



London Mayoral Interviews: Project outline

March – May 2021

1.0 Project description:

- Fare City propose to interview London mayoral candidates on a Pedal Me cargo bike in the run up to the 2021 election.
- The interviews will aim to provide candidates with the opportunity to share their views on London-specific transport, urban and environmental issues.
- Given the ongoing COVID-19 pandemic and climate crisis, London's transport sector is facing unprecedented challenges including a reduction in public transport use and an increase in those walking, cycling and driving. These are issues which resonate with many Londoners and is something the city's next mayor will have to plan for.
- We are inviting candidates to join us in the front of a cargo bike to highlight the need for the incoming mayor to promote more accessible, equitable and sustainable modes of city transport for Londoners and visitors alike.
- The interviews will aim to engage the four leading mayoral party candidates: Sian Berry (Green), Sadiq Khan (Lab), Luisa Porritt (Lib Dem), Shaun Bailey (Con).

2.0 Project brief:

2.1 Project aims:

For our stakeholders:

- We want to provide city users with accurate, relevant, and comparative content, which serves to raise their awareness about the policies of each candidate.
- This will involve asking candidates about their credentials, their understanding of current transport, urban and environmental issues, and their pledges/policies if elected mayor.
- We want to make information as accessible as possible, therefore our deliverables will include videos, a feature article and potentially a podcast.

For Fare City:

- To deliver an original and impactful research project. We aim to conduct balanced, impartial, and qualitative interviews to understand how each candidate plans to approach these issues if elected mayor.

2.2 Interview schedules:

- The interviews will last approximately 30 minutes with questions that are carefully selected to achieve the following:

a) To build a narrative:

The interview should enable the candidate to build a narrative around their understanding of the capital's current issues, while also promoting the type of transport/urban vision they have for London if elected.

b) To provide genuine insight:

The interview should aim to touch upon the key issues which matter to Londoners (cover all major bases) and elicit genuine insight from candidates re. their intentions – e.g. “As mayor, how would you fund XYZ?”

c) To be consistent:

The interviews will need to share some questions to enable Londoners to understand how candidates respond to similar issues. These will be interspersed with candidate-specific questions.

d) To be fair, balanced, and positive:

The interviews should not have interviewer bias and should not intentionally mislead or misrepresent candidates. This is important in ensuring that the organisation adheres to the high standards that we set ourselves and does not compromise our status as a CIC.

Note:

-The incumbent Mayor of London, Sadiq Khan, was approached for interview but did not respond.

Interview Transcripts:

We have provided full interview transcripts from each of the three interviews conducted. The primary interviewer was Charles Critchell **CC** (Fare City), and the secondary interviewer was Ben Knowles **BK** (Pedal Me).

Key for candidates as follows:

Sian Berry – **SB** (UK Green Party)

Luisa Porritt – **LP** (Liberal Democrats)

Shaun Bailey – **SB** (Conservative)

Interview 01: Sian Berry, 26.3.21

CC

Q1. The last year: (*recurring question)

Hi Sian, so we spoke a year ago, at the time that the 2020 elections were postponed because of the coronavirus pandemic. If we first look at short-term changes: **What do you consider to be the single largest transport change that Londoners have faced this last year?**

SB

I mean, obviously, during the first lockdown, we were more or less banned from going out. So we saw incredibly quiet streets. And that was you know, that was disconcerting for people. It was for a very sad reason. But it also made the streets, it made it apparent how quiet the streets are, when there's no traffic, no vehicles, no cars, getting in the way you can hear the bird song you could smell the air was cleaner, I think that opened up people's minds to the fact that big changes are possible. I think the long term thing that's gone on is obviously the pattern of working from home, we no longer have huge rush hours, everybody coming into the town center to work, people are working from home almost all the time. And that is a very significant change. And it's something we'll probably carry through into the future as well that people are wanting to work from home, not all of the time, because that you miss your colleagues. But some of the time people are planning to stay at home and not commute. And that again opens up more possibilities for using the space on our roads differently. And it opens up possibilities for planning public transport differently. There are obviously funding issues that with fewer passengers on public transport, we have literally in City Hall less funding available for child support. So that's a big problem we have to solve, but it does in terms of the space on the streets create some real possibilities for change.

CC

Q2. Mobility changes:

Sian, you're currently a London Assembly Member, a Camden councilor, and have stood to be mayor twice already. If we now look at longer-term changes: **What are the biggest mobility changes you've seen in London since you first stood over a decade ago? And what do you hope to see in the decade ahead?**

SB

In the last decade, we've not seen that much change in London here, we've not seen a big new line opening cross rail, which will make a huge difference to our public transport capacity has been delayed. So, we're just waiting for the fruits of 10 years of investment there to come through. That will make an absolutely huge difference. The other thing we've seen is, I think you're more people trying to walk and cycle, we started to see some proper Dutch style as it was called. And when we campaigned for it in 2012 cycle infrastructure separated lanes, our own network, and it's starting to join up. And I think that is a big, big change that once we do have that comprehensive network where you can get around, away from traffic through London in lots of different ways without needing a map or to be an expert. That's going to make a big difference. But we're already seeing some changes in the way people travel. If you look at the cycle, the embankment which we're going to go along shortly. It's incredibly well used, absolutely packed out with cyclists. It's a joy to use as well. It's safe, it's quiet. It's just really, really good. So that has made a difference, but it's nowhere near as quick as we'd like, you know, with greens in City Hall. We'd have we'd have proceeded with that a lot more quickly. We'd have done it better as well. We'd have made sure that we crossed all the boxes when we were doing the consultations to see some of the delays.

CC

Q3. Streetspace Plan: (*recurring question)

As the incoming mayor, you would become the chair of Transport for London. In response to the pandemic the incumbent mayor and TfL have rolled out the London Streetspace plan; a programme which provides space for people using non-motorised modes. Some say the plan has been rolled out too slowly, and others, that it was rolled out too quickly: **If elected mayor, would you continue this programme, and if so, do you think the programme could be improved?**

SB

Right? So yes, some say, it's been too slow. Some say it's gone too quickly. Some like me say, we should have had it years ago. You know, if I had of been mayor from 2016, we'd have started to see the rollout of these Healthy Streets programs, that the ones that create traffic free streets, one way, there's no, you can still get to your house, but there's no through traffic, really changing the nature of neighborhoods would have seen that much more in place in a much more controlled way. What we've seen this year has been quite good. I mean, the government, the Conservative government, and the labor mayor are both on board with making sure that we do more of this stuff now. But it's been done in a terrible rush. And, you know, there have been some errors made that have been legally challenged, which is, you know, frustrating to have happened. And then you never get to get these things right. First time some of the individual closures have, you know, perhaps we need to expand them, perhaps the boundary road needs to be in a different place. If we'd done it before more carefully and brought more people with us, we would be a different situation there, but of course, it needs to carry on, you know, London's residential streets shouldn't have through traffic blighting them every single morning, there's still far too many places where there's air pollution, right outside people's homes. That's really important. And then the second thing is, you can't just do that you need a comprehensive program to reduce traffic so that people on the main roads get the benefits too. That's something I've been pushing for four or five years is a smarter, fairer road charging system that charges by the mile, time of day, the part of London you're in the kind of vehicle that you're driving the emissions you're putting out, all of that could have been done years ago, and needs doing now urgently so that we're not just helping some people, we're helping everybody to get healthy streets and cleaner.

