

AGENDA

Meeting **London Assembly (Plenary)**
Date **Wednesday 15 January 2014**
Time **10.00 am**
Place **Chamber, City Hall, The Queen's
Walk, London, SE1 2AA**

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A meeting of the Assembly will be held to deal with the business listed below. This meeting will be
open to the public. There is access for disabled people, and induction loops are available.

Darren Johnson AM
Chair of the London Assembly

Roger Evans AM
Deputy Chairman
Tuesday 7 January 2014

Further Information

If you have questions, would like further information about the meeting or require special facilities
please contact: Joanna Brown / Teresa Young, Senior Committee Officers; Telephone: 020 7983
6559; E-mail: joanna.brown@london.gov.uk / teresa.young@london.gov.uk; Minicom: 020 7983
4458.

For media enquiries please contact: Mark Demery, Tel: 020 7983 5769, Email: mark.demery@london.gov.uk
Minicom: 020 7983 4458.

If you have any questions about individual reports please contact the report author whose details are
at the end of each report.

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Proper Officer: Mark Roberts, Executive Director of Secretariat.

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Certificate Number: FS 80233

**Agenda
London Assembly (Plenary)
Wednesday 15 January 2014**

1 Apologies for Absence and Chair's Announcements

To receive any apologies for absence and any announcements from the Chair.

2 Declarations of Interests (Pages 1 - 4)

The Assembly is recommended to:

- (a) Note the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, as disclosable pecuniary interests;**
- (b) Note the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s); and**
- (c) Note the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority's register of gifts and hospitality, and noting also the advice from the GLA's Monitoring Officer set out at Agenda Item 2) and to note any necessary action taken by the Member(s) following such declaration(s).**

3 Minutes (Pages 5 - 22)

The Assembly is recommended to confirm the minutes of the London Assembly (Plenary) meeting held on 4 December 2013 and the London Assembly (Mayor's Question Time) meeting held on 18 December 2013 to be signed by the Chair as a correct record.

The appendices to the minutes of the 4 December 2013 (Plenary) meeting and the 18 December 2013 (Mayor's Question Time) meeting have been circulated to Members separately. Transcripts and written answers for past meetings can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

4 Question and Answer Session - London Legacy Development Corporation (Pages 23 - 32)

Part A:

The Assembly will put questions to: Boris Johnson, Mayor of London, in his capacity as Chairman of the London Legacy Development Corporation (LLDC); Neale Coleman, Deputy Chairman, LLDC, and Mayor's Adviser, Olympic and Paralympic Legacy; and Dennis Hone, Chief Executive, LLDC.

Part B:

Motion submitted in the name of the Chair:

"That the Assembly notes the answers to the questions asked."

5 Question and Answer Session - CLG (Select) Committee Report on the London Assembly (Pages 33 - 40)

Report of: Executive Director of Secretariat

Contact: Joanna Brown, Joanna.brown@london.gov.uk and Teresa Young, teresa.young@london.gov.uk, both tel 020 7983 6559.

The London Assembly is recommended to note Clive Betts MP's answers to the Assembly's questions on the Communities and Local Government (Select) Committee's report *Post-legislative scrutiny of the Greater London Authority Act 2007 and the London Assembly*.

6 Future Plenary Meetings

It is proposed, if necessary to do so, that the Assembly hold an additional Plenary meeting on 2 April 2014 principally to consider the Mayor's draft Housing Strategy, which is expected to be published in mid-March 2014. Detailed arrangements for the session, if it is to be held, will be the subject of reports to future meetings.

Recommendations:

That the Assembly agrees provisionally to hold an additional Plenary meeting (if necessary to do so) on 2 April 2014 to consider the Mayor's draft Housing Strategy, subject to the publication of that strategy in mid-March 2014.

7 **Mayoral Commitments** (Pages 41 - 92)

Report of: Executive Director of Secretariat

Contact: David Pealing, david.pealing@london.gov.uk, telephone: 020 7983 5525

The Assembly is recommended to note commitments made by the Mayor, Boris Johnson, during London Assembly Mayor's Question Time meetings held between January 2013 and December 2013.

The Appendix setting out mayoral commitments for the last year is attached for Members and officers only but the full list of mayoral commitments since May 2012 is available from the following area of the GLA's website: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

8 **Action Taken by the Chair Under Delegated Authority** (Pages 93 - 110)

Report of: Executive Director of Secretariat

Contact: Joanna Brown, Joanna.brown@london.gov.uk and Teresa Young, teresa.young@london.gov.uk, both tel 020 7983 6559.

The Assembly is recommended to note recent action taken by the Chair of the London Assembly, Darren Johnson AM, in accordance with the authority delegated to him, namely to agree that the attached joint letter signed by the Mayor of London, Chair of the Assembly and the Chair of London Councils, be sent to The Rt Hon Francis Maude MP, Minister for the Cabinet Office and Paymaster General, to provide a summary response to the *ONS Beyond 2011 Consultation* (Appendix 1).

9 **Petitions** (Pages 111 - 114)

Report of: Executive Director of Secretariat

Contact: Joanna Brown, Joanna.brown@london.gov.uk and Teresa Young, teresa.young@london.gov.uk, both tel 020 7983 6559.

The Assembly is recommended to receive and to note the petitions listed at paragraph 4 of the report and to decide whether to refer the petitions, and if so where to, and to seek a response to the points raised.

10 Petition Update (Pages 115 - 124)

Report of: Executive Director of Secretariat

Contact: Joanna Brown, Joanna.brown@london.gov.uk and Teresa Young, teresa.young@london.gov.uk, both tel 020 7983 6559.

The Assembly is recommended to note the responses received to petitions presented at recent Assembly (Plenary) meetings.

11 Motions (Pages 125 - 128)

Report of: Executive Director of Secretariat

Contact: Joanna Brown, Joanna.brown@london.gov.uk and Teresa Young, teresa.young@london.gov.uk, both tel 020 7983 6559.

The Assembly is asked to consider the motions submitted by Assembly Members.

12 Date of Next Meeting

The next scheduled meeting of the London Assembly will be the Mayor's Question Time meeting which will take place at 10.00am on Wednesday, 29 January 2014 in the Chamber, City Hall.

13 Any Other Business the Chair Considers Urgent

Subject: Declarations of Interests

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 15 January 2014

This report will be considered in public

1. Summary

- 1.1 This report sets out details of offices held by Assembly Members for noting as disclosable pecuniary interests and requires additional relevant declarations relating to disclosable pecuniary interests, and gifts and hospitality to be made.

2. Recommendations

- 2.1 **That the list of offices held by Assembly Members, as set out in the table below, be noted as disclosable pecuniary interests¹;**
- 2.2 **That the declaration by any Member(s) of any disclosable pecuniary interests in specific items listed on the agenda and the necessary action taken by the Member(s) regarding withdrawal following such declaration(s) be noted; and**
- 2.3 **That the declaration by any Member(s) of any other interests deemed to be relevant (including any interests arising from gifts and hospitality received which are not at the time of the meeting reflected on the Authority's register of gifts and hospitality, and noting also the advice from the GLA's Monitoring Officer set out at below) and any necessary action taken by the Member(s) following such declaration(s) be noted.**

3. Issues for Consideration

- 3.1 Relevant offices held by Assembly Members are listed in the table overleaf:

¹ The Monitoring Officer advises that: Paragraph 10 of the Code of Conduct will only preclude a Member from participating in any matter to be considered or being considered at, for example, a meeting of the Assembly, where the Member has a direct Disclosable Pecuniary Interest in that particular matter. The effect of this is that the 'matter to be considered, or being considered' must be about the Member's interest. So, by way of example, if an Assembly Member is also a councillor of London Borough X, that Assembly Member will be precluded from participating in an Assembly meeting where the Assembly is to consider a matter about the Member's role / employment as a councillor of London Borough X; the Member will not be precluded from participating in a meeting where the Assembly is to consider a matter about an activity or decision of London Borough X.

Member	Interest
Tony Arbour AM	Member, LFEPA; Member, LB Richmond
Jennette Arnold OBE AM	Committee of the Regions
Gareth Bacon AM	Member, LFEPA; Member, LB Bexley
John Biggs AM	
Andrew Boff AM	Congress of Local and Regional Authorities (Council of Europe)
Victoria Borwick AM	Member, Royal Borough of Kensington & Chelsea; Deputy Mayor
James Cleverly AM	Chairman of LFEPA; Chairman of the London Local Resilience Forum; substitute member, Local Government Association Fire Services Management Committee
Tom Copley AM	
Andrew Dismore AM	
Len Duvall AM	
Roger Evans AM	Member, LB Havering; Committee of the Regions; Trust for London (Trustee)
Nicky Gavron AM	
Darren Johnson AM	Member, LFEPA; Member, LB Lewisham
Jenny Jones AM	Member, House of Lords
Stephen Knight AM	Member, LFEPA; Member, LB Richmond
Kit Malthouse AM	Deputy Mayor for Business and Enterprise; Deputy Chair, London Enterprise Panel; Chair, Hydrogen London; Chairman, London & Partners; Board Member, TheCityUK
Joanne McCartney AM	
Steve O'Connell AM	Member, LB Croydon; MOPAC Non-Executive Adviser for Neighbourhoods
Caroline Pidgeon MBE AM	
Murad Qureshi AM	Congress of Local and Regional Authorities (Council of Europe)
Dr Onkar Sahota AM	
Navin Shah AM	Member, LFEPA; Member, LB Harrow
Valerie Shawcross CBE AM	Member, LFEPA
Richard Tracey AM	Chairman of the London Waste and Recycling Board; Mayor's Ambassador for River Transport
Fiona Twycross AM	Member, LFEPA

[Note: LB - London Borough; LFEPA - London Fire and Emergency Planning Authority; MOPAC – Mayor's Office for Policing and Crime]

3.2 Paragraph 10 of the GLA's Code of Conduct, which reflects the relevant provisions of the Localism Act 2011, provides that:

- where an Assembly Member has a Disclosable Pecuniary Interest in any matter to be considered or being considered or at
 - (i) a meeting of the Assembly and any of its committees or sub-committees; or
 - (ii) any formal meeting held by the Mayor in connection with the exercise of the Authority's functions
- they must disclose that interest to the meeting (or, if it is a sensitive interest, disclose the fact that they have a sensitive interest to the meeting); and

- must not (i) participate, or participate any further, in any discussion of the matter at the meeting; or (ii) participate in any vote, or further vote, taken on the matter at the meeting

UNLESS

- they have obtained a dispensation from the GLA's Monitoring Officer (in accordance with section 2 of the Procedure for registration and declarations of interests, gifts and hospitality – Appendix 5 to the Code).

- 3.3 Failure to comply with the above requirements, without reasonable excuse, is a criminal offence; as is knowingly or recklessly providing information about your interests that is false or misleading.
- 3.4 In addition, the Monitoring Officer has advised Assembly Members to continue to apply the test that was previously applied to help determine whether a pecuniary / prejudicial interest was arising - namely, that Members rely on a reasonable estimation of whether a member of the public, with knowledge of the relevant facts, could, with justification, regard the matter as so significant that it would be likely to prejudice the Member's judgement of the public interest.
- 3.5 Members should then exercise their judgement as to whether or not, in view of their interests and the interests of others close to them, they should participate in any given discussions and/or decisions business of within and by the GLA. It remains the responsibility of individual Members to make further declarations about their actual or apparent interests at formal meetings noting also that a Member's failure to disclose relevant interest(s) has become a potential criminal offence.
- 3.6 Members are also required, where considering a matter which relates to or is likely to affect a person from whom they have received a gift or hospitality with an estimated value of at least £25 within the previous three years or from the date of election to the London Assembly, whichever is the later, to disclose the existence and nature of that interest at any meeting of the Authority which they attend at which that business is considered.
- 3.7 The obligation to declare any gift or hospitality at a meeting is discharged, subject to the proviso set out below, by registering gifts and hospitality received on the Authority's on-line database. The on-line database may be viewed here:
<http://www.london.gov.uk/mayor-assembly/gifts-and-hospitality>.
- 3.8 If any gift or hospitality received by a Member is not set out on the on-line database at the time of the meeting, and under consideration is a matter which relates to or is likely to affect a person from whom a Member has received a gift or hospitality with an estimated value of at least £25, Members are asked to disclose these at the meeting, either at the declarations of interest agenda item or when the interest becomes apparent.
- 3.9 It is for Members to decide, in light of the particular circumstances, whether their receipt of a gift or hospitality, could, on a reasonable estimation of a member of the public with knowledge of the relevant facts, with justification, be regarded as so significant that it would be likely to prejudice the Member's judgement of the public interest. Where receipt of a gift or hospitality could be so regarded, the Member must exercise their judgement as to whether or not, they should participate in any given discussions and/or decisions business of within and by the GLA.

4. Legal Implications

- 4.1 The legal implications are as set out in the body of this report.

5. Financial Implications

5.1 There are no financial implications arising directly from this report.

Local Government (Access to Information) Act 1985

List of Background Papers: None

Contact Officer: Joanna Brown and Teresa Young, Senior Committee Officers

Telephone: 020 7983 6559

E-mail: joanna.brown@london.gov.uk and teresa.young@london.gov.uk

MINUTES

Meeting: London Assembly (Plenary)
Date: Wednesday 4 December 2013
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

Present:

Darren Johnson AM (Chair)	Len Duvall AM
Roger Evans AM (Deputy Chairman)	Jenny Jones AM
Tony Arbour AM	Stephen Knight AM
Jennette Arnold OBE AM	Kit Malthouse AM
Gareth Bacon AM	Joanne McCartney AM
John Biggs AM	Caroline Pidgeon MBE AM
Victoria Borwick AM	Murad Qureshi AM
James Cleverly AM	Dr Onkar Sahota AM
Tom Copley AM	Valerie Shawcross CBE AM
Andrew Dismore AM	Fiona Twycross AM

1 Apologies for Absence and Chair's Announcements (Item 1)

- 1.1 Apologies for absence were received from Andrew Boff AM, Steve O'Connell AM, Navin Shah AM and Richard Tracey AM.

2 Declarations of Interests (Item 2)

- 2.1 The Assembly received the report of the Executive Director of Secretariat.

2.2 Resolved:

That the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, be noted as disclosable pecuniary interests.

3 Minutes (Item 3)

3.1 Resolved:

That the minutes of the London Assembly (Plenary) meeting held on 6 November 2013 be signed by the Chair as a correct record.

4 Question and Answer Session (Item 4)

Part A:

- 4.1 The Assembly put questions to James Cleverly AM, Chairman, London Fire and Emergency Planning Authority (LFEPA) and Ron Dobson, Commissioner for Fire and Emergency Planning, on the work of LFEPA.
- 4.2 The record of the questions put by Assembly Members and the answers given is attached at **Appendix 1**.

Part B:

- 4.3 The Chair formally moved the motion in the agenda, namely:

“That the Assembly notes the answers to the questions asked.”

4.4 **Resolved:**

The answers to the questions asked be noted.

5 Petitions Update (Item 5)

5.1 The Assembly received the report of the Executive Director of Secretariat.

5.2 **Resolved:**

That the responses received to petitions presented at recent Assembly (Plenary) meetings be noted.

6 Petition (Item 6)

6.1 The Assembly received the report of the Executive Director of Secretariat.

6.2 Roger Evans AM presented a petition, on behalf of Richard Tracey AM, with the following prayer:

“We, the undersigned, call on TfL and Wandsworth Council to make changes to Mitcham Lane so that cycling can be an option for everyone, not just the fit and the brave.”

6.3 **Resolved:**

That the petition be forwarded to the Mayor, as Chairman of Transport for London, the Commissioner for Transport and the London Borough of Wandsworth for a response.

7 Motions (Item 7)

7.1 The Assembly received the report of the Executive Director of Secretariat.

7.2 Kit Malthouse AM raised a point of order under Standing Order 4.4B that he did not think that the motion proposed by Andrew Dismore AM was relevant to the business of the Assembly. The Chair responded that, further to advice from officers, he had ruled the motion in order as it called upon the Mayor to take action that was within his remit, noting that the Mayor had already worked with the previous Mayor of New York City, Mayor Bloomberg, and that this matter was therefore properly within the Assembly's remit.

7.3 Andrew Dismore AM moved and Jenny Jones AM seconded the following motion:

**Greater London Authority
London Assembly (Plenary)
Wednesday 4 December 2013**

“This Assembly sends congratulations to Bill de Blasio, newly elected Mayor of New York City.

Commentators have noted that the outgoing Mayor, Michael Bloomberg, leaves a city that “works extremely well if you make somewhere in the six figures”, but one where the “rampant inequality that characterizes every aspect of...life is...a threat to New York’s economic viability and social peace”.

This Assembly notes that there are strong economic parallels between New York and London, where the richest tenth of the population have 273 times the wealth of the bottom tenth; where at 28% the poverty rate is seven percentage points higher than the rest of England; where 57% of adults and children in poverty are in working families; and where 375,000 people were unemployed in London in 2012, up more than 40% since 2007.

Given the scale and similarity of the challenges London and New York face, this Assembly calls on the Mayor of London to work with Mayor de Blasio to identify solutions to the problems caused by high levels of economic and social inequality in the urban context.”

- 7.4 Jenny Jones AM moved and Darren Johnson AM seconded the following amendment to the final paragraph of the motion:

“Given the scale and similarity of the challenges London and New York face, this Assembly calls on the Mayor of London to work with Mayor de Blasio to identify solutions to the ~~problems caused by high levels of economic and social inequality in the urban context~~ **in our cities and the numerous social problems such inequality causes.**”

- 7.5 In accordance with Standing Order 2.6A(2) and with the consent of the seconder and the meeting, Andrew Dismore AM indicated that he would accept the amendment. The debate therefore proceeded on the basis of the revised motion.

- 7.6 The following amendment to the revised motion was moved by James Cleverly AM and seconded by Gareth Bacon AM:

“This Assembly sends congratulations to Bill de Blasio, newly elected Mayor of New York City.

~~Commentators have noted that the outgoing Mayor, Michael Bloomberg, leaves a city that “works extremely well if you make somewhere in the six figures”, but one where the “rampant inequality that characterizes every aspect of...life is...a threat to New York’s economic viability and social peace”.~~

“This Assembly notes that there are strong economic parallels between New York and London, where the richest tenth of the population have 273 times the wealth of the bottom tenth; where at 28% the poverty rate is seven percentage points higher than the rest of England; where 57% of adults and children in poverty are in working families; and where 375,000 people were unemployed in London in 2012, up more than 40% since 2007.

~~Given the scale and similarity of the challenges London and New York face, this Assembly calls on the Mayor of London to work with Mayor de Blasio to identify solutions to the problems caused by high levels of economic and social inequality in the urban context.~~

Given the scale and similarity of the challenges London and New York face, this Assembly calls on the Mayor of London to work with Mayor de Blasio to tackle some of the shared problems facing the two cities."

7.7 Upon being put to the vote the amendment in the name of James Cleverly AM was lost (with 6 votes cast in favour and 13 against).

7.8 Upon being put to the vote, the revised motion in the name of Andrew Dismore AM, namely:

"This Assembly sends congratulations to Bill de Blasio, newly elected Mayor of New York City. Commentators have noted that the outgoing Mayor, Michael Bloomberg, leaves a city that "works extremely well if you make somewhere in the six figures", but one where the "rampant inequality that characterizes every aspect of...life is...a threat to New York's economic viability and social peace".

This Assembly notes that there are strong economic parallels between New York and London, where the richest tenth of the population have 273 times the wealth of the bottom tenth; where at 28% the poverty rate is seven percentage points higher than the rest of England; where 57% of adults and children in poverty are in working families; and where 375,000 people were unemployed in London in 2012, up more than 40% since 2007.

Given the scale and similarity of the challenges London and New York face, this Assembly calls on the Mayor of London to work with Mayor de Blasio to identify solutions to the high levels of economic inequality in our cities and the numerous social problems such inequality causes."

was agreed (with 13 votes cast in favour and 6 against).

7.9 Tom Copley AM moved and Stephen Knight AM seconded the following motion:

"This Assembly welcomes proposals to introduce Capital Gains Tax for overseas investors in residential property and encourages the government to deliver this measure in its Autumn Statement. This would deliver parity between domestic and overseas buyers, ending the current situation whereby UK-residents are effectively penalised compared to non-residents.

Overseas investment contributes to Londoners being priced out of their city and results in many homes being left empty at a time of acute housing crisis. This Assembly therefore

believes the government should go further and deter this practice in London, not just create parity between domestic and non-resident buyers. However, we again request that the Mayor commissions research into the impact of overseas investment on London's housing market so that future policy decisions can be based on evidence."

