 2016. On the Night Tube, the previous Mayor made promises he could not keep. It will start from 9 August 2016. I am consulting shortly on the air quality issue that you know all about.

I have now scrapped the planned 17% hike in TfL fares, notwithstanding the cuts you referred to from the Government. To be clear, Londoners will not pay a penny more on TfL fares in 2020 against what they are paying now.

What the TfL Commissioner set out earlier - and I will ask him at the end of my question to set out again just to reassure you, Assembly Member Eshalomi - is how we are going to make sure that the savings I talk about in relation to the fares freeze can be met. You will get the reassurance you need for your question about infrastructure investment. What none of us want is future infrastructure investment to be risked because of my promise to freeze fares over the next four years. The reassurance from the Commissioner to give you is that will not happen.

Tony Arbour AM (Chairman): Hang on, Mr Mayor. You have loads of opportunities to ask the Commissioner questions. We do not have that many opportunities and so perhaps we can postpone that? Maybe an Assembly Member will ask the Commissioner the question, but this is not a session for you to ask the Commissioner.

Sadiq Khan (Mayor of London): Sure. The reason why I thought Assembly Members may want to hear from the Commissioner is because over the last year --

Florence Eshalomi AM: I will ask the Commissioner that, then.

Tony Arbour AM (Chairman): OK, go for it.

Mike Brown MVO (Commissioner, Transport for London): Yes. Just in terms of why I know this is absolutely achievable, there is the review of our organisational structure in terms of reviewing management layers and eliminating wasteful duplication across the parts of TfL. That includes, as I have said, bringing together engineering functions - Chairman, through you - and information technology (IT) departments. That is already giving us an estimated saving so far of between £20 million and £25 million. Improved procurement and renegotiation of contracts with our supply chain and other third-party spending is already giving us an estimated saving of £50 million to £60 million. By the way, that is over two-thirds of our total spending within TfL. Reprioritisation and consolidation of some of our IT projects is giving us some £20 million to £30 million. That is where there was a huge swathe of IT projects that did not necessarily have a high benefit in terms of how they were delivering and, again, could be brought together as one.

If you add to that some of the smaller but nonetheless very significant items around reducing the number of consultancy and agency staff and non-permanent labour staff we had and having a real rationalisation of what specialist skills we need in particular areas, it takes another few million off the total as well.

What we have is a package of measures that, for the first two years of the Mayor's fares freeze pledge, is absolutely enshrined. It is there. The money is already available. Clearly, over the course of the summer as we seek to put in front of the Mayor, the TfL Board and the Assembly a new transport budget in autumn 2016, then the rest of the mayoral term numbers will become clear. We are still working on that.

The reason I have such confidence is because the evidence of those numbers so far is that we are able to achieve this in the first order and we have only just begun so we will achieve this.

Florence Eshalomi AM: Thank you.

Keith Prince AM: Mr Mayor, there is a rumour going around that the weekly, monthly and annual Travelcard will not be included in your fares freeze. Can you confirm or deny the accuracy of that rumour, please?

Sadiq Khan (Mayor of London): My promise to freeze TfL fares is there, but obviously I cannot make the Government do what I am doing. As far as the train operating companies are concerned, it is for the Department of Transport (DfT) to make sure they fulfil a promise that I made for Londoners. What the DfT has said in relation to the train operating companies is that it is a Retail Price Index increase. I will lobby the Government though to see if it can do what I have managed to do, which is to have a real-terms freeze over the next four years.

Keith Prince AM: Mr Mayor, do you feel then that Travelcards somehow do not count as fares being paid by Londoners although you made the commitment to freeze fares?

Sadiq Khan (Mayor of London): My promise is to freeze all TfL fares. I am going to keep that promise.

Caroline Pidgeon MBE AM: I think you have broken your fares promise today but I want to pick up on delivering your manifesto. You made a commitment to extend the Bakerloo line. People in southeast London are quite sceptical about this because we have been talking about it for over 100 years. I would welcome some assurances, though.

Can you give a firm assurance that the project to extend the Bakerloo line south is on track, that work will start by 2024 as is currently planned and that it will have an extension at least to Lewisham by 2030?

Sadiq Khan (Mayor of London): Chairman, at the beginning of the Assembly Member's question, she made a bold statement which I will address. Her bold statement was about broken promises.

Tony Devenish AM: Another one.

Sadiq Khan (Mayor of London): There was some heckling from the UKIP Member, I think, or the Conservative Member. I cannot tell. I only have the power to set fares on TfL services and nearly everyone who travels in London will benefit from the freeze on TfL services at some point in time.

Following the 2015 Comprehensive Spending Review, the DfT has made it clear that no money will be given to TfL to fund a fares freeze. This means that if all fares were frozen, including those set by DfT, TfL will have to compensate DfT for the lost revenue to train operating company trading.

Caroline Pidgeon MBE AM: You are not going to do that?

Sadiq Khan (Mayor of London): I continue to make the case for these fares to be frozen by the Government as well as for suburban rail services to be transferred to TfL as quickly as possible, meaning that more Londoners will benefit from my fares policy. I will continue to make the case to Government that it should do what I have managed to do. The Commissioner has reassured the Assembly that my promise to freeze TfL fares will be met and will have no impact on infrastructure investment going forward.

Caroline Pidgeon MBE AM: Answer the question on the Bakerloo line. Will it be fully completed by 2030, which is the current plan?

Sadiq Khan (Mayor of London): I want to build on the current plans. What we need to do is make sure we plan for the infrastructure investment that we need. As you know --

Caroline Pidgeon MBE AM: Yes or no? Specifically on the Bakerloo line, will you be delivering that?

Sadiq Khan (Mayor of London): -- as you know, there has been delay in the past. I have asked the Commissioner to look into how we can improve infrastructure in London, not simply the Bakerloo line and the southern bit, but also river crossings in the east of London and other infrastructure investment throughout --

Caroline Pidgeon MBE AM: OK. I only have really limited time and so I specifically asked about the Bakerloo line. You are committed to it still and hopefully by 2030 if not sooner?

Sadiq Khan (Mayor of London): I am committed to a Bakerloo line extension in the south.

Caroline Pidgeon MBE AM: Brilliant. Fantastic. Will you also be looking at a Thameslink station at Camberwell, which came out of the work on the Bakerloo line, to make sure Camberwell residents also benefit from upgrades and infrastructure?

Sadiq Khan (Mayor of London): We are going to look at it holistically rather than picking off one station at a time. We want to look at what increase we are going to have in transport infrastructure in that part of London.

Caroline Pidgeon MBE AM: That is really great to hear. Another issue I want to raise which is also from your manifesto is of extending the tram through Merton on to Sutton. It was a bit vague in this area. Can you confirm? Are you committed to extending the tram to Sutton town centre and then beyond to the fantastic Royal Marsden Research Centre?

Sadiq Khan (Mayor of London): I have already had a really good meeting with Assembly Member O'Connell and have also spoken to the Leader of Sutton and the Leader of Croydon. I visit the area regularly and so I know how poorly served Sutton is by public transport. I have also seen the benefits to that part of London from the previous tram link if you go to places like New Addington and see the regeneration caused by the tram.

I am keen to keep a promise that previous Mayors have made and broken and to see if we can get tram links in that part of London extended and I will just work with the Assembly Member. The two councils and the three MPs in Croydon have already contacted me in relation to improving transport in that part of London.

Caroline Pidgeon MBE AM: Fantastic. By 2020, what progress do you hope to have made on the Sutton tram extension?

Sadiq Khan (Mayor of London): We will be publishing this autumn the Transport Plan for London. That will set out details in relation to what work the Commissioner and I have managed to undertake in relation to improving infrastructure across all of London.

Caroline Pidgeon MBE AM: Obviously, extending the tram link further to this Royal Marsden site would be a world-leading life science location. It will create about 9,000 jobs. I know you have had a chat with the leader of Sutton Council about that.

Will you commit to visit that site to see the amazing work and plans they have to really help focus your mind on getting the tram extended?

Sadiq Khan (Mayor of London): When I spoke to Ruth [Councillor Ruth Dombey, Leader, Sutton Council], I made the point to her that I was really impressed and excited by the work taking place in Sutton. One of our best-kept secrets --

Caroline Pidgeon MBE AM: Yes, absolutely.

Sadiq Khan (Mayor of London): -- is the work they are doing in relation to fighting cancer. I am looking forward to going to visit not just that part of Sutton, but other parts of Sutton as well. One of the key things the Council were keen to remind me is how even in Sutton they have been neglected for too long and, as a south Londoner, I would not wish that on Sutton or on any other part of London.

Caroline Pidgeon MBE AM: Brilliant. Thank you very much.

Dr Onkar Sahota AM: Commissioner, the Mayor wishes to merge the engineering function of TfL to ensure shared procurement and office functions in order to save millions of pounds every year to deliver the wonderful manifesto of the Mayor.

What plans do you have to identify other duplications within TfL that can be streamlined to save money?

Mike Brown MVO (Commissioner, Transport for London): As I have outlined - Chairman, through you - I have already identified significant areas within our IT areas, for example, within our major programmes, of how they run across the piece. The major programs areas within TfL have grown up a bit piecemeal over time since TfL was first created in 2000 with surface transport not really having a major capital programme in place in 2000, that only being a recent emerging fund of money.

On the Underground, we saw the public-private partnership arrangements in place where other companies did the capital renewals programme. Therefore, we have ended up with some balkanised ways of delivering capital programmes across the organisation and what I want to do is just bring this together. Frankly, if you are building a major piece of civil infrastructure in transport in London - whether that is around cycling, whether that is an improvement to a bus prioritisation scheme or whether that is about improving some of the station facilities and accessibility facilities on Tube stations, for example - a lot of the same skill-set is required.

What I have seen since I have been doing this job - and the Mayor has very helpfully brought this into sharp relief in the last few weeks - is areas where there are just people doing similar sort of jobs that do not really interface with each other enough. I am determined to continue to extract savings where necessary. You can actually create much more value by doing that. It is not just saving costs at the pure end. You do that certainly, but you are more productive as a result as well so I am really excited about this opportunity.

Clearly, there are some other areas in our back office functions where we need to look at management layers. We need to look at how many people we have fulfilling functions. Any organisation over time does have the ability to just add in extra cost where it is not really necessary. I am really excited in the early months of the new mayoralty about being able to start to tackle this for real. It is very important.

Dr Onkar Sahota AM: This is all very good, but how long do you think it will take us to merge the engineering functions and when will we start seeing the savings coming through?

Mike Brown MVO (Commissioner, Transport for London): They need to start coming through quite quickly. I would say before the end of this financial year, we need to start seeing some significant savings coming forward. As I have said, we have a clear set of numbers in many millions of pounds that will deliver the TfL fares freeze commitment that the Mayor has made for the first two years. The work is now well underway to ensure that that is now enshrined for the following two years for the remainder of the mayoral term and I am very confident we will be able to do that.

In fact, one of the first things I did as Commissioner was to set up this finance and business review, but it has been brought much more into sharp relief very helpfully under the Mayor's leadership.

Dr Onkar Sahota AM: Thank you, Commissioner.

Tony Arbour AM (Chairman): Assembly Member McCartney, for whom is your question?

Joanne McCartney AM: This is to the Mayor but I will happily welcome Mike's comments as well and it is about your promise on air quality. It was a major manifesto commitment and one of the ways that TfL can have a substantive impact on air quality is by cleaning up the bus fleet. Could you just tell us in brief what your plans are for cleaning up London's bus fleet?

Sadiq Khan (Mayor of London): We will be consulting before this summer on a very ambitious plan to try to clean up the air in London. The context is almost 10,000 Londoners died last year because of poor air quality, children's lungs being underdeveloped in parts of London, and the Supreme Court holding that our air was in breach of the Air Quality Directives. The context is that our air is a killer, it makes you sick and it is illegal.