CC

Q4. LTN's:

An element of the Streetspace plan has been the implementation of Low Traffic Neighbourhoods, or LTN's. These are essentially residential neighborhoods which are closed to through traffic, but permit local access for visitors and residents: **What are your thoughts on such schemes, and if elected mayor, would you work to promote or prohibit them?**

SB

We absolutely need more of them. And they've got to be part of a comprehensive rethinking of how we use our streets. There are there, we've already piloted some of this stuff. Before we've done three, what were called Mini Holland schemes in different boroughs around London, and they've proved really successful. And then there was this gap, this delay before it was rolled out more widely. And that shouldn't really have happened. You know, the benefits are clear the evidence is in we know that people need streets without through traffic, we know that children need to be playing out on the streets. We've we've appreciated that so much more. So yeah, absolutely needs to be carried on needs to be done in a way that really brings people with us though. And I think there's a lot of contention. There's campaigns very, very fierce campaigns against them, which I think are you know that they're not right, the evidence doesn't back up their point of view. But also they have a right to be

heard and we need to be doing a little bit more to have that big conversation where we all think about the future and hopefully bring everybody on board eventually.

CC

Q5. Safety:

We're here on Cycle Superhighway 3, a segregated cycle lane. Research shows that one of the main reasons more Londoners don't cycle is because of safety concerns. The Streetspace Plan aims to change that via the use of temporary segregated cycle lanes, one of which was installed on Kensington High Street in the west of the city. However, this was removed by the local council after only seven weeks: **What's your view on this removal – and should London's mayor have the authority to overrule local councils on transport issues such as this?**

SB

Yeah, this this is a very ongoing issue. Actually, it was introduced as part of street space, a temporary lane, like we just went through roadworks there with wands like that, that just gave up a proper cycle. And that was so popular people were using it. So many videos of just school opening time, children piling along it. And there's been years and years of discussion with Kensington and Chelsea council about making sure there is a strategic cycle route through their borough, for all the people who live in West London to be able to get safely into central London that would join up with this route. And they've stopped it every single time. They've been timid they've heard a few objections and decided against it, that the majority of people in Kensington and Chelsea want this to happen. From a city-wide point of view, it's a strategic link that's currently missing, there's a gap, it needs to be closed. And so what we've said, The Greens on the London assembly, is that the mayor does need to use the powers that we already have to try and get control over that road to bring it into the Transport for London road network, as opposed to the borough network. And we could be overruled by the Secretary of State, if we put in the application to do this. It's not a power where we have complete authority. But I think that the case is so clear, the government are backing street space schemes, they are backing these measures, really, they would be completely wrong to deny us the ability to use that power to take that road under control. And to just fix this big gap that there is at the moment for safe cycling. I've set a target to have zero deaths on the road. Far too many people walking and cycling are killed and injured every year. And that road is a hotspot for those kinds of incidents and collisions. That's a duty. You have as mayor to keep people safe, and it needs doing.

CC

Q6. Inclusive transport network: (*recurring question)

Segregated cycle lanes provide all types of Londoners with an option for travelling safely. This is significant because transport planning has traditionally been biased in favor of men over the needs of others: **If elected mayor, what steps would you take to promote a more inclusive – and safer – transport network, which caters for groups which are currently marginalized?**

SB

Yeah, this is a really, really good point. The previous Mayor Boris Johnson had this thing he said where it's fine to cycle in London, as long as you keep your wits about you. Well, you know, that's not an inclusive attitude to have that limits cycling to people who are fit and brave and young and excludes people who are very young exclusively. On this cycle, like we see children able to cycle on their tiny little bikes with their parents, older people, people who are disabled to use specially adapted bikes, they feel excluded if they're not given good space. So you have to be listening to those voices, making sure they're included in transport decisions. And there's one particular thing on the buses, I know we're mainly talking about

the roads. But on the buses, there's only room for one buggy, or one wheelchair. And that puts parents with children, against disabled people in wheelchairs. And that is completely wrong. So we need to create more space on the buses so that more than one person in a wheelchair can travel with their friends if they want to. and say that we're not having to argue about whether it should be parents or someone in a wheelchair or what if someone in a wheelchair had a buggy with them as well, all of these things need to be fixed. And that's just something we can do within the buses. So yeah, that's the sort of loophole we need to close. And not by not doing it just shows that you're not listening, and you're not paying attention to the needs of everybody.

BK

Q7. Fair work: (*recurring question)

So, my first question to you is about fair work, fair employment. So, one of the things that we do as a company is that every person who works for Pedal Me is an employee and not a contractor. And in the case of our work, our most tax and responsibility evading competitors are dodging about a 35% tax burden compared to us. So even though we're hugely more efficient, because we use bikes and because of the way we train our people, we end up being about the same price because of that 35% tax head start that they have. **So, my question is, as London mayor, first of all, what can you do about this? And second of all, what are you going to do about it?**

SB

So you're not naming your competitors. But we're talking about the kind of the gig economy here, we're talking about companies like UBER, city sprint. So the mayor has some powers that over Uber, there's been a long running battle about workers rights, and we the greens on the London Assembly have supported the unions, who have been supporting the Uber drivers fighting for the ability to be recognized as actual employees. So that they get, they get holiday pay, they get sick pay, and then they're paid a guaranteed minimum wage and a living wage. And that's, that's incredibly important. And it shouldn't be the case that companies that are doing the right thing, when you're talking about services like this, where people are paying for individual things to be done. employers who then carve that out and turn it into a precarious job, that people are not getting the workers rights they need, they shouldn't be getting a competitive advantage over you, in terms of Uber, the mayor does license private hire vehicles in London. So that is a power that we have. And we've been saying that nobody should be able to get the private hire licenses and be licensed by the mayor unless they are an employer who treats workers correctly, make workers rights a condition of getting their license. And the current mayor hasn't done that. I think that's a power that I would use if I were mayor. For the delivery companies, the ones who are competing with that. I don't think we have as many powers but if we set a standard that way, you can campaign for things to be done at a national level these these loopholes in the law that they exploit in order to exploit workers can be closed. Absolutely. And that absolutely needs to happen. And then avoiding tax is something that you know, we've we've been going on about for years and years the idea that you can pretend to be registered in another country and you're not you're giving your employees about your their earnings are part of your tax burden. It's it's all loopholes, and it all needs to be closed, because who are people who suffer at the bottom of this Are the people doing the job. And we need to make sure that in the recovery, we're creating more green jobs, people are respected and that this is done in a way that that builds and holds everybody up. It doesn't lead to more vulnerability and we have seen where that ends up.

CC

Q8. London's air quality: (*recurring question)

An issue many Londoners are worried about is the city's air quality, and how this may be impacted by a car-led recovery. Recent research has suggested that many London school children are exposed to dangerous levels of air pollution from proximity to major roads. These are the city's 'red routes', which Transport for London control: **What steps would you take as the incoming mayor, to improve air quality for Londoners?**

SB

Every Londoner needs to be able to breathe clean air and it is the work that's being done by the campaign is called choked up the work being done by clean air campaigners in general. And to highlight that people on Main Roads, people in schools are on main roads with how to travel to school and work along Main Roads are breathing unnecessarily. dirty air is really, really important. And that's what I was saying before about, you don't just do measures in in some streets, you have to make sure everybody's protected by a bringing down traffic overall by having something that covers all of London. That's, that's smart and flexible. So a road charging scheme that actually deals with all of these issues all at once is the comprehensive transformative transport policy that we need. We absolutely need that. And I think that the school streets program that we have is absolutely great. And it's only get closer streets to traffic school which is really really helpful, But it isn't done when there's a main road. And it would be quite transformative to do that to say that actually, while schools are coming out and going in, we'll close some streets that are major routes because we're going to make a little clause so that people can travel safely with clean air and that would be a really good thing to do. I'd like to do that some of the time at least to show the point.