7.10 The following amendment was moved by Tony Arbour AM and seconded by Gareth Bacon AM:

"This Assembly welcomes proposals to introduce Capital Gains Tax for overseas investors in residential property and encourages the government to deliver this measure in its Autumn Statement. This would deliver parity between domestic and overseas buyers, ending the current situation whereby UK-residents are effectively penalised compared to non-residents.

~~Overseas investment contributes to Londoners being priced out of their city and results in many homes being left empty at a time of acute housing crisis. This Assembly therefore believes the government should go further and deter this practice in London, not just create parity between domestic and non-resident buyers. However, In addition, we again request that the Mayor commissions research into the impact of overseas investment on London's housing market so that future policy decisions can be based on *this* evidence."~~

7.11 At 12.30 p.m. in accordance with Standing Order 2.9(A) and with general consensus, the Assembly agreed to extend the length of the meeting in order to complete the business set out on the agenda for the meeting.

7.12 Upon being put to the vote the amendment in the name of Tony Arbour AM was lost (6 votes cast in favour and 13 against).

7.13 Upon being put to the vote, the motion in the name of Tom Copley AM, namely:

"This Assembly welcomes proposals to introduce Capital Gains Tax for overseas investors in residential property and encourages the government to deliver this measure in its Autumn Statement. This would deliver parity between domestic and overseas buyers, ending the current situation whereby UK-residents are effectively penalised compared to non-residents.

Overseas investment contributes to Londoners being priced out of their city and results in many homes being left empty at a time of acute housing crisis. This Assembly therefore believes the government should go further and deter this practice in London, not just create parity between domestic and non-resident buyers. However, we again request that the Mayor commissions research into the impact of overseas investment on London's housing market so that future policy decisions can be based on evidence."

was agreed (with 13 votes cast in favour and 6 against).

7.14 Fiona Twycross AM moved and Valarie Shawcross OBE AM seconded the following motion:

“This Assembly notes that the Fire Brigades Union is in a trade dispute with the Government over a reduction in firefighters’ pension rights, which could significantly impact on firefighters in the capital.

The Assembly believes that it is time for the Mayor of London to lobby Government to sit down with firefighters and agree a deal to avert further industrial action.

The Assembly considers that the Government’s approach to their pension proposals is highly cynical as their own review has demonstrated that at least two-thirds of the current workforce would be unable to maintain the fitness standards required by the fire service beyond the age of 55. These firefighters would face the prospect of being dismissed or seeing their pension reduced by almost half, which would be particularly onerous for firefighters in the capital where cost of living routinely outstrips the rest of the UK.

The Assembly also believes that the Government should continue with the commitment given by the previous Government, to enable firefighters already on older schemes, to retire at their expected retirement age without seeing large reductions in their pension entitlement.

The Assembly calls on the Mayor to use his influence to persuade the Government to return to negotiations with the Fire Brigades Union to reach an agreed settlement.”

7.15 The following amendment was moved by James Cleverly AM and seconded by Gareth Bacon AM:

“Delete the first, second, third and fourth paragraphs.

And replace with:

“This Assembly notes that the Fire Brigades Union is in a trade dispute with the Government over a reduction in firefighters’ pension rights, which will significantly impact on firefighters in the capital.

The Assembly understands that the Government’s austerity programme has cut into public sector pensions across the board and is sympathetic to firefighters who now face changes to retirement age, contribution rates and commutation arrangements.

The Assembly calls on the Mayor to use his influence to urge both sides to reach an agreement to avert any further industrial action.”

7.16 Upon being put to the vote the amendment in the name of James Cleverly AM was agreed (with 10 votes cast in favour and 9 against).

7.17 Upon being put to the vote, the revised motion in the name of Fiona Twycross, namely:

“This Assembly notes that the Fire Brigades Union is in a trade dispute with the Government over a reduction in firefighters’ pension rights, which will significantly impact on firefighters in the capital.

The Assembly understands that the Government’s austerity programme has cut into public sector pensions across the board and is sympathetic to firefighters who now face changes to retirement age, contribution rates and commutation arrangements.

The Assembly calls on the Mayor to use his influence to urge both sides to reach an agreement to avert any further industrial action.”

was agreed unanimously.

7.18 Fiona Twycross AM moved and Tom Copley AM seconded the following motion:

“This Assembly welcomes the recent report by the Centre for London, ‘London Rising: the case for a London Minimum Wage’. The Centre for London report uses the Low Pay Commission’s methodology for setting the National Minimum Wage to highlight that a London Minimum Wage could immediately be set 7% higher than the current minimum wage – and in future rise to 20% above the minimum wage – without threatening jobs or economic competitiveness.

As an intermediary step towards establishing a statutory London Living Wage in the capital, we call on the government to implement, and the Mayor to support, the key recommendation that “the National Minimum Wage Act 1998 be amended to require the Low Pay Commission to make recommendations for a London minimum wage”.

Action on wages is now an imperative in London. Average wages fell by 4.9% in 2012, the number of positions paying less than the London Living Wage has increased by 180,000 since 2007 and the national minimum wage is increasingly inadequate compared to the rising costs of energy, rents and transport fares in the capital.

In the past few weeks the Mayor has used his public profile to promote the interests of the top 0.1% of earners. We call on the Mayor to give as much attention to promoting the interests of those on low incomes who are struggling most because of the cost of living crisis. We call on him to support proposals for a London Minimum Wage, ensure the GLA is sufficiently resourced to deliver a meaningful programme of business engagement to promote the London Living Wage and to personally increase his own engagement with business leaders on pay and the London Living Wage.”

7.19 Upon being put to the vote, the motion in the name of Fiona Twycross AM, namely:

“This Assembly welcomes the recent report by the Centre for London, ‘London Rising: the case for a London Minimum Wage’. The Centre for London report uses the Low Pay Commission’s methodology for setting the National Minimum Wage to highlight that a London Minimum Wage could immediately be set 7% higher than the current minimum wage – and in future rise to 20% above the minimum wage – without threatening jobs or economic competitiveness.

As an intermediary step towards establishing a statutory London Living Wage in the capital, we call on the government to implement, and the Mayor to support, the key recommendation that “the National Minimum Wage Act 1998 be amended to require the Low Pay Commission to make recommendations for a London minimum wage”.

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In the past few weeks the Mayor has used his public profile to promote the interests of the top 0.1% of earners. We call on the Mayor to give as much attention to promoting the interests of those on low incomes who are struggling most because of the cost of living crisis. We call on him to support proposals for a London Minimum Wage, ensure the GLA is sufficiently resourced to deliver a meaningful programme of business engagement to promote the London Living Wage and to personally increase his own engagement with business leaders on pay and the London Living Wage.”

was agreed (with 11 votes cast in favour and 5 against).

7.20 Murad Qureshi AM moved and Tony Arbour AM seconded the following motion:

“This Assembly supports the establishment of an independent aviation noise regulator as a way of alleviating the problem of noise pollution in London.

The distress that noise causes communities is well documented in addition to the detrimental impact it can have on both the quality of life and health of millions of Londoners.

This Assembly notes the recent publication of the Flight Path to Growth report and its support for the creation of an independent noise ombudsman. Whilst welcoming this stance, this Assembly restates its opposition to the expansion of Heathrow Airport

With ever greater numbers of people being affected by aircraft noise it is vital that Londoners can turn to a trusted third party to reduce antagonism in the relationship between communities and airports.

This Assembly urges the Mayor of London, Sir Howard Davies, and the Transport Secretary to look at how a regulator could be established as part of the work of the Airports Commission. Londoners need to have the confidence that aviation noise levels are being monitored in a transparent way and that action will be taken if unacceptable levels of disturbance occur."

7.21 Upon being put to the vote, the motion in the name of Murad Qureshi AM, namely:

"This Assembly supports the establishment of an independent aviation noise regulator as a way of alleviating the problem of noise pollution in London.

The distress that noise causes communities is well documented in addition to the detrimental impact it can have on both the quality of life and health of millions of Londoners.

This Assembly notes the recent publication of the Flight Path to Growth report and its support for the creation of an independent noise ombudsman. Whilst welcoming this stance, this Assembly restates its opposition to the expansion of Heathrow Airport

With ever greater numbers of people being affected by aircraft noise it is vital that Londoners can turn to a trusted third party to reduce antagonism in the relationship between communities and airports.

This Assembly urges the Mayor of London, Sir Howard Davies, and the Transport Secretary to look at how a regulator could be established as part of the work of the Airports Commission. Londoners need to have the confidence that aviation noise levels are being monitored in a transparent way and that action will be taken if unacceptable levels of disturbance occur."

was agreed unanimously.

**Greater London Authority
London Assembly (Plenary)
Wednesday 4 December 2013**

- 7.22 Caroline Pidgeon MBE AM moved and Valarie Shawcross CBE AM seconded the following motion:

“This Assembly expresses its deep concern that the Killed and Seriously Injured (KSI) pedestrian casualties increased by 15 per cent between 2011 and 2012 and that over the same period pedal cycle KSI casualties increased by 18 per cent.

This Assembly believes such an increase is intolerable and must be reversed.

This Assembly therefore calls for the Mayor and Transport for London to take the following actions:

That the Mayor by January 2014 should provide a full report to the London Assembly on the actions he plans to take as chair of Transport for London to reverse the rise in KSI for both pedestrians and cyclists.

That Transport for London should publish – in full on a quarterly basis – the number of fatal and major accidents involving buses and the worst performing bus companies and routes.

This Assembly also calls on the chair of the London Assembly to write to the leader of Westminster Council urging the council to consider the wider adoption of 20 mph speed limits, with a key priority being its implementation on Oxford Street, which is currently London’s most dangerous street.”

- 7.23 The following amendment to the motion was moved by James Cleverly and seconded by Tony Arbour:

“This Assembly expresses its deep concern that the Killed and Seriously Injured (KSI) pedestrian casualties increased by 15 per cent between 2011 and 2012 and that over the same period pedal cycle KSI casualties increased by 18 per cent. This Assembly believes such an increase is intolerable and must be reversed.

“This Assembly therefore calls for the Mayor and Transport for London to take the following actions: That the Mayor by January 2014 should provide a full report to the London Assembly on the actions he plans to take as chair of Transport for London to reverse the rise in KSI for both pedestrians and cyclists.

“That Transport for London should publish – in full on a quarterly basis – the number of fatal and major accidents involving buses and the worst performing bus companies and routes.

~~This Assembly also calls on the chair of the London Assembly to write to the leader of Westminster Council urging the council to consider the wider adoption of 20 mph speed limits, with a key priority being its implementation on Oxford Street, which is currently London’s most dangerous street.”~~

7.24 Upon being put to the vote the amendment in the name of James Cleverly AM was lost (with 5 votes in favour and 13 against)

7.25 Upon being put to the vote, the motion in the name of Caroline Pidgeon MBE AM, namely:

“This Assembly expresses its deep concern that the Killed and Seriously Injured (KSI) pedestrian casualties increased by 15 per cent between 2011 and 2012 and that over the same period pedal cycle KSI casualties increased by 18 per cent.

This Assembly believes such an increase is intolerable and must be reversed.

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That Transport for London should publish – in full on a quarterly basis – the number of fatal and major accidents involving buses and the worst performing bus companies and routes.

This Assembly also calls on the chair of the London Assembly to write to the leader of Westminster Council urging the council to consider the wider adoption of 20 mph speed limits, with a key priority being its implementation on Oxford Street, which is currently London’s most dangerous street.”

was agreed unanimously.

8 Date of Next Meeting (Item 8)

8.1 The next scheduled meeting of the London Assembly was the Mayor’s Question Time meeting due to take place at 10.00am on Wednesday 18 December 2013 in the Chamber, City Hall.

9 Any Other Business the Chair Considers Urgent (Item 9)

9.1 The Chair agreed, in accordance with section 100(B)(4) of the Local Government Act 1972 (as amended), to admit a motion as an item of urgent business, in order that the issue set out in the motion could be dealt with by the Assembly at the earliest opportunity.

9.2 In accordance with Standing Order 3.12B(1) the Chair invited Len Duvall AM to make an oral statement of up to one minute in length as to why the Assembly should consider the motion.

- 9.3 In accordance with Standing Order 3.12, the Chair asked the Assembly to decide whether to permit consideration of the motion in the name of Len Duvall AM.
- 9.4 Upon being put to vote, the Assembly agreed to consider the urgent motion in the name of Len Duvall AM.

Urgent Motion

- 9.5 Len Duvall AM moved and Jenny Jones AM seconded the following motion:

“This Assembly calls upon the Mayor of London to make urgent representations to the Home Secretary over the treatment of Isa Muazu whilst he was held at Harmondsworth detention centre.

The Assembly believes the treatment of Mr. Muazu has been appalling. Mr. Muazu was deemed not fit to fly by his doctor yet, on 29 November, he was still stretchered onto a chartered private plane and flown to Nigeria, where the authorities did not give permission for the plane to land. Mr. Muazu has now been returned to the UK and is back in Harmondsworth detention centre. Not only is this treatment unjust but £180,000 of taxpayers money was wasted on this chartered flight that served no purpose.

The courts and the legal process are the best place to resolve cases like this, but we remain concerned about the appropriateness of his detention and attempted deportation when Mr Muaza was in need of medical treatment. This Assembly believes Mr. Muazu, who is reported to be “seriously ill”, should be receiving medical treatment in an appropriate medical facility. This Assembly calls on the Mayor of London to intervene to ensure that Mr. Muazu is treated with humanity, which he has not received from the government to date.”

- 9.6 Upon being moved, the motion in the name of Len Duvall AM, namely:

“This Assembly calls upon the Mayor of London to make urgent representations to the Home Secretary over the treatment of Isa Muazu whilst he was held at Harmondsworth detention centre.

The Assembly believes the treatment of Mr. Muazu has been appalling. Mr. Muazu was deemed not fit to fly by his doctor yet, on 29 November, he was still stretchered onto a chartered private plane and flown to Nigeria, where the authorities did not give permission for the plane to land. Mr. Muazu has now been returned to the UK and is back in Harmondsworth detention centre. Not only is this treatment unjust but £180,000 of taxpayers money was wasted on this chartered flight that served no purpose.

The courts and the legal process are the best place to resolve cases like this, but we remain concerned about the appropriateness of his detention and attempted deportation when Mr Muazu was in need of medical treatment. This Assembly believes Mr. Muazu, who is reported to be “seriously ill”, should be receiving medical treatment in an appropriate medical facility. This Assembly calls on the Mayor of London to intervene to ensure that Mr. Muazu is treated with humanity, which he has not received from the government to date.”

was agreed (with 13 votes cast in favour and none against).

10 Close of Meeting

10.1 The meeting ended at 1.14 pm.

Chair

Date

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London Assembly (Plenary) Meeting – 4 December 2013

Transcript of Agenda Item 4: Question and Answer Session

Darren Johnson (Chair): Then that moves us on to the main item of business today, item 4, which is to put questions to our guests on the policies and work of the London Fire and Emergency Planning Authority (LFEPA), so I am delighted to welcome Assembly Member James Cleverly in his capacity as Chairman of LFEPA and Ron Dobson, Commissioner for Fire and Emergency Planning in London.

Welcome to you both. I believe you would like to make a short opening statement, so I invite you to do that now. Thank you.

James Cleverly (Chairman, LFEPA): I do not intend to spend long on the opening statement but there are a couple of things that I would like to say.

Firstly, this has been a very busy year for the London Fire Brigade and LFEPA in particular. Obviously, we are going through a very significant period of change. The implementation of the Fifth London Safety Plan (LSP5) is a significant piece of work and I thank the officers of the Fire Authority for the production of that. Clearly, the implementation of that is still ongoing and we are at the moment awaiting the response of the judicial review (JR) over that and that will produce whatever it produces.

That, of course, has overshadowed a huge amount of incredibly proactive work that has gone on at the Fire Brigade and the Fire Authority. I am glad to see that a number of the questions are more forward-looking than retrospective because there is still a considerable amount of work to do to ensure that the London Fire Brigade remains the best fire and rescue service in the world. I am very pleased to have the opportunity today to talk about those.

Darren Johnson (Chair): Thank you. Commissioner Ron Dobson, would you like to come in?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes, thank you, Chairman. Just very briefly and I will not duplicate what the Chairman (LFEPA) has already said. Last time I was here was about 15 months ago and the work of the brigade has continued since then. We have had to face some challenges, obviously, in terms of things like the London Safety Plan, the development of the Plan and obviously the national pensions dispute which is continuing to take place as we speak.

I am pleased to say that despite that the Brigade has continued to work very hard to protect the communities and peoples of London and actually we have managed to achieve some really good performance once again in the last 12 to 15 months. As a couple of examples there, the number of fires in the last 12 months was down 7,000 on the year previously, so we are very pleased we have been able to do that. If a fire does not occur, then there is no chance of

someone being injured by it. We have managed to also drive down the number of calls the Brigade has received by some very proactive community safety work by our firefighters at fire stations and by officers working in partnership with others in the boroughs, so we are continuing to drive down the risk of fire, which I am very pleased about.

Also, on top of that, we have continued our youth engagement work and over 700 young people have been through our various youth engagement programmes, mainly the Local Intervention Fire Education (LIFE) programme. Over 500 children or young people have been through that, which once again seeks to educate young people about the dangers of fire. I am really pleased that we have been able to continue with that work.

There have been a couple of other important things in the last 12 months and one very recently, actually. I would like to place on record my thanks to LFEPA Members for their support in implementing the recommendations from the Coroner from the Lakanal House Inquiry and I would particularly like to thank Assembly Member Shawcross for chairing that work on behalf of LFEPA and making some really good progress in making sure that the recommendations are implemented, not just in London but also nationally. There is really some good progress being made there.

Finally, just to highlight the dangers to firefighters as well as to members of the public, I would just like to spare a thought for one of my colleagues who actually is in hospital as we speak, having suffered 30% burns at a fire last week in Tottenham. He continues to make progress and the doctors are pleased with his progress, but he is going to be in hospital for some significant time. We are hopeful he will make a full recovery and I should like to thank LFEPA Members for their support in terms of messages of support and well-wishes for him, all of which I have passed on to him in hospital. Thank you.

Darren Johnson (Chair): Thank you. I am sure the thoughts of the whole Assembly are with him.

If there are questions on the opening statement, then we will come to those right at the end if there is time remaining, but now I am going to move on to each of the four questions that have been tabled and then Members can come in with supplementaries.

2013/4406 - Pension Dispute

[Fiona Twycross](#)

Do you think it is reasonable that London firefighters should be placed in a position where they face 'no job, no pension' if they cannot achieve the minimum level of fitness after 55?

James Cleverly (Chairman, LFEPA): I do not think that would be reasonable, but that is not the position that we find ourselves in, either in London or nationally. The proposals that are being put forward for a revised pension plan for firefighters do have a number of elements to it, one of which is the maintenance of the 2006 pension arrangements whereby the normal retirement age for firefighters is 60 and there is an actuarially reduced pension if they retire earlier than that on whatever ground. That position is no different to the current position for

the 2006 pension. The 'no job, no pension' phrase, whilst a good sound-bite, is not reflective of the situation that is currently in place and that is going to be maintained with the 2015 scheme.

Fiona Twycross (AM): The Government's own views demonstrated that two thirds of firefighters could end up having to retire on grounds of ill-health under the changes and that has been very clear from the review that they commissioned. I think the public thinks that the proposals are unfair, so I am slightly surprised that you have a different view on that. I wondered if you could comment on whether you would support us pushing for London's firefighters, and actually all firefighters, getting a similar deal to that put on the table by the Scottish Government, which has committed to no firefighter facing dismissal in response to failing a fitness test. Do you think it is fair that north of the border firefighters will be protected the way that firefighters in England and in London will not?

James Cleverly (Chairman, LFEPA): There are a number of points that were brought up during that question. I will try to address them all in turn.

You mentioned about the proposals that would see two thirds of firefighters failing a fitness test from the Williams [Normal Pension Age for Firefighters] Review. I do not recognise that as a position. The VO₂ max fitness test, which is the one referenced in that, is not the fitness test that we use in London, so the findings of that are largely irrelevant to London firefighters. That is not the fitness test that we use.

Fitness thresholds are set locally, so the idea that a single measure would see two thirds of firefighters, whether in London or anywhere else, fail is wrong. In the conversations I have had with my colleagues around the country, there is no expectation of having a single fitness measure which is non-age specific. My understanding was that the Williams Review fitness threshold was for entrants. In the same way, the armed forces have fitness tests; they have age-specific fitness tests. That, I suspect, would be the case across the country.