The consultation will include plans about the Ultra Low Emission Zone (ULEZ), about whether we can bring it forward and about whether we can expand the area to include the North and South Circular. It will include also whether there should be an extra charge on the most polluting vehicles coming into the Congestion Charge Zone. It will include the ULEZ standards for heavy goods vehicles (HGVs).

You are right that I want to give TfL the go-ahead to start work on the costs and challenges of implementing not simply a diesel scrappage scheme, but also I want it to have self-imposed ULEZ standards a year earlier for TfL double-decker buses. We should also use our buses for what I call the dirtiest routes in London so to create clean bus corridors. It is really important.

The final part of the jigsaw in relation to our own fleet is we should be retrofitting 3,000 buses to make sure they are ULEZ-compliant outside of the central zone. I will ask the Commissioner to amplify on some of the points that I have raised. You are right. It is really important that we ourselves walk the walk when it comes to air quality.

Joanne McCartney AM: On that latter point, your predecessor made a commitment that by 2020 all single decker buses in central London would be zero emission. However, he did not give a commitment with regards to outer London. On your proposed ULEZ scheme, the area has been extended dramatically, which I welcome. There will of course be areas of outer London, including my constituency, which still lie outside that.

Can you make a commitment to those areas that you will do all you can to make sure that they get clean buses, too?

Sadiq Khan (Mayor of London): It is crucial, and part of that is making sure that we from 2018 only purchase zero-emission double decker buses or hybrids where the batteries actually work. You are right. There are people in outer London who are suffering because of poor air quality as well. Mike, do you want to amplify the point about outer London?

Mike Brown MVO (Commissioner, Transport for London): Yes. Certainly, we have already said we will bring forward the ULEZ date to 2019 for buses, which is really important. That is a really important new step.

We are also looking at the prospect of some corridors, the most polluting corridors of lines of route of bus operators to ensure that we do some early work of considering how we could have cleaner vehicles on those specific lines of route. That could be in outer London as much as in the centre of London because it is, as the Mayor rightly says, a challenge for all of us.

This is an opportunity for the whole of London to move forward but TfL has to lead the way in this in terms of our own bus fleet. The really exciting thing is bus technology/battery technology is moving on apace. Some of the less ambitious commitments we have seen in the past should be challenged and the Mayor is rightly challenging. We have a real opportunity to reset the dial here in terms of our ambition to get this delivered.

The other thing, Mayor, also is the whole area of healthy streets in London and the whole concept of cycling and walking as being a really important part of a greener, cleaner, healthier city for Londoners. Sometimes we have looked a little bit in a split way with cycling and walking not always feeling as joined-up as it might be. There is some real opportunity to take a more holistic view of this going forward as well and so some really exciting stuff we can do there, too.

Joanne McCartney AM: Thank you. Mr Mayor, once you have prioritised these clean bus corridors, would you prioritise cleaner buses and quieter buses? Electric vehicles are quieter to those routes that serve predominantly residential areas. I get lots of concerns from residents, not only about air quality but about the noise from the heavy bus fleet as well.

Sadiq Khan (Mayor of London): No, we have to. It is really important, especially with some of the streets. Stopping and starting and getting over the humps can be a problem.

By the way, on that note, one of the things we are keen to do before the Night Tubes start on 19 August 2016 is also to ameliorate the potential noise issues around the Night Tube of course. It is really important that we do not inconvenience residents who are trying to sleep because of our well-intended wish to have good public transport.

Joanne McCartney AM: Yes, thank you.

Gareth Bacon AM: Commissioner, the Mayor has said that the review he has asked you to conduct will ensure that TfL provides “a modern and affordable transport” system. I wrote that down while he was speaking and so hopefully I have quoted him correctly.

Is it your view that TfL has been running an expensive and antiquated system for the last eight years?

Mike Brown MVO (Commissioner, Transport for London): Any organisation that has been in existence for 16 years, as TfL has, always has the need to refresh itself. That is why I do absolutely welcome - Chairman, through you - the Mayor’s drive for us to become more efficient and to look very closely in a great deal of detail at the things we have to deliver.

There have been many things we have done in the past that have delivered good transport in London and the reliability of services has improved over recent years. I just think we need to have a really serious look at how efficiently we are delivering. I am very conscious that every penny we spend is hard-earned money from taxpayers and fare payers in London. It is absolutely right that we have a proper detailed review of all our structures, all our operation, all our costs and I am very pleased to be leading that work under the Mayor’s direction.

Gareth Bacon AM: Yes, efficiencies is something that TfL has talked about for many years. I have sat on the Budget and Performance Committee for the last six years and throughout that time the Labour Chairman of the Budget and Performance Committee, Mayor John Biggs [former Assembly Member], was particularly rigorous in holding you and your officers to account on finding efficiencies. At every meeting that we had, we had lots of assurances about efficiencies that you were finding.

How much of this is new work and how much of this is stuff that is already in train?

Mike Brown MVO (Commissioner, Transport for London): There is new work. Definitely there are some things that the Mayor has very directly set out in terms of us looking, for example, as we have heard from the previous question, around engineering departments, around capital programmes, around the use of consultancy, around --

Gareth Bacon AM: Again, all of this stuff, Mr Brown, for many years in this building - and you know this as well as I do - has been asked of not just you but you and your officers for many, many years. This is all stuff that has been talked about before, is it not?

Mike Brown MVO (Commissioner, Transport for London): The really exciting thing is that I am a new Commissioner, we have a new Mayor and this is a new sense of direction and a real opportunity for us to take a fresh look at TfL.

Gareth Bacon AM: Is it a fresh look or is it just the same look?

Mike Brown MVO (Commissioner, Transport for London): It is a fresh look because I am fresh and the Mayor is certainly fresh and I --

Gareth Bacon AM: Sorry, it is fresh personnel but it is the same old thing. OK, that is very interesting.

The fares freeze that the Mayor has talked about that was in his manifesto and that you have talked about finding efficiency savings to pay for, how much do you estimate the cost of that fares freeze is for TfL over the four years?

Mike Brown MVO (Commissioner, Transport for London): It is going to be of the order of £600 million over four years but that is entirely achievable because if you look at the numbers I have already outlined, it is of the order of £120 million to £125 million for the first phase, the first 15 months. That is why I am absolutely confident to have a trajectory to deliver the rest of it. This is a really important opportunity for TfL not just to continue to deliver its investment and its improvement in transport for London but also a real opportunity for the organisation to be slicker and be able to deliver more/greater value for money for the city and that is a really great challenge.

Gareth Bacon AM: Of course it is and people will welcome efficiency savings from TfL. They have been achieved in the past and I am sure they will be achieved in the future.

You have just put a figure of £600 million on the fares freeze. Why did you come to the Assembly earlier this year [London Assembly (Plenary), 10 February 2016] and in questioning from former Assembly Member Shawcross CBE at that time and later on me in that same meeting, why did you estimate the value as £1.9 billion?

Mike Brown MVO (Commissioner, Transport for London): I have been very consistent and said that previous numbers we looked at were based on, first of all, two assumptions. One was a five-year business plan and --

Gareth Bacon AM: Yes, but the difference between five years and four years is not £1.3 billion, is it, Mr Brown?

Mike Brown MVO (Commissioner, Transport for London): Perhaps, Chairman, if I was able to finish, then I could give the whole answer to this. That is certainly one issue because four years is self-evidently less long than five years. The other issue is that there was an assumption - and the Mayor has alluded to this - based on what the DfT and the Government might do with wider fares, non-TfL set fares, and that was another part of the assumption. It is also true that since my previous appearance in front of the Assembly, bus ridership has been slightly lower than originally forecast. Inflation assumptions have changed. There are a number of dynamics that change this over time.

I am absolutely confident that the numbers we have in place will allow us to deliver the Mayor's fare freeze commitment of a TfL fares freeze which I am really excited about because I have always said - and I said very explicitly in front of the Assembly the last time I was here - that I am absolutely determined to make sure our transport system is affordable for all Londoners. I have made that very clear in public for many, many months. However, I also want to allow us to continue with the core of our investment delivery programme, which is really important in answer to the earlier question in terms of delivering the much-needed improvements that a growing city needs over time.

Gareth Bacon AM: Yes, the investment delivery thing is what many of us are very concerned about, which is why I am pursuing this line of questioning at the moment.

When you came to the Assembly earlier this year, to be fair to you, it was a very difficult situation for you because there was a mayoral election pending. It was quite possible that there would be a change of political control at City Hall and you were trying very hard to couch your numbers with a whole range of qualifications.

It was former Assembly Member Shawcross who started that questioning and I can remember watching you wriggling around like a fish on the end of a hook, trying to defend your numbers without trying to be too beastly to former Assembly Member Shawcross. Then, when I asked you the same question later on, you tried the same thing again.

You were very confident in your numbers and your numbers have changed radically from that moment to this. Why?

Mike Brown MVO (Commissioner, Transport for London): I have answered that question, sir, if I may say so.

Gareth Bacon AM: I do not think you have, Mr Brown, and so I have asked it again.

Mike Brown MVO (Commissioner, Transport for London): I believe I have. I could repeat it if you wish but the --

Gareth Bacon AM: I would like a breakdown, actually. If you could provide that to the Assembly, it would be very useful.

Mike Brown MVO (Commissioner, Transport for London): The simple fact of the matter is that if you look at where we are in terms of the original assumptions made, based on, as the Mayor has alluded to --

Gareth Bacon AM: A few months ago.

Mike Brown MVO (Commissioner, Transport for London): -- the fact that the DfT and the Government fare elements were assumed in that number, it has clearly not yet materialised. Although, as with the Mayor, I share the aspiration and hope that we will be able to continue to lobby the Government to ensure that every single fare is managed to be frozen in London, the Mayor's manifesto commitment was quite clear that it was TfL-set fares. That is one issue.

The other issue, as I said very clearly at the time as well, was around the four to five years differential. The other issue is around there has been a lower than projected bus ridership over the months that have happened since my appearance here in February 2016 with the previous Mayor.

Gareth Bacon AM: That was four months ago.

Mike Brown MVO (Commissioner, Transport for London): Also, as I have said, there are some different assumptions of inflation. I am very confident with these numbers going forward. I have to put my name to a business plan that is credible and deliverable that has to go in front of the TfL Board when it is appointed, go in front of the Mayor and go in front of this Assembly. There is absolutely no way I would sit in this chair and tell you something that I was unable to deliver. I am absolutely confident that we can deliver the Mayor's commitment to freeze TfL fares and deliver the core of our investment programme. There is no doubt in my mind about that and I was very clear, what I have said before and previously and I am very clear now that this is the position we are in.

Gareth Bacon AM: Yes, the trouble is, Mr Brown, that it was only four months ago that you sat in that chair and gave us very clear assurances at that time. You said it was £1.9 billion and now you are saying £600 million. It was not four years ago. It was four months ago. The world cannot have changed in quite the way you have just described it in just four months. This is something, Mr Brown, that I suspect that we are

going to come back to again and again. I hope you are right. I hope it is £600 million because I do not want to see the investment programme being cancelled or damaged in any way.

I do have to say, Mr Brown, I find it very surprising that something you were so confident about four months ago has now changed so radically in the space of that time. I appreciate there has been a change of political control and you are working to new leadership, but I have to say the numbers are looking a bit fishy from where I am sitting.

Mike Brown MVO (Commissioner, Transport for London): It will not surprise you to know, Chairman, that I have read in detail the transcript of my last appearance in front of this Assembly. I am very clear with what I said and I think it is entirely consistent with where we are now in terms of the position we find ourselves in. As I have said and I want to re-emphasise the point, I would absolutely be delighted to deliver something that is really important for London's hard-pressed fare payers to ensure they have an affordable and accessible system. That is a really important imperative and I am particularly delighted if I may say - because you mentioned her name - to be working with the new Deputy Mayor for Transport [Valerie Shawcross CBE], who is assisting me in delivering that.