CC

Q9. Zero carbon:

If we now turn to the climate crisis, as the current mayor has pledged to make London zero-carbon by 2030. This ambition is underpinned by his introduction of City Hall's Green New Deal, which to date has invested an initial £10 million pounds into green projects: **Firstly, what do you make of the deal, and secondly, how would you decarbonise London, while providing opportunities for improving the quality of life for all Londoners?**

SB

So the mayor was made to declare the climate emergency through the work of many, many campaigners. We've seen people on the streets we've seen schoolchildren raising issues and in the London assembly, we the greens we put a motion to ask the assembly to vote for the mayor to do this and that passed, and very soon afterwards, the mayor declared a climate emergency, and said he'd make a new target for 2030, bringing things forward from 2050. That was a couple of years ago. And since then we haven't managed to get the current mayor to actually make a plan for 2030. All his targets and plans within his strategies that set below are not compatible with reaching zero carbon by 2030. And he's told us he won't do this, because he doesn't have the powers to do everything that's needed and that's true. Some things like carbon taxes at a national level, are different changes in law, they have to be done by Parliament, by government, to even not make the calculations to work out what we can do for 2030. And what then the government needs to follow up and do I think he's, it's wrong, it's a cop out, we've tried to put the money into the budget to do this study, to work out what the trajectories need to be what we can do on our own, what the government has to help us do several times now, and it hasn't, hasn't happened. And I think at the very least, we're talking about transport today, I think at the very least we can set a target and achieve it using the powers we've got for transport, excluding aviation, which comes under government control, all the transport on and below London, we control that we can put the plans in place to get the green New Deal from them, is a really small first step, it's a tiny budget. And he's even cut back on it in the recent budget plans that we've made.

Obviously, money is tight in City Hall at the moment, but there's not been enough effort been made. So to find ways to raise money to put money in that can be recycled to work, you know, it's just there's not the ambition that there needs to be, I think you'll only ever get that ambition on the climate, that real commitment to get to where we need to be to prevent runaway climate chaos with a green mayor. That's you know, the case, when greens have real power, we make a difference. governments that have that greens in government are farther ahead on this than us and greens in city hall with more power. If we we're the mayor, if we're the assembly with a casting vote over the mayors budget we'd have forced it through already. So these are things that I really want to get done after this election, if we can get more support for the case.

CC

Q10. Smarter road pricing:

When you stood as the Green Party mayoral candidate in 2016; you made two fare-based pledges: The first is that you would introduce smarter road pricing – effectively overhauling the current 18-year-old congestion charge: **Will you pledge this again – and what would this new model look like?**

SB

Everyone in London would benefit from a fairer system. At the moment, we have the congestion charge in central London. And we have the ultra low emission zone, which is currently central London, the mayor plans to put out to the north and south circular leaving out most of London and that isn't right. And these are things where you just have a boundary. And then you pay once to drive in and drive as much as you like, for the rest of the day. And again, that's not fair. People point out that if you just have to get to a hospital appointment, and that's the only journey you're gonna make you pay the same as somebody who drives around all day so you need something that's smart that charges by the mile that's just fairer. And where you can pull smart leavers as well, like incentivized driving outside of busy times instead of during busy times, you can do all that with a smarter scheme – its so overdue. Are you going to ask me about fares now because fares is something I'm really passionate about, the fact that one of the points of this is that drivers currently pay so little towards our budget, and we're so dependent on fare income. And that's been a real problem during lockdown. But fare payers too need a fairer system.

CC

Q11. Flat fares:

Your second pledge was to introduce a flat fare system which brings all of London into one fare zone by 2025: **Given that the pandemic has altered travel patterns so significantly, can you confirm if you'll be pledging this again – and explain to us who would benefit and how?**

SB

I will be pledging this again, although its now five years later. So it's still a plan you have to do in stages. But we have to stop charging people in outer London, more for their travel just because of where they live. And at the moment, this zoning system which charges a lot more for your travel, if you live in zone six compared with zone two, it's been around since the 1990s. So it's never really been changed. And it needs a serious rethink and have a look at it. Because people who work in in the places like the train stations in the pubs in the shops in the cafes in central London. They can't afford to live in central London, they live farther out, and they're paying through the nose for their travel when they when they do that. So that yeah, that just needs to happen. And I would basically not charge them – I wouldn't even it up just by charging some people more some people less. I'd bring down the fares into outer London overtime so that the fares in central London match and eventually Yeah, one zone –

one fare – like we have on the buses. It's not rocket science it's just never been thought of and really needs to be.

CC

Q12. Free under-18 travel: (*recurring question)

Staying with the subject of fares; the current mayor has had to accept a government bailout to ensure transport services continue to run. It is understood that one of the conditions for this bailout is that TfL would be forced to cut concessionary fares – including free under 18-travel: **If elected mayor, would you pledge to keep free under 18-travel, and if so, how would you fund it?**

SB

Yes, absolutely. It's absolutely important that young people have this concession also the freedom pass that we bring down the age limit for to 60. That is under threat as well. It's ridiculous to make our youngest and oldest residents, the ones you'd need that cheaper access to public transport to make them pay for something that's absolutely not London's fault. It's quite a bit of money to pay for it. But it's not out of the bounds of affordability it's something that needs to be the top priority. And the government needs to give us back our operating grant. The previous mayor Boris Johnson agreed to phase out the operating grant making us unlike any other city, any other major city in the world. Actually, public transport in London is good for London. It's good for the whole of the country. And we should get a grant like any other city that helps us to cover our costs. And that should go towards things like free travel for under eighteens.

BK

Q13. Silvertown Tunnel: (*recurring question)

I'm very keen on giving us a level playing field, I'm not asking for subsidies, I'm not asking for any special treatment. What I'm looking for is for us to be treated fairly by the road network. One of the things that the current mayor is pushing ahead with is the Silvertown tunnel in the East of London. So, it's very difficult for us to compete, because motor vehicles can go straight through the Blackwall tunnel and because we're actually not allowed through there, and there are no river crossings available to us so it's quite a detour. So that means that there's a huge area on either side of the river where there are some journeys that are much longer for us, and therefore much more expensive. Therefore, people in those areas, even though that might only affect a few jobs, they don't tend to use us. And that includes all the other jobs that they could be using us for. So that gives us a bit of a dead spot, meaning customers aren't benefiting from our service. With the building of the Silvertown Tunnel that gap will increase: **If elected mayor – what do you propose to do about the Silvertown Tunnel?**

SB

Yeah, it's completely wrong. I mean, I would cancel the Silvertown tunnel. Yeah. And I would invest in ways to get people and bikes and buses and trams across the river in that location. We've been trying to push for a walking and cycling bridge for such a long time. And that's that plan has been dropped. And if you spend 2 billion pounds on a crossing that it should not be for motor vehicles, and it should not exclude really innovative, you know, this [cargo bike] is the future of getting things on people around London. And to build something in this day and age that excludes you is just wrong. So wrong. So yes, when I'm the mayor, I will cancel that. And there is a point at which you can't really cancel a tunneling project, which is once the machine is actually digging the tunnel, because you can't really reverse. So at that point, we're stuck, we'll have to dig a tunnel. And if we do end up being forced to dig a tunnel, because it's too you know, we get to that point, I would make sure it was a tunnel for public transport for walking and cycling. Adding new road capacity just creates new traffic

and new pollution. And like you said it disadvantages the things that are that are what we need to be doing. So yeah, vote for me, and you'll get something that's rational in east London to improve transport not completely counterproductive road building.

CC

Q14. Green Mayor:

So finally, the events of the last year have led to, a renewed focus on health, wellbeing, and the importance of people's urban environments: **Do you think that this has strengthened the appeal of you, and your party, And has it increased your chances of becoming London's first green mayor?**

SB

I think we've had a manifesto ready to go in 2020 and it had so many ideas in it that are still relevant today, the idea of making our economy more resilient, making our streets quieter and safer, making sure that everybody can get around without the car, making sure that local businesses are supported and that people have everything they need within walking distance. A lot of these things have been shown to be so important during this past year, and we haven't had to edit much about our Manifesto, we've changed the emphasis in some areas. But I think all of the Green Ideas for transforming the city are things that we still need, and we need them more than ever. So I think a lot of people have opened up their minds to the fact that things can change. They're seeing the importance of some of the things we've already saying. And we're just at the start of the campaign. Now. I think more and more people will be coming over to the greens in the course of the campaign. And we're already in the polls, showing that we would achieve a record result in May if the election happened tomorrow, we've only got the whole of the campaign to go where people will hear more and more of ideas that's going to get stronger. So I think we'll see more greens in City Hall, whether it's in the Mayors seat, or just more greens in London assembly, I don't know. But either way, there's definitely going to be more green voices speaking up for all of these really, really good ideas and for all of London.