Indeed, someone who is not able to hit a particular threshold on a locally-defined fitness test would not be let go just because they failed a fitness test. There would be a period of remedial fitness. If it is just the case that they have lost their physical fitness, it will be a case of remedial fitness. If there was an underlying medical condition, then that would be a whole different procedure in terms of medical retirement. With regard to the line that two thirds of firefighters would lose their jobs for failing a fitness test, again, it is a premise that I do not agree with.

Fiona Twycross (AM): We will have to disagree on that figure because I am very clear that the Government's own review demonstrates that up to two thirds of firefighters could be adversely affected by this, notwithstanding what you say about local circumstances. I wondered; have you lobbied the Government to ask them to sit down with the firefighters and negotiate a settlement to this? Obviously, this is not a dispute between the London Fire Brigade or LFEPA and the Fire Brigades Union (FBU). This is a dispute between the Government which is trying to reduce the cost of the pensions bill, effectively, and the firefighters who have put their careers into protecting the communities. By whatever measure, they are facing a reduced pension and reduced pension rights. Have you lobbied the Government on this?

James Cleverly (Chairman, LFEPA): First of all, you are very right to highlight the fact that this is not a London issue. This is a national dispute. I speak regularly with the Government about the implications of the dispute on the London Fire Brigade and the effect that the dispute has on Londoners. Obviously, I am as keen as everybody else to see this dispute settled and to see it settled in a way which best addresses the concerns of both the Government and firefighters. I do not imagine that that is a position that is different to anyone else.

What I am not necessarily going to do is agree with your interpretation of all the elements of that. The message that I would take to the Government perhaps might not be the same as the message you would take, but I do make it clear that this industrial action is disruptive to the work of the London Fire Brigade. It is not good for Londoners. It is not good for the individual firefighters themselves and I am very keen to see it resolved.

Fiona Twycross (AM): I would be keen for you to actually push for protection for the firefighters as well as just for the resolution of the dispute.

James Cleverly (Chairman, LFEPA): Sorry, there was a point that did bring me on to that, the second half of your previous question about the deal in Scotland. I think that is a really important point. There is no additional money going to the Scottish Fire and Rescue Service for the deal that they have put in. It is a ring-fenced sum of money, so whatever money they allocate to their future pension liability will have to come out of their fire and rescue budget in the here and now. That is a balance that they have taken in that direction and that is something that would need to be considered with any deal that was put on the table. There is no additional money to Scotland for the deal they have put on the table.

Fiona Twycross (AM): What they have put on the table is a guarantee.

James Cleverly (Chairman, LFEPA): Yes, but it has come out of a ring-fenced budget. Money that they are spending in the future on pensions will ultimately have to come out of the money that they would be spending on the day and now firefighting.

Fiona Twycross (AM): I do not think that is necessarily true.

James Cleverly (Chairman, LFEPA): That is definitely true.

Fiona Twycross (AM): We are not going to agree on that because I think that the Scottish Government has put on the table a guarantee.

James Cleverly (Chairman, LFEPA): Yes, but it has come out of a ring-fenced budget, so there is no additional money for that guarantee, so they are moving money from operational firefighting into paying for pensions. That is the choice that they have made and I am not going to second-guess that choice, but there is no additional money.

Fiona Twycross (AM): We have had discussions about pots of money before in relation to the fire cuts and the fact that a pot of money can be as big as somebody determines it is, so

ultimately at some stage in the future, if the pot of money is not enough to cover both the pensions and the fire service in Scotland, that pot of money by the Scottish Government's guarantee would be increased.

James Cleverly (Chairman, LFEPA): It might be increased.

Fiona Twycross (AM): It might be? If they have a guarantee, they have a guarantee.

James Cleverly (Chairman, LFEPA): There is no guarantee.

Fiona Twycross (AM): I would like to move on to the underlying tenor of the pension changes. I just wondered whether you thought the pension changes are flawed, given that if the opt-out rate is higher than the 1% - which is quite low - that the Government has assumed, the revised system will not actually deliver the expected £33 million that they are anticipating. There have been surveys carried out that suggest that up to 27% of firefighters would consider opting out of the pension scheme with 12% very likely to opt out of the pension scheme, given the rising contributions and the impact on their income. Are you concerned that actually these changes might backfire, given the increase in the contributions?

James Cleverly (Chairman, LFEPA): No pension arrangement is absolutely perfect or can give absolute certainty. If anyone was able to put forward a pension structure that gave absolute certainty, there would not be these periodic reviews because you would have had it right, you would have certainty and you would not need to change it again. The fact that circumstances change mean that no one pension structure is absolutely perfect in all respects.

I would be very surprised if the opt-out rate were anything like double-digit figures. Taking it in isolation, I can completely understand. I have a significant degree of sympathy for firefighters or indeed anyone else who is looking at a less generous pension than the one they currently enjoy. I do not think there is any dispute that the pension offer that is being put forward is not as financially beneficial as the 2006 one. There is no debate about that.

However, I think if those firefighters looking at the 2015 proposal were to then start measuring that against other pension provisions that they might want to buy into, they will find it very difficult - indeed I suspect probably impossible - to get an alternative pension provision as good as the one that is on the table in 2015. I would be absolutely amazed if the dropout rate were anything like double figures.

Fiona Twycross (AM): Even if it is slightly higher and the 1% figure that the Government is basing these changes on is flawed, given that 143 firefighters opted out of the 2006 scheme in 2011 and 2012, which is 2.8%, obviously a lot less than 27% but significantly more than 1% in the scheme of things, the Government figures are incredibly over-optimistic about the dropout rate.

James Cleverly (Chairman, LFEPA): It is worth bearing in mind that the difference between the 1992 pension deal and the 2006 pension deal was a much more significant change than between the 2006 and the 2015.

Fiona Twycross (AM): This was the dropout rate in 2011 and 2012. This is not even the dropout rate when the changes were made. It was 2011 and 2012, so it is a cumulative dropout rate. Anyway, I am going to leave it at that because I know other people want to come in on this, but I would urge you to push the Government to sit down again and negotiate properly.

James Cleverly (Chairman, LFEPA): I have just been informed they are actually meeting today. In this regard, amongst any Member of LFEPA in the conversations I have had with people cross-party, or any of the members of senior management, or anyone in Government or indeed the firefighters I have spoken to - whether they are formerly officers of the FBU or current member - I do not feel there is any desire to prolong this industrial action.

The tone that has been taken during this industrial action by union members has been noticeably less confrontational than in previous industrial actions, which I take as very much a sign of goodwill. There is a genuine desire to get a result rather than to have a row. I take that as a very good signal. I do think there is a genuine desire to get a result. I am not suggesting necessarily when that result might come about. As I say, I am not privy to those negotiations directly, but I do very much get the view that everyone in this situation is trying to get a result.

Fiona Twycross (AM): OK.

Andrew Dismore (AM): I think you said when I was just listening to you, James, that there is going to be age-specific fitness tests that will be set locally. Was that right?

James Cleverly (Chairman, LFEPA): No, what I said was each fire authority is responsible for whatever fitness arrangement it chooses to put in place and I would be very surprised if there were not some recognition of age in those fitness tests.

Andrew Dismore (AM): Does that mean that a firefighter aged 59 who is operationally on a station would not have to make the same fitness standards as a firefighter aged, say, 45 or 55?

James Cleverly (Chairman, LFEPA): It is not up to me as an individual to decide what those bandings might be and all that kind of stuff, so I am not going to be drawn into whether there would be bandings at 45 or 55.

Andrew Dismore (AM): It may be that that is a question for Ron.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Within the current dispute, there is an issue being discussed --

Andrew Dismore (AM): It is a straightforward question, Ron. Does it mean that the fitness standards that would be imposed on an operational firefighter aged 59 are going to be different to those imposed on a younger firefighter?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Unless there is a national fitness standard introduced, which is part of the current discussions that are taking

place. That is the point I was trying to make. At the moment, there are discussions as part of this dispute about there being a national fitness standard for firefighters. There is a conversation taking place by the Department for Communities and Local Government (DCLG) around that at the moment.

Andrew Dismore (AM): It is the age-specific thing I am asking about.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is what I am trying to answer. In terms of that, the LFEPA response to that is that there should not be a national fitness standard because it discriminates against women. Whether or not that is going to be the case in terms of whether the Government does introduce that, if there was a national fitness standard, everybody regardless of their role and their age would need to meet that fitness standard. We do not think that is the right way to go. We think it should be different dependent on people's roles and dependent on people's ages. That is the way it should be done, I believe.

Andrew Dismore (AM): The question I am getting at is pretty obvious. Are you going to have two operational firefighters who are on the same pump having to meet different fitness standards?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): To some extent, we already do, yes.

Andrew Dismore (AM): The real risk, I suppose, then, to people who are relying on the fire service is that you may end up with firefighters who are less fit for the job because of their age. That is the logical conclusion.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Less fit than somebody who might be 45 and have a high level of fitness, but there would be a standard which people need to achieve regardless of their age.

Andrew Dismore (AM): The logical conclusion of what you are saying is you will have lower expectations of two firefighters on the same pump.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Probably, yes, which we already do.

Andrew Dismore (AM): Do you think that is fair to people out there? Are they going to be rescued by people who are, frankly, going to be a bit past it?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The answer to that is no because at the moment people do work until they are 60 already and those people meet the fitness standards. People out there today will in some cases - not very many cases, I have to say - have firefighters who are 60 or approaching 60 and attending fires now. They are obviously available because they are fit enough.

Andrew Dismore (AM): How many operational firefighters on the fire stations, riding the pumps - as opposed to officers, who obviously have always had a higher retirement age because of the differential between officers and operational firefighters - are aged 60 in London?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I cannot give you a number right now, but I can get that number for you.

Andrew Dismore (AM): Roughly?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): It is impossible to say. Not very many.

Andrew Dismore (AM): It is not very many, is it?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I admit it is not very many.

Andrew Dismore (AM): No, not very many. It is a bit misleading, is it not, to suggest that that is significant?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, there are firefighters who are approaching that age.

Andrew Dismore (AM): What estimate have you made of the number of firefighters who are going to have to retire before the age of 60 if this thing goes through on fitness grounds?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I cannot give you what the estimate is because, in our view, people will be able to maintain their fitness. Some people will not and, as I say, they will be able to --

Andrew Dismore (AM): How many people now retire before the age of 55, then, on fitness grounds?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Most people.

Andrew Dismore (AM): Most people retire before the age of 55 now, so there are going to be even more retiring before age of 60, will there not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Possibly, yes.

Andrew Dismore (AM): It stands to reason, does it not? I am not trying to fence with you. I am just putting simple questions to you. It stands to reason that there are a lot more people between 55 and 60, does it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Andrew Dismore (AM): Yes, exactly. What is going to happen to their pensions under this scheme? How much will they lose?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Under the current proposals, if they retire on grounds where they cannot meet the fitness standard through no fault of their own, they will be able to take an actuarially reduced pension.

Andrew Dismore (AM): How much will they lose?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): It depends on their age. It ranges from about 40% down to about 24%, depending on what their age is.

Andrew Dismore (AM): A significant chunk of their pension will be lost under these proposals?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): If they could not meet the fitness standard, yes.

Andrew Dismore (AM): Exactly. Of course, if you are an officer, you can go until 60 because the fitness demands of you are going to be less, are they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): You still need to meet fitness demands. Officers still have to get a full medical.

Andrew Dismore (AM): At the moment, it is one rule for senior officers and another for people in fire stations. This is just going to make it worse.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, I do not agree with that.

Andrew Dismore (AM): You do not agree it is one rule for senior officers?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, I do not.

Andrew Dismore (AM): What about your own position?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I had a medical three months ago and I met the fitness standard, the same fitness standard that firefighters have to meet.

Andrew Dismore (AM): Under the proposals, you are able to retire at the age of 52, are you not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I am on a different pension scheme.

Andrew Dismore (AM): Exactly. It is not fair, is it?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We all join at different times, unfortunately.

Andrew Dismore (AM): Yes, but it is not fair on the people under your command that some are going to lose 40% of their pension and you are able to take a big payoff and keep your job.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I do not think it is about me personally, is it?

Andrew Dismore (AM): It is not about you personally.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is the question you have just asked.

Andrew Dismore (AM): The point I am putting to you is about senior officers having a much more beneficial arrangement than for the guys and girls on the pumps.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, it is not because the vast majority of firefighters in London are still on the 1992 scheme and will have absolutely no difference made to their pension arrangements. Nobody will be affected by this until 2022 anyway.

Stephen Knight (AM): As you said, this dispute is entirely really between the Government and firefighters. The Fire Brigade as an employer is caught in the middle. Mr Cleverly said that the current dispute has been less confrontational than some previous disputes, no doubt for that very reason.

There have nevertheless been some issues that have come up, most notably of course the difference of view over the major incident protocol which occurred around the fire in Dagenham on 1 November during strike action. I wonder if you can tell us a bit about the circumstances around why that fire was designated as a major incident.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The officer that actually called that as a major incident was a police officer. The police Silver Command [tactical level of decision making at incidents] about the incident actually designated it as a major incident from a police perspective. I was not at the command during it or at the Silver meeting, so it is very difficult to double-guess what decisions people made on the incident on the ground and we should be very careful around doing that. As I understand it, the police officer at the incident had decided to call it as a major incident because of the time of day, the traffic congestion on the A13 and the fact that smoke plume was crossing the A13 and he was very concerned about that causing accidents and people being less safe on the A13. It was actually crossing the flight path for aircraft coming into the city and some other reasons apparently which were much more local. The officer in charge of the police at the time called it a major incident, as a result of which we instituted our major incident recall which was

previously agreed with the Fire Brigades Union, so it was quite straightforward and it was not the Fire Brigade that called it as a major incident. It was actually the police.

Stephen Knight (AM): Thank you for that. Was the impending strike action, do you think, a factor potentially in that decision and the fact that a number of firefighters would be imminently walking off the site? Was that a factor perhaps in the designation as a major incident?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Once again, I cannot say what was in the police officer's mind specifically, but I am sure that he would have assessed that actually, if the firefighters were going to walk away, the chance was for the fire to get larger and therefore the danger to the people on the A13 and to the air traffic control might be increased, it may have been a factor in his decision-making, yes.

Stephen Knight (AM): As you know, the FBU took a view that the major incident did not meet the criteria under the major incident protocol that they had agreed with you. I do not know whether you know why they took that view, but I do notice that the protocol which I have in front of me says, "No incident shall be regarded as a major incident unless it would have been regarded as such irrespective of the FBU strike action". Your answer may, I suppose, give some idea as to why the FBU took the view that this would not have been deemed a major incident.

The issue for Londoners is really that it is not good for there to be a disagreement between the Fire Brigade and staff over what does and does not constitute a major incident and therefore where officers will return to duty during a strike action and where they will not. What are you doing to sit down with the FBU and thrash out what went wrong in this situation and reassure them that the agreement is working properly and reassure yourselves that actually the agreement is working properly for the protection of Londoners?

Darren Johnson (Chair): Can I ask for a very quick answer on that? We are straying well away from the pension dispute now and going more into industrial relations generally, which is your question on the order paper. If we can have a very quick answer to that, it is something we can explore later on in the agenda.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Just very briefly, there is an agreement at national level with the FBU about recalls to duty. The agreement we had in place in London was based very closely on that and therefore our view was that it was an agreement which was very clear. There have been meetings with the FBU since then. We have listened to what they are saying, we have listened to the changes they want to make and we are looking for further meetings with the FBU to try to resolve this matter before there is any further industrial action.

Roger Evans (Deputy Chairman): I want to cover a couple of points for clarity, really. Commissioner, can you tell us? If someone does fail the fitness test, what is the procedure that is put in place to get them back on track? Also, can you tell us how difficult it would be for someone under 60 to actually maintain the level of fitness required?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The process is that people take a fitness assessment. If they fail that fitness assessment, they are given support by internal fitness advisers, by our medical adviser and by a range of other people to assist them in returning to the level of fitness we need for them to be an operational firefighter. That is something that routinely takes place in the brigade for people at all ages for various reasons; so people coming back from hospitalisation, from operations and things like that or people just for various reasons whose fitness has dropped off. We provide that to everybody routinely and that is something we do already. That would continue.

Obviously, as someone gets older, it is more difficult for them to maintain a higher level of fitness. I think that is a medical fact. As I said before, we do have people, not only in London but elsewhere, who are 60 or approaching 60 and who do manage to maintain that level of fitness. There may well be fewer people who can do that at that point, but those people once they get to 55 will be able to take an actuarially-reduced pension if they want to.

The other issue, of course, is the issue of 54 because there is no magic switch at 55 when suddenly you become less fit or it is more difficult. Actually, my concern more is people at 53 and 54 who, through no fault of their own cannot meet the fitness standard. They are the ones who may be asked to retire without any pension because they will not be able to take an actuarially-reduced one.

Roger Evans (Deputy Chairman): That is useful. Can you tell us to inform the debate, really? You have contingency measures in place to cover for this particular dispute. What are those contingency measures costing Londoners?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): At the moment, the net cost is about £1.9 million.

Roger Evans (Deputy Chairman): So far?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): So far.

Darren Johnson (Chair): Thank you. We will then move on to the second question on the order paper today, which is in the name of Assembly Member Tracey but Assembly Member Evans will be pursuing the line of questioning.

2013/4407 - Cost savings and the Sir Ken Knight Review

[Richard Tracey](#)

A recent review conducted by the Government's former Chief Fire and Rescue Adviser, Sir Ken Knight, identified nearly £200 million worth of potential savings across England and Wales' 46 Fire Authorities. Given the size and complexity of the London Fire Brigade, in comparison to the brigades on which the review focused, how many of the areas highlighted in the report offer a real opportunity for cost savings in the provision of fire and rescue cover to the capital?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We took part in the review by Sir Ken Knight. He came along and he spent some time with officers in LFEPA including myself and we did actually submit a response to the review as well.

There are many things in the review which the London Fire Brigade and the LFEPA have already implemented, actually, so we are very proactive. We have made some changes in terms of efficiencies over the last five or six years. We have actually driven savings out from the authority in the region of about £71 million during the last five years. None of those have involved making frontline cuts, which is what Sir Ken is basically talking about, so we have implemented a lot of what Sir Ken had in the review.

Sir Ken has made some assumptions there in terms of future savings that fire and rescue services could make and we are interested to look at those. Sir Ken makes some quite significant points around the size of the fire authorities and how many fire authorities there are in England and Wales. The London Fire Brigade is, in my personal view, about the optimum size, although we could obviously debate that for quite a long time. The review is very much targeted on those outside of London.

We have not, of course, seen yet the Government's response to the Sir Ken Knight review, so there was a Select Committee and I went along and gave evidence to the Select Committee personally a couple of months ago. We are still waiting for the result of that.

There are two issues, though, that the review would have benefited from. The first one is national resilience and I will come on to national resilience assets in the question about sustainability in a moment. The national resilience assets that are placed in London and elsewhere around the country at the moment were not part of the review, but I do think they should be part of a national review in the future to see whether we are actually getting best value from those.

The other thing which was disappointing and was missing from the report - and LFEPA said this in its submission - was the issue around equalities in the fire and rescue service. It was not raised at all, so the fact that we still have a great under-representation from women firefighters and from people from black and ethnic minority (BAME) communities and other under-represented groups is a concern that was not addressed by the report and that it would have benefited from if it had been.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): I am surprised to hear about that, actually, given Sir Ken's background. I would have thought that quite a lot of the recommendations he made might have stemmed from his time and experience at the London Fire Brigade.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Not to speak for Sir Ken, Sir Ken would recognise that he could have given a lot more evidence and examples of what the London Fire Brigade has done in terms of efficiency and economy than he did, but he was trying to provide a very balanced review to all areas of the country, not just those where he had some personal experience.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): He talks a lot about the potential for back-office efficiencies. How does the London Fire Brigade compare to other brigades across the country when it comes to back-office savings?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): In my opinion, we compare very favourably. I do not have the figures in front of me now, but if you look at the way in which the London Fire Brigade made its savings in the last five or six years, they have been predominantly or almost exclusively in the back-office areas. It has seen us reduce our fire and rescue service staff, so otherwise called an 'un-uniformed staff', very significantly in the last few years. The ratio of, for example, fire and rescue service staff to operational staff in the London Fire Brigade when compared to other brigades is very much in our favour and I am happy to provide some figures to the Assembly about that if that would be helpful.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): Yes, that would be extremely helpful. What are you doing to encourage co-operation between the London Fire Brigade and neighbouring brigades? I think you have a pretty good record on shared services, actually, compared to some other members of the Greater London Authority family, but there is always more you can do and you can always be more imaginative. There is a view that that boundary around London is almost like an Iron Curtain. It is quite hard to share. It seems to be easier to share services between boroughs on opposite sides of London than it is across the boundary.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That certainly would chime with my experience. It is actually easier for us to make progress in sharing services within the London community rather than outside it.