Gareth Bacon AM: I am sure. We wish you luck, Mr Brown.

Andrew Boff AM: Mr Mayor, good morning.

Sadiq Khan (Mayor of London): Good morning.

Andrew Boff AM: Will you supply us with the times that you opposed your Government's strategy to annual reductions in taxpayer funding to TfL?

Sadiq Khan (Mayor of London): Chairman, I am not sure if the Assembly Member is aware but I have been a member of the front bench since 2008 and Parliamentary etiquette means you only speak in those areas for which you are the Minister or Shadow Minister. I am not sure how many occasions there will be but I will happily look into that.

Andrew Boff AM: Thank you. I have a copy of your manifesto here somewhere. It should be every Assembly Member's bedtime reading. It is our job. You quite rightly state that you have made a commitment to freeze fares and you have said:

"My plan to freeze transport fares will be funded by making TfL a more efficient and profitable operation, not by cuts to spending on better services and more capacity."

Where in your manifesto did you state that you expected the Government to pay for your fares freeze?

Sadiq Khan (Mayor of London): Sorry, I do not follow.

Andrew Boff AM: You told us earlier in reply to Assembly Member Prince that some travelcards may go up because the Government will not support your fares freeze.

Sadiq Khan (Mayor of London): So the TfL fares for which I am responsible, my promise was to freeze TfL fares, which the Commissioner has confirmed we are able to do.

Andrew Boff AM: Does it say that?

Sadiq Khan (Mayor of London): I did not promise to freeze DfT fares.

Andrew Boff AM: The fares that Londoners will pay to TfL will what? Will they stay the same or will they increase?

Sadiq Khan (Mayor of London): The TfL fares will be frozen over the next four years in real cash terms.

Andrew Boff AM: Londoners who are paying TfL for a ticket will not see an increase?

Sadiq Khan (Mayor of London): For the TfL part of the fares, they will not. TfL fares will be frozen over the next four years. The average person will save £200 over the next four years. Those in outer London, Assembly Member O'Connell's area, for example, using the tram will save around £400 over the next four years.

Andrew Boff AM: Do you think that that is what the public expected a fares freeze to be; that is a fares freeze actually might mean that you pay more?

Sadiq Khan (Mayor of London): TfL fares will be frozen over the next four years. That was the promise that I made, a promise delivered.

Andrew Boff AM: Is it not right, Mr Mayor, that as reality starts to dawn on your election promises, they are evaporating like a mist on Hackney Marshes?

Sadiq Khan (Mayor of London): A promise made, a promise delivered. The Commissioner has set out in answer to questions raised by your colleague in a very friendly, courteous manner the fact that our figures add up. We are today setting out four weeks after my election how we are going to pay for the first two years. We are confident when we come back next time after our transport plans have been prepared to set out how we can pay for the final two years as well; promise made, promise delivered.

Andrew Boff AM: Mr Mayor, as a Group we may stop trying to look for promises you have broken and try to find a promise you have kept. Thank you much, Mr Mayor.

Sadiq Khan (Mayor of London): Was that a question?

Andrew Boff AM: No, it was not, actually.

Sadiq Khan (Mayor of London): It was just a sound bite --

Andrew Boff AM: It should really have been --

Sadiq Khan (Mayor of London): It's a good sound bite. I like it.

Tony Arbour AM (Chairman): Yes, he was very naughty and he must not do it again. Assembly Member O'Connell, to whom is your question?

Steve O'Connell AM: To Mr Mayor, and thank you again for your early commitment to the tram extensions across Sutton and Crystal Palace. I look forward to working with you to achieve those in this term.

This is on the same subject of the freeze. As you will know, I am like you a proud south Londoner and have always felt for a long time that south London has not always had the favours from TfL that Zones 1, 2 and 3 have had. I hope to work with you to address that. Linking to your fares freeze promise, it would appear to me that the beneficiaries are particularly the people who use the Underground. They will see their fares frozen, which is to be welcomed. However, if you are a south Londoner, many of my constituents do not use the Underground. You have quoted the use of the tram and we hope to make that more so.

I would suggest that the interpretation of your fares freeze is again another pushback on outer London and south London. How would you address that?

Sadiq Khan (Mayor of London): Chairman, to be fair, that is a bit unfair because the bus Hopper fare, which will be the one-hour bus ticket, will benefit hugely our constituents in south London. Most people who change buses change just the once, a significant number. The Commissioner will have the exact numbers, I am sure. Most people just change once within the hour.

From September 2016, you will have two for one. Literally hundreds of thousands of your constituents and mine will benefit from this. By the way, previous Mayors said it could not happen. From 2018, we will make sure it is unlimited bus travel within an hour. Again, many of your constituents will benefit and so you are being a bit unfair to suggest that I am not looking after your constituents.

Steve O'Connell AM: No, I take the point. They are improvements and I welcome them. Again, TfL has an institutional leaning towards Zones 1 and 2 and particularly to Underground upgrades. Many of my constituents do use the Underground but many do not and I need to watch this closely over the next four years with you to ensure that outer London and people in south London do benefit from your mayoralty and from TfL. That is one reason why I am very passionate about the trams: because that is something we need to deliver.

Sadiq Khan (Mayor of London): Chairman, that this is one of the reasons why I am working with Assembly Member Bacon to try to speed up the transfer of the commuter trains to us. If we can do that sooner than it is currently planned, more Londoners will benefit from the fares freeze that I have promised and am delivering on today.

I am meeting with the Secretary of State [Rt Hon. Patrick McLoughlin MP, Secretary of State for Transport] and we can work together to try to get these commuter trains handed over to us, which means we can deliver on the same achievements that we are delivering on TfL--

Steve O'Connell AM: I really support that. The service that we --

Tony Arbour AM (Chairman): The question --

Steve O'Connell AM: Again, I would like you to just confirm that you will be reaching out to prise away from the grips of Southern GTR Thameslink their franchise as soon as possible because their service levels are appalling and that you will be therefore reaching out to try to take them over from TfL as well.

Sadiq Khan (Mayor of London): How can I resist the offer?

Tony Arbour AM (Chairman): That was a rhetorical question.

Steve O'Connell AM: Excellent. That was rhetorical as opposed to a soundbite.

Tony Arbour AM (Chairman): Yes, that was a rhetorical question. Assembly Member Cooper, who would you like to answer your question?

Leonie Cooper AM: I would like Mr Mayor to answer my question. Good morning. I wanted to ask you about the pledge to use TfL land for housing and I wondered if you could tell us a bit more about what sites you are planning to fast-track for housing.

Sadiq Khan (Mayor of London): Thank you, Assembly Member Cooper. On 16 May 2016, I visited just one of the very sites that TfL owns. It is called the Landmark Court site in Southwark. It is walking distance which is why I chose that one. It is owned by TfL and the experts tell me it could be used to build at least 120 new homes. As you are well aware, I have pledged to build new homes on land owned by City Hall, including TfL land.

What I have asked the Commissioner to do is to fast track scores of sites like Landmark Court that are suitable for development but were not being utilised by the previous Mayor. I am working with the Commissioner closely to understand how we can best accelerate this programme. What we may be able to do - I am not sure if the Commissioner agrees and the Chairman allows us - but the next time we are here or by the time we do our transport plan to publish some details of some of the sites we have identified. If you were to ask the Commissioner to answer that question, I am sure he would answer for you, bearing in mind the restrictions of the Chairman.

Leonie Cooper AM: I do not like you reading my mind in that way because my follow-up was going to be to the Commissioner to ask if he was able to give some more details to build on the Mayor's answer! I understand that there were already plans to start looking at 300 acres for 10,000 homes. Obviously, that is a step on the way and I wondered if you could expand on the answer given by the Mayor and let us know a bit more about how you might be moving forward from that plan that was already there.

Mike Brown MVO (Commissioner, Transport for London): Yes, you are absolutely right to say that. We have 300 acres of land with 10 million square feet of developable space to release, as you say, 10,000 new homes across London. This is only the first phase, though, and I am delighted that we have signed a property partnership agreement with some of the major developers in London to ensure that we are able to develop some of those sites. We own some 5,700 acres across the capital, including buildings, land attached to Tube stations, railways and highways. We are as part of the Greater London Authority (GLA) one of the biggest landowners in the city. This is very much the first phase.

I am really delighted we have some of the big names in the property sector on board with us because our expertise is not always to build homes. I am also really delighted that there is a step change in terms of momentum under the Mayor's leadership in terms of joining up all the various bodies within the GLA to work much more collaboratively together in ensuring we can get on with building homes and particularly ensuring that we are able to deliver the right proportion of truly affordable homes on GLA land which is, I know, a really important imperative for Londoners.

This is only the first stage but work is continuing. If you look at the sort of geography of this, a lot of it for the same reason in terms of where Tube stations are located is suited from the west in a big arc over North London but there are other sites. I will be going down to Kidbrooke, for example, in a couple of weeks to have a look down there to see some of the opportunities we have with the developer in partnership down there to get on with this stuff and get it built.

Also, I am looking forward to ensuring we work with other organisations such as Network Rail to see what it can do with its land and that we can work collaboratively in a grand coalition with the borough planning teams across the city as well and I know, again, the Mayor has made a point of emphasising how important that is.

This is really important stuff. This is only the first stage but, as the Mayor right says, we will be able to give more detail as our business plan emerges in the next few months.

Leonie Cooper AM: That is really good to hear and it is nice to hear that you are taking that pan-London approach and not just talking about south London or southeast London but also talking about north London.

I just wondered if you could say something else about the possibility of net revenue coming in after the properties are built because I understand the concept of retaining the freehold on some of the sites and that then that would also create an income. That is a very important issue given the context in which we are operating. That is addressed, perhaps, first to the Mayor or to Mike Brown, both of you.

Sadiq Khan (Mayor of London): One of the things that I do not want to do is to have a fire sale of public assets because what happens is that we try with the best of intentions to sell them off to bring in receipts but the problem is we have lost all control of what happens to that piece of land. A developer, not unreasonably, wants to build market-value and luxury properties to make huge profits.

My point is this: why do we not keep the freehold, build genuinely affordable homes - in partnership with developers, by the way - a diversity of homes, some social rent, some London Living Rent, some shared ownership, some market value and some - depending on where they are - luxury properties? We would keep the freehold so that there is a revenue stream coming in and we would also have more control over the sorts of homes that are built on the land. It is a good example of local authorities across London keeping freeholds, working with developers and building the right sorts of homes for local residents. Just think about the potential we have across London.

One of the things that I have been speaking to the Secretary of State for Communities and Local Government [Rt Hon. Greg Clark MP] about is whether we can work closely with the Government on other public land, whether it is ex-National Health Service (NHS), ex-Ministry of Justice or ex-Department for Education, to work with developers to make sure we get the rights sorts of homes built for London. That is one of the things that we want to do on TfL land as well.

You have asked the Commissioner to also respond and so I will let him respond as well.

Mike Brown MVO (Commissioner, Transport for London): I would echo everything the Mayor has said. It is absolutely an imperative for me that there may be occasional pockets of land we do sell off because they do not have any particular development use, but in general the principle of retaining an ownership of the asset and, as you said, having a revenue stream is very important for us.

The other thing, if I may go back to what I said earlier but it is related to this point, is that the Mayor referred to working with other landowners in and around London. One of the things that we do have within TfL and with the GLA generally is the entry points to the relationship with the boroughs and their planning teams and how that works. That is a really important area for some organisations and I include in Network Rail in this. My predecessor is now working for Network Rail and he and I have had some early discussions around the fact that perhaps there is some support that we could give them in the relationship with boroughs that they just do not have. They do not have the mechanisms to have those relationships. There are some really exciting

opportunities for us to look more holistically both with central Government and with other organisations in and around the city. It is very exciting stuff.