END

Interview 02: Luisa Porritt, 31.3.21

CC

Q1. The last year: *Recurring question

Hi Luisa, so you've said that your vision for London is unique, in that you're the only candidate focusing on life in the capital, beyond the pandemic. However, for Londoners to better understand how the decisions of tomorrow – may be informed by the issues of today – perhaps you could start by telling us: **What you consider to be the single, largest transport change, that Londoners have faced this last year?**

LP

So I think one of the biggest transport changes we've seen in the last year, obviously, is less use of the tube and bus network, and although we expect that people will start using it again as restrictions ease and get safer with more vaccinations underway. I do think that the trend of homeworking which has been sped up during the last year is here to stay permanently businesses and organizations all over the capital are saying they're going to move to a more hybrid style of working where their employees to spend some of the time working from

home, some of the time, working in the office, and that means a lot of things are going to change in our city including more empty office space, coming onto the market, but also people won't be using the tube and bus network like they were before. So, Transport for London won't be able to rely on the income from fares that it did in the past, and the next mayor, really needs to have a plan for that. And so what I'm proposing is a fairer Pay As You Go road pricing scheme, so that our road network is bought into the system of charging to raise revenue for TfL.

CC

Q2. Central London:

One of the key changes of the last year is the emergence of new work and leisure patterns, resulting in people typically travelling less. Additionally, London's population is set to contract for the first time since 1988, as many Londoners have been unable to justify high-rents and want better access to green space: **Can you tell us about your plan: 'Homes in the heart of the Heart of the City' and how it could improve the lives of Londoners?**

LP

Yes, absolutely. So I think, again, with this trend of homeworking that's going to stay with us beyond the pandemic, we've got a once in a generational opportunity to finally fix the affordability crisis here in London, there's going to be more empty office space available than ever and there needs to be a strategic plan for what to do with that space because otherwise areas of London, risk being left to languish. And actually there's a diminishing amount of space, especially green space to build on. So we should be making more use of the space we have already so what I want to do with homes in the heart of the city is convert some of that empty office space into quality, affordable, zero carbon homes.

CC

Q3. Power of the mayor:

The London Plan 2021 was released in March, and is the statutory document outlining, how the mayor plans to develop the city over the next five years. The plan was delayed for over a year because the governments housing secretary ordered a number of changes: **You have previously stated that you would request special powers from central government so you could rapidly implement Homes in the Heart of the City – how likely is it that you you'd be able to achieve this?**

LP

Well, obviously that's going to require some negotiation with the government, that actually, I think this is an opportunity to reset relations between the Mayor of London and the government. I may not agree with a lot of the things that the government does, it wasn't my choice for there to be a Conservative government in place nationally, but the reality is, they will be there until 2024. Unless something radical happens. So, the mayor needs to have a constructive relationship with the government as well in order to get things done, it's not just about the direct powers that you already have as mayor but it's about how you work with other levels of government, in order to achieve the best things for London. Whether that central government also local councils are a really important part of the equation as well. So I would look for areas where there could be common grounds, and actually I think it's in the government's interest as well to see more homes created in London, that helps their targets nationally. So I do think this is something that could be sold to the government for the mayor to spearhead this process, he'll get some credit for it as well.

CC

Q4. Community and neighbourhood:

Of course, it's not only central London but highstreets in local neighbourhoods across the capital – which have been impacted by the pandemic. One idea which is gaining popular support in Paris, is that of the 15-minute city, a planning model where essential city services are located within a 15-minute walk or cycle ride for every Parisian: **If elected mayor, what plans would you introduce, to revitalize high streets – and engage with communities in improving neighbourhoods across London?**

LP

So I think it's really important at this crucial moment to have a plan for the future of our high streets, we're moving away from that old fashioned retail led model of high streets. It's very easy to get caught up in the negative coverage about the death of the high streets and just seeing shops closing all the time. But actually, on a more positive note what we have seen in the last year, is people spending more time and money in their local areas because of this trend of home working, and as that's with us to stay. I think we've got a real opportunity to build on that and make our high streets fit for the future places that serve the local community and their needs. So shifting to a more services based model with more places to socialize to eat and drink after work more co working spaces available locally for people who can't actually work from home, that easily because they may not have the space to do so, and things like childcare services as well.

CC

Q5. Cycling and Streetspace: *Recurring Question

An essential part of ensuring that communities can access local services – in safe and sustainable ways – is to provide high-quality walking and cycling infrastructure for active travel. As the incoming mayor you would become the chair of Transport for London, and would be responsible for overseeing the London Streetspace plan, a programme which provides more space for people over motor vehicles: **If elected mayor, would you continue this programme, and if so, do you think the programme could be improved?**

LP

So you mentioned the 15 Minute. City model that's been successfully implemented in Paris has been rolled out there. That's at the heart of my vision for London as well I want to make every neighborhood in London, an attractive place both to live and to work, and you're absolutely right that integral to that model is making it easier to walk and cycle around all of London's neighborhoods. So, I'm a firm supporter of active travel. I think what we've seen in the last year with the scheme is there has been some backlash against specific schemes, and in different areas have been some that have been successful. Implemented fine but unfortunately, low traffic neighborhoods which have been around for a long time as a concept and been very successful, have got a bit of a bad name. So I think the one thing that could be improved, is consultation. People don't like the feeling that changes are being imposed on them so I think it's really important that you bring local communities, along with you as much as possible in the process. And so I think the one thing that can be learned from the last year, is making sure there is that consultation process with local communities because actually, there can be a positive benefit to that as well, where residents have their own ideas for schemes, and we're missing out on ideas that come from within the community if we don't ask them, and I've certainly seen that from my experiences as a councillor in Camden.

CC

Q6. Inclusive transport network: (*Recurring question)

The importance of better active travel infrastructure, is that it provides all types of Londoners with an option for travelling safely. This is significant, because transport planning has traditionally been biased in favor of men, over the needs of others: **If elected mayor, what steps would you take to promote a more inclusive – and safer – transport network, which caters for groups which are currently marginalized?**

LP

Well it's not just women, that aren't as included in our transport network and planning. So there are a range of things that we need to do. I mean, one thing is we know that women are less likely to be cyclists. And I think there are a range of things we can do to encourage take up by all Londoners including ethnic minorities. And part of that is promoting more active travel and introducing more schemes, but actually, we need to encourage people to change their behavior in other ways as well and provide incentives so one of the things that I want to do is introduce cycle free Sundays, whereby the existing Santander bikes you have cycle free days already. That would mean that every Sunday Londoners would be able to take out bikes and use them for free, and the evidence over the last year has shown that when people try before they buy, They're more likely to change their behavior, permanently, and then go and buy a bikes themselves and become a cyclist so that's one of the things that we can do. But there are other things that need to be done to make public transport safer for women as well we know that women are more likely to be harassed on public transport, Sadly, we've heard a lot of sad stories in the last few weeks and actually it's one of the reasons that I started cycling when I lived in Paris because I was getting into more risky situations when I was on public transport. A lot of people will tell you that's about CCTV and things, I think it goes much deeper than that and we actually need a cultural change to bring out misogyny from our society so there isn't one simple solution to that.