That said, there are some good examples of where the London Fire Brigade has assisted and used the expertise in areas outside of London for things like in the areas of procurement. For example, we replaced our breathing apparatus, the personal protective equipment (PPE), a couple of years ago and we bought that from a national framework that had been set up by other brigades, which was obviously very useful. All the contracts that we let nowadays we try to let in a way in which our framework contracts like the fire and rescue service can buy into if that is to their advantage. We do not see a great deal of evidence in doing that, but there are some small shoots of it happening.

Another example of where we have been trying to work with other brigades that has been successful is in the area of operational guidance, where LFEPA agreed to fund, for three years, a national guidance programme, which is currently being very successful. We are currently in the process of negotiating with other fire and rescue authorities and DCLG for match funding for that in the future, which will take the burden away from LFEPA but will ensure that the programme will continue, which is to the benefit of all fire and rescue authorities.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): Is there a possibility that other authorities could buy into that programme so it would provide a source of income for LFEPA?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is what we are trying to achieve at the moment. We have had some productive, positive discussions at the Fire Service Management Committee [of the Local Government Association] recently about exactly that. We have a bid in with DCLG already for them to match fund what fire authorities might contribute and that would see the production of the guidance remain in London but actually be funded by DCLG and other fire authorities.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): Current legislation now allows you to raise money in that way? There have certainly been problems in the past.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We would not be able to make a profit. We would be able to do it at cost for the time being. As part of Sir Ken's review, where Sir Ken has mentioned issues around fundraising and being able to generate income, we are hopeful that might change in the future.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): His review is also quite enthusiastic about using retained firefighters as a way to reduce costs. Obviously, that is practical out in the counties. Is it something that you would consider for London?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We need to keep all options under consideration and we have looked at retained firefighters in the past. My experience in speaking to colleagues and chief officers, outside of London as well, is that nowadays, due to the way the population works and lives, attracting retained firefighters into other services is even more difficult now than it used to be. Some local communities and some brigades are having real difficulty getting the right number of retained firefighters to maintain availability. Certainly what we have found before is that that was exacerbated in London to make it more difficult.

That said, we do need to keep all areas under review. The financial constraints we are under mean that we need to never close our minds to any particular options, so, whilst it is not something I am recommending at the moment, it is certainly something that we would need to look at in the future.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): I have a couple of questions for the Chairman about governance issues. I know, because I helped to write it, that you did a report last year suggesting the emergency services could actually share more services between them. What progress have you made towards the implementation of those proposals?

James Cleverly (Chairman, LFEPA): Thank you. The explicit proposal in that paper was looking at the sharing of real estate between the fire service and the Metropolitan Police Service. We are in discussions with them and there are some plans which are fairly well advanced. The fire station in Purley is under discussion at the moment.

Ironically enough, our swifter progress seems to have been with the London Ambulance Service, which was not explicit in that report. There are lots of opportunities, particularly in light of the fact that in a number of our stations we are going through a fairly major rebuild or refurbishment programme which will put into our fire stations the ability to have increased capacity above and beyond that which is immediately necessary by the London Fire Brigade. The Commissioner and senior officers, including the Chief Executive of the London Ambulance Service [Ann Radmore] have met on a regular basis to explore how that might work in practice. Having nailed my colours to the mast of closer police and fire physical integration and interoperability, it looks as if it is more likely to be with the ambulance service, but there are some good conversations going on there.

One of the things that also came out of the LSP5 consultation process was looking at non-emergency services sharing our real estate. I discussed with a number of people about having the administrative functions of local government sharing real estate. Take Lewisham, one of my local stations, for example. It was built as a divisional headquarters back when that function existed. There are three floors of empty office space sitting above an operational fire station which we cannot get rid of and would not want to get rid of, but it could be better utilised for someone else. We are having discussions. In terms of physically how that happens, we do not have boots on the ground yet, but I envisage that is probably not very far away.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): I get the impression there is a degree of institutional stubbornness within the Metropolitan Police Service when it comes to sharing services and sharing properties. Is that something that we might be able to help you challenge through our officers here at the Assembly?

James Cleverly (Chairman, LFEP): I would not want to necessarily suggest that I subscribe wholeheartedly to the phrase 'institutional stubbornness'. I would suggest they are unused to sharing real estate with other agencies and that might be a habit which they could beneficially learn to get out of. There are some practical difficulties. Sometimes those practical difficulties are overstated by all organisations. The opportunities outweigh the challenges and any help that Members could usefully give through the Police and Crime Committee or the Mayor's Office of Policing and Crime (MOPAC) Challenge on 12 December, anything like that would be welcomed.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): The review also suggests that savings might be made if we were to review governance arrangements. Is that something that you would consider beneficial in London? I know there have been proposals by the CLG Select Committee recently to make changes. Maybe as well as having a MOPAC we could have a MOLFEPA – a Mayor's Office for the London Fire and Emergency Planning Authority.

James Cleverly (Chairman, LFEP): When I started as Chairman of LFEP, I made some relatively small changes to the governance arrangements and the personal support arrangements for the Chairman which have reduced the cost of governance of the Fire Brigade. I felt that if we were going to ask operational firefighters to carry some of that operational burden, it was only right that we did the same. There is both a practical and a moral imperative

for us to look at that. We have to look at saving money within every function of LFEPA from stations right through to governance, so there is a financial imperative.

As well as that, the discussions around LSP5 and the torturous process that has got us to the position we are in at the moment has actually shown in my mind - and certainly this was reflected by the CLG Select Committee - that LFEPA's current structure is no longer the most appropriate for its function and there is a question mark over whether it was ever the most appropriate for its function. There is a massive blurring of lines between its executive function and the scrutiny of the Fire Brigade, and the scrutiny of that executive function. There is a terrible blurring of lines. That was identified by the Select Committee.

A much clearer distinction between the execution of the executive function and the scrutiny of that would be clearer and the political governance of the Fire Brigade could and should be much clearer, slicker and cheaper. I would welcome a review of how the Fire Authority function is executed.

Roger Evans (Deputy Chairman) (on behalf of Richard Tracey): Thank you.

Fiona Twycross (AM): I would be extremely concerned, just referring back to a comment by Ron Dobson, if measures which are generally agreed not to be appropriate for London were put on the table as part of a Government drive to cut services. For example, I would be concerned if there was serious consideration of measures such as retained firefighters for London, particularly as by the Commissioner's own admission they are struggling to work effectively elsewhere because of changes to working patterns.

I would like to ask James whether, having made around £100 million in cuts to the London Fire Brigade over the past seven years, you think that the London Fire Brigade has made its savings required from Sir Ken's report or whether you think there are more cuts to come.

James Cleverly (Chairman, LFEPA): There are two separate issues here. To address the first comment that you made and the implied question behind the comment in terms of retained firefighters, I have spoken with fire authorities that have retained firefighters. Back in the 1950s and 1960s when the habit of people working in the towns and villages where they served as retained firefighters meant that they could run from the butcher's, the baker's and the candlestick maker's. Now a high proportion are commuters, so I would imagine it would be very difficult to absorb that kind of system for the London Fire Brigade.

However, we should never say that "because we do not think it is going to work for us, we should not look at whether it might work for us". I think we should look at it. I would be very surprised if it would work, but we should be willing to look at it.

On the broader point about whether there are more savings to be made and whether there are more cuts to come, those are actually separate questions. Are there more savings to be made or that could be made? I believe there are. As part of LSP5, a review of the senior middle management structure is part of that. I have already made the point that there are financial savings as well as efficiencies in terms of its operations that can be made with a review of the

governance of the Fire Authority. London physically changes and the risk to Londoners evolves, so the risk of primary fires has diminished significantly but the Fire Brigade now deals with a much broader range of risks. I would be uncomfortable doing crystal ball gazing about whether there are significant greater savings. I do think there are going to be significant changes and we would need to respond to those changes.

Are there more cuts to come from the Government? There has been a degree of good news on deficit reduction, but we are still a massively indebted nation and I want to make sure that the Fire Brigade is flexible enough to absorb any future changes. I would make the point that I do not want to play ducks and drakes on this, but I am very conscious that over the last few years a number of other metropolitan fire brigades in the country have already lost operational firefighters and closed fire stations where we have not. We have gone very much non-fire station savings first, which now puts me in a very strong position when negotiating with the Government to say, "Look, we have done the back-office savings. We have had to make some very difficult decisions with regard to firefighters and fire stations. Look elsewhere if there are significant further savings to be made", because I am not at all sure that all the other fire brigades have been as effective as we have at taking costs out of the organisation in the non-station-based part of the brigades.

Fiona Twycross (AM): You mentioned the cuts under LSP5. What contingency plans do you have in place if and when the judge hearing last week's JR states that the planned cuts should not go ahead? Has the Mayor committed to finding the relatively small amount of money required to keep the ten fire stations open?

James Cleverly (Chairman, LFEPA): What we have to remember is what a JR looks at. A JR looks at process, not result. I have looked at both cases. I still strongly believe the JR will find in favour of the Fire Authority. If it does not, it will be a comment on process rather than result. No JR in the world will dictate to a budget-holder how they distribute the budget. The Mayor has put forward a proposal which is better than any other fire authority in the country, so our settlement is better than any other fire authority in the country. More than that, he has given us budget certainty over the next few years, which again is not a position that is employed everywhere.

Fiona Twycross (AM): How long is he committed to protecting the Fire Brigade budget?

James Cleverly (Chairman, LFEPA): It is the future two budget years, which as a position is unique. No other fire authority in the country has budget certainty over the next couple of years. As I say, I do not suspect it will be the case, but even if the JR does not find in the Fire Authority's favour, I am not expecting more money. If we have to restart the process either fully or partially, we will have to use a different process of finding a way of protecting Londoners within the budget envelope we have. That may still mean and probably will still mean the closure of some fire stations in London. Even if the JR does find against the Fire Authority, I do not think anyone should go away from that believing that means there will be no closures of fire stations. We would have to rerun the process. With the additional financial pressure that rerunning the process would provide, it may well even mean we have to close more fire stations than if we were successful with the JR.

Fiona Twycross (AM): There is a threat for you. I will finish with that.

Valerie Shawcross CBE (AM): James, you were talking about how difficult it is to see into the future, but actually it is one of the jobs of the Fire Brigade to try to project the risks and where things might go in the future. We are just seeing this big round of station closures and removals of fire appliances as part of LSP5, but is there a contingency plan for what to do if the scenarios significantly change in London or if the calculations are wrong? It is not that unforeseeable that there might be some big shift in risk or some big change in something like traffic congestion in a particular area. What is your contingency plan if actually we find that you have over-cut the Fire Brigade?

James Cleverly (Chairman, LFEPA): Sure. I do not want anyone to think that any of the London Safety Plans (LSP), including LSP5, are some arrogant, "This is the way the world is and we refuse to accept that there could be any evolution during the life of LSP5". That has never been the case before. Indeed, through the operational lifespan of the LSP4, it was identified that in north east London around the Harold Hill station area there was a --

Valerie Shawcross CBE (AM): What would you do if you discovered that it was a mistake to close Southwark Bridge Road or to take an appliance out of Peckham? What would you actually be able to do?

James Cleverly (Chairman, LFEPA): I was just going to come to that. The contingency is the same as in all the previous LSPs, which is that the London Fire Brigade puts forward a structure in terms of station deployments and that kind of stuff, but then it continually assesses its performance. We do not then pause for three or four years and then retrospectively see how we have gone. Through the life of the LSP, whichever one it may be, there is a constant process of evaluation and assessment. I will call it 'remedial action'. It is probably not the best term for it. Where action needs to be taken to address a particular emerging issue, action is taken. In the same way that Harold Hill was created midway through LSP4, action like that is taken.

In the areas where fire stations are looking to be removed, we still have some of the highest concentrations of fire stations in the world. Actually, if there were attendance time issues that started to come out through this process, the reallocation or the redeployment of fire appliances would be able to address that. Actually, the distance between stations, particularly in inner London which is where most of the closures are going to be, are remarkably small. The reallocation of appliances would be able to address that problem.

Valerie Shawcross CBE (AM): Perhaps the Commissioner might like to say. If, for example, it was discovered that there was a very marked deterioration in attendance times in a sensitive area, the whole South Bank, for example, or in some of the poorest estates in London, would you actually have the capacity to fill that gap? Would you need to be moving appliances from elsewhere in London? How quickly could you respond to something very profound? For example, we did see a major piece of building work in the Knightsbridge area for about three years. It clogged up the traffic in the area. There is sometimes a short-term rapid requirement for capacity change. Could you respond to that and how would you do it?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): There are two issues, really. The first one is we do keep risk under constant survey, so it is not just at the point we do the LSPs that we actually look at the risk in London and the allocation of resources.

It is a very difficult issue to relocate fire engines in London at the moment. I think we should be more flexible around that, personally, so we do that to some extent. Where there are major developments, where there are things going on like major road closures and things, we have in the past moved fire engines from one station to another for a period of time to cover particular risks. We do that quite often in relation to events in London, so for things like the London Marathon and other things, we always move appliances around. We review our ability to actually meet attendance.

If that was a long-term thing in that way, I would ask the Fire Authority for permission at the moment to move a fire engine from one station to another to meet that additional risk. That is something that I would not be reticent on doing. We should be more flexible around that and be able to do that more easily. I do not think this will be the case but if there was evidence to suggest in future years that actually we needed more resources or another fire station, I would have to go to the Fire Authority and I would not be frightened to ask for those additional resources.

Tony Arbour (AM): I would like to ask you, Commissioner, about relationships with the county fire services near us. Is it possible that some of the counties that border on our area are taking advantage of the fact that your staff are ready to go in if there is an emergency?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): There is evidence that the fire and rescue services surrounding London, in reviewing their levels of service in recent years, have retracted away from the border, which has placed an additional burden on the London Fire Brigade. That is something that was well recognised and publicised in the LSP. One of the recommendations of the LSPs that we do have a policy of charging fire authorities across the border for our attendances into those areas because that evidence does exist.

Tony Arbour (AM): Can I put it that maybe some counties are more likely to take advantage of the service you provide than others?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): There is certainly evidence that our call rates into some counties have certainly increased more than they have in others.

Tony Arbour (AM): Is it possible, therefore, to charge a premium price to those counties?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We are restricted by the legislation, unfortunately, as to what we can charge. We do need to charge a uniform rate, unfortunately.

Tony Arbour (AM): Again in relation to that, for two of my boroughs, Surrey County fire stations are much closer than fire stations in London. For example, the fire station at Sunbury is much closer to large chunks of Richmond than Twickenham fire station. Similarly, Leatherhead fire station is much closer to big chunks of Kingston.

Suppose, for example - and I think this is a sight that is familiar to all the Members sitting around here - there was a fire at Chessington World of Adventures, which is very long way from Surbiton fire station, but it is very close to Leatherhead. Would the first response be from the county?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The call would go into the control group within which the fire exists, so for that particular one it would go into the London Fire Brigade, so the call goes into the area where the fire exists. Our control would then deploy and mobilise resources to that, but they would also speak to the county that borders it to let them know there is an incident taking place. If we thought they could get there more quickly, we will request their resources to attend as well.

What we do not do at the moment, which one of the things in Sir Ken's review moves us towards, is actually disregarding some of the boundaries and mobilising directly from other fire and rescue services. We do not do that as much as we should. It does happen and we do rely on other brigades occasionally or they rely on us more, but it probably should be more proactive than it is at the moment.

Len Duvall (AM): Can you just tell me in terms of your assessment whether there is a link between deprivation and fire risk?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): In the London Safety Plan - and this was discussed very significantly last week, obviously - there is a link between deprivation and fire risk, but our assessment is it is more about lifestyle rather than the protective characteristics that go with some areas of deprivation. Just because someone may be elderly, it does not necessarily put them at more risk of fire. Actually, their lifestyle and other issues arising from that in terms of their wellbeing actually affects their risk of fire more than just the fact that they are within one of the protective groups.

Len Duvall (AM): Woolwich fire station is in a deprived area. We would establish that by some of the facts and figures. You have chosen to move the engine to East Greenwich, so we still get the coverage. It is a lifestyle issue rather than a deprivation issue therefore, in terms of your assessment around that?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Len Duvall (AM): OK. Let us turn to Downham, then, which is a deprived area and one of these lifestyle areas maybe in terms of the wider issues, not just covering its immediate patch but also supporting other services in the disintegrated pattern of support that we have built up over the years. In that sense, how do we justify Downham not retaining an engine to service

that area and other patches, including the Chairman's [James Cleverly] patch of Bromley as well? How does that work?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The way it works is that we look at fire cover across the whole of London to start with, so one of the misconceptions throughout the consultation on the plan has been that we do design cover on a borough-by-borough or ward-by-ward basis. We do not. We are charged with fighting fire across the whole of London and --

Len Duvall (AM): Sorry, it is two boroughs that it covers. In fact, it is three boroughs because Downham comes into Greenwich as well as Bromley and Lewisham and obviously will be called on to the wider issues, so I understand the London-wide bit. If we can concentrate on the sub-regional bit, if we can call it that, it would be a sub-region with three boroughs, maybe. Is that fair to say?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes, it might be.

Len Duvall (AM): If you could concentrate on how you would calculate that sub-regional risk?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Once again, what we do is we look at where populations are. We look at where the incidents have occurred in the past because, where incidents have occurred in the past is a really good prediction, in our experience, of where they are going to occur again in the future. We look at the number of incidents that occur in particular areas and we then calculate our attendance time to get to those incidents. What we seek to do is to minimise the time it takes to get a pump and a first and second appliance to anywhere in London and in particular those local areas.

Len Duvall (AM): Can you now flesh out, in answer to an earlier question, about how we monitor risk and about decisions that we might have taken in the past to see if they need to be readdressed in the future, what would happen for somewhere like Downham? How do I, as an elected representative, follow some of the real-time monitoring that goes on and assessments that you will continue to do? How does that work?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We monitor attendance times at a brigade-wide level and at a borough level. We publish all that information through the Mayor's open network of information. One of the things that has been highlighted to us through the consultation on the LSP5 is that perhaps people would like to see monitoring information available at a lower level than that. A proposal has just been taken to the LFEP Strategy Committee, which is actually looking at whether or not we publish data in the future at a ward level. Undoubtedly we will in future start to publish information about attendance times at a lower level, probably at ward level.

Len Duvall (AM): Where would somewhere like Downham feature, along with maybe some of the other decisions you have taken? Is there is a list of ones that you will be monitoring more so than others? Do you know what I mean? In terms of that coverage that the Chairman earlier

mentioned, you thought that we were over-provided as a comparison to other urban areas. Do you think that Lewisham and Greenwich and Bromley are over-provided on that model?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, I do not think they are. We would be looking across the whole of London at that level. We look at all of London and all of the boroughs at the moment. We will be looking much more closely at the ward levels as a result of the consultation. That area will be one of the areas that we look at, the same as everywhere else.

James Cleverly (Chairman, LFEPA): Can I just clarify? I would not want it to be thought and indeed I do not think I used the phrase 'over-provided'.

Len Duvall (AM): You did.

James Cleverly (Chairman, LFEPA): Just as a point of clarification, I said that we were more generously provided for than almost anywhere else in the world in terms of the concentration of fire stations. That is not the same as saying we are over-provided for. We are better provided for than almost anywhere else on the surface of the planet.

Len Duvall (AM): I will put the question to you, then. Do you think we are better provided for in the areas of Bromley and Greenwich and Lewisham once these cuts are made? What was the word you used again? Just remind me.

James Cleverly (Chairman, LFEPA): We are better provided for in those areas --

Len Duvall (AM): Better provided. Do you think we are better provided for after the decisions that were taken in those areas? You say worldwide comparisons. I am thinking of UK comparisons.

James Cleverly (Chairman, LFEPA): Indeed. Those parts of London are still better provided for than many other parts of London and are still better provided for than almost anywhere else in the UK.

Len Duvall (AM): Do you think Bromley is better provided for than other parts of London in terms of an outer London borough, your own patch?

James Cleverly (Chairman, LFEPA): You are talking about that area around Downham. You used Downham as a specific area. That area of London still has a higher concentration of fire engines than almost anywhere else in the country --

Len Duvall (AM): Post cuts?

James Cleverly (Chairman, LFEPA): -- than a number of other parts of the city and of almost anywhere else in the world, so it is still very, very well provided for, bearing in mind that there is planned to be the removal of that fire station. Even counting that in, it is still better provided for than almost anywhere else in the world.

Andrew Dismore (AM): A question for Ron. LSP5 is an integrated risk management plan (IRMP), is it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Andrew Dismore (AM): As an IRMP, it is supposed to focus on risk rather than cost, is it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): It is supposed to focus on both.