Leonie Cooper AM: Thank you very much.

Len Duvall AM: Mr Mayor, in the past you have said that you would wish to see the increase in the proportion of TfL's budget spent on cycling. Your predecessor planned to spend about 1.44% in this budget year. The Assembly has done a scrutiny report that said, really, it should be up to 2% to bring us in line with other pro-cycling cities.

What do you think? What do you hope to devote to cycling by the end of your first term?

Sadiq Khan (Mayor of London): I hope to come back, once we have a transport plan for London, to give you the exact figure. During the election campaign there were different figures being thrown about, 1%, 3%, some even more.

I am quite clear, though, that we need to make it safer and easier to cycle. We need to build on the work of the previous two Mayors and they deserve credit for the work they did to encourage people to cycle, more segregated cycle lanes and Quietways. The Commissioner was right, though. We have to think about walking and cycling and not just have all the eggs in the cycling basket. I will be responding shortly to the consultations around the junction improvements review and the cycle lanes.

I want to spend more, Assembly Member Duvall. I do not think that today we can give a figure, but we hope to come back later on this year with the transport plan. I am looking towards you to ask the Commissioner the question, hopefully, Assembly Member Duvall, about when we can come back with a figure because you are right to ask the question about how much we are going to spend. It does take initially some capital investment to make it safer and easier to cycle. I want to do that because it is really important. If we want modal shift in a city with a rising population, if we want to have cycle bridges, which some of us are very passionate about, it is really important that we spend more upfront. You may want to ask the Commissioner about that and I am sure he would happily answer.

Len Duvall AM: Thank you. If I can turn to the Commissioner, can I ask you that question?

Mike Brown MVO (Commissioner, Transport for London): You may, certainly. I would hope, again, later in autumn 2016 as we crystallise the overall business plan that number will become very obvious in terms of the quantum of spend that we will see going forward. As the Mayor alluded to, it is a combination of ensuring that we continue with the programme of developing segregated cycle ways, with the caveat that we need to reflect and learn from some of the experiences during the construction of what we have seen before and some of the impacts during construction on London's wider road network. Clearly, there are some things that we would want to get on and finish, like the remaining bit of North-South Cycle Superhighway route from Stonecutter Street to King's Cross. That is something that we would want to continue, making a complete route there from Elephant and Castle up to King's Cross. We are looking, of course, and considering extensions to the East-West Cycle Superhighway phase 2 as well. There are some schemes there that are ready to go.

However, as well as physical infrastructure, as the Mayor alluded to, there is the holistic approach to walking and cycling, ensuring that Cycle Superhighways do not create some unintended challenges for pedestrians in crossing roads and ensuring that we look after that as well, ensuring that we also assess bus priorities as part of this to make sure bus speeds are properly taken care of, and also encouraging everyone to cycle. I was really

struck when I was standing at Blackfriars Bridge yesterday morning where the East-West and North-South Cycle Superhighways cross. Seeing increasingly that cycling is open to everyone in London is a really important thing to do. There has sometimes been a sense that it is only a specialist group of people who cycle. London has a real opportunity under the Mayor's leadership to open cycling up confidently to more Londoners and so I really look forward to those plans emerging over the next few months.

Len Duvall AM: You have opened up a question in terms of bus prioritisation and unintended consequences. I am not asking you to comment on the inefficiencies of the previous Mayor but, in the sense of bus prioritisation, if we did more bus prioritisation, would it mean we would have to purchase fewer buses in the future?

Mike Brown MVO (Commissioner, Transport for London): I do not think that that is necessarily where we are going. First of all, for the avoidance of doubt because there have been some quotes in the last few days by people who, maybe, used to work here about taking a number of buses out, there is no intention to cut services in what we do at TfL. None of what we need to do and none of the funding issues that we are going to face going forward to deliver an investment plan and deliver the Mayor's fares freeze will require us to cut services. It is not what we should do. The very core of what we do as a transport authority is to deliver enhanced services and to continue to respond to the demands of Londoners. That is absolutely my intention.

What I am really talking about, Chairman, if I may through you, is just ensuring that where there are little pinch-points or parts of the road network maybe caused by some issues around the Cycle Superhighway but more generally around some junctions and other issues that we just need to have a look at, then we will have a look at that. Of course we will because of the number of people who travel around by bus. I have no doubt that the popular uptake of the bus Hopper will again potentially increase that still further. This is all just part of ensuring we look at road usage in the broadest sense and so, yes, cycling and pedestrians, but of course ensuring buses are able to get around the city as well.

Len Duvall AM: Thank you.

Tony Devenish AM: Good morning, Mr Brown. My question is for you, sir. I am delighted that you think you can juggle so many balls in terms of the efficiency savings, in terms of the operational requirements of the network and in terms of extracting - as particularly my question is to do with - the land value in your brownfield estate. You may be interested to hear that yesterday Deputy Mayor Murray [James Murray, Deputy Mayor for Housing] sat in this very room and he talked about lower land values to achieve the 50% affordable target that the Mayor and the administration is committed to. Clearly, you need to extract maximum value from that land to achieve the savings you need to make.

How are you going to do that when land values are going to be going down rather than up? Is this just another example like Assembly Member Prince's example earlier in terms of the fare-freeze U-turn? The numbers do not add up, I am afraid.

Mike Brown MVO (Commissioner, Transport for London): No, I do not accept that at all. I would say that if you look at the Mayor's very explicit direction in terms of 50% affordable housing, then, overall, we can achieve that number. Clearly, site by site, there will be some variations and there will be some differences that you need to create to ensure that you do maximise land values site by site. As the detail of this emerges, as I said in answer to the earlier question, then the detail will become clear as to which sites have which mix in terms of development opportunities. It is far too early to give detail of every single site, but I am very confident when I look at the headline figures. Graeme Craig [Commercial Development Director, TfL], who leads my commercial development team - and who, by the way, I now have reporting directly to me because of

the importance of this whole area for TfL and for the GLA overall - meets regularly with James Murray and with the rest of the Mayor's team on this issue. They will be pursuing an agenda that absolutely gives us an income stream going forward and also overall meets the Mayor's clear direction for affordable housing. I do not see those two things as being inconsistent at all.

Tony Devenish AM: Thank you for that answer. I have just been reading your annual accounts, which came out only yesterday. It is a great photo, by the way, Mr Brown. In the final paragraph of your executive summary at the beginning, you were talking about:

"We are making 300 acres of land available for Homes for Londoners with an initial target of 10,000 new homes over the next few years."

Ten thousand new homes? Is 50% of that affordable?

Mike Brown MVO (Commissioner, Transport for London): That is the Mayor's clear direction to us. The Mayor is my boss. We will absolutely meet that direction. We will also ensure that because of the overall mix of this we get an income stream from that.

We will continue to explore further opportunities. As I said in answer to the question earlier on, this is just the first phase. There are large tranches of TfL land that we can exploit and we can look at going forward. I am really excited that I have a very professional group within my team. I have some external support from a commercial development advisory group with real experience in the property market assisting me on this. They think these plans are credible. I am not an expert in this area; they are. They say it works.

Tony Devenish AM: Thank you. Five thousand homes is the target. It is great to have a target. The Mayor knows that I am obsessed, as a Conservative, with targets.

Next question, please: your core transport business is vast - I think we would all agree - in terms of what you do, buses, Tube, rail, etc. I am a great believer that you stick to your knitting, as my old boss used to say to me. You do have a really broad set of responsibilities already. In terms of land and property - with the greatest of respect to your team, which I think is a great team, by the way, your property team - would you consider releasing a great deal of this non-lineside land this year to the property industry, which is core to their business and they know how to fast-track these sites to deliver the commitments, so that we can extract the cash that you require as TfL and, more importantly, build the homes that Londoners require?

Mike Brown MVO (Commissioner, Transport for London): I think we have a better solution, which is working in partnership with the property industry, which is why we have signed up to this property partnership with the major developers. I meet regularly with the chief executives and senior managers of the major property developers. It is not a distraction; it is absolutely important that we preserve, as the Mayor has so eloquently said, an income stream going forward and that we do not have, if I can quote the Mayor, a fire sale of our assets. That might be very appealing in a very, very short-term timeframe, but it is definitely the wrong thing to do strategically for the organisation. It is really encouraging that the Mayor is taking such a medium- and long-term approach to the assets under his control. I believe that the best of both worlds, working in partnership with the property experts while ensuring that we retain a stake and a controlling interest, is very important.

Tony Devenish AM: I am not advocating a fire sale. I just believe that you have enough on your plate, sir. You are not a property expert and TfL is not a property company. You are a premier transport organisation.

Let me move on to my specific next question. In order to save £4 billion over the next four years, how much will you need to save specifically during this financial year?

Mike Brown MVO (Commissioner, Transport for London): I have outlined the figures already for the first 15 months, which is the remainder of this year and into next year. That is of the order of £120 million to £125 million that we will be saving to deliver the Mayor's TfL fares freeze. That work is already underway. As I said, we have already taken, for example, 100 non-permanent labour staff out of our IT and technology area. That is just the first step. That is the first drop in the ocean, if you like, of the changes that we will be exercising going forward. I am delighted that my team and my new Chief Financial Officer are rising to that plate and are already achieving some significant savings. That is the number for the first 15 months.

As I said, beyond that, we will have a credible plan to deliver through the Board and the Mayor and then onwards to the Assembly in the autumn of this year.

Tony Devenish AM: Thank you. Can I just ask you one final question to make sure the numbers do stack up? Things do change and we all make mistakes and things do not always come in at budget. In terms of your broader commercial opportunities excluding land, if you have a shortfall, potentially, on land - which I personally believe you will do with the 50% affordable figure, meaning that your land values will be much lower than you think they are going to be - where else in the commercial opportunities are you going to make up the many millions you need to make?

Mike Brown MVO (Commissioner, Transport for London): We continue to look at commercial oversight developments of some of our Underground stations. We have had some very good success with that in the past and we will continue to exploit that. Our whole new advertising contract that we have signed up for, which takes effect later in the year, is a very exciting one with Exterior and I am delighted that that is going ahead. It is actually the largest "outdoor", so-called, advertising contract in the world. It covers the whole of the TfL estate for the first time. Of course, we have retail facilities in our stations. Gone are the days when you would buy a chocolate bar at a kiosk at Piccadilly Circus that had probably been nibbled on by mice. You now have high-quality, high-calibre retail facilities springing up all over our estate. All of these areas have a significant role to play in our wider commercial income.

Tony Devenish AM: Just a final question. You are basically saying that all of your figures stack up and whatever you get with the DfT - and do not go to the Government expecting money; it has a lot of other considerations as well - your figures will stack up as they are? You will not be coming back and saying that there is a black hole in your figures in the next four years?

Mike Brown MVO (Commissioner, Transport for London): It is my job to deliver and we will deliver. I am confident that we will have a plan for the whole four years of the mayoral term to deliver and we already have one for the first two years and so I am really confident.

Tony Devenish AM: Thank you.

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

Gareth Bacon AM: Mr Brown, we all know about the big revenue cuts that have been made to TfL's budget by the Government and that the commercial income work that is being done by Graeme Craig and his team is absolutely crucial to TfL's future. I think we are all agreed on that. I personally am one of the big cheerleaders for what he is doing.

The business plan states that there is going to be £3.4 billion of commercial income generated over the lifetime of the business plan. When that assumption was made, the 50% affordable housing target and the commitment that you have just made on 50% affordable housing was not an assumption that was made as part of that business plan, was it?