BK

Q7. Silvertown Tunnel: (*recurring question)

I'm very keen on giving us a level playing field, I'm not asking for subsidies, I'm not asking for any special treatment. What I'm looking for is for us to be treated fairly by the road network. One of the things that the current mayor is pushing ahead with is the Silvertown tunnel in the East of London. So, it's very difficult for us to compete, because motor vehicles can go straight through the Blackwall tunnel and because we're actually not allowed through there, and there are no river crossings available to us so it's quite a detour. So that means that there's a huge area on either side of the river where there are some journeys that are much longer for us, and therefore much more expensive. Therefore, people in those areas, even though that might only affect a few jobs, they don't tend to use us. And that includes all the other jobs that they could be using us for. So that gives us a bit of a dead spot, meaning customers aren't benefiting from our service. With the building of the Silvertown Tunnel that gap will increase: **If elected mayor – what do you propose to do about the Silvertown Tunnel?**

LP

I want to scrap the Silvertown Tunnel, I think it's completely the wrong direction, we're facing a climate emergency. If we're serious about reaching our objectives to be net zero in this city by 2030, then we shouldn't be building new motorways which will only add more cars to the road. So, I would get rid of that, it's a polluting project, and it's going to cost Londoners over 2 billion pounds, it's not where we should be investing we should be investing in clean green public transport. And actually what we could be doing instead of the Silvertown Tunnel is the Rotherhithe walking and cycling bridge which will provide that East West crossing and would mean companies like yours could make use of it.

CC

Q8. Hammersmith Bridge:

If we now turn to Hammersmith Bridge, another river crossing, but one located in the west of the city. Because of structural faults, the bridge was first closed to motor vehicles in April 2019 and then to all modes of transport, in August 2020: **What transport modes would you want the bridge reopened to, and, if elected mayor, would you have any powers to speed up the process of reopening?**

LP

So, first of all, fixing the Hammersmith bridge does require investment from central government, the cost has been estimated at 141 million pounds, that's not something that local councils can foot the bill for, or the Mayor's Office for that matter. So, the government needs to step in and this is, this is a vital transport route for many Londoners to get to work to get to school, you name it. So I think there needs to be an urgent temporary solution, And, and a plan to get it permanently up and running again. At the moment, a ferry is being talked about. Well, that's what's going to be introduced in the short term, we would like to see a temporary walking and cycling bridge and potentially that becoming a permanent fixture, as well. So, Sarah Olney is a local MP for liberal Democrat MP for North Kingston and Richmond Park, and she has been working hard on this with Gareth Roberts, the leader of Richmond Council and they've been lobbying the government, urging them to do the right thing and step in and working with Hammersmith and Fulham council as well. I think there's a chorus of voices saying what needs to be done so the government just needs to pull their finger out and help.

CC

Q9. Air Quality: (*recurring question)

A serious issue which disproportionately impacts younger people – and London's most deprived communities is air quality. Introduced in 2019, the incumbent mayors Ultra Low Emission Zone, is due to be expanded to cover the area within the north and south circulars by October 2021: **You have identified clean air as being one of your three key basic needs for all Londoners – what steps would you take, as the incoming mayor, to improve the capitals air quality?**

LP

So, the Liberal Democrats supported the introduction of the ULEZ but actually what I think we need is a fairer Pay As You Go road pricing scheme implemented across the whole of London, and actually to move away from this complex web of schemes that is emerging, that disproportionately impacts some Londoners based on where they live or where they may happen to need to go for work, it would be a fairer and greener system, actually, to charge people based on things like the length of journey that they make the type of vehicle they have, and the level of emissions that produces. So I want a road pricing scheme across the whole of London, not all these different schemes like the congestion charges the ULEZ, and potentially the boundary charges as well which would disproportionately impact poorer Londoners. It's much fairer to that everyone pays something, and that will put our transport network on a much more sustainable financial footing.

CC

Q10. TfL Funding:

Funding is a major ongoing issue for Transport for London. This is because unlike other global cities, London's public transport network is reliant on a fare-based revenue model which has struggled with lower ridership because of the pandemic. This has necessitated a series of government bailouts to keep services running: **If elected mayor, what would be your strategy for generating revenue?**

LP

So firstly, I think that the government should have stepped in to support TfL during this emergency situation of the pandemic is unprecedented, that drop off of income from fares, and the only reason that that happened is that Londoners were doing the right thing by staying at home, as the government instructed them to, and what the government has done, it has given guarantees to private rail companies outside of London during the course of the pandemic, but they haven't done the same thing for our capital city's public transport network. I think that's wrong. And we've been treated differently. But I also think that the mayor, needs a plan for how to put TfL finances on a more sustainable footing for the future. And that's where my smart road pricing scheme comes in, because that would make up for the loss of fares that I think is going to be a permanent fixture and raise revenue from the right networks as well.

CC

Q11. Under-18 fares: (*Recurring question)

Staying with funding and fares, one of the stipulations of a future government bailout is that concessionary travel – including for over two million young Londoners – will have to be directly funded by the mayor: **Would you propose keeping concessionary fares in place, and if so, how would you fund them?**

LP

I think it's absolutely vital that we protect free travel for under 18's I think it's appalling that the government was putting this on the table in the negotiations in the first place. The Liberal Democrats have always campaigned against that and I will always oppose it. And robustly against the government in any negotiations, but I think where perhaps we can move away from TfL having become a political football as it has been in the last year, is by also coming to the government, with a constructive plan for the future. So, again this is where I would propose the road pricing scheme for London, and say, Look, we need you to help us in the short term, but I've got a plan to raise money for TfL, in the medium to long term, which would avoid these sorts of negotiations having to take place with very negative concessions being put on the table. And, and I think that's something that the government could be persuaded about because, actually, Rishi Sunak the chancellor has said that he'd potentially be in favor of road pricing being introduced throughout the whole of the UK so I think London should be the first to trial that, and actually the research by center for London and independent think tank, shows that that could not only meet the existing costs that TfL has, but potentially raise additional revenue as well a surplus that we can then use to invest in more clean green public transport projects.

BK

Q12. Fair work: (*recurring question)

So, my first question to you is about fair work, fair employment. So, one of the things that we do as a company is that every person who works for Pedal Me is an employee and not a contractor. And in the case of our work, our most tax and responsibility evading competitors are dodging about a 35% tax burden compared to us. So even though we're hugely more efficient, because we use bikes and because of the way we train our people, we end up being about the same price because of that 35% tax head start that they have. **So, my question is, as London mayor, first of all, what can you do about this? And second of all, what are you going to do about it?**

LP

Well, obviously there are some things that TfL can do, we've already seen times when other competitors licenses for example have been threatened so there are some powers and it's doing, but I think this goes beyond the powers of the Mayor of London as well. Realistically, and this is something where government also needs to be taking a firm stance on companies, not just in, in the transport and logistics sector, but more generally aren't treating their workers fairly and paying them a fair wage and where it's really difficult for companies that are doing the right thing to compete. So the government needs to be addressing that and we will always be a strong voice the Liberal Democrat Party in favor of the London living wage for example. Yeah, fair working practices and conditions and wages. So you can count on me to be a strong voice as mayor for all of those principles and values, and also to set a standard through the contracts that the mayor and the GLA agrees with companies that they work with.

CC

Q13. First female mayor:

As well as being a Londoner, you have also lived in Paris, where the city's first female mayor, Anne Hidalgo, was reelected last year: **How would you, as London's first female Mayor, plan to make London and its transport system more accessible, equitable and sustainable for all Londoners?**

LP

Well, there's so much that we need to do there isn't just one thing. And for me the most urgent crisis is cleaning up London's air, as you mentioned, I used to live in Paris. So I've lived in two capital cities, both heavily polluted, and I'm an asthmatic, as a result of having grown up in London lived here most of my life and other than that Paris, which is also very polluted. I'm really impressed by what Anne Hidalgo has been doing as mayor and I think there's a lot we can learn from that model to actually introducing a 15-minute city. But there's a series of things we need to do first of all scrapping the Silvertown tunnel that's going to add, pollution, and that's not what London needs right now we need to move towards a cleaner, greener public transport model we need to invest in active travel. I want to also improve more green, walking routes and connect those up around London to make it easier for Londoners and to encourage them to go on walks, we've all seen the benefits of that during the last year, and I think that's a healthy habit we should encourage people to continue with. I mentioned I'll introduce cycle free Sundays which will encourage more Londoners to become cyclists, again taking up the healthy habits, and hopefully encouraging them to become cyclists in the long run. And I'll also introduce a fairer Pay As You Go pricing scheme, which will be much better because it will mean that our road network is part of how we raise money for TfL putting it on a more sustainable footing for the long run but also making sure that there aren't Londoners disproportionately impacted, and based on things like, ethnicity, and, and poverty by the existing web of schemes that we have.