Andrew Dismore (AM): My understanding of the legislation is that an IRMP is about, first and foremost, focusing on the risk to Londoners from fire and other incidents, of course.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Through the JR last week, it was very clearly identified that the guidance documents that sit with IRMPs are clear that, yes, it is about risk and assessing the risk in your area of all natures, but it is also about the benefit between cost and risk. That was also made very clear with Sir Ken Knight's review. Cost was actually an element of an IRMP in our planning when it was first introduced.

Andrew Dismore (AM): It is quite clear that these cuts are cost-driven. If we look at your letter dated 29 January 2012, for some reason - I think it should be 2013 - you say here,

"I regard the budgetary position as being a significant influencing factor in the proposals which I have produced. My proposals represent my preferred approach to achieving cost reductions, my preferred approach, taking into account the constraints and considerations outlined"

and so on. It is cost-driven, is it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Cost is certainly part of it, as I said in my answer, yes.

Andrew Dismore (AM): It is wrong to suggest that somehow Londoners are going to be safer as a result of these plans, is it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I do not agree with that because, actually, it is an IRMP. It is not just about fire station response times. It is not just about the number of fire stations. It is also about all the other elements of the plan where we describe how we are going to go about proactive prevention as well. A fire engine responding to a fire in an area is not the only way of keeping people safe.

Andrew Dismore (AM): If we look at the numbers, the Mayor kept going on about this bigger picture with the boroughs. If we actually drill down, 38 wards in London moved from inside the target time to outside and only 3 wards moved in and those are actually relatively quieter wards out in Richmond and around there. 3,476,000 Londoners will see increased attendance times

but 1,260,000 will see a decrease in attendance times; 3.8 million will see themselves outside the target time for first attendance and that is 48% of the population and, of the 100 most deprived wards in London, 71 will see an increase in attendance times, will they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Andrew Dismore (AM): That is safer, is it?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): It depends what else you put in place in those boroughs to actually prevent the fire in the first place. I would argue that to reduce the number of fires in London is the most important thing. If a fire does not occur in the first place, then that person is not at risk.

Andrew Dismore (AM): Of course, but, if it does, they are in a worse position, are they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): In some places, yes.

Andrew Dismore (AM): In Camden, for example, in my constituency, Belsize, which you are planning to close - and we do not know you are going to do with it because it is a listed building, but no doubt you will try to cash in on that; not you personally of course - will see its attendance time go up by over three minutes. Six wards in Camden will go up by over a minute both because of the closure of Belsize and the closure of Clerkenwell, will they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is the published data, yes.

Andrew Dismore (AM): Clerkenwell is in a pretty strategic position, being on important crossroads leading up to King's Cross and into central London.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is the published data, yes.

Andrew Dismore (AM): Yes, that is right. Obviously, Clerkenwell will see increased attendance times as well. There is a big problem with the LSP5 attendance time arrangements because they do not really reflect the problems facing high-rise buildings. I have here notes of a meeting held in 2006 of the Joint Committee on Health and Safety at Work which say quite clearly that for high-rise buildings you need a minimum of 12 firefighters on initial attendance, do you not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Andrew Dismore (AM): That is three pumps and those pump times are going up, are they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We will always mobilise three pumps to any high-rise building incident.

Andrew Dismore (AM): Yes, and the attendance times for three pumps are going to be even worse, are they not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The attendance time for a third appliance does deteriorate slightly, yes.

Andrew Dismore (AM): Yes. The real problem here is, if you are in a high-rise like Lakanal House, for example, which went up or the one that went up in Swiss Cottage not so long ago in my constituency, you are going to see a worse attendance time, are you not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): In some areas, yes.

Andrew Dismore (AM): Yes, bearing in mind you are starting from a worse position than you are if you have a street property because with a street property you can get to work with a couple of pumps as soon as they arrive, pretty well. If you are in a high-rise, it is going to be a quarter of an hour or more before you start fighting the fire, is it not?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Potentially in some places, but you also should remember that high-rise buildings are built in a completely different way and they are designed to prevent the spread of fire for that sort of period. Actually, if you live in a high-rise --

Andrew Dismore (AM): A bit like Lakanal House was supposed to be?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): There are a number of reasons why the Lakanal House fire spread as it did, as we know, and I cannot really go into that because --

Andrew Dismore (AM): Exactly. There were going to be other buildings which may have been messed around with in the same way.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Not that we have seen at the moment.

Andrew Dismore (AM): We will see. Putting all that together, do you still think London is a safer place?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes.

Darren Johnson (Chair): Thank you. We will then move on to the third question on the order paper.

2013/4408 - Impacts of climate change

Jenny Jones

Are you monitoring climate change research suggesting that, on the basis of current policy failures, the world may warm by more than 2°C within 30 years, and are you reviewing your risk analysis and adaptation actions to consider this high emissions scenario?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The answer is, yes, we are. As part of the LSP, we reviewed the climate change risk to London as a whole. We are also part of the climate change risk assessment that is being carried out nationally. What we have seen throughout the country in the last five or six years is an increase in the national resilience assets that were available to fire and rescue services. For things like flooding, there are many more boats available now. The London Fire Brigade has changed its operational capability as a result of that assessment, so we now have many more boats available to us. For example, for flooding, we have new equipment coming in, high-volume pumps and things, to be able to move water around. The answer is, yes, we do. We have assessed that at the higher end of the emissions predictions. What those assessments have shown is that we do not necessarily identify any new types of incidents that we may encounter, but for the types of incident that already occur which could be related to climate change such as, for example, flooding, we do identify an increased precedence or increased rate of those incidents occurring. Maybe they will take place over a wider area than perhaps they have done previously. The answer is, yes, we do assess all of that.

We are also very proactive in terms of what we are doing to reduce our carbon emissions across the whole of London. We have seen some significant improvements in LFEPA across the board, actually, in relation to this.

There is one particular issue, if I may, which I would like to bring out. We do see some issues nationally - and certainly in London we have seen it recently - with regard to things like recycling sites like the site down in Orpington at the moment where we have attended many fires at the moment. One of the things that we believe is that the legislation that controls the safe and effective use of those sites is lagging slightly behind the commercial interests of people that are involved in actually storing them. For example, to take that one site, and I will not go into too much detail, our ability to actually control the management of that site is quite limited. It really relies on the Environment Agency and even their ability to control it in a way which prevents the fires and our attendance there and all the carbon emissions that arise from that is actually quite limited.

Jenny Jones (AM): Thank you very much for that. I know you are doing a lot internally and that is great. Have you done any exercises? For example, if we had something like the floods of 2007, it was chaos elsewhere in Britain. If we had that sort of event again, are you doing exercises to make sure that we can cope? I declare an interest. I have a ground-floor flat in Southwark which is very low-lying, so if there are problems and you do not cope with it, I will be on your doorstep.

Darren Johnson (Chair): You could get on your boat!

Jenny Jones (AM): That is another option.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): We do. One of the focuses of the London Resilience Partnership training and exercise programme is very much on flooding. We do exercise our response above a 'table-top' level and actually exercise with 'boots on the ground', as we like to call it, quite regularly really in terms of flooding. We also take part in national exercises around flooding as well because the national resilience arrangements enable fire and rescue service resources to be moved around the country to support other areas. We saw that very much in Gloucestershire with the floods back in 2007 and more recently in Cornwall, Cumbria and elsewhere where the London Fire Brigade was able to deploy outside of London to assist with the flooding in certain places. The same thing will be able to happen within London.

Jenny Jones (AM): Thank you. Can I ask Mr Cleverly about the London Resilience Partnership? I know that the Mayor has hit his target for river restoration of 15 miles or whatever. It is my impression that the partnership has short-term targets. Are you beginning to think a big more long term? That is not a criticism. It is a straight question.

James Cleverly (Chairman, LFEP): Thank you. I am genuinely very pleased you asked that question because it does highlight one of the completely shared frustrations of the Resilience Partnership. Our function is to deal with the response-orientated stuff and we have a whole load of very well worked-up response plans. When you start doing that risk analysis and start looking at the risk register, you start identifying things that we as a forum would want to intervene in. Actually, there are some of the areas where we can say, if we could be a bit more proactive, there is a whole avenue of risks that we are currently working up responses for that we would actually prefer to spend our time, effort and resources avoiding. Risk mitigation rather than risk response is an area that we want to look more into.

For some of the climate-affected risks, so extreme weather and so on, there are actions that we would like to take to do a bit more mitigation rather than just response, so I am very pleased. If you are happy to continue pushing on that, you would be pushing an open door.

Jenny Jones (AM): That is brilliant. Presumably, there are options for partnership working on storm defences and that sort of thing?

James Cleverly (Chairman, LFEP): Yes. The Resilience Partnership does not have a statutory footing and it cannot dictate the action to any of its component organisations, but there is a very good working relationship where, when organisations recognise things that they could be doing either individually or in partnership, action is taken. There is no statutory footing. The resilience forum cannot dictate to anybody actions, even if we collectively feel they are the right things. They tend to happen anyway because they are obviously the right things to do, but there is no statutory footing for that.

Jenny Jones (AM): If you are going to look at bit more long term and look at mitigation rather than adaptation or risk management, who are you getting advice from?

James Cleverly (Chairman, LFEPA): One of the big advantages of the forum is that it has around the table basically the experts in the field. We have the Environment Agency. We have representatives from the utilities sector, the business sector and the charitable sector, so we do plug into a lot of those knowledge bases. We get information from whomever. In terms of the Government, we plug into the Cabinet Office and obviously the Home Office, the Department of Health and DCLG through the respective 'blue light' services and others.

Jenny Jones (AM): General awareness of climate change is not that well developed. That is my impression, sitting here for quite a long time. For example, the World Bank actually asked the Potsdam Institute to look at the issue of climate change and they think that we are moving much faster towards some real problem areas and that we are on course for 2°C of warming by the late 2030s. That is really close. You might still be in post and you might still be living in London and this might affect us quite strongly, so I am saying some expert advice - and I am afraid I do not include the Environment Agency in that - might be timely, just to have somebody along to talk to you about just how it could be experienced in London.

James Cleverly (Chairman, LFEPA): One of the things that has happened through a number of different organisations, so it has happened partially through the resilience forum and our Gold Group exercises that we have had, is we have had guest speakers talk to us. It is lucky that we have in-house experience as well, but very recently the Deputy Commissioner of the Metropolitan Police Service spoke about his experience in Cumbria when he had to deal with the Cumbrian flooding and the implications of that.

We do not have the capability, the time or the resources to do the real big-picture change in direction of travel which is at the Governmental level. What we do is we look at the current and emerging risks: severe weather, flooding, issues around evacuation and shelter. These are the kinds of things which may be by-products of the climate. We focus on those rather than energy production and fossil fuel utilisation. That is too big a picture, so we do deal with the responsive side of things more.

Jenny Jones (AM): You can. If we are going to face, for example, more flooding, a lot of brigade officers go out and talk to people and they could talk to them about things like permeable paving, very simple stuff that they can do or not do to make themselves a bit safer.

Darren Johnson (Chair): A quick answer to this now because the Green Group is running out of time.

James Cleverly (Chairman, LFEPA): There are many things. Our firefighters, when they do home fire safety visits, are really good. They are not blinkered. They do talk about fire safety but they also talk about a range of other things as well. I am a little bit cautious, however, about giving them everything because there is a strong argument for first aid advice. There is a strong argument for healthy eating advice. There are lots of strong arguments and actually, if we are going to keep them moving and keep them visiting lots and lots of properties, we have to trim their natural exuberance a little bit.

Murad Qureshi (AM): I am glad we have moved on to flood risk, really. James, is it really wise to propose closing so many stations in the centre of London given the flood risk we have in areas particularly like Pimlico?

James Cleverly (Chairman, LFEPA): I do not want to sound glib. There is a very strong argument for not having flooded fire stations.

I do not want to sound critical, but the Assembly chose not to have a meeting specifically to generate a response to the LSP5 consultation. That was the choice of the Assembly and that is fine. I am a bit uncomfortable now retrospectively doing that submission to LSP5 at this stage because many of those issues with regard to emerging and changing risk, locations, travelling times and all the questions that Mr Dismore discussed were thrashed out at quite some length during the consultations. Members did not have those discussions at that point, but the plan is in place. The mayoral direction has been issued. It is currently being judicially reviewed. Through you and at your discretion, Chair, I am unconvinced that this is the best time now to have those discussions that perhaps could and should have been done during the consultation period for LSP5.

Murad Qureshi (AM): I am just grateful that the Greater London Council left us as its legacy the Thames Barrier. Otherwise, this would be a much more severe issue than I think James realises. Can I just make a comparison to --

James Cleverly (Chairman, LFEPA): No, I am sorry --

Murad Qureshi (AM): Sorry, James. I have made my comment to your preamble. I will continue.

Can I make the comparison with one of your home boroughs, Bromley? In Orpington, you gain a fire engine whilst the City of Westminster actually loses two stations? They are Westminster and Knightsbridge fire stations. That is on the border of the Royal Borough of Kensington and Chelsea and Westminster and 60% of its trips are in the city. Given the Westminster fire station covers quite a unique area with a huge concentration of historic buildings, the footfall of daytime population is the highest anywhere in town, it has a vibrant residential population, we have just heard about the flood risk there in particular, does all this just confirm the suspicion of local residents that that station has been flogged off to get the highest capital receipts to plug the financial gap that you have in your budgets?

James Cleverly (Chairman, LFEPA): I am very glad that you asked a question that is so tightly specific to climate change. The simple fact of the matter is --

Murad Qureshi (AM): No, respond to that. I never actually mentioned climate change at all.

James Cleverly (Chairman, LFEPA): Local people, I am sure, stimulated by conversations with you and your colleagues, may have suspicions of all kinds of things. I can give you a categorical assurance that the sales value of fire stations was not a consideration in their choice.

The locations and travelling times, emerging risk and running costs were. Recent and future investments in refurbishments were. The future sales value absolutely was not.

To bring it back to climate change, which I am sure was the intention behind your question, actually, whilst Westminster fire station is close to an area in which there may - in extreme, but not so extreme that they are unforeseeable circumstances - be the risk of flood. Westminster fire station is not itself inherently better prepared to deal with flood-related incidents than a number of other stations and indeed in some instances worse.

We did take a full range of current and predicted risks into consideration when the Commissioner and his team did the modelling to choose the fire stations, but I can assure you that risk and response, not value and income, were the reasons to sell the station. Otherwise, the list would be very different. Whilst you highlight the point that Westminster is in a highly desirable and expensive location and Mr Dismore highlighted that Belsize is similar, Mr Duvall has highlighted that Woolwich fire station and Downham fire station very much are not and Silvertown fire station very much is not. For every one station that you can say, "You are choosing this because it is worth lots and lots of money", I am getting criticism from other places saying, "You are picking them because they are in areas of deprivation". They cannot by definition both be right. The simple fact of the matter is neither of them is right.

Murad Qureshi (AM): I will be amazed if it does not get the highest capital receipts when you put it up for sale under your chairmanship. Can I for the record just confirm? I did not actually mention climate change. I just concentrated on the flood risk in my question.

Kit Malthouse (AM): Incidentally, I do not remember Murad and Val [Shawcross AM] protesting quite so much when they slammed the doors of the Manchester Square fire station, but there we are.

One of the issues in terms of climate change would be the type of vehicle that you use, but that also has an impact on other things. For instance, smaller, more manoeuvrable vehicles might cut response times. I wondered what advances had been made in researching new types of vehicle that might both speed up responses, particularly in central London where manoeuvrability is important, and also cut climate change or cut your emissions.

James Cleverly (Chairman, LFEP): I will answer briefly and then I am going to ask the Commissioner to intervene. I have had discussions with both the Leader of Westminster and the Leader of Kensington and Chelsea about the specific implications of those station closures. Ideas have been put forward which are very much in concert with ideas that we have been thinking about within the Fire Authority in terms of the nature of the risk. I have already highlighted that fighting primary fires, while still a very significant part of the Fire Brigade's work, is diminishing in proportion to change driven by climate change and changing risk. The manoeuvrability, the water-carrying capacity, the crew-carrying capacity, the agility, the speed of response of our primary appliance fleet is something that I do think is well worth looking at, as I say, prompted by conversations with colleagues in central London but also very much in the direction that we were thinking. That is something that when we do the fleet review in a few years' time or next year we will take very serious consideration of.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): One thing that is very clear in the LSP is that we need to look at alternative types of deployment because the risks in London are changing. The risks in London are changing, the environment is changing, we need to be responding to that in some way. Outside of London there has been some small evidence of fire and rescue services looking at alternative types of vehicles for particular risks. I do think that is one of the things we should be looking at for the future. Members of the Assembly will already be aware of the problems we had with our provider of vehicles and equipment a couple of years ago, and we are in the process at the moment of a re-tender for that. One of the things that is part of that is for them to be much more proactive with us in working with the way in which we could change the fleet to make it more responsive to change in risks in London.

One of things we should be looking at is smaller vehicles not only for quicker response times, but also because we can have a greater impact in reducing our impact on the climate by reducing our emissions. The smaller the vehicles the more opportunity there is for things like hybrid technologies and electric vehicles. Currently at the moment, given the size of our fire engines and the weight they are, those technologies do not necessarily exist, although I have spoken to officers in Transport for London about what lessons can we learn from them because obviously they have been quite successful in terms of hybrid buses, hydrogen buses and that sort of stuff. If you can do it for a bus, I cannot work out why you cannot do it for a fire engine. Those are the sorts of things we should be looking at for the future and that is clearly signposted in the LSP.

Kit Malthouse (AM): My other question was about the largest piece of your work or the largest bit of business that you do that is driving your emissions, particularly vehicular, is false alarms. By far the largest thing that you attend. I wondered how confident you were about your ability to drive down the number of false alarms over the next few years. Looking at the data that you have provided, it pretty much tracks the rest of your level of activity. There is no change in false alarms compared to actual incidents that you have to attend. If you have been doing work over the last four or five years on false alarms, it has not had any proportional impact. I wondered what, if anything, was going to change because obviously lots of appliances driving around London to the 100,000-odd false alarms you attend each year is a crazy waste of diesel.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): You are absolutely right in terms of the proportionate decrease. There has been a decrease that needs to be seen also in terms of the number of new automatic fire alarm systems that are going in in London as a result of new buildings going up. We are doing reasonably well in terms of suppressing that additional demand and still making some inroads into it. What we have done over the years is reduce the amount of fire engines we actually send to automatic fire alarms, which has reduced the impact to the environment and also risk on roads of large red fire engines going at high speeds.

Kit Malthouse (AM): Just remind me of the proportion. It is more than nine times out of ten an automatic fire alarm was a false alarm?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Yes. The authority has just agreed as well as part of the LSP a charging regime. Where people hit a particular threshold in a building and there is no indication that appropriate steps are being made to reduce the level of false alarms, we will start to introduce a charge for that now. That has been very successful in relation to the amount of people shut in lifts that we have attended across London over the last seven or eight years. That has reduced very significantly. We are hopeful that that will once again be a factor in improving people's maintenance of automatic fire alarm systems and a reduction in the number of false alarms we attend. There is a lot of national work going on around false alarms as well. Some fire and rescue services have taken the approach that they will not attend automatic fire alarms now. I do not think that is the right approach for London at the moment. We are taking a very measured and staged approach towards charging, and I am hopeful that will have a more significant impact than perhaps what has been done in the past.

Murad Qureshi (AM): Thank you very much. As Kit mentioned, I just confirm that at the time that LFEPA dealt with Manchester Square it was coming to the end of its lease and I was not actually present at the meeting which voted on agreeing to walk away from the lease and to look for other provisions in the City of Westminster. In comparison to Kit who has voted for a budget which has approved the closure of two fire stations in Westminster, I can simply say I have looked out for Westminster residents in the way that he has not and is not intending to.

Valerie Shawcross (AM): A point of personal explanation, if I may. I was also named. I have to say that the time that that fire station was closed there was complete and utter cross-party agreement that it was surplus to requirements and was in need of extensive refurbishment. I do not think Kit has a ground to complain on this one.

Darren Johnson (Chair): Thank you. We will then move on to the final question on the order paper today.

2013/4409 - Professional Relationships

[Stephen Knight](#)

What are you doing to improve the professional relationships between London's firefighters, their union and Fire Brigade managers?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): The short answer to that is, yes, we would of course. I certainly would like to have better professional relationships. There are number of issues I would like to raise.

Firstly, the pensions dispute that is taking place at the moment, and the fact that there is industrial action taking place over that, should not distort our view of industrial relations in London because that is a national dispute and it is not a dispute with the London Fire Brigade, therefore that is slightly separate.