Mike Brown MVO (Commissioner, Transport for London): We will have to, clearly, consider and continue to review those numbers and those figures. That £3.4 billion is still a credible number. As I said, the 50% affordable housing objective, which is a very clear one and a very good one for Londoners, is across the board. There are some specific sites where, clearly, the mix will differ and so --

Gareth Bacon AM: I am sorry to interrupt you, Mr Brown, but our time is limited. I did hear your answer and I listened to it very carefully. What I am trying to get to is, because that was not an assumption with the £3.4 billion, can you sit here today and confidently tell me that that £3.4 billion will not be affected by the 50% affordable housing commitment that you have made this morning?

Mike Brown MVO (Commissioner, Transport for London): In the early discussions that I have had with Graeme Craig and the team and in Graeme's work with the wider GLA team under the Mayor, we will be able to achieve those numbers. That is the early information that I have. Clearly, there will be more detail that I am sure will emerge at the Budget and Performance Committee in due course, but my early indication --

Gareth Bacon AM: Yes, which I Chair.

Mike Brown MVO (Commissioner, Transport for London): Bearing in mind this is, if I may say, just a few early weeks, it feels given the energy levels that it has been months into the Mayor's term. It is a few early weeks and of course these numbers continue to be looked at, which is why, of course, it takes a few months to have a full business plan, which will be produced in the autumn.

Gareth Bacon AM: That is fair enough. Thank you, Mr Brown.

Tony Arbour AM (Chairman): Assembly Member Arnold?

Jennette Arnold OBE AM (Deputy Chair): Thank you, Chairman. My question is about step-free access.

Tony Arbour AM (Chairman): And you are asking?

Jennette Arnold OBE AM (Deputy Chair): My starting question is to the Mayor. Mr Mayor, in your manifesto you said you want "a more ambitious approach to step-free access on London Underground and TfL-run stations". We heard this morning that we have a new Commissioner and you clearly are the newly elected Mayor of London. I want to hear, really, how you are going to bring about this new change to this enduring call from Assembly Members and users of London Underground stations for step-free access?

Sadiq Khan (Mayor of London): Can I thank you, Assembly Member Arnold, for that question? I know of the campaigning you have been doing, along with other Assembly Members of all parties, to get more step-free access across the stations in London.

I want London's transport system to be accessible to all Londoners and I am working with the Commissioner and TfL to develop more innovative ways to fund step-free projects and to use technology and construction techniques so that more can be delivered. The previous TfL plan, in my view, was not ambitious enough and I am working with the Commissioner to develop this new business plan over the coming months.

Let me give you an example, though, of some of the examples I have seen of councils working innovatively to make sure of step-free access. Greenford is an example. Assembly Member Sahota will know about this well because we visited the station. Previously, TfL said that we cannot have step-free access and it is too expensive. The council had a much cheaper way of doing so and there is now step-free access at that station. There are other examples across London. Assembly Members have taken me around campaigning - like Assembly Member Dismore and Assembly Member Shah - to stations where the constituents need step-free access.

I am working with the Commissioner to make sure that we use innovation, technology and other ways to pay for this and to make sure we have more and more stations that are accessible for those who currently cannot access them.

Jennette Arnold OBE AM (Deputy Chair): It is about timing. I take all the points you have made, Mr Mayor. I was involved in a 20-year project to get step-free access to Finsbury Park. We have just got it now. There are 184 stations currently without step-free access. Do you appreciate the enormity of the task ahead of you?

Sadiq Khan (Mayor of London): I do, but also public transport is either public transport or it is not. It has to be public transport for everyone. That is why it is important for me to address this issue.

I am not promising that all of those stations will have step-free access by the next election. What I am promising is to make sure that the Commissioner and his team see this as a priority, uses the technology that is available and thinks about innovative ways of making more step-free than currently are. We will be publishing later on this year some ideas about what stations we think we can do sooner rather than later.

You are right that some commuters have been waiting years and years for their station to be step-free and are travelling long distances to get to a station that is step-free. It is not good enough.

Jennette Arnold OBE AM (Deputy Chair): I have another question for Mr Brown. I welcome the fact that TfL will be taking over the metro rail routes in the coming years but, if I can say, my experience of TfL's negotiation with the DfT has not always, it seems to me, been of the best.

I want to know if you are on the front foot on this one. Will you be requiring, if you like, a "step-free dowry"? They have not done it. There are 260 National Rail stations not managed by TfL within London at the moment. If any of them come over from the DfT, it is reasonable that you are asking that the money to make them step-free comes with them. If you like, call it a "step-free dowry". Are you going to be on the front foot about this? It means the day-to-day quality of life of Londoners is affected if you do not get it right.

Mike Brown MVO (Commissioner, Transport for London): It is a very good question and, Chairman, if I may through you, certainly, it is true that many National Rail stations in London do not have step-free access. Actually, some of them that do unfortunately do not have the staffing arrangements to allow that step-free access to be continually available to passengers, which is almost the worst of all worlds. Of course, our staffing model for the Overground network, where we have already taken responsible for National Rail routes, is entirely different to what you see on some parts of the National Rail network.

Also, the good news, of course, is that on National Rail stations there is access to a particular pot of money within the DfT to bid for accessibility schemes to be applied. That does not apply to the Underground where we have to do it differently, but for all non-Underground stations there is the ability to access those funds.

We have looked at that, for example, with Crossrail, which of course will open - the Elizabeth line - being fully accessible throughout its route, which is really important to me.

Absolutely, the simple answer to your question is, yes, we will push that agenda very heavily. It is a real opportunity that we cannot afford to miss.

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

Unmesh Desai AM: Mr Mayor, in March 2016 the British Transport Police (BTP) proposed axing its specialist sex crimes unit. Following concerns expressed by you and by others, the proposals have temporarily been halted. In fact, you were very robust in expressing your concerns. I believe that on 2 April 2016 in a speech at Brixton Town Hall you said and I quote:

“I was appalled about the recent decision by the BTP to scrap the sexual violence unit. As Mayor, I will take these problems seriously.”

The BTP is now undergoing a review of its services and you are now Mayor. What are you going to do to ensure that the BTP maintains this important unit and that all survivors of sexual assault and rape get a first-class specialist service no matter where the crime has taken place?

Sadiq Khan (Mayor of London): Can I thank the Assembly Member for that question? Safety on public transport is really important. If I am honest, during the campaign there were not many things that shocked me. I was shocked, though, that the BTP could consider closing down a specialist unit to deal with what are called “sex crimes” at a time when crimes against particularly women and girls are going up on public transport. We partly fund BTP and so I was quite clear in my comments. I am pleased that it did a U-turn. It is right that it did so.

One of the reasons I am so keen, Assembly Member Desai, to make the TfL Board look a bit more like London is, if there were more than four out of the 16 members who were women, I actually do not think that that would have happened because it would have been an issue that was at the forefront of people’s minds. One of the reasons I am keen to make the decision-makers look at bit more like the city we represent is that it may lead to better decision-making. I am going to work closely with not just the BTP but also the Metropolitan Police Service (MPS) to make sure that it is a priority for all of our police services when it comes to simple things like just using the Tube and buses more to have a visible deterrent to those who may want to commit criminal offences. Also, we need to be investing in things like specialist teams that deal with specific issues that otherwise can be lost.

Unmesh Desai AM: Thank you for that. I have another question to ask the Commissioner. Commissioner, TfL said that just 7% of those experiencing an incident of unwanted sexual behaviour say that they reported it in 2014. What are you doing to encourage more people to report crime on the transport network?

Mike Brown MVO (Commissioner, Transport for London): It is a very important question and I fully echo what the Mayor said. This is a terrible set of experiences that some people put up with. No human being should have to put up with anything like any sort of sexual offence on public transport or going about their daily life. It is absolutely appalling and abhorrent. That is why I do welcome also the BTP’s U-turn on this process. By the way, it was a proposal that it never discussed with me. If it had done, it never would have come out in the public domain to start with, frankly.

There is an issue about under-reporting. We have to continue to encourage people to report. There has been, as I am sure Assembly Members will know, a bit of a poster campaign that has been run recently, jointly with the BTP, the MPS and us, to ensure full and proper reporting of these terrible incidents. We continue to pursue that. Also, we continue to pursue rigorously using closed-circuit television (CCTV), which increasingly of course is available on our trains as well as in our stations across the network, so that we can actually apprehend these offenders. The really important point is catching these people, ensuring they never offend again and they are bang-to-rights for the terrible offences they commit.

We will continue to work with both the MPS and the BTP, as the Mayor has said, to ensure not just that we catch people when something has gone wrong but that people are confident that when they report these terrible crimes they are followed up rigorously by all involved.

Unmesh Desai AM: Thank you.

Tony Arbour AM (Chairman): Assembly Member Dismore?

Andrew Dismore AM: Thank you, Chairman. My question is to the Mayor. I wanted to ask you about High Speed 2 (HS2), Mr Mayor. Firstly, could I commend to you - and, indeed, everybody else - the article by Simon Jenkins in yesterday's *The Guardian* that sets out the sorry history of the HS2 scheme?

I believe you recently met HS2 Chairman Sir David Higgins. You previously said you would ensure the company "does the right thing by Camden", presumably including your proposal that the line terminates initially at Old Oak Common. What was Mr Higgins' response?

Sadiq Khan (Mayor of London): Can I thank you, Assembly Member Dismore, for your campaigning on this issue? You and the Council and the two Members of Parliament (MPs) have been vociferous in expressing and articulating the unhappiness of residents and businesses around Euston affected by the current plans for HS2 at Euston. I was pleased that Mr Higgins understood your concerns and the concerns of your residents and businesses.

The solution that I talked about recently was temporarily having Old Oak Common as a terminus whilst works around Euston can be done to bring it up to the standard that you expect for Euston as a station, taking into account the concerns around blighting and the concerns that the residents and the businesses have.

Mr Higgins reassured us. The Commissioner and I met him together and Deputy Mayor Valerie Shawcross was with us as well. He reassured us that he is working closely with Camden Council to make sure a solution is found that works for everyone. You may want to ask the Commissioner what he thinks about this, but I was reassured that HS2 seemed to understand that at the moment the plans are not fit for purpose for you and your constituents and that they need to amend their plans to make them fit for purpose.

Andrew Dismore AM: Thank you for that. I will come back to the issue of Old Oak Common if there is time.

One of the major criticisms of HS2 is its appalling approach to public consultation. I hear what you say about the Council, but the deal with the Council is primarily about process rather than substance. One of the problems with HS2 is that it treats local people like mushrooms rather than genuinely engaging with them. The most recent example was on 5 May 2016, a day probably to bury bad news, when it announced that it was challenging the right of 411 people and groups to petition the House of Lords against the HS2 Bill, including residents' representative groups, all the MPs, me as an Assembly Member, ward councillors and even individual residents. The Lords are currently holding hearings into these challenges mounted by HS2.

I wondered if you would raise this with Mr Higgins because it seems to me - and I would hope you would agree with this - that this HS2 bullying is profoundly undemocratic towards the people of Camden and, indeed, more widely along the line.

Sadiq Khan (Mayor of London): I also believe that HS2 needs to improve its community engagement. I have asked the Commissioner and the officials at TfL to work with Camden and HS2 to deliver a better approach. The team at City Hall will be working with TfL to make sure we can try to improve on that. It is not just the process of consultation; it is really important to have community engagement. If you have ideas for how it can do things better, please let me know and let Val Shawcross [Valerie Shawcross CBE] know, who will make sure that HS2 is under no illusions as to what our expectations are in relation to community engagement.

Andrew Dismore AM: That is very important. On *Leading Britain's Conversation (LBC)* on 18 May 2016, you had a discussion with one of the local residents and agreed to visit Euston to meet and hear from residents, local businesses and their local representatives and for you to see for yourself the devastation that HS2 will cause as things presently stand.