CC

Close:

So, Luisa, you've made a habit of upsetting the odds in your political career so far: **How likely is it that you'll be on the 8th floor of city hall in May – as London's first Lib Dem mayor?**

LP

Well I would say don't write me off, and the first time that I stood for election in 2018 I was a newcomer to politics, and no one thought I'd be able to win my council seat but I beat the incumbent conservative councillor. When I stood for the European Parliament in 2019, no one thought that the Liberal Democrats would win, London, which is also proportional representational system like we have for the elections coming up in May, but we managed to elect three MEPs I was the third on the list so I managed to go to Brussels to represent London then. So the Liberal Democrats have the habit of surprising people in elections and so do I, and actually Londoners have the opportunity with our electoral system to vote with their hearts to vote for the candidate and the policies, whose vision. They most agree with. So I would encourage any Londoners who seen this today if they liked what I have to offer to vote for me and vote for liberal Democrats on all three ballot papers

END

Interview 03: Shaun Bailey, 13.4.21

CC

Q1. The last year: (*Recurring question)

Hi Shaun, so a lot's happened since the elections were postponed a year ago, if we firstly look at short-term changes: **What do you consider to be the single largest transport change, that Londoners have faced this last year?**

SB

The biggest transport change that London has faced, of course, has been the state of TfL. TfL finances have fallen apart. I'd argue that that positions been coming for more than a year. But yes, TfL finances because it has a broad impact on LTN's on the tube network. Do we have the ability to clean the buses? That's been the biggest transport issue over the last year.

CC

Q2. Transport and Environment Committee:

You currently sit on both the London Assembly's Transport and Environment Committees, giving you a unique insight into issues in these areas: **Perhaps you could explain how these committees work with the mayor and what you consider to be the key longer-term transport and environmental issues facing Londoners?**

SB

So these committees – transport and environment, obviously they question the mayor about his plans. And we look to see if the policies he's implemented have had any impact. Transport has a lot of detail because the budget is huge. And the environment I think is a big opportunity for us. It's one of the newer issues that London has to deal with. I would say that in the past year, there's been very little detail coming from the mayor about what we need to do on the transport committee. We've of course questioned him about Crossrail because that's been a calamity. That's cost Londoners 5.1 billion pounds that has a knock on effect to other things that we want to achieve on the transport committee. And I think it's important that Londoners understand that transport and environment are intimately tied up because that's the biggest emitter, our transport system. And also as well, it's our biggest opportunity. If we can get transport right in London, it helps us economically, socially and environmentally all in one fell swoop. And that's why my plan is always looking at implementation. Rather than saying sweet words, I'm going to deliver actual impact.

CC

Q3. Streetspace plan: (*Recurring question)

As the incoming mayor, you would become the chair of Transport for London. In response to the pandemic the incumbent mayor and TfL have rolled out the London Streetspace Plan; a programme which provides space for people using non-motorised modes: **What are your thoughts on the Streetspace Plan, and if elected mayor, would you continue the programme?**

SB

So my thoughts on street space are this we need the street space. And I would hope that more and more people would change modes to walking and cycling, particularly walking, if you live locally, and many people are working from home now, doing things locally means walking should be more pleasant, safer. So my plan will be to clean the environment, not just the air, but the physical built environment as well to make more walking more pleasant. And if that if your start point is that like mine is then of course you keep the street space plan, but you do modify it. I think sometimes the street space plan has been thrown into an area, and there hasn't been much planning. And we've either had too much street space, which has led to resentment from average road users, or has been too little, which is, of course not safe when you talk about the corona pandemic. So the plan Yes, but I think much more locally driven, locally inspired planning, because I think if people are involved in the conversation of developing their own area, you get change accepted far quicker

CC

Q4. LTN's & power of the mayor:

An element of the Streetspace Plan has been the implementation of Low Traffic Neighbourhoods, or LTN's. These are essentially residential neighbourhoods in which side streets are closed to through traffic, but permit local access for visitors and residents. You're heading a petition called 'Stop Khan's Traffic Chaos' which campaigns for a temporary ban on LTN's. You have also publicly stated that if elected mayor you would "hold consultations within 100 days, and scrap every LTN that a majority of residents don't want.": **Can you explain your understanding of the current mayor's role in introducing these schemes, and the powers at your disposal to remove them – if elected mayor?**

SB

So the key issues this, the mayor and TfL is meant to assess these schemes and then pass the money on to do that. There's been very little assessment and even less consultation. Everybody likes the idea of a low traffic neighborhood in your area, who wouldn't, but of course, residents are the ones who have to deal with these things. And it's two elements here that the mayor has entirely missed. One, are the residents being looked at so the

scheme is developed in a useful way and two, do the residents want a scheme at all. Because in many schemes, it's actually led to a far reduce air quality because there's much more traffic on the local road. And other schemes have been entirely dangerous because emergency vehicles, carer vehicles can't get through. I mean, there's a scheme on the A12 where you turn off and there's a planter directly in front of you. And then there's videos of people backing out onto the A12 because they have no alternative. This is a poor plan, the residents pointed out in the first place so they should have been listened to just on safety grounds if nothing else. I could take you to Ealing with that scheme has been entirely unsuccessful. Are LTN's the villain? no poor planning is the villain. And that's why as mayor I will do much more around the planning of delivering LTN.

CC

Q5. Inclusive transport network: (*Recurring question)

We're here on Cycle Superhighway no 3, a segregated cycle lane. Segregated cycle lanes are important because they provide all types of Londoners with an option for travelling safely. This is significant because transport planning has traditionally been biased in favor of men, over the needs of others: **If elected mayor, what steps would you take to promote a more inclusive – and safer – transport network, which caters for groups which are currently marginalized?**

SB

One of the failings of the segregated cycle scheme is that it doesn't introduce new cyclists. Only 14% of BAME people have any connection to cycling at all. And the number is almost as low for women as well. So I want to see a cycle scheme that allows less confident cyclists the ability to get used to cycling to do it in a quiet area. We absolutely let go of the of the Quietways, which I thought was a shame because that's how most young people, or by young people I mean children, get introduced to cycling as a way that women and people from ethnic minorities such as me, would learn to cycle out, gain that confidence. So I think we need to go back to that. And the whole talk, the whole conversation about cycling, actually, I think has become too adversarial. It's, it's, you're either Pro Cycling, you're not, I don't think that's correct. I think we can all be Pro Cycling, if the conversation is had, with a little more balance. And I think that's the way I'd approach it much more balanced. Talking about road use in general, and many cyclists Drive, Walk and cycle so let's use that connection to all three modes to be a bit more generous in the way we talk about providing them the funding and the space for cyclists.