The other thing I suppose I should emphasise is that with regard to LSP, there is no industrial dispute with the FBU about that at the moment. The FBU has not raised an industrial dispute with London Fire Brigade about those closures and therefore that could be an indication of reasonable relationships, but I am not seeking to make that point.

I would very much like to improve professional relationships and we do take significant steps to try to do that. We have very detailed process for formal negotiation. Informal meetings do take place with the FBU very frequently. I generally am very committed to having relationships. However, it is a two-way street. Actually, good relationships beget good relationships. It relies on both parties to actually try to foster those.

Stephen Knight (AM): Indeed, it does. Obviously, it is in the interest of Londoners and the safety of Londoners that those relationships are good. I raised earlier this morning a dispute which had happened on 1 November around the major incident in Dagenham. I wonder whether you think the FBU would have been more willing to overlook, perhaps, the fact that arguably there were circumstances surrounding that incident which fell outside the return to work protocol if industrial relations between managers and the union had been better and had been on a more constructive footing?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I could speculate and say possibly. It is very difficult to say because that was a very specific circumstance. I personally think the agreement was very clear, and I personally think that where there are actually incidents and large fires taking place in London is not an area where we should be discussing an industrial relationship. Actually, a police incidents commander took that decision to make that a major incident and my personal view is that both the Brigade and the Fire Brigades Union should have supported that police commander in that decision making and managed that incident. The rest of London could have gone on dispute and gone on strike, but that incident should have remained exactly as it was.

Stephen Knight (AM): Clearly, it is impossible to write a protocol which covers all possible eventualities and therefore, I suppose, the working relationship between the Union and management must be important in managing these sorts of situations. Do you think that relationship was helped by the decision taken about two weeks before that incident to bar firefighters from wearing their uniforms during a protest march around the disputes in London?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, I do not think it was helped by that, but I still think it was the right decision because actually firefighters wearing their PPE is different nowadays than it was previously. Our new PPE in London is provided on fire stations and people wearing it when they go off in the industrial dispute depleted the amount of PPE available in the fire station. As a matter of fact that did not make any difference on the day because we did not have any other incidents take place. It did actually deplete the amount of PPE available to firefighters in London. I took steps to try to maximise the PPE available to London firefighters and I still think that was the right decision.

Stephen Knight (AM): At the time it was suggested that the protection equipment might be damaged in some way and needs to be protected if it were used on that dispute.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That was one of the reasons.

Stephen Knight (AM): Many Londoners, understandably, were concerned as to why it was that this protective uniform which was designed to protect firefighters from running into burning buildings somehow would be damaged by them marching through the streets of London in the rain. Clearly that decision looked to a lot of firefighters and arguably to Londoners as well like potentially an inflammatory decision by management.

Darren Johnson (Chair): A quick answer to that because the Liberal Democrats have run out of time.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): It may have appeared that way, but it certainly was not. It was not all about damage to the equipment, but for things like, for example, it getting wet. If a fire tunic was returned back to the fire station wet, then it cannot be used for operational purposes. We very clearly say to firefighters, "You do not go into buildings with wet or damp PPE because that is a health and safety risk". I was taking action to try to maximise the PPE available to London firefighters on that evening when they come back to work. I still think it was the right decision.

Darren Johnson (Chair): Thank you. The Liberal Democrat Group are now out of time. It may be that other Members wish to pursue this, in which case I will bring them in.

Fiona Twycross (AM): I just wanted to go back to the Dagenham incident and have a quite a short question on this, actually. Given that the police called it a major incident and there was a Silver-level meeting held, which presumably was minuted, it would be helpful if the minutes of that meeting were released to at least LFEP Members but, given this is an Assembly meeting, to Assembly Members just so we can get some clarification and transparency about actually how that decision was taken at that meeting.

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): That is a good suggestion. I would need to check with the Metropolitan Police Service whether or not that is possible to do because obviously the incident is still under investigation at the moment. That would help clarify matters. That would be a good solution.

Fiona Twycross (AM): Thank you.

Andrew Dismore (AM): Yes, just on this fire tunic thing, Ron, when you issued that instruction, did you have industrial relations in mind and what the impact might be?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I had it in mind, yes. Of course I did. I recognise that would have some industrial relations consequences in terms of people's perception of that. However, that does not mean that I should override the health and safety issue that I felt was important. Therefore, I took the decision to take that action anyway.

Andrew Dismore (AM): Do you think the net result was that more firefighters wore their fire tunics than might have otherwise been the case on that demonstration because of your instruction?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I do not know. I could not possibly say. I do not think the demonstration was particularly well attended anyway, so it would be hard to say what the result of that was.

Andrew Dismore (AM): It was because I was there and saw it. I do not think I saw a firefighter not wearing a fire tunic, whereas I have been on previous demonstrations and quite a few have not worn fire tunics. Do you not think that was really an opportunity where you might have had to engage a little discretion before issuing that instruction?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): I could have done, obviously. I wonder if the question might have been slightly different, if it had been a very wet day or whatever and we had a very large incident in London that night and firefighters did not have PPE available, I am sure different arguments would have been made to me. On the day that did not happen, but that was my decision to make it.

Andrew Dismore (AM): Actually, it was a rather wet day. Were any firefighters not able to wear their PPE that night as a result of being on the demonstration?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): No, because there were spares available for them.

Andrew Dismore (AM): It was not a problem after all, then?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): Not on that night, no.

Andrew Dismore (AM): No. There probably would not have been on another night either, would there?

Ron Dobson CBE QFSM (Commissioner for Fire and Emergency Planning): However, there was no large incident where actually we needed lots of firefighters on that night. It is all hypothetical.

Andrew Dismore (AM): You see, my concern is that when James was first interviewed for his position by the Assembly in his confirmation proceedings, James said he wanted to improve industrial relations. It seems to me part of the problem is what seem to be relatively minor wind-ups going on all the time which simply make things worse. For example, when firefighters were banned when they are on duty from talking about LSP5 if they are asked by members of the public. That does not really help. It might technically in a disciplined service make some sense, but in the end it just makes things worse, does it not?

James Cleverly (Chairman, LFEPA): The last point you made is absolutely at the heart of this. You say it might be technically right in a disciplined service. You say that in a tone of voice as if the London Fire Brigade is not a uniformed discipline service. It absolutely is. The ability of firefighters to keep safe personally and to execute the difficult and testing work they do is absolutely predicated on the technical and professional discipline that they execute. It is not some arbitrary thing and when I said --

Andrew Dismore (AM): Hang on. The fire service is not --

James Cleverly (Chairman, LFEPA): No, I will finish. No, I will finish this point.

Darren Johnson (Chair): Just let James finish his point and then I will bring Andrew back in.

James Cleverly (Chairman, LFEPA): You mentioned my confirmations hearing and I absolutely made the explicit desire to improve industrial relations. As I have discussed, the fact that the London Fire Brigade is going through the largest structural change in its history and has done so without industrial action of any kind is testament to the fact that we have improved industrial relations. I am on, I would like to think, relatively positive personal terms with all the members of the FBU. My Christmas card went off in the post to them yesterday.

Andrew Dismore (AM): I am sure that will be very welcome. I am sure it makes the highlight of their year.

James Cleverly (Chairman, LFEPA): Good industrial relations is not the same as saying yes to any and every request that comes from the FBU.

Andrew Dismore (AM): That is not the point.

James Cleverly (Chairman, LFEPA): The Commissioner's professional judgment about the safety of firefighters has to be paramount. You say: "It did not". Captain Hindsight is a wonderful superhero, but the simple fact of the matter is had the weather been worse on that day and had there been a major incident that evening, then the situation would have been very different. Turning around and saying: "But there was not, was it? Therefore, you were wrong in your judgment call", is childish beyond belief.

Andrew Dismore (AM): Look, the fire service used to have formal discipline regulations and the equivalent of a court-martial. All that went away. Now, of course, people have to, on fire grounds, observe disciplinary procedures within the structure of command and control in an incident and in the stations, too. Equally, management ought to have some common sense sometimes and that is sadly lacking.

James Cleverly (Chairman, LFEPA): I will counter that by saying --

Andrew Dismore (AM): Let me finish now.

James Cleverly (Chairman, LFEPA): Yes, fair enough.

Andrew Dismore (AM): The fact is I know you have a military background. The fire service is not the armed forces. It has changed. It has changed dramatically since I started working with them in 1978 as a young solicitor. There needs to be some common sense towards industrial relations and my concern for industrial relations in the fire service is if you have uniformed managers who have not had proper industrial relations training, who have grown up in the environment where there was the formal disciplinary system that there used to be and have not grown out of it. My concern is, frankly, that silly orders like this just make things worse, not better.

James Cleverly (Chairman, LFEPA): I would counter that by suggesting that this was meant to be a strategic discussion about the long-term direction of the Fire Authority rather than a raking over the coals about one particular march. I absolutely understand firefighters wanted to be identified as such when they were on that march; I completely get that. There are a number of uniforms available to them which would have made it completely obvious that they were operational firefighters for the London Fire Brigade. Their caps and tunics would have easily identified them. Therefore, I ask the question: why was there an obsession about wearing the PPE and having a row over this? You say it was an unnecessary --

Andrew Dismore (AM): You tried to ban it. That is why. Ron tried to ban it. It was an unnecessary dispute.

James Cleverly (Chairman, LFEPA): That is your point. The point I am making is that we are not suggesting going back to some form of military discipline, but you are saying industrial relations - and the Commissioner has already said - it is a two-way process. There are very sound operational reasons why the wearing of PPE in a non-operational environment is not appropriate. There are a range of other uniforms that protesting firefighters could and, in my mind, should have worn to identify them as firefighters. I ask, again, a rhetorical question because I know I am the answerer rather than the asker: why was the union's position so explicit about the wearing of PPE? I would suggest it was an action which in hindsight was unnecessary. It caused friction between the firefighters and management which was unnecessary. There were a range of other uniforms that protesting firefighters could and should have worn, which would have had no impact whatsoever about the future operational effectiveness and more importantly the safety of individual firefighters in the event of a fire. The fact that you so willingly disregard the professional advice of the Commissioner about the safety of our firefighters is wrong, massively wrong.

Darren Johnson (Chair): Thank you. Are there any more questions on professional relationships? Finally, are there any questions from Members on other issues that were raised in the oral update at the start?

Fiona Twycross (AM): It is a question for James and I will try to make it quick, obviously. Cuts came up a lot and you have mentioned the Government position in that everything filters down from the Government's decision to cut the money and so on. I just wanted clarification on what your view is on big state and small state. For example, if you were in charge of

deciding the overall budget, not just what to do with what we are given, what would you have done?

Darren Johnson (Chair): A quick answer to this because the Labour Group do not have much time left.

James Cleverly (Chairman, LFEPa): I said this in my confirmations hearing because I reread the minutes of my own confirmations hearing and I have not moved an inch on this position. The job of a public service, whether it is the emergency service or any other public service, is to deliver that public service. It is not to find creative ways of using up public money. If you are able to deliver safety for less money than you have historically, then it is your duty to do so. It comes to the point that Kit was making about driving down false alarms.

Fiona Twycross (AM): You would have cut?

James Cleverly (Chairman, LFEPa): When a pump and crew are attending a false alarm, they are unavailable to attend another real incident. Actually, therefore, by driving down false alarms, we are actually able to have a higher proportion of the fire brigade available for shouts at any given point in time. That will make London safer. I have a plan from the Commissioner which makes London safer, not in relative terms, in absolute terms, and does it for less money than we have historically been able to. In that circumstance, it is entirely appropriate for that money to go back to the taxpayer.

Darren Johnson (Chair): Thank you. No other Members have signalled, so that concludes the questioning. I thank Ron Dobson and James Cleverly for coming along.

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WRITTEN ANSWERS

Meeting Plenary

Date Wednesday, 04 December 2013

Time Session One

Subject: Written Answers to Questions Not Answered at the Plenary Meeting on 4 December 2013

Report of: Executive Director of Secretariat

Pension Dispute

Question No: 2013/4406

[Fiona Twycross](#)

Do you think it is reasonable that London Firefighters should be placed in a position where they face "no job, no pension" if they cannot achieve the minimum level of fitness after 55?

Oral response

Cost savings and the Sir Ken Knight Review

Question No: 2013/4407

[Richard Tracey](#)

A recent review conducted by the Government's former Chief Fire and Rescue Advisor, Sir Ken Knight, identified nearly £200 million worth of potential savings across England and Wales' 46 Fire Authorities. Given the size and complexity of the London Fire Brigade, in comparison to the brigades on which the review focused, how many of the areas highlighted in the report offer a real opportunity for cost savings in the provision of fire and rescue cover to the Capital?

Oral response

Impacts of climate change

Question No: 2013/4408

[Jenny Jones](#)

Are you monitoring climate change research suggesting that, on the basis of current policy failures, the world may warm by more than 2 degrees centigrade within thirty years, and are you reviewing your risk analysis and adaptation actions to consider this high emissions scenario?

Oral response

Professional Relationships

Question No: 2013/4409

[Stephen Knight](#)

What are you doing to improve the professional relationships between London's Firefighters, their Union and Fire Brigade managers?

Oral response

Procurement

Question No: 2013/4505

[Fiona Twycross](#)

How much of the London Fire Brigade overall cleaning contract with Knighton Cleaning Services is being spent on the wages of cleaning staff and how is the rest of the contract spend broken down?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

£1.9m is the overall cleaning budget for 2013/14. Of that, £900k is spent directly on wages for cleaning staff (at the London Living Wage). This does not include pension and national insurance costs.

The rest of the contract is made up of:

- £190k for window cleaning, personal hygiene and roller towels.
- £100k for materials (scrubbing machines, wet vacuums, hoovers, cleaning products and three types of bin bags).
- £70k for 11 vehicles (including insurance, tax, petrol, congestion charge).
- £220k management fee (including the operations and appliance manager, two contract managers, three supervisors and an admin officer).
- £420k for a combination of office overheads, insurance, pensions, national insurance contributions and profit.

5th London Safety Plan 1

Question No: 2013/4506

[Andrew Dismore](#)

Which organisations have contacted the London Fire Brigade about purchasing the Belsize Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 2

Question No: 2013/4507

[John Biggs](#)

Which organisations have contacted the London Fire Brigade about purchasing the Bow Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process.

5th London Safety Plan 3

Question No: 2013/4508

[Jennette Arnold](#)

Which organisations have contacted the London Fire Brigade about purchasing the Clerkenwell Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 4

Question No: 2013/4509

[Len Duvall](#)

Which organisations have contacted the London Fire Brigade about purchasing the Downham Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process.

5th London Safety Plan 5

Question No: 2013/4510

[Jennette Arnold](#)

Which organisations have contacted the London Fire Brigade about purchasing the Kingsland Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 6

Question No: 2013/4511

[Murad Qureshi](#)

Which organisations have contacted the London Fire Brigade about purchasing the Knightsbridge Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process.

5th London Safety Plan 7

Question No: 2013/4512

[John Biggs](#)

Which organisations have contacted the London Fire Brigade about purchasing the Silvertown Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 8

Question No: 2013/4513

[Valerie Shawcross](#)

Which organisations have contacted the London Fire Brigade about purchasing the Southwark Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 9

Question No: 2013/4514

[Murad Qureshi](#)

Which organisations have contacted the London Fire Brigade about purchasing the Westminster Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process. We can confirm, as previously stated, that the Education Funding Agency is one of these parties.

5th London Safety Plan 10

Question No: 2013/4515

[Len Duvall](#)

Which organisations have contacted the London Fire Brigade about purchasing the Woolwich Fire Station site?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received a number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers and retail operators. We can not release the names of these organisations at this stage as this might prejudice any later competitive process.

5th London Safety Plan 11

Question No: 2013/4516

[Andrew Dismore](#)

What date will Belsize Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Communications to the public and all members of staff provide the 9 January 2014 as the planned date for the fire station to close. A news release issued on the 12 September, following the LFEPA meeting, explained that 'the implementation date proposed for the measures in LSP5 is Thursday, 9 January 2014'.

Prior to the closure of any fire station communications would go ahead which would include press (targeting the London boroughs affected), the Brigade website, use of the Brigade's social media, direct communications with key stakeholders and further internal communications.

5th London Safety Plan 12

Question No: 2013/4517

[John Biggs](#)

What date will Bow Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 13

Question No: 2013/4518

[Jennette Arnold](#)

What date will Clerkenwell Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 14

Question No: 2013/4519

[Len Duvall](#)

What date will Downham Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 15

Question No: 2013/4520

[Jennette Arnold](#)

What date will Kingsland Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 16

Question No: 2013/4521

[Murad Qureshi](#)

What date will Knightsbridge Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 17

Question No: 2013/4522

[John Biggs](#)

What date will Silvertown Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 18

Question No: 2013/4523

[Valerie Shawcross](#)

What date will Southwark Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 19

Question No: 2013/4524

[Murad Qureshi](#)

What date will Westminster Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 20

Question No: 2013/4525

[Len Duvall](#)

What date will Woolwich Fire Station close and how will you be informing residents of their nearest fire station leading up to closure?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Please see the answer to question No: 2013/4516.

5th London Safety Plan 21

Question No: 2013/4526

[Fiona Twycross](#)

When will the number of firefighters be reduced by 588? When is future recruitment anticipated?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

On the basis of current leaver predictions there will be 588 fewer firefighters by the end of March 2015. If these predictions remain constant then a new recruitment round would commence around September 2014 so new trainees would be able to enter the service in April 2015. There are 79 people who have successfully completed the recruitment process already who we hope will be able to begin training in early 2015 and complete it in April 2015. This would mean these new firefighters would be ready to join the service at the point at which establishment is reached.

An additional factor is that officers are seeking expressions of interest in voluntary severance from operational staff prior to the Authority making a decision about whether or not to go ahead with a voluntary severance programme. If that did go ahead then establishment would be reached before the end of March 2015 and the recruitment round would be brought forward.

Future of LFEPA

Question No: 2013/4527

[Fiona Twycross](#)

What discussions have you had with the Government about the dissolution of LFEPA and responsibility being passed to the Mayor and what proposals, if any, do you anticipate arising from this?

[James Cleverly AM \(Chairman, LFEPA\)](#)

In my role as Chair of the Fire Authority I have had regular conversations with both the current and former Fire Minister. The subjects of LFEPA's political balance, the impasse over the adoption of LSP5, use of mayoral direction, as well as current and future governance structures have formed part of a number of those conversations.

I believe there is a general feeling that the current structure has proven itself to be inappropriate, but no firm proposals for alternatives have been communicated to me. Although I am unwilling to speculate on future government thinking, their response to the CLG Select Committee report on the GLA Act 2007 suggests they are open to proposals for reform.

Recruitment and Equality Impact

Question No: 2013/4528

[Navin Shah](#)

What are LFEPA doing to ensure that the staff reflect the communities they serve?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

LFEPA (and its predecessors GLC and LFCDA) have had a strong commitment to recruiting a diverse workforce and have invested in strategies and initiatives to realise that commitment. These initiatives have had success and we now have 336 (6.2%) operational women and 660 (12.19%) of our operational staff are from BME communities.

Improving the diversity of our workforce continues to be a priority. We work hard to encourage applications from people with diverse backgrounds. Targeted advertising for previous firefighter campaigns has included in press and radio adverts aimed at minority communities as well as more broadly on our website and Facebook page. We also ensure that adverts feature LFB staff from a diverse range of backgrounds and that they include the following text: 'We are keen to hear from anyone with the ability to do this job to help us achieve a workforce as diverse as the communities that we serve.'

We continue to work closely with the unions and Brigade Support Groups to develop initiatives and encourage staff to be involved. We run initiatives to raise awareness of the firefighter role as a career among underrepresented groups including visits to schools and community centres. Pre-selection skills courses targeted at BME men and a physical fitness open days targeted at women are held prior to a firefighter recruitment round, We keep in touch with potential candidates from underrepresented groups who have expressed an interested in a firefighting role or have attended one of our events so they are aware when we are advertising.

Zero-Hour Contracts

Question No: 2013/4529

[Fiona Twycross](#)

Are any contractors used by LFEPA operating zero-hour contracts and if so, which companies?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We are only aware of one supplier, Babcock Training operating zero-hours contracts for some of their trainers. The staff concerned are highly skilled trainers that provide training for specialist courses that are limited in frequency.

Zero-Hour Contracts

Question No: 2013/4530

[Fiona Twycross](#)

Are any sub-contractors LFEPA might employ operating zero-hour contracts and if so, which companies?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We do not hold this information.