Could you please expedite that? With the Lords Bill Committee now underway, this is becoming quite urgent.

Sadiq Khan (Mayor of London): Chairman, can I say through you? Maybe after this, if Assembly Member Dismore liaises with my office, we will arrange a time to go sooner rather than later. I hear you loud and clear.

Andrew Dismore AM: That is great. The last point: your predecessor, Boris Johnson MP, said he would insist that funding for Crossrail 2 was part of the HS2 link because, without it, if HS2 were to terminate at Camden, people would be absolutely stranded. Indeed, I see that one of the arguments put forward by HS2 is that it cannot terminate at Old Oak Common because Crossrail 1 would not be able to cope. If Crossrail 1 cannot cope, the Northern line definitely cannot because it is overcrowded already. The Crossrail 2 link to HS2, if it does eventually come to Euston, is vitally important. Could you confirm whether in fact this is going to be the case?

Sadiq Khan (Mayor of London): Yes. That is one of the things we discussed with Mr Higgins and we discussed also the impact of Crossrail 2 bearing in mind that the transport hub does not currently work. When you get to ask the Commissioner the question you want to ask, you may want to ask the Commissioner about the conversations they have had about making sure there is proper co-ordination in relation to the links between HS2, Crossrail 2, the other public transport that is currently there and - you are right - Crossrail 1 as well because we have discussed that. It is a concern that we have.

Andrew Dismore AM: Perhaps I could put that to Mr Brown. The original plan for Crossrail 2 would have meant even more devastation around Euston, particularly on the Somers Town side, to build the Crossrail 2 terminus station there rather than where it actually belongs, which is within the existing classic Euston Station. Perhaps you can say where you have got to in your discussions with Crossrail about that.

Mike Brown MVO (Commissioner, Transport for London): Yes, it looks much more positive now. The detail of Crossrail 2 plan will, again, emerge in the next few months; it needs to if we are going to get on a trajectory for progressing to the Hybrid Bill's second stage reading in this Parliament and so we have to get this sorted out.

At Euston specifically, yes, the station is now much more integrated into the main station, as it should be. That is also good for potentially disruptive intervention for the number of homes and houses affected within the borough and so we are working closely with Councillor Sarah Hayward [Leader, Camden Council] and the London Borough of Camden on those issues. It does look like a much better scheme.

As the Mayor rightly said, we emphasised with David Higgins and his colleague the other day the imperative of having this as one scheme for Euston to have the proper level of interchange required because it is bad enough at the moment never mind what it would be with two new lean-to stations on the side of the existing one, which is not the right solution.

Andrew Dismore AM: Do you think Crossrail 1 could cope with a terminus at Old Oak Common?

Mike Brown MVO (Commissioner, Transport for London): There are two answers to that. In the short term, from the first phase of HS2 opening from about 2026 to 2030, there probably is scope or the ability to carry some of the traffic. Clearly, we are both concerned. We are all concerned about ensuring that Crossrail 1 does not end up hugely overcrowded before it even gets to Paddington, which is the reason why that short window in the timeline would be available if we had to get to that point.

However, it is important really to get the overall scheme recognised and co-ordinated properly with the right level of engagement with local residents, as you rightly said. I was very encouraged, as the Mayor was, with the first meeting we had with the Chair of HS2 the other day that I will certainly follow up with the Chief Executive and there will be more meetings in due course.

2016/1835 - Mayor's Transport Manifesto

[Keith Prince AM](#)

How much of the Mayor's Transport Manifesto is likely to actually be achieved over the next 4 years?

Keith Prince AM: Thank you, Chairman. This is to the Commissioner, putting the caveat around what we have already heard this morning, of course.

Mike Brown MVO (Commissioner, Transport for London): Yes. I am very confident - as I said earlier on, Chairman, at risk of repeating myself - that we will be able to commit to the Mayor's manifesto commitments in terms of what he has laid out in his manifesto and what he has directed me to deliver.

The 17% hike in TfL fares will not now take place. We will be able to deliver the fares freeze. We have already committed, as you are aware, to the bus Hopper ticket, which will start from September 2016. We will launch the Night Tube, again as the Mayor has said, on 19 August 2016, with the first two lines being launched then and the remaining lines being launched later in the autumn. Also, we will be heavily involved and inputting into the consultation process for the tackling of air quality moving forward, including bringing forward some of the commitments around the ULEZ both in timeline and also in looking at the geographical coverage of such a zone going forward.

The core of the Mayor's manifesto is very much on our mind to deliver and we will continue to work with the Mayor and his team to ensure all aspects of his manifesto are able to be delivered by us over the mayoral term.

Keith Prince AM: Thank you. Can I then move on to the 60+ Oyster card, another manifesto commitment? The 60+ Oyster card will double in cost to TfL over the next four years - I am sure you are aware of that - from

just under £60 million currently to over £110 million as the age of eligibility for the Freedom Pass rises and the 60+ Oyster card has to soak up the strain of that.

Given that the Mayor in his manifesto promised to protect this benefit - remembering that this question was to Mike Brown - has the Mayor suggested to you any reasons how you could cover the cost of this protection?

Mike Brown MVO (Commissioner, Transport for London): Again, Chairman, at the risk of repeating myself, this is one of a number of areas that we will be looking at incorporating into our business plan document. You will have a fully costed business plan that will be put before the Assembly, having gone before the TfL Board and the Mayor, in the autumn of this year that will address all of these issues. It is my job to deliver for London and deliver for the Mayor and I will do so.

Keith Prince AM: I look forward to receiving that. On the same note, though - and this is to the Mayor - during your mayoral campaign, quite rightly, you often spoke of your pride at having held the position of Minister of State for Transport and that during that time it was decided by the DfT that the Freedom Pass's age eligibility should increase.

My question to you, Mr Mayor, is: what do you regret more, having raised the age for the Freedom Pass when you were the Minister or, now as the Mayor, having to pick up the tab?

Sadiq Khan (Mayor of London): It is really important. There is a reason why it is called a "Freedom Pass". It gives older people the freedom to leave their homes and go about their business with dignity. It keeps friendships going. It means that they can visit family. It makes them fit and able. It means that not only does their quality of life improve but we save money in the NHS. The promise we made to keep the Freedom Pass and the 60+ Oyster card is a promise that I will deliver on as well. When we set out the transport plan for London later on this year, you will be reassured, I hope, that we can pay for it.

Keith Prince AM: Thank you.

Nicky Gavron AM: Good morning, Mr Mayor. Good morning, Commissioner Brown. I wanted to ask a couple of questions following on from the question about your manifesto commitments on London's air quality.

The first is that you have talked, both of you, about bringing forward the ULEZ, which at the moment is scheduled to be coming into being in September 2020. Now you are talking about bringing it forward. Can you tell us by when you think that will be achieved?

Sadiq Khan (Mayor of London): We will be consulting this summer. One of the things we will be asking people to give us their views on is whether we can bring it forward and also whether we can widen the area. The consultation is going to be very important. We can get views in relation to how soon we can bring it forward, whether we can widen the area. The other plan is, as I have said in answer to a previous question, whether, for example, we can be having ULEZ standards for HGVs in 2020. They are things we have already set out before. If you have views that you think we should take on board in relation to the consultation, please feel free to let us have them.

Nicky Gavron AM: Yes, I will do that. The other thing is that however much we are bringing forward these big initiatives, there is now a public health emergency. I am very pleased and very aware that you want to do everything you can, Mr Mayor, to prevent children's lungs being scarred by their daily walk to and from school. We know that there are 1,148 on, or near, very polluted roads, polluted by traffic, and also that many of these

schools are in areas which high levels of deprivation, which is evidenced by the report that you recently published, which was suppressed by the previous Mayor.

In response, I want to follow up, really, a question that you answered from my colleague, Assembly Member Eshalomi. It was a written question and she asked about safe and clean walking to school. You said that a study was being undertaken by you and TfL in order to enable you to know exactly where to invest.

What I want to ask is that alongside that study being done - and we know how long studies can take sometimes - could you now invest in some pilots that are working with schools, with parents, with teachers and with the communities to inform people about the pollution in their area and also to help them map safer routes to school?

Sadiq Khan (Mayor of London): Can I say, Chairman, through you that the suggestion from Assembly Member Gavron is a very good one? She and I visited - others may not know this - a school last year. Assembly Member Desai knows because this is in his patch. It is an obvious point to make, but the irony is that the playgrounds we encourage our children to play in are often next to the roads - in our case, I think it was 8.20am or 8.30am when we visited - where there are vehicles driving past emitting nitrogen dioxide, particulate matter, carbon dioxide (CO₂) and other fumes, causing danger to the children. Children doing exercise and trying to be fit are in fact breathing in poisonous fumes.

However, it is worse because we are encouraging children to walk to school from home but that walk is actually leading to them breathing in this stuff; similarly cycling. I was taken by the protestation you made when we visited that school on that day and we have looked into whether we can, in the meantime, give people the information to choose safer paths to school. It will not always be possible and sometimes there will be only one route to go from home to school, but that information is invaluable. The technology is moving so fast. I walked around London for a day with an air quality monitor. It opens your eyes to the variations in air quality across different things you do in different parts of London and how poor our air is in various parts of London.

Let me look into your particular point about the work we are doing in relation to the study of pilot projects because these are small sums of money which lead to information that is invaluable for children, teachers and parents. I will come back to you on that.

Nicky Gavron AM: Thank you. I would like very much you to look at investing in some pilots now with a view to next year when you are preparing the budget for next year and looking at a much more comprehensive programme, working of course with TfL, boroughs and schools, to accelerate action on clean air routes to school. We need transitional strategies and we need them now.

Sadiq Khan (Mayor of London): To reassure all of us who care about the pounds and pence, the good news is that with technology moving so fast, we think the information will mean that it is not that expensive to do in the future. You may want to ask the Commissioner about some of the advances made by simply releasing data. Technological wizards are able to use that data to produce apps and other things that parents, teachers, children and students will be able to use when planning routes from home to school or from home to work when it is cycling. I am quite keen to have that information out there.

For example, if we are helping to create segregated cycle lanes but they are next to main roads that are emitting poisonous fumes, then some would argue that it is not very sensible to on the one hand try to keep fit but then breathe in this stuff. That information is invaluable and that is one of the reasons why we are keen to

work local authorities around Quietways and to work with Sustrans and others in relation to plans they have to make it safer and easier to cycle. The reason the Commissioner referred to walking in addition to cycling in a previous question was because we have to be holistic about this.

Nicky Gavron AM: Yes, I agree, but from my experience there is a tremendous lack of awareness of air quality around schools. What you are saying is really useful, but we need the children to be the catalysts of change to stop their parents driving less and taking longer routes. They need to maybe get up a bit earlier and take a longer route to school and so on. We need that information in the schools. We need the boroughs to work with the schools and TfL to help the boroughs to work with schools.

Sadiq Khan (Mayor of London): Yes. I was impressed by the young scientists we met on that visit who were going home and telling Mum and Dad or their carer or Granny or Grandpa about the dangers of driving to and from school. That bottom-up approach is quite useful.

Nicky Gavron AM: You will commit to looking at this and considering pilots?

Sadiq Khan (Mayor of London): What I will do is speak to you offline about ideas that you have, but I will commit to making sure that in this study we look into pilots. It is very important.

Nicky Gavron AM: Thank you.

Shaun Bailey AM: Good morning, Mr Brown. The new Mayor has promised to abandon - and I quote - "Boris Johnson's policy of refusing to talk to TfL transport workers and union representatives".