BK

Q6. Silvertown Tunnel: (*recurring question)

I'm very keen on giving us a level playing field, I'm not asking for subsidies, I'm not asking for any special treatment. What I'm looking for is for us to be treated fairly by the road network. One of the things that the current mayor is pushing ahead with is the Silvertown tunnel in the East of London. So, it's very difficult for us to compete, because motor vehicles can go straight through the Blackwall tunnel and because we're actually not allowed through there, and there are no river crossings available to us so it's quite a detour. So that means that there's a huge area on either side of the river where there are some journeys that are much longer for us, and therefore much more expensive. Therefore, people in those areas, even though that might only affect a few jobs, they don't tend to use us. And that includes all the other jobs that they could be using us for. So that gives us a bit of a dead spot, meaning customers aren't benefiting from our service. With the building of the Silvertown Tunnel that gap will increase: **If elected mayor – what do you propose to do about the Silvertown Tunnel?**

SB

So the Silvertown tunnel is you need to look at in the context of whole of London, there are several crossings across the Thames, the vast majority are in the West, the only crossings in the East are all tolled and it means that people don't use the tolled crossings. And of course apart from the Rotherhithe, but people don't use the tolled crossings. So we're getting a huge buildup of traffic around there. And we need to alleviate that traffic for health reasons. And for economic reasons as well. So I think the Silvertown tunnel, it's a done deal, it will happen and it will have a benefit to traffic in London to movement in London, particularly in the east of London. I'm an East Londoner and the traffic because of our lack of crossings is life threatening, I believe. So we need to do that. To help you as a company, I think is simple. There's two things. First and foremost, we trumpet the effect you've had all companies exist on their ability to trade economically, well, you made the point that you are more efficient than cars. This isn't about car versus bike, it's about the fact that you are a better way of doing things. And if people can see that, have it told to them and mandated then then then they'll accept that no, no, no, grab it because it's the right thing to do. That's why if I'm in the city hall, if anybody comes to me with a Greener way of doing anything from I don't know printing to delivering goods. I'll get all over that because I think you have to demonstrate the commercial value of green approaches, not just the moral approach, not just the moral value, the commercial value is clearly valuable. And we need to talk about that a bit more as well.

Or you could look at it another way in that it alleviates a massive air quality problem alleviate a movement problem in the east of London as well. That's why I said you have to look at these things in the context of it all. If you're an East Londoner, like millions and millions of us are, the Silvertown tunnel is a relief I used to live in Greenwich. The traffic from the Rotherhithe tunnel should there be an accident near it meant that you could do nothing. So I don't see the Silvertown tunnel as giving someone else an advantage. I see the Silvertown tunnel alleviating a pressure point that we have in London.

CC

Q7. London's air quality: (*recurring question)

A serious issue which disproportionately impacts younger people – and London's most deprived communities is air quality. As you're aware, the London Assembly's Environment Committee, published a report in February 2021 titled 'Clearing the Air: Pollution in London'. The report considers that Nitrogen Dioxide – or NO₂ – along with Particulate matter – PM_{2.5} – are the two main pollutants affecting air quality in London. It praises the current mayors Ultra Low Emission Zone – the ULEZ – as being the “The biggest single contributor to a reduction in NO₂ concentrations”. The ULEZ is due to be expanded to the North and South circulars later this year, but you have pledged to stop this: **Can you explain why you wouldn't extend the ULEZ, and what you would do to improve London's air quality if elected mayor?**

SB

Great question. So there's two things I'd say Firstly, the biggest contribution to the cleanup of air has actually been people changing their vehicles at quite a rapid rate. And a lot of that has been pushed by the government and mandating that engined cars will come will no longer be legal to be sold in 2035. The reason I will not expand ultra low emission zone is threefold. Firstly, it is not the best way to produce clean air in London, what is doing is taxing people to pollute. And what you've seen is people just pay the tax and will continue to get the pollution, particularly in a zone that is so enormous. And what happens is when you cross into that enormous zone, you will then try to get your money's worth and do more miles, so actually it becomes a perverse incentive to do more and more miles. That's one thing. The second thing is vast, vast areas of that that new expanded zone don't have an air quality problem. So you're now forcing poor people in those areas to pay for richer people to

drive around and pollute. I don't think that's right. And the third thing is if you actually want to clean the air, don't attack people's wallets, you attack the source. So when I say clean air, I will make sure the entire bus fleet by 2025 is only bought zero emission buses. Why? Because that's the equivalent of taking 1.1 million cars from the roads. I'll also give a 6000 pounds interest free loan to black cab drivers to speed up the adoption of their new cab, which is again the equivalent of taking another million cars off the road. This is how you clean air in London. On top of that. I'm a big fan of car clubs because I want to reduce car ownership in London. Because for every one car in the car club, it takes 13 private cars off the road. These are the kinds of measures we should be off these things that are impactful to actually do something I'm excited to help Londoners move away from car ownership. But we have to give them a decent alternative as well. That's why you've heard me focus on TfL finances, Sadiq Khan has destroyed its finances. And that's important because it affects our public transport. So I will be starting an infrastructure bank that will be £10.9 billion pounds large to finance TfL development into the future. These are the things that make London a cleaner, greener place to live.

CC

Q8. Carbon Emissions:

The UK has set a target of net zero greenhouse gas emissions by 2050 to end its contribution towards global warming. The role of transport is vital in achieving this – as the sector is the largest source of carbon dioxide emissions in the UK. The government's March 2020 'Decarbonising Transport' report states that an important aspect of reducing emissions from transport will be to use our cars less. Here in London, the majority of boroughs have passed "climate emergency declarations," which aim to achieve net zero targets using measures such as "halving petrol and diesel road journeys": **If elected mayor, how would you work with boroughs to reach net zero targets – and would reducing car dependency feature in your plans?**

SB

Absolutely reducing car dependency features in my plans. That's why you hear me talk about Car Clubs, that's why you hear me talk about modal change, why you hear me talking about working locally to reduce that is why you hear me talking about the finances of TfL. Because TfL is our way to reduce car dependency in London. That's one thing. The second piece is to work with local authorities. I think there's two steps. First, let's speak to authorities who don't have a Climate Action Plan asked why, and provide the expertise and the support in City Hall to make that happen, and to work collectively. Because yes, transport emissions are a big thing. But so is heating retrofit is going to be a massive, massive task for London. So let's start to have a plan about that as well. And I think that needs all of London to look at it in concert with the with the local authorities as well.

CC

Q9. Outer London:

You've made prioritizing outer London a big part of your campaign. Two of your transport pledges include firstly scrapping a yet unconfirmed boundary charge for drivers travelling into London, and secondly introducing 30 minutes free parking on outer London high streets. These measures appear to be at odds with central government's own policy position, as its Decarbonising Transport report which additionally states that it wants to make "Public transport and active travel the natural first choice for daily activities": **Can you tell us who will benefit from your policies and how? And whether London, as the UK capital, should be at the forefront of promoting more sustainable modes of transport?**

SB

So who will benefit from these policies is all of London if we make London an island, we lose because it raises living costs for everybody in London, people travel across that border regularly to service London, anything from police officers to plumbers, and electricians etc at any cost they have we pass on to Londoners. And as we are recovering from the pandemic, we need to make sure that our economic situation is the best that can be that's why that won't happen. And when you look at outer London, that's one of the biggest failings of Sadiq Khan, he hasn't understood the difference in travel patterns, travel modes between outer London and inner London, I happen to live in outer London, I bought I've also lived in zone two. So I understand the difference the distances we travel in outer London and the poor public transport we have because the TfL finances means that driving unfortunately is more relevant. People don't drive because they like it people drive because there is no alternative. So when I talk about fixing TfL finances, that is why I want to do that. So when the mayor brings in a border tax, which by the way he has not ruled out, it means that people in outer London start to feel like they're not being addressed. And it means it makes them feel like well, if all we're going to be done is tax, no one's going to provide us extra transport links that we will continue to drive. What I'm trying to say to people is let's look at how we live locally. Let's look at where and when we drive and let's look at how we replace that. But the first step is repairing tfll's finances.