London's Living Wage

Question No: 2013/4531

[Fiona Twycross](#)

Are all contractors that are employed by LEFPA paying the new London Living Wage rate and if not, which ones are not paying it?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

LFEPA's London Living Wage Accreditation requires our contractors to pay the London Living Wage uplift within six months of the announcement of the increased rate. We are working with our suppliers to implement the new rate according to the accreditation requirements.

We have one supplier whose staff do not work on LFEPA premises that declined to pay the London Living Wage - Berendson. They provide laundry services and were the only supplier to tender for that contract, so there was no alternative supplier.

London's Living Wage

Question No: 2013/4532

[Fiona Twycross](#)

Are any subcontractors they might be employ paying the new London Living Wage and if not, which ones are not paying it?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We do not hold this information.

Stonewall

Question No: 2013/4533

[Fiona Twycross](#)

Between 2005 and 2009, the London Fire Brigade was ranked top fire and rescue service by Stonewall as an LGBT employer yet are now not even in the top 100. Do you think it is important that the London Fire Brigade returns to being a leading employer for the LGBT community and demonstrating that by getting back on to the Stonewall list for 2014?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

LFB has not entered the Stonewall Index since 2009. Although performance improved annually, the LFB's position fell as more organisations entered the Index. As a public authority limited by legal constraints on the way public funds can be spent, the LFB were unable to make the interventions other organisations could, and as a result LFB, along with a number of other FRSs, decided to withdraw. This does not diminish LFB commitment to LGBT issues. These concerns have been shared with Stonewall, who recognise the issues and who have urged the LFB to consider re-joining their Champions Programme without competing for a place in the Index. LFB officers are considering the resource implications involved.

Succession Planning

Question No: 2013/4534

[Fiona Twycross](#)

Can you please advise how many Station Managers and operational officers above that rank have retired and been reemployed as FRS staff over the last five years. Have any of these officers returned to a similar role that they performed prior to retirement and have any of these officers received subsequent promotions?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Since 1 November 2008 eight operational staff graded Station Manager and above have applied for and been recruited to permanent FRS positions and one was appointed on a temporary contract. Of the above, six remain in employment. Three of the eight were appointed to posts that were similar to the role that they performed before retiring. One person has subsequently been promoted since re-joining the Brigade in an FRS role, and two posts have been regraded.

The rules of the firefighter pension schemes have been changed from 1 October 2013 which means that employers can now abate the pension of any retired firefighter who takes up employment in a non-operational role. LFEPA policy is to apply abatement where it is lawful to do so. It is anticipated that this change will affect future career choices of retired operational staff.

Sprinklers

Question No: 2013/4535

[Navin Shah](#)

What discussions have you had with the Mayor about installing sprinklers in at risk buildings which he has influence over and what was the outcome of these discussions?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

LFB officers and the GLA Housing and Land Directorate have discussed the disbursement of the Mayor's Care and Supported Housing Fund which is for the building/refurbishment of blocks of accommodation intended for vulnerable residents. There was agreement that there is potential to include a clause in the contract documentation on consideration of fire suppression systems for these blocks. This will be taken forward in discussion with the Department of Health, which is the funding source.

Sprinklers

Question No: 2013/4536

[Navin Shah](#)

What discussions have you had with the Mayor about ensuring all care homes within the capital are fitted with sprinkler systems and what was the outcome of these discussions?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

There have been no discussions with the Mayor about ensuring all care homes within the capital are fitted with sprinklers. However, in line with the Authority's Sprinkler Position Statement we do strongly advocate the installation of automatic sprinkler suppression systems in all new residential care buildings and this is reflected in our response to all building control applications that we are consulted on.

Fire Deaths

Question No: 2013/4537

[Tom Copley](#)

Over the last 5 years, how many of those who died in fires in the home had visited A&E in the year leading up to their death?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We do not routinely gather this information.

Converting station premises to housing

Question No: 2013/4538

[Fiona Twycross](#)

What work has occurred over the last year in converting redundant station space into affordable housing? How many homes have been created, if any?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

LFEPA has had no redundant space suitable for affordable housing over the last year. It is party to a Development Agreement with a Developer (Native Land) for circa 17,000 sq ft of affordable housing at 8 Albert Embankment, which is subject to a planning consent.

Sprinklers

Question No: 2013/4539

[Navin Shah](#)

Given the Mayor's responsibility for housing and the likely growth in house building over future years, why discussions have you had with the Mayor over installing sprinklers into new buildings systematically and what are the outcomes or anticipated outcomes of these discussions?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

While it would be ideal for all domestic premises to have fire suppression systems the LFEPA Sprinkler Position Statement recognises this is not practical or realistic. We advocate that sprinklers are installed in domestic premises where our most vulnerable residents live, in addition to smoke alarms, as this would further reduce risks. To achieve this we work in partnership with developers, the London Boroughs and social housing landlords to encourage the installation of sprinklers as part of new builds and major refurbishments. Discussions have been held between LFB officers and the London Legacy Development Corporation about the installation of automatic sprinkler suppression systems in their developments.

Grievances

Question No: 2013/4540

[Fiona Twycross](#)

How many grievances relating to sexual harassment have been raised in each of the past five years at the London Fire Brigade? What has been the outcome?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Cases of sexual harassment will normally be dealt with under the Authority's bullying and harassment procedure and/or the discipline procedure. Prima facie cases of inappropriate behaviour of a sexual nature would be dealt with as discipline cases. The grievance procedure is, therefore, not appropriate in dealing with such complaints.

In regard to cases where there have been complaints of, or issues of, sexually inappropriate behaviour there have been the following discipline cases in the last five years.

Financial year	Number of cases	Outcome (s)
2008/09	0	-
2009/10	0	-
2010/11	0	-
2011/12	2	One dismissal, one final written warning
2012/13	1	One dismissal

Dismissals

Question No: 2013/4541

[Fiona Twycross](#)

How many dismissals have been made in relation to sexual harassment in each of the past five years at the London Fire Brigade?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Financial year	Dismissals have been made in relation to sexual harassment
2008/09	0
2009/10	0
2010/11	0
2011/12	1
2012/13	1

Grievances

Question No: 2013/4542

[Fiona Twycross](#)

How many grievances relating to racial discrimination have been raised in each of the past five years at the London Fire Brigade? What has been the outcome?

[James Cleverly AM \(Chairman, LFEPA\)](#) & [Ron Dobson \(Commissioner, LFEPA\)](#)

Financial year	Number of grievances	Outcome (s)
2008/09	4	One grievance upheld. In three grievance cases a policy change agreed with the trades unions which resolved the issue
2009/10	0	-
2010/11	1	Grievance not upheld
2011/12	3	One grievance upheld in part One grievance not upheld One grievance against discipline outcome not accepted
2012/13	3	One grievance settled by mediation One grievance not upheld One grievance against discipline outcome not accepted

Dismissals

Question No: 2013/4543

Fiona Twycross

How many dismissals have been made due to gross misconduct in each of the past five years? What is the nature of these? Have any prosecutions been made as a result?

James Cleverly AM (Chairman, LFEPA) & Ron Dobson (Commissioner, LFEPA)

Financial Year	No of Dismissals	Nature of dismissal issue
2008/09	3	One inappropriate behaviour and serious breach of policy One fraud One tested positive for Class A drugs
2009/10	2	One criminal conviction One tested positive for Class A drugs
2010/11	5	One working whilst sick without permission Two tested positive for Class A drugs One making hoax emergency call One criminal conviction
2011/12	9	Two for criminal convictions Two unauthorised absences Two working while sick without permission Two tested positive for Class A drugs One sexual harassment
2012/13	5	Two criminal convictions Two tested positive for Class A drugs One sexual harassment

Youth Engagement

Question No: 2013/4544

[Murad Qureshi](#)

What plans do you have for youth engagement programmes at the London Fire Brigade?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We have a well established youth engagement programme supplemented by a range of borough based youth initiatives. There is a plan for Community Fire Cadets to start in three new boroughs by April 2014 (Hackney, Newham and Tower Hamlets), making nine in total. From January 2014, station based staff will start visiting low and medium risk priority schools in their areas and deliver sessions with Prince's Trust XL clubs. The fifth London Safety Plan includes an objective to bring together our youth work under the LIFE banner and LFEPA Strategy Committee members will be considering this at the March 2014 meeting. The long term plan for the youth schemes is to continue to deliver with an emphasis on developing wider partnerships for referral, external funding and accreditation.

Capital Guard

Question No: 2013/4545

[Tom Copley](#)

What processes does Capital Guard have in place to vet staff and potential staff?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

All Emergency Fire Crew Capability (EFCC) staff conform to the contractual requirements of the Basic Security Check Contract Requirements and their identity is confirmed by the presentation of security documents.

References are obtained from all previous employers and as well as a personal referee nominated by the individual to cover the 3-year period prior to the application to become part of the EFCC.

EFCC staff are subject to a criminal record declaration and must declare any unspent convictions as defined in the Rehabilitation of Offenders Act (1974).

Securitas, who provide the EFCC staff, is a Security Industry Authority Approved Contractor.

All of the above is in compliance with the Private Security Industry Act 2004.

In addition to this, Securitas performs its own 5 year vetting processes for each person joining the company. This process is performed prior to engagement and confirmation of employment.

As EFCC staff work on military bases they are obliged to sign the Official Secrets Act.

Protective Equipment Group

Question No: 2013/4546

[Fiona Twycross](#)

What is the rationale behind the privatisation of the Protective Equipment Group, given that they highly regarded around the country, they are an efficient group within the organisation and the risks for the organisation if their work failed would be catastrophic?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

No decision has been made to privatise the Protective Equipment Group (PEG). A commitment to market test the service was first included in the budget report for 2011/12. This anticipated a potential saving of £210k to be achieved in 2013/14. This saving was deferred in order to allow the market test to be included as part of the wider review of the Authority's vehicle and equipment contract .

The tenders for a potential combined contract to include PEG will be evaluated along side the tenders for the vehicle and equipment contract early in the new year. A recommended way forward will then be presented to LFEPA for decision in March. The current high standards provided by PEG will be key to that evaluation. No recommendation will be made to award a contract if it is not demonstrated that it will provide at least the same high levels of service as PEG. If a decision is taken to outsource the service the extended implementation period will include assurance controls which must be met before operational commencement.

Industrial Action

Question No: 2013/4547

[Fiona Twycross](#)

What criteria were used to determine that the Dagenham fire was a major incident and that firefighters should be recalled to duty?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

This was a command decision made within a multi agency silver meeting by a police officer based upon the operational considerations at the time. In accordance with nationally agreed FBU protocol the procedure to recall firefighters to duty was enacted and the regional FBU official was duly notified.

Industrial Action

Question No: 2013/4548

[Navin Shah](#)

What are you doing to improve relations between the Union and the Authority?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Management has regular, generally monthly, formal meetings with all the recognised trade unions, and in addition has frequent informal contact where urgent issues are discussed/resolved. Management's door is always open if the trade unions have issues they wish to discuss. Management adheres to the principles set out in the NJC Joint Protocol for Good Industrial Relations in its dealings with all the recognised trade unions, not just those that come under the NJC (FBU and FOA).

The Authority recently invited external risk consultants DNV to examine industrial relations and make recommendations for improvement, their report and recommendations have been agreed by the Authority and there is an action plan in place to implement those recommendations.

Fire station closures and equality impact

Question No: 2013/4549

[Jennette Arnold](#)

To ensure the Mayor and LFEPA were compliant with the Public Sector Equality Duty (PSED), they should have - during the decision-making process to close, initially, 12 and, later, 10 fire stations across London, including Clerkenwell and Kingsland in my constituency - carried out an assessment to see what impact these closures will have on equality. Please may I have sight of the documentation pertaining to this?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The draft LSP5, which was subject to public consultation between March and June 2013, proposed the closure of 12 fire stations (first published January 2013) and the agreed proposal (first published July 2013) closes 10 fire stations. At each stage an equality analysis was carried out on the proposals as well as other aspects of the proposals in the Fifth London Safety Plan (LSP5).

The equality analyses for the 12 station closure (January 2013, report reference FEP2021) and the 10 station closure (July 2013 report reference FEP2091) are available on LFB web site as follows.

School sprinklers

Question No: 2013/4550

[Joanne McCartney](#)

Are all schools in London fitted with sprinkler systems? If not, can you list the percentage of schools fitted with a sprinkler system in each Borough?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

No, not all schools are fitted with sprinkler systems. Based on the information held the number and percentage of schools by borough that have sprinklers is listed below.

The number of schools we have recommended sprinklers be installed in as part of a planning application response is 172, we have been doing this since 2009.

Property Use	Number of schools	Sprinklers recorded	Percentage
Barking and Dagenham	75	4	5.3
Barnet	210	4	1.9
Bexley	112	1	0.9
Brent	127	2	1.6
Bromley	145	1	0.7
Camden	151	2	1.3
City	9	0	0.0
Croydon	214	1	0.5
Ealing	167	14	8.4
Enfield	136	1	0.7
Greenwich	144	13	9.0
Hackney	173	8	4.6
Hammersmith and Fulham	105	0	0.0
Haringey	147	2	1.4
Harrow	96	1	1.0
Havering	113	1	0.9
Hillingdon	126	1	0.8
Hounslow	109	0	0.0
Islington	99	4	4.0
Kensington and Chelsea	108	1	0.9
Kingston	80	2	2.5
Lambeth	166	0	0.0
Lewisham	154	8	5.2
Merton	110	1	0.9
Newham	130	1	0.8
Redbridge	125	3	2.4
Richmond	127	2	1.6
Southwark	158	6	3.8
Sutton	92	3	3.3
Tower Hamlets	138	0	0.0
Waltham Forest	127	3	2.4
Wandsworth	162	1	0.6
Westminster	141	2	1.4
TOTAL	4276	93	2.2

Enforcement notices

Question No: 2013/4551

[Joanne McCartney](#)

How many enforcement notices have been given out in Enfield and Haringey this year? How does this compare with the five previous years?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Financial year	Number of notices in Enfield	Number of notices in Haringey
2013/14 up to 22/11/2013	6	3
2012/13	11	11
2011/12	12	15
2010 /11	14	15
2009 /2010	11	13
2008 /2009	20	21
2007 /2008	21	19

Lift response times

Question No: 2013/4552

[Joanne McCartney](#)

How many calls have you received due to faulty lifts in Enfield and Haringey?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

We do not record whether or not a lift was faulty, only whether an attendance was made to rescue persons shut in a lift car or trapped in lift machinery.

The number of attendances to persons shut in a lift car in Enfield and Haringey in 2013/14 so far (1 April to 30 November 2013) was 186 (108 in Enfield and 78 in Haringey).

The number of incidents to people trapped in lift machinery in 2013/14 so far (April to November 2013) in the whole of London was seven with none in Enfield or Haringey.

Response times 1

Question No: 2013/4553

[Joanne McCartney](#)

Can you please provide response times for past year for first and second appliances in Enfield and Haringey? How does this compare with the five previous years?

[James Cleverly AM \(Chairman, LFEPA\)](#) & [Ron Dobson \(Commissioner, LFEPA\)](#)

	Borough	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14 (April to November only)
First appliance	Enfield	06:40	06:30	06:34	06:26	06:23	06:14
	Haringey	05:53	05:50	05:49	05:40	05:39	05:34
Second appliance	Enfield	07:22	07:32	08:03	07:37	07:38	07:21
	Haringey	06:20	06:14	06:38	06:15	06:08	06:35

Response times 2

Question No: 2013/4554

[Joanne McCartney](#)

What is the anticipated average attendance time for both first and second appliance attendance at an incident in both Enfield and Haringey after your cuts take affect?

[James Cleverly AM \(Chairman, LFEPA\)](#) & [Ron Dobson \(Commissioner, LFEPA\)](#)

As set out in the Fire Commissioner's report to the Fire Authority in July 2013 (FEP2091 and available on the LFB web site), the modelled first and second appliance attendance times before and after implementation of the changes in the Fifth London Safety Plan (LSP5) were stated as follows:

	Borough	Modelled Now	Modelled After LSP5
First appliance	Enfield	06:25	06:26
	Haringey	05:40	05:40
Second appliance	Enfield	06:55	06:58
	Haringey	05:51	05:51

Flooding 1

Question No: 2013/4555

[Joanne McCartney](#)

How many times have the Fire Brigade been called out to deal with flooding in London this year? How does this compare with the five previous years?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

As described in LSP5 supporting document 2 - incident profiles (available on the LFB web site), Flooding incidents include surface water flooding after heavy rain and fluvial flooding of rivers, but most flooding incidents we attend are to buildings as a result of leaky plumbing, burst pipes or simply leaving sinks/baths to overflow.

Between 1 April and 30 November 2013 the London fire Brigade have attended 4,020 flooding incidents. The table below shows the previous five years.

Financial year	Flooding incidents attended
2008/09	6,620
2009/10	7,287
2010/11	7,017
2011/12	6,281
2012/13	6,661

Flooding 2

Question No: 2013/4556

[Joanne McCartney](#)

How many times have the Fire Brigade been called out to deal with flooding in Enfield and Haringey this year?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

298 times (between 1 April and 24 November 2013). As outlined the answer to question 2013/4555, most flooding incidents attended by the LFB are to buildings as a result of leaky plumbing, burst pipes or simply leaving sinks/baths to overflow.

Impact of the cuts 1

Question No: 2013/4557

[Andrew Dismore](#)

What is the current average attendance time for a first appliance to attend an incident in Belsize Ward Camden?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

4m:37s (based on the three year average to 2011/12 as published as part of LSP5). The performance for 2012/13 was 4m:07s.

Impact of the cuts 2

Question No: 2013/4558

[Andrew Dismore](#)

What is the anticipated average attendance time for a first appliance to attend an incident in Belsize Ward Camden after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time after implementation of the changes in the Fifth London Safety Plan (LSP5) is 7m:59s based on modelling using data up to 2011/12.

Impact of the cuts 3

Question No: 2013/4559

[Andrew Dismore](#)

How much longer will people who live in Belsize Ward Camden have to wait for a first fire appliance to attend after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The difference between the answers to question number 2013/4557 and question number 2013/4558 is 3m:22s based on the published LSP5 data. It would be misleading to compare the difference between current performance (2012/13) and modelled anticipated performance (based on data to 2011/12).

Impact of the cuts 4

Question No: 2013/4560

[Andrew Dismore](#)

What is the current average attendance time for a first appliance to attend an incident in Kings Cross Ward Camden?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

4m:44s (based on the three year average to 2011/12 as published as part of LSP5). The performance for 2012/13 was 4m:18s.

Impact of the cuts 5

Question No: 2013/4561

[Andrew Dismore](#)

What is the anticipated average attendance time for a first appliance to attend an incident in Kings Cross Camden after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time after implementation of the changes in the Fifth London Safety Plan (LSP5) is 5m:38s based on modelling using data up to 2011/12.

Impact of the cuts 6

Question No: 2013/4562

[Andrew Dismore](#)

How much longer will people who live in Kings Cross Ward Camden have to wait for a first fire appliance to attend after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The difference between the answers to question number 2013/4560 and question number 2013/4561 is 54 seconds based on the published LSP5 data. It would be misleading to compare the difference between current performance (2012/13) and modelled anticipated performance (based on data to 2011/12).

Impact of the cuts 7

Question No: 2013/4563

[Andrew Dismore](#)

What is the current average attendance time for a first appliance to attend an incident in Holborn and Covent Garden Ward Camden?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

4m:41s (based on the three year average to 2011/12 as published as part of LSP5). The performance for 2012/13 was 4m:32s.

Impact of the cuts 8

Question No: 2013/4564

[Andrew Dismore](#)

What is the anticipated average attendance time for a first appliance to attend an incident in Holborn and Covent Garden Camden after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time after implementation of the changes in the Fifth London Safety Plan (LSP5) is 5m:53s based on modelling using data up to 2011/12.

Impact of the cuts 9

Question No: 2013/4565

[Andrew Dismore](#)

How much longer will people who live in Holborn and Covent Garden Ward Camden have to wait for a first fire appliance to attend after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The difference between the answers to question number 2013/4563 and question number 2013/4564 is 1m :12s based on the published LSP5 data. It would be misleading to compare the difference between current performance (2012/13) and modelled anticipated performance (based on data to 2011/12).

Impact of the cuts 10

Question No: 2013/4566

[Andrew Dismore](#)

What is the current average attendance time for a first appliance to attend an incident in Bloomsbury Ward Camden?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

4m:32s (based on the three year average to 2011/12 as published as part of LSP5). The performance for 2012/13 was 4m:19s.

Impact of the cuts 11

Question No: 2013/4567

[Andrew Dismore](#)

What is the anticipated average attendance time for a first appliance to attend an incident in Bloomsbury Ward Camden after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time after implementation of the changes in the Fifth London Safety Plan (LSP5) is 4m 45s based on modelling using data up to 2011/12.