Why, in your opinion, did both Boris Johnson MP and Ken Livingstone [former Mayor of London] not speak to these unions? Do you feel that the Mayor interfering - I use the word "interfering" but you might feel differently - and taking on the negotiations might undermine the brilliant work done by TfL's own negotiations team?

Mike Brown MVO (Commissioner, Transport for London): Thank you for your question. The first thing to say is that the first Mayor, Mr Livingstone, did actually talk to the trade unions. Not only did he talk to them, but there were representatives of the leadership of the trade unions on the first TfL Board that he appointed. It has not been the case that there has never been that set of dialogues.

I absolutely welcome every level of dialogue. I talk regularly with the General Secretary of the National Union of Rail, Maritime and Transport Workers and the other trade unions. It is really important to have those levels of dialogue. In fact, I have a meeting with the General Secretary of the Trades Union Congress in the next couple of weeks because, again, I meet regularly with her and her colleagues to ensure that there are proper lines of communication, that we know each other and that we have a good working relationship.

It is really important in my view that the Mayor, who is, after all, the Chair of TfL, does have the ability to have a strategic-level dialogue two or three times a year or whatever he decides to do --

Shaun Bailey AM: Excuse me. You do not feel there is any risk at all to the Mayor being a party in those negotiations, which often seem quite delicate to me.

Mike Brown MVO (Commissioner, Transport for London): This is not about "negotiation". The Mayor will correct me if I am wrong, but that is not the term that was used.

Shaun Bailey AM: No, it is a term that I used.

Mike Brown MVO (Commissioner, Transport for London): This about having a strategic-level discussion about the sense of direction and I assume it would maybe not just be only with the transport trade union leaders but with other trade union leaders across all of the Mayor's functional bodies. It is important to have that strategic-level dialogue as well as of course allowing the management - indeed, requiring the management - to get on and deal with the nitty-gritty --

Shaun Bailey AM: Thank you very much, Mr Brown. Let me address a similar theme to the Mayor. To my mind, these negotiations are often very delicate. You have promised - again, promised - a strike-free zone. It seems to my mind that that might be very hard to achieve. Maybe you can enlighten me on how that is going to happen.

However, I would ask a direction question then: do you support legislation to ban strikes and maybe replace them with binding pendulum arbitration?

Sadiq Khan (Mayor of London): There were five questions there. Let me try to answer each in turn.

Shaun Bailey AM: No, just the one about banning strikes; just the one, not five, just the one.

Sadiq Khan (Mayor of London): You asked three before --

Shaun Bailey AM: Yes, to Mr Brown.

Sadiq Khan (Mayor of London): -- but I will answer that and leave the other two. No, I do not support banning strikes. We are having a debate over the next couple of weeks in relation to the referendum. In the last 20 years, we have been educating emerging democracies in Eastern Europe about democracy, about the right to collective bargaining and about being a member of a trade union. The irony is that you are talking about banning strikes, which is one of the tools trade unions have when all other things fail. I do not condone strike banning --

Shaun Bailey AM: I am not talking about banning strikes.

Sadiq Khan (Mayor of London): I do not condone --

Shaun Bailey AM: Hold on, Mr Mayor. It is important --

Sadiq Khan (Mayor of London): Chairman, I am trying to answer the fifth of the questions that the Assembly Member asked. If he wants me to, I am happy to stop.

Tony Arbour AM (Chairman): Store up your questions, Assembly Member.

Shaun Bailey AM: I shall do so.

Tony Arbour AM (Chairman): OK, Mr Mayor, carry on.

Sadiq Khan (Mayor of London): My point is this. Strikes are a failure on all sides. What is really important is that we all try to reduce strikes. One strike is one strike too many because it is a sign of failure.

Just to reassure you if you need reassurance, I have never said I will get involved in every negotiation taking place between employers and employees. What I have said is that we have to talk to those who work their socks off to make our public transport work so well. That is what I will do.

Shaun Bailey AM: I am reassured. Just as a point of clarity, I am not talking about banning strikes. I am talking about TfL strikes in particular on our network, which is fundamental to the running of London. For many people it is up there with the emergency services and that is why I want to understand.

Sadiq Khan (Mayor of London): You may be confusing the Bill going through Parliament, which is in relation to thresholds. I am not sure if that is what, Chairman, the Assembly Member refers to or if it is banning altogether strikes.

Shaun Bailey AM: Just TfL, not all union activity.

Sadiq Khan (Mayor of London): If the question is whether I support banning TfL from striking whatsoever, the answer is, no, I do not support that.

Tony Arbour AM (Chairman): Is that it, Assembly Member?

Shaun Bailey AM: That is it.

Tony Arbour AM (Chairman): Assembly Member Boff?

Andrew Boff AM: Mr Brown, Hackney Wick Station will be closed on match days at the Olympic Stadium. Could you tell me what local consultation took place when reaching that decision and how West Ham will be compensating the local businesses that will inevitably suffer as a result of this closure?

Mike Brown MVO (Commissioner, Transport for London): Chairman, I do not know the detailed answer to that question, but I commit to coming back to the Assembly Member with the detail of that. Clearly, Hackney Wick has a particular challenge in terms of its current capacity and there is a proposal to look at its capacity going forward, but I will come back on the specific points to the Assembly Member, if I may. I do not have that answer to hand.

Andrew Boff AM: Thank you, Mr Brown. Perhaps you might want to send a letter also to West Ham saying that not only do they not own the Olympic Stadium but they do not own Hackney Wick Station either.

Mike Brown MVO (Commissioner, Transport for London): As I said, I will look at the issues that you raise, of course, and get back to you.

Andrew Boff AM: Thank you very much.

David Kurten AM: Mr Mayor, during the campaign you said there were too many white men working at TfL. I wonder if that means you are going to actively discriminate against white men when you are making new appointments to TfL jobs.

Sadiq Khan (Mayor of London): Chairman, for the avoidance of doubt, that is not quite what I said. What I said was that I want the TfL Board to look a bit more like London. It does not at the moment. If Assembly Members think it is OK for only four of the 16 Board members to be women, it is not OK by me.

David Kurten AM: Do you have any specific targets to change the composition of the TfL Board?

Sadiq Khan (Mayor of London): I do. One of the points that Assembly Member Devenish made, which is a fair concern that he has, is to make sure that we have the expertise in relation to property and in relation to making sure we can increase revenue streams. The target I have - and I know the colleague next to you likes targets - is to make sure that we have the right skills around the table and the right expertise around the table. The Deputy Mayor for Transport, the Commissioner and I will work our socks off to make sure we get the right skills around the table.

David Kurten AM: Do you have any specific targets in terms of gender or ethnicity?

Sadiq Khan (Mayor of London): No, we do not have a quota for specific issues, but what we do want to have is a Board that is more representative and looks more like London. By definition, four out of 16 members being women does not look like London.

David Kurten AM: Thank you, Mr Mayor.

Tony Arbour AM (Chairman): Assembly Member Bacon?

Gareth Bacon AM: This is a question to the Mayor, Mr Chairman. Mr Mayor, are you prepared to guarantee that Local Implementation Plan (LIP) funding will remain at the current levels to the boroughs?

Sadiq Khan (Mayor of London): We are going to be publishing our business plan later on this year and so why do I not write to the Assembly Member, through you, Chairman, before then if we can or when we publish this plan?

Gareth Bacon AM: If you can write before then, it would be very much appreciated. Connected to that, are you prepared to guarantee that you will not seek in any way to make the way in which LIP funding is spent in the boroughs more prescriptive than it is now?

Sadiq Khan (Mayor of London): Again, I have spent the last three weeks speaking to most of the council leaders and what is quite clear is, whatever party they are from, council leaders and councillors know their patches far better than officials here. I am a firm believer in devolution meaning giving power down rather than taking power away. Let me revert to you if there is anything different to that basic rule that I have, but the local authorities are working incredibly hard. Sometimes they are working with each other in ways that we would find pleasantly surprising and so I want to encourage that.

Gareth Bacon AM: That sounded like a yes. I hope it is a yes. If it is, I think that you will find the whole of London - all of the London boroughs, anyway - would welcome that. I would just like to encourage you to make that a firm yes if you can.

Keith Prince AM: Further to the question from Assembly Member Kurten on your plans to change the Board and make it look more like London, can I ask you if you will be starting at the top?

Sadiq Khan (Mayor of London): With the Chair of the Board?

Keith Prince AM: With the Commissioner.

Sadiq Khan (Mayor of London): In what sense?

Keith Prince AM: You want to make the Board look more like London. The Commissioner is one of the many sitting on the Board who does not look like London, according to your theory.

Tony Arbour AM (Chairman): What do you mean he does not look like London?

Keith Prince AM: Will you be making a change there?

Sadiq Khan (Mayor of London): I am not sure what exactly you mean. Men of about my size or a bit taller? I am not sure what you mean, but you will find that lots of Londoners look like him.

Tony Arbour AM (Chairman): Actually, time is up - only for this meeting - for the Conservative Group.

2016/1836 - Reducing traffic in London

[Caroline Russell AM](#)

Will you make traffic reduction an explicit goal of your Transport Strategy?

Sadiq Khan (Mayor of London): Thank you, Assembly Member Russell. Congestion is a real problem in London and adversely impacts on London's business competitiveness, its environment and the health of Londoners. I therefore recognise that there is a need to introduce new measures to reduce congestion and to ensure London's continued success as a world leader. With London's population forecast to grow from 8.6 million to 10 million by 2030, current initiatives to limit congestion will not be sufficient to maintain an efficient road network and we will also need to build in more resilience including additional river crossings.

At my request, TfL will develop a plan and a co-ordinated approach over the next few months to reduce congestion in London. This includes encouraging modal shift, for example, through increasing the number of people cycling and walking and encouraging people to use public transport. I will build on the work of the last two Mayors in order to increase the number of cyclists. For example, I want to increase the proportion of TfL's spend on cycling, invest in Cycle Superhighways and prioritise Quietways. I will make walking safer and easier in the capital, for example, through the introduction of cleaner and safer walking routes to school. I will also ensure that TfL works with businesses, local authorities and the freight industry to reduce the large number of lorries on the city's roads at the busiest time.

I am prioritising new river crossings in the east of the city to reduce congestion around places such as the Blackwall Tunnel and I will work with TfL to undertake a strategic review of these crossings. Silvertown has the potential to meet current and future demands across the river in that location and, importantly, could transform cross-river public transport connections. I will encourage greater use of the river to transport passengers and freight. The previous Mayor did not do enough to work with the utility companies to co-ordinate roadworks and infrastructure improvements. I will therefore ensure that TfL reduces roads being dug up over and over and over again.

In conclusion, my plans to tackle congestion will be included in my new Transport Strategy. It will support London's growth and its place as the driver of the eco economy, unlock housing, make streets safer, create better town centres and improve air quality and cut CO₂.

Caroline Russell AM: Thank you. That was a great list of things and a lot of things in that list will really help to tackle congestion levels. However, my specific question was about traffic reduction. Will you make it an explicit goal in your Transport Strategy that you are going to be publishing?

Sadiq Khan (Mayor of London): Chairman, the population of our city is rising. That is one of the reasons why we want an increase in modal shift. I have talked in answer to previous questions from Assembly Member Duvall and others about the need to make it safer and easier to cycle. I have echoed the comments made by the Commissioner about a holistic approach towards walking and cycling. I have talked about an idea that some would say I have pinched from somebody else for a cycle crossing around Rotherhithe and Canary Wharf.

The reason I talked in my answer about my concerns about the previous Mayor and his lack of use of the permit scheme, which I as a Minister gave to London, is that we could do things in a much more sensible way to alleviate congestion and reduce traffic around London.

Caroline Russell AM: Again, I have not had a yes or a no on whether it will be a specific goal, but perhaps you could write to me about that later and we will move on.