CC

Q10. Infrastructure Bank:

The ability to work constructively with central government to both fund and deliver big infrastructure projects, is important for maintaining and growing the capitals transport network. **If elected mayor, you have pledged to create an infrastructure bank: Can you tell us what this is – and how it would work?**

SB

So the infrastructure bank I'm proposing comes from the model that the KfW bank used to rebuild the German economy after the Second World War. So it's a very tried and tested model. In fact, Rishi Sunak, the Chancellor, has copied us, and he's going to do a national infrastructure bank. So basically, we will take money from Mayoral Cill and business rates, rebate, put it together and leverage it 10 times in the capital markets and then spend that money on the infrastructure of London, the lion's share of that money, the vast majority of that money would actually go to TfL. It's our biggest single costs. And again, I want to give people decent public transport, so they don't feel the need to own a car because transport is so good. So anything from my plan to rebuild Hammersmith Bridge, so immediately, I'll get to make the crossing free. Currently, it's going to be charged, I would make it free. Secondly, I'll be able to put in a temporary bridge to make sure that at least cyclists and emergency vehicles and pedestrians could get across the bridge. And thirdly, we'd then have the monies for the mayor to play his part in providing funds to repair, replace the bridge, repair the bridge, replace the bridge, whichever is more relevant. But that's the point, isn't it? It's an infrastructure bank that works for London. And why this is important. It rebuilds the trust between London and the government. Currently, Sadiq Khan has just gone to the government and asked for 29 billion pounds, for all manner of things instead of leveraging the assets we have in London, that says to the government that I as Mayor of London is serious. You need to meet me halfway because I'm raising as much money as I can. So you can give me more rather than just saying pay pay pay pay pay, because any responsible government has to look at where it's spending its money, I will make sure every penny they give us is doubled is tripled.

CC

Q11. Hammersmith Bridge:

One of the projects you've stated that the Infrastructure Bank would help fund is repair work for Hammersmith Bridge. This is an essential river crossing in the west of the city, which is currently closed and is causing prolonged disruption for many west-Londoners. In a public broadcast, in October 2020, you suggested that the Department for Transport would be fully funding repair work for the bridge – 6 months on and funding still hasn't been agreed: **Who do you consider to be responsible for paying for the repair work – and if elected mayor – would you have any powers to speed up the process of reopening?**

SB

So Hammersmith Council are responsible for the repairs of the bridge, they own the bridge. When I spoke to Grant Shapps, the Secretary of State for Transport he said, 'I will pay money towards the bridge' because technically he doesn't have to, but he understands the impact, or at least I was able to make him understand the impact of Hammersmith bridge being entirely closed. So he said, Okay, I will stump up money, a significant amount of money, but the Council have to tell me how much they're going to pay. So we can have a negotiation, I can meet them. The council refused to do that. So therefore he has said, Well, I cannot pay because the rules don't allow me to pay until I understand how much I need to pay. That's the first thing that's the lay of the land. The additional piece I would bring as mayor is a better relationship, a trust relationship to say to the government, please push the process through. You have this committee now this taskforce, you need to make sure that it's more robust and delivering their goals here. I think Hammersmith council are beginning to come to the conclusion they have to lead on the resolution. And I would encourage them to do that. I know they have a few favorite schemes I'd like to see to have the bridge completed, I would support them in that what I'd be desperate to do is not make this a political fight, unfortunately, because Sadiq Khan, didn't just stump up the money in the beginning. And let's remember, in the beginning, he had reserves of 2.1 billion pounds, he should have just paid for the bridge. As a matter of fact, we should be saying to councils, if you own your local bridge, which is a strategic asset for London, could you consider handing it to the mayor, hand it to TfL. Now post the pandemic that'll be a tougher conversation. But I would have done that in the beginning. No council can afford the bridge in that sense, I would imagine or at least will be a stretch for them. We could have avoided all this if the mayor has shown some leadership.

CC

Q12. Concessionary Travel:

Funding is a major ongoing issue for Transport for London, to the extent that concessionary travel for over 60's and under-18's may have to be directly funded by the mayor once the current government agreement expires after the election: **If elected mayor, would you keep concessionary fares in place, and if so – how do you plan on funding them?**

SB

So as a Londoner everybody knows I come from very poor background. My mum struggled to get me my brother to school, give us lunch, all that kind of stuff. So I understand how important concessionary fares are. So I absolutely will be keeping over 60s travel and under 18 travel free. The way I intend to pay for it is to introduce a sponsorship scheme. A sponsorship scheme was done in Dubai, they raised 400 million pounds. And their system is only as big as our district line. So imagine what we could raise. So I've given myself a conservative target of 500 million sponsorship across the whole network. It's been done before in London as well, we did it in the Olympics in a very limited way, I will just expand that, because that kind of money will give me more than enough to cover concessionary travel. And I could put the money to other good things, things like around disabled access, I

want to do something around encouraging employers to do more for their disabled staff. And I could do some of that for TfL to make it easier to travel to work. But the point here is the mayor could have paid for this. He gave 151 million pounds in bonus payments for TfL Staff. He could afford it he gave an extra £58 million In bonuses, just the executives he has he has more press officers than the Prime Minister. These are monies that he has to pay for concession travel, instead he decided to pass on the cost of Londoners, which I think is wrong, he could have found the money from City Hall easily.

CC

Q13. Micromobility:

Many younger Londoners are now navigating the city using alternative modes of transportation. This includes privately owned electric scooters, which though illegal to use on the capital's roads, are still widely used. The government has recognized the potential of e-scooters in supporting a green recovery, while TfL is about to start hire scheme trials here in London: **If elected mayor, do you have any plans to incorporate micromobility modes – such as e-scooters – into the city's transport network?**

SB

I think what I'd say about that is, we need to see where the government go with the legality of this all. I can see the potential there, for the first and last mile they could be really, really helpful. So I can't say that I'll support something that's illegal, but the minute it becomes legal I would do something about it. And of course, because TfL are now doing the work officially I would support that work, because again, I am excited about their potential to do first and last mile, but, if you're listening to this and you're a young person – get a pedal bike because cycling is the way forward, great fun, great speed – get a pedal bike.

BK

Q14. Fair work: (*recurring question)

So, my first question to you is about fair work, fair employment. So, one of the things that we do as a company is that every person who works for Pedal Me is an employee and not a contractor. And in the case of our work, our most tax and responsibility evading competitors are dodging about a 35% tax burden compared to us. So even though we're hugely more efficient, because we use bikes and because of the way we train our people, we end up being about the same price because of that 35% tax head start that they have. **So, my question is, as London mayor, first of all, what can you do about this? And second of all, what are you going to do about it?**

SB

So when the UBER drivers went to court and won the case, I backed them. Any business its greatest asset is the people in that business you should respect them by paying them. I've had enough low paying jobs in my time, to understand that. I think there's two things we do for a company like you: Firstly, there's the long-term thing, we take the government on and talk about the tax burden that your company or any small SME would face because what I want to see in London – I want us to be the SME capital of the world and that means dealing with the tax that all companies have to pay and there's a bigger wider piece actually that I thinks a challenge for the whole world what do our big multinational corporations pay in tax? They should be paying their fair rate of tax in any market that they're in and that's something we need to take on morally as a world. They provide lots of employment and that's great but they should also pay a fair amount of tax and as mayor I'd be quite happy to get involved in that conversation and lead the charge

CC

Close:

So finally, Shaun, you pledge a 'fresh start' for London, which seems apt as the city – along with the rest of the county – emerges from a year of restrictions: **What's the one transport policy you're pledging that will really provide that fresh start for all Londoners?**

SB

I think the big thing is my London infrastructure bank because it gives us such reach. We could support people that cycle, we could support people who walk, we could support the bus network, we could support the tube network, we could install CCTV cameras to make London safer. The other thing is just to take responsibility for Transport for London – it is our gem. Transport for London makes London one of the worlds most competitive cities, one of the best places to live, I think its been neglected for too long, we need to put it front and center, put in on a sure footing and let the staff at TfL know that we have the confidence in them.

END