Under Ken Livingstone, the economy boomed and traffic fell and so having traffic reduction as a goal is not incompatible with a thriving city and an economy that is doing really well. Will you and the Commissioner meet with transport experts to find out about policies that could get London back on a course of traffic reduction as it was under Ken Livingstone?

Sadiq Khan (Mayor of London): To be fair, you are comparing apples with pears because, when Ken was the Mayor, our population was not as big as it is now and the projections are that our population will rise over the next few years.

I have talked about consulting on bringing forward a new ULEZ. I have talked about consulting on widening the area covered by the ULEZ. It is important that we consider charging the most polluting more to come into the Congestion Charge Zone. We will be spending probably - and I will confirm this, hopefully, in the transport plan later on this year - more on cycling than any previous Mayor and more on walking than any previous Mayor. We need to meet regularly --

Caroline Russell AM: I am sorry, Mr Mayor. My question was about whether you and the Commissioner will meet with transport experts to find out about the policies that would help London most with traffic reduction.

Sadiq Khan (Mayor of London): I would argue - and I say that without wishing to be a sycophant - that I am sitting next to a transport expert and some would argue that I am not bad as a transport expert. We speak regularly with transport experts. My Deputy Mayor for Transport is a transport expert. I am sure that Assembly Member Russell thinks she is a transport expert. We speak all the time to transport experts. Sometimes we even listen to them, often not.

Caroline Russell AM: OK. We will leave that. Perhaps your Deputy Mayor for Transport might meet some of the transport experts that I have in mind and I will certainly send you a list of them.

Moving on again, London's streets would be much more pleasant if traffic fell, particularly for the communities living on the busiest roads and those very often are the poorest communities living in our city. You answered a previous question of mine by saying:

"I will be building on the Healthy Streets approach introduced in TfL's Transport and Health Action Plan to take a more holistic approach to transport planning."

My question, again, to you is: will you ensure that TfL's Healthy Streets approach is embedded within TfL's leadership team and especially in the Surface Transport and Planning directorates?

Sadiq Khan (Mayor of London): Chairman, the Assembly Member has raised a really important point. We need to change the way we think about this, including design, and that is a priority for Valerie Shawcross as the Deputy Mayor for Transport.

Also, could I answer the previous question? I did not fully understand what she was asking in her last question. Please do write to Val and me about any experts we should be speaking to, any ideas you have and things you have seen in other parts of the world that we should be nicking. I am really keen to hear from you about this. Write to Val and me and we will happily look into it.

Caroline Russell AM: Great. Is that a yes to embedding the Healthy Streets approach in the thinking of TfL?

Sadiq Khan (Mayor of London): "Embedding" is your word but, yes, we are going to relook at the way we do stuff because you are right that we have to be more progressive when it comes to our streets and walking and cycling.

Caroline Russell AM: Excellent. Thank you very much. I also have one other query on this, which is about the Healthy Streets check tool that TfL has developed, which moves on from its cycling check tool. It works for making sure that our streets are good for people with disabilities, for people walking and for people cycling. Will TfL use the Healthy Streets check tool to assess all of its road and street schemes?

Sadiq Khan (Mayor of London): In answer to a previous question, the Commissioner was quite clear that he wants to see a change in the way we do things because for the new Deputy Mayor, Val Shawcross [Valerie Shawcross CBE], it is a priority. She has been quite keen to make sure that TfL works with her to make sure we address the issues that you are rightly concerned about.

Caroline Russell AM: Is that a yes to using the Healthy Streets check tool on schemes?

Mike Brown MVO (Commissioner, Transport for London): Yes, absolutely. A Healthy Streets check, for people who do not know, is a technical document for engineers to score designs for new schemes to ensure they are delivering accessible, inclusive streets that are safe and welcoming to walk and cycle on. We are very keen to ensure that this Healthy Streets check becomes the core of what we do both in our planning area and in our delivery area, absolutely.

Caroline Russell AM: Brilliant. Thank you very much. Finally, I want to pick up on something that came up from Assembly Member McCartney's question on the ULEZ. Again, the ULEZ does relate to traffic reduction. You said that the new ULEZ would include the North-South Circular. I quote you there. It includes the North-South Circular. Is that the case or will it be like Euston Road and the North-South Circular will not actually be inside your ULEZ boundary?

Sadiq Khan (Mayor of London): We are going to consult on that and it will depend on the consultation. We would like it to include it, yes, but it is subject to the consultation. It is really important that we do consult, for obvious reasons.

Caroline Russell AM: Thank you very much.

David Kurten AM: Mr Mayor, over the last 25 years the population of London has increased by 2 million people and it is increasing by 100,000 people every year. Do you accept that the amount of traffic we have in London is linked to that and, while the population is increasing, it is going to be impossible to cut the amount of traffic on the roads?

Sadiq Khan (Mayor of London): Chairman, let me give you some examples of what causes traffic. In London 17% of traffic is delivery vans or lorries and so the way we shop has an impact on the traffic in London. Roughly a quarter of those delivery vehicles are HGVs. Many are vans or smaller vehicles. Often these delivery vehicle turn up at places of work or homes and nobody is there and so they have to go back two or three times. That has had an impact on traffic in London. When Boris Johnson first became Mayor, roughly speaking, there were 55,000 private hire vehicles (PHVs). By the time he stopped being Mayor, there were 100,000 PHVs. That has had an impact on traffic in London. There are lots of reasons why traffic in London has increased.

David Kurten AM: Mr Mayor, by 2030 the population is expected to be about 10 million. Would you expect that to bring more traffic or less traffic?

Sadiq Khan (Mayor of London): If the Commissioner and I and you working together with me have been successful in modal shift, for example, in encouraging more people to walk and encouraging more people to cycle, if we have been successful in Crossrail 2 - Crossrail 1 will increase public transport capacity by more than 10% - and if we have HS2 working as we hope it will work, then we will have addressed the need for additional commutability across London.

Look, growth *per se* is not a problem. It is lack of planning for growth that is the problem. Also, we want London to be the greenest city in the world. That means that modal shift is very important. If we have more electric vehicles, it will improve air quality in London as well.

David Kurten AM: Do you have any plans to limit the number of PHVs in the capital going forward?

Sadiq Khan (Mayor of London): The short answer is that I cannot. Assembly Member Whittle will know this from during the campaign when it came up a number of times. We want to put a limit on the number of PHVs but unfortunately we cannot.

What we are doing is lobbying the Government to have the power to do so. Assembly Members who are more experienced will remember the discussion around rickshaws and pedicabs in previous years. The good news is that the Government has now agreed to legislate so that we can have more control over rickshaws in London. What we are lobbying for, Assembly Member, is the powers in relation to capping PHVs because you are right that there has been an exponential increase year on year. The weekly and monthly numbers of vehicles going up is just not sustainable.

David Kurten AM: Do you think it is likely that your lobbying of the Government is going to allow that power to limit to PHVs to come into your hands?

Sadiq Khan (Mayor of London): I hope so. I am an optimist. The good news is that this is not party politics and there are Assembly Members from all parties who agree with us that it is very important that we have more devolution to London. This is not being anti anybody. It is just saying that it is not sustainable. There are, roughly speaking, 23,000 black taxis and there are now 100,000 PHVs. Often they are driving around and around waiting for the next call. That is causing the congestion and the traffic that other

Assembly Members have talked about. What I am saying to the Government is, "Give us the power to set a limit and to have more control over our roads in London".

David Kurten AM: Thank you, Mr Mayor.

Peter Whittle AM: Just on that point, considering that we do have a huge problem with congestion, as has been pointed out by my fellow Assembly Members, would you would reconsider, Mr Mayor, your plans to pedestrianise Oxford Street? If not, can you tell me where you are going to put the traffic?

Sadiq Khan (Mayor of London): The game-changer for Oxford Street, Chairman, is the Crossrail Elizabeth line, opening in 2018 for part of it and in 2019 later on. I want to work closely with the Council and with the businesses to do right by that part of London. Oxford Street is congested and we do need to reduce traffic there. I know it reasonably well. It is really important that we work with the Council and businesses to consider the options. I am hoping later on this year to have something to report back to the Assembly on that.

Peter Whittle AM: It is absolutely not completely confirmed that this is going to go ahead yet?

Sadiq Khan (Mayor of London): No, I want to pedestrianise Oxford Street. My aspiration is to do that. However, I want to work with the Council and local businesses because we cannot have a situation where one of the world's most polluted and congested streets stays as it is. It is not sustainable. By the way, the businesses are also saying that something needs to change. Pedestrianising Oxford Street would really improve business for those retailers in the West End of London.

Peter Whittle AM: I have just one small point connected to that. I believe that you have also supported the pedestrianisation of Parliament Square. Is this part of an overall concreting-over plan?

Sadiq Khan (Mayor of London): No, it is not. Look, Parliament, as you will have read in the newspapers, is considering plans for its future in relation to what happens around the front part of Parliament, refurbishing it and stuff. My point is that I have seen some of the benefits in the pedestrianisation of parts of London whether it is part of Trafalgar Square or if we can get Oxford Street off the ground. We should consider Parliament Square as well.

Peter Whittle AM: Thank you.

Tony Arbour AM (Chairman): Assembly Member Duvall?

Len Duvall AM: Thank you very much. Thank you, Mr Mayor, for clarifying in answer to Assembly Member Kurten's question that your ambitions for modal shift will lead to reductions in that traffic aspect.

I want to bring you back to a question around devolution. I, like you, share the aspirations of devolution, but there are limitations to it. Your ambition for Healthy Streets, if we devolved some of the TfL budget for that and left it to the boroughs, would not happen, Mr Mayor. Would you agree with me that there are limits to devolution of those issues if you want to achieve some of the strategic aims of Healthy Streets across London rather than in pockets of London?

Sadiq Khan (Mayor of London): There are some local authorities that are world leaders when it comes to innovation and the stuff that you are talking about. There are others that are unreconstructed. I want to work with them all so that we can understand the benefits for all of us and the sorts of issues we are talking about.

2016/1847 - Black Cab Trade

David Kurten AM

What are you going to do to protect the black cab trade in London, particularly as many black cab drivers fear they will incur large costs and be forced out of business if the ULEZ is implemented?

Tony Arbour AM (Chairman): You have one-and-a-half minutes.

David Kurten AM: Thank you.

Sadiq Khan (Mayor of London): The black taxi service is special. I want to create a transport network that offers commuters a world-class experience and a key part of this is securing the future of the taxi trade. It is integral to the character of London and is a vital part of a public transport network.

I will work with the black cab trade on a progressive agenda that retains its special status. There will be a substantive change of direction from the previous Mayor. A package of measures to secure the future of London's taxi trade is currently being developed. My Deputy Mayor is working with the Commissioner with a clear focus on resolving the issues facing the black cab industry to sustain its health in the long term.

However, London has an air quality crisis directly contributing to the deaths of about 10,000 people a year and we therefore have to take action, including changes proposed for the taxi trade. All newly licensed taxis will be zero-emission capable from 2018 and this will help cement the fine reputation of London's taxi service. £65 million is available to taxi drivers to operate the next generation of zero-emission capable taxis ahead of the ULEZ.

Whilst I do believe that the black taxi service is special and needs protecting, Londoners also deserve a mixed economy and choice. I want to protect our two-tier system, which I believe is fundamental to a thriving trade. I will therefore work to ensure that the market for both licensed taxi drivers and PHV drivers is fair and I will also help to support both trades in continuing to deliver the taxi services that Londoners deserve.

Tony Arbour AM (Chairman): You will have to be quick.

David Kurten AM: OK. Taxi drivers are going to be zero-emission from 2018 but PHVs only from 2023. Do you have any plans to make them the same date?

Tony Arbour AM (Chairman): There is no need to answer that, Mr Mayor. Thank you, Commissioner, for coming and answering our questions so well.