Impact of the cuts 12

Question No: 2013/4568

[Andrew Dismore](#)

How much longer will people who live in Bloomsbury Ward Camden have to wait for a first fire appliance to attend after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The difference between the answers to question number 2013/4566 and question number 2013/4567 is 13 seconds based on the published LSP5 data. It would be misleading to compare the difference between current performances (2012/13) and modelled anticipated performance (based on data to 2011/12).

Impact of the cuts 13

Question No: 2013/4569

[Andrew Dismore](#)

What is the current average attendance time for a first appliance to attend an incident in Camden?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time currently is 4m: 41s, as published in the Fire Commissioner's report to LFEPA (FEP2091) in July 2013. The performance for 2012/13 was 4m: 36s.

Impact of the cuts 14

Question No: 2013/4570

[Andrew Dismore](#)

What is the anticipated average attendance time for a first appliance to attend an incident in Camden after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The modelled average time after implementation of the changes in the Fifth London Safety Plan (LSP5) is 5m: 26s based on modelling using data up to 2011/12.

Impact of the cuts 15

Question No: 2013/4571

[Andrew Dismore](#)

How much longer will people who live in Camden have to wait for a first fire appliance to attend after your cuts take effect?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The difference between the answers to question number 2013/4569 and question number 2013/4570 is 45 seconds based on the published LSP5 data. It would be misleading to compare the difference between current performance (2012/13) and modelled anticipated performance (based on data to 2011/12).

Impact of the cuts 16

Question No: 2013/4572

[Andrew Dismore](#)

What is the minimum attendance needed before active fire fighting operations, including putting water onto the fire, can commence in a tower block fire?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Neither the National Generic Risk Assessment for high rise firefighting issued by the Department for Communities and Local Government nor the LFEPA policy on high rise firefighting specify a minimum number of appliances or firefighters required to commence firefighting operations in a tower block fire. Firefighting operations begin as soon as the first crews arrive. It consists of information gathering, securing water supplies and securing the firefighting lift and so an initial attack on a fire in a tower block can be made with as few as eight firefighters.

Sale Of Fire Stations 1

Question No: 2013/4573

[Andrew Dismore](#)

How many prospective purchasers have expressed an interest in buying Belsize fire station?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers, retail operators and the Education Funding Agency. We cannot release the number of these organisations at this stage as this might prejudice any later competitive process.

Sale Of Fire Stations 2

Question No: 2013/4574

[Andrew Dismore](#)

How many prospective purchasers have expressed an interest in buying Clerkenwell fire station?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Without having approached the market LFEPA have received number expressions of interest for this property ranging from real estate agents acting on behalf of unnamed clients, residential developers, retail operators and the Education Funding Agency. We can not release the number of these organisations at this stage as this might prejudice any later competitive process

Fire-fighter retirement 1

Question No: 2013/4575

[Andrew Dismore](#)

How many firefighters in each of the last three years retired on health or injury grounds before the age of 55?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Financial year	Number of firefighters retired on health or injury grounds before the age of 55
2010/11	7
2011/12	12
2012/13	18

Fire-fighter retirement 2

Question No: 2013/4576

[Andrew Dismore](#)

Is it safe for a firefighter aged 60 to attempt a ladder rescue from a fire?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Provided the firefighter is trained, has been assessed as competent to undertake the role and has passed the relevant fitness standard the firefighter will be able to carry out their role safely

Fire-fighter retirement 3

Question No: 2013/4577

[Andrew Dismore](#)

What estimate have you made of the number of firefighters who will have to retire on health or injury grounds before the age of 60, if the proposed increase in retirement age is implemented?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

No firefighter employed by LFEPA will be retired on health grounds arising from any increase in their pension age until 1 April 2022 at the earliest. In his report Dr Tony Williams estimated an additional 30 to 40 ill health retirements nationally once the protection provisions are fully in place and retirement choices are not affected by accrued protection rights. Broken down proportionally for London, this would equate to an additional four to six ill health retirements a year.

Fire-fighter retirement 4

Question No: 2013/4578

[Andrew Dismore](#)

Will capability procedures which can lead to the dismissal of a firefighter be applied to firefighters between the ages of 55 and 60 if the proposed increase in retirement age is implemented?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

This scenario would not arise for firefighters currently within the 1992 scheme until 1 April 2022 at the earliest and staff in the 2006 scheme already have a retirement age of 60. This issue is currently being discussed at national level between the Government, the FBU, and the national employers.

Fire-fighter retirement 5

Question No: 2013/4579

[Andrew Dismore](#)

What will be the effect on his or her pension if a firefighter is dismissed on capability grounds between the ages of 55 and 60 if the proposed increase in retirement age is implemented?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

If this were to happen they would receive the same pension entitlement as if they had chosen to retire, they would have earned the right to access their pension immediately and any actuarial reduction would be the same.

Industrial Dispute 1

Question No: 2013/4580

[Andrew Dismore](#)

What damage did you think might occur to fire tunics due to firefighters wearing them on the recent protest march over pensions and cuts?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Fire tunics are part of a firefighter's Personal Protective Equipment (PPE) and they are not the property of individuals or LFEPA, but of our supplier, Bristol Uniforms. Firefighter's PPE conform to the International Standard EN 469 for protection and is supplied in accordance with the Personal Protective Equipment at Work Regulations 1992. PPE is available to all operational staff whenever they are on duty. PPE is essential to be available at all times for the use of firefighters. A health and safety risk for LFEPA arises from wet PPE and this risk needs to be controlled and minimised. PPE which was worn inappropriately outdoors could become wet and potentially unsuitable for use until cleaned. The removal of PPE from service for cleaning could have had a detrimental effect on the ability of the service to respond effectively to incidents. If PPE is worn incorrectly, not checked and maintained, or used in a manner that was not intended, the potential for injury increases dramatically. In light of the above it was made clear to all firefighters that during the FBU national march and demonstration they could wear either their workwear uniform or full undress uniform.

Industrial Dispute 2

Question No: 2013/4581

[Andrew Dismore](#)

Was it a wise industrial relations move to attempt to ban firefighters from wearing fire tunics on the recent protest march over pensions and cuts?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Where there is a known health and safety risk then addressing that risk is paramount.

Industrial Dispute 3

Question No: 2013/4582

[Andrew Dismore](#)

What has been the cost to date of providing alternative fire cover during the FBU industrial action over the proposed changes to the pension scheme?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The cost of deploying emergency fire crews is forecast at £939k (on 25 November 2013).

Industrial Dispute 4

Question No: 2013/4583

[Andrew Dismore](#)

Are you paying the Territorial Army/ reserve forces to use their bases for alternative fire cover during the FBU industrial action over the proposed changes to the pension scheme? if so, how much?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

Yes, the muster location costs are forecast at £150k to date (on 25 November 2013).

Industrial Dispute 5

Question No: 2013/4584

[Andrew Dismore](#)

What is the statutory authority or protocol for the Territorial Army/ reserve forces to use their bases for alternative fire cover during the FBU industrial action over the proposed changes to the pension scheme?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

The Fire and Rescue Services Act 2004 places primary duties upon fire and rescue authorities in relation to firefighting and road traffic accidents and the Civil Contingencies Act 2004 places a primary duty upon fire and rescue authorities as category one responders to plan for emergencies. Government Guidance issued under the Civil Contingencies Act 2004 recognises the role that the Armed Forces will play in supporting category one responders to deal with emergencies and, specifically, Ministry of Defence Policy acknowledges that amongst other circumstances where assistance may be provided, military aid can also cover public service related industrial disputes that affect safety.

This is an arrangement under the provisions of the Military Aid to the Civil Authorities (MACA) protocol.

Industrial Dispute 6

Question No: 2013/4585

[Andrew Dismore](#)

Who negotiated for the Territorial Army/ reserve forces to use their bases for alternative fire cover during the FBU industrial action over the proposed changes to the pension scheme?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

This was conducted by officers and the MOD Joint Regional Liaison Officer (JRLO) through standing arrangements within the London Local Resilience Forum.

Industrial Dispute 7

Question No: 2013/4586

[Andrew Dismore](#)

When it comes to serious industrial disputes between a group of workers and their

employers/government, do you not agree that the Army should remain impartial

unless there is an explicit requirement for it to intervene, such as used to exist

prior to 2004, when Army personnel were obliged to cover for striking firefighters, but are no longer required to do so?

[James Cleverly AM \(Chairman, LFEPA\) & Ron Dobson \(Commissioner, LFEPA\)](#)

No army personnel are involved in the deployment of the Emergency Fire Crew Capability.

MINUTES

Meeting: London Assembly (Mayor's Question Time)
Date: Wednesday 18 December 2013
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

Present:

Darren Johnson AM (Chair)	Jenny Jones AM
Roger Evans AM (Deputy Chair)	Stephen Knight AM
Tony Arbour AM	Kit Malthouse AM
Jennette Arnold OBE AM	Joanne McCartney AM
Gareth Bacon AM	Steve O'Connell AM
John Biggs AM	Caroline Pidgeon MBE AM
Andrew Boff AM	Murad Qureshi AM
Victoria Borwick AM	Dr Onkar Sahota AM
Tom Copley AM	Navin Shah AM
Andrew Dismore AM	Valerie Shawcross CBE AM
Len Duvall AM	Richard Tracey AM
Nicky Gavron AM	Fiona Twycross AM

1 Apologies for Absence and Chair's Announcements (Item 1)

- 1.1 An apology for absence was received from James Cleverly AM.
- 1.2 The Chair gave a short speech regarding the life, and recent passing, of Nelson Mandela and his relationship with Londoners before the Assembly observed a minute's silence in memory of Mr Mandela.
- 1.3 The Chair stated that he would write to the Mandela family to express his condolences.

2 Declarations of Interests (Item 2)

- 2.1 The Assembly received the report of the Executive Director of Secretariat.
- 2.2 **Resolved:**

That the list of offices held by Assembly Members, as set out in the table at Agenda Item 2, be noted as disclosable pecuniary interests.

3 Minutes (Item 3)

- 3.1 **Resolved:**

That the minutes of the London Assembly (Mayor's Question Time) meeting held on 20 November 2013 be signed by the Chair as a correct record.

4 Mayor's Report (Item 4)

- 4.1 The Assembly noted the Mayor's Report covering the period from 7 November to 4 December 2013.
- 4.2 In accordance with Standing Order 5.4A, the Mayor gave an oral update on matters occurring since the publication of his report. The record of the oral update is attached as **Appendix 1**.

5 Questions to the Mayor (Item 5)

- 5.1 The record of the discussion with the Mayor, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.
- 5.2 The written answers to those questions not asked or unanswered during the meeting are attached as **Appendix 3**.

**Greater London Authority
London Assembly (Mayor's Question Time)
Wednesday 18 December 2013**

- 5.3 During the course of the question and answer session, the Chair proposed, and it was agreed, that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.
- 5.4 At the conclusion of the question and answer session, the Assembly agreed the motion set out on the agenda in the name of the Chair, namely:

“That the Assembly notes the answers to the questions asked”.

6 Date of Next Meeting (Item 6)

- 6.1 The next scheduled meeting of the London Assembly would be the Plenary meeting on Wednesday 15 January 2014. This meeting would be used principally to hold a question and answer session with representatives of the London Legacy Development Corporation and, separately, with the Chair of the Communities and Local Government (Select) Committee on the Committee’s report on *Post-legislative scrutiny of the Greater London Authority Act 2007 and the London Assembly*.
- 6.2 The next scheduled Mayor’s Question Time meeting would take place on Wednesday 29 January 2014. This meeting would be used principally to discuss and consider the Draft Consolidated Budget for the GLA Group 2014/15.

6.3 **Resolved:**

That written answers be accepted to all questions submitted to the 29 January 2014 meeting under the Mayor’s Question Time procedure, in order to devote time to discussion of the Mayor’s Draft Consolidated Budget 2014/15.

7 Any Other Business the Chair Considers Urgent (Item 7)

- 7.1 There were no items of urgent business.

8 Close of Meeting

- 8.1 The meeting ended at 12.49 pm.

Chair

Date

**Greater London Authority
London Assembly (Mayor's Question Time)
Wednesday 18 December 2013**

Contact Officer: John Barry
Senior Committee Officer
GLA Secretariat, City Hall
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London Assembly (Mayor's Question Time) – 18 December 2013
Transcript of Agenda Item 4 – Mayor's Report

Darren Johnson (Chair): The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. Then I will bring in Members for supplementary questions on that.

There have been requests from groups for the Mayor to cover a number of issues including zero hours contracts, Travelcard price rises in connection with the Autumn Statement and the Barclays Cycle Hire Scheme. Also, I am sure the Mayor would want to say something about the Airports Commission's interim report yesterday, so I would ask you to refer to that in your update as well.

Boris Johnson (Mayor of London): Thank you, Darren. Obviously, I am sure the whole Assembly shares your impressive tribute to the memory of Nelson Mandela.

Clearly, since the last report, there has been a lot going on. I would single out what we are doing in Southall where Ealing Council and the Greater London Authority (GLA) have launched a massive scheme for a revitalised Southall with the enormous potential that Crossrail brings to that area. We are wheeling out a programme for superfast broadband for small and medium-sized enterprises (SMEs).

As you will have seen yesterday, we are making some glacial progress on aviation. That may seem paradoxical, given that the Commission shortlisted three options from two existing airports, but Sir Howard [Davies, Chair, Airports Commission] did firmly leave the door open to an alternative and we intend to use that opportunity to make the case for what I think is a much better alternative for our city. I know that this Assembly, with very few exceptions, supports the position that there should be no third runway at Heathrow since it is a diabolical environment disaster and the wrong way for our city to develop.

You have additionally asked for information about zero hours contracts in City Hall. What I have said on this previously to a question from Fiona [Twycross AM] is that I am in favour of contracts that gets people into work. If there are currently 21 people who work in City Hall or Trafalgar Square who receive the London Living Wage, holiday pay and other benefits and then there are 51 peer outreach workers who are on such contracts, a scheme that was devised by them in 2007, I would much rather that they had a scheme that works for them and that enables them to come and be very useful and contribute to the life of London, as they do. I would just point out that there are plenty of Labour authorities that seem to offer zero hours contracts to their employees.

You have asked also about the cycle hire sponsorship and I will repeat what I have said over the last few weeks. I am very grateful to Barclays for stumping up the thick end so far of

£25 million. They will end by paying virtually £25 million to Londoners to support cycling in our city. That is a great thing and obviously the door is now open to other potential sponsors.

I can confirm that, absolutely, the fare increases in London will be held at the retail price index (RPI) across the board, as you would expect.

Darren Johnson (Chair): Thank you very much. A number of Members have indicated previously that they did want to come in on the issue of airports, so we will deal with that first and then I will work through the other points that have been covered.

Richard Tracey (AM): Mr Mayor, you must have been as surprised as I was by some of the things that Sir Howard Davies said in conjunction with launching his interim report. He said that he thought the options that he was suggesting would not provide any problems with noise. I was woken up at 4.30am this morning by the first aircraft going into Heathrow. How he can possibly reach that conclusion I do not know and I would like to hear what you think.

The second thing: he said that there really will be no problems with congestion because the infrastructure could cope with extra runway capacity at Heathrow. Given that that area has often been suggested for possibly a new form of congestion charge in the Heathrow area, again, where is he coming from?

Boris Johnson (Mayor of London): You are absolutely right, Dick, on both the points you make and, indeed, one of the most worrying aspects of what Sir Howard is now saying is that he wants to scope out greater flexibility around the night flights so that you could have potentially more flights coming in before 6.00am in the morning. It is absolutely not what Londoners want or deserve. We are going to oppose that in addition to many of his other recommendations.

The point that you make about congestion is well taken. It defies belief that you could have another 260,000 flights coming into Heathrow without substantial extra vehicular congestion in west London. That is absolutely inconceivable, again. Do not forget, for those who campaign about air quality - and there are many in this room - Heathrow is one of our worst hotspots. You would unquestionably be ramping up and increasing dramatically the vehicular air pollution around Heathrow in addition to the noise pollution from the planes and, indeed, the aviation fuel pollution. On all those counts, what Sir Howard had to say was - shall I put it delicately - grossly over-optimistic about Heathrow.

We are at a very interesting stage in the argument. This will now run and run, as you can imagine. It may well be that the commission will try to recommend Heathrow. I do not believe it is deliverable. I do not believe it is legally deliverable. I do not believe it is politically deliverable. The scheme will flounder and we will be forced ineluctably to look at better options.

Gatwick is there. The difficulty with Gatwick in my view is that it does not provide the hub capacity. One of the most interesting things Sir Howard said yesterday was that he thinks hubs are now an outdated concept. That is very much to be tested. I am not at all certain that that

is correct. All the evidence I see around the world is that other countries - our competitors - are going for hubs and we need to examine that. That is, if I may say so, a convenient argument for a commission to adopt when it wants to restrict the expansion of Heathrow to one runway or, indeed, to just another runway at Gatwick. That argument about hubs is, I am afraid, also not founded.

There is a lot way to go on this, but the onus is now on our side of the argument, to be frank, to make the positive case for what we see and for our vision of taking the city forward and for taking aviation forward. I am absolutely confident we can do that.

Richard Tracey (AM): It is undoubted, I think, by all of us that any expansion of Heathrow is completely off the agenda. He has not put any idea --

Boris Johnson (Mayor of London): There is one recidivist Labour Member here who is always chuntering away his passionate support for Heathrow. Perhaps he should tell west London Labour Members of Parliament (MPs) about his views on Heathrow.

Richard Tracey (AM): If I could continue making the point, as it stands, your ideas for possible new London airports are not in any shortlist. How do you intend to go forward, not only to convince Howard Davies and his Commission but also, of course, there are clearly a number of Londoners who believe that expansion of Heathrow is all right?

Boris Johnson (Mayor of London): Absolutely. This is the key thing. I saw a poll the other day which said that the Estuary option was narrowly the preferred option of Londoners and indeed of the rest of the country by a small margin. That is without really, in my view, much campaigning, much information. We have not yet really begun to make the argument.

One of the interesting things that Sir Howard said was very telling. The difference between the Estuary option and the three he has shortlisted is that those three, after all, involve the extension of the existing, visible, tangible infrastructure. You can see very readily what is to be done. It is up to us to make in his mind the plans for the Estuary just as clear, just as concrete, just as tangible. I think we can do that and obviously that is the work we have to embark on.

Richard Tracey (AM): If he were to attempt to go forward with a Heathrow expansion, would you join in with the 2M Group of local authorities in west London who talk about the possibilities of judicial review and challenges of that sort. Would you be prepared to get involved in that?

Boris Johnson (Mayor of London): I do not rule anything out. I want to be very clear. I do not rule anything out. I do not at this stage want to get involved in that kind of threat-making or however you want to interpret it. I certainly do not rule anything out and you can take it that I was elected, as indeed I think most of us were, on a very clear manifesto to oppose the third runway, not just to stop it for one term or whatever sophistry you come up with but to stop it forever. That is why we will campaign very hard for what is a much better alternative.

Tony Arbour (AM): You, no doubt, Mr Mayor, and certainly the people sitting around this table here think that what is being produced has been a betrayal. All of us campaigned, as you have clearly said, on the clear issue, "No ifs, no buts, no third runway", and on that basis we have all been very badly let down.

I want to ask you about the situation which my constituents in particular feel about this. They have not only been betrayed, but their properties are now going to be blighted. They are going to face the threats and the continuance of noise and pollution. Up until now, they have campaigned very politely against this. Indeed, you have been there. They attend rallies in their Barbours and their boots.

Boris Johnson (Mayor of London): Let us not stereotype them.

Tony Arbour (AM): They have petitioned and they have written and they have marched. Most importantly, Mr Mayor, this is the thing that I want to put to you because you have talked to us just now about threat-making, these people vote. They have seen that this peaceful form of protest appears not to have been terribly successful. I can tell you this. My constituents think that this is an end to being Mr Nice Guy. Clearly, you have said and you have repeated that you will rule nothing out. We would be looking for something more positive than that. You already know that one of the Members of Parliament on my patch has made it crystal clear that if there is any renegeing on what I consider to be a very clear promise, he will run against Heathrow. Hopefully, he will run as a Conservative against Heathrow.

I wonder if you would make it clear because it is above my pay grade to your colleagues in Government that it is not only going to be the Members of Parliament locally who feel angry about this but there will be very many citizens - bearing in mind that we have local elections next year - who will be running as candidates specifically against Heathrow. I wonder, Mr Mayor, what your line would be on such people.

Boris Johnson (Mayor of London): I would be very supportive of those who oppose Heathrow. Zac [Goldsmith, Conservative MP for Richmond Park], who I think you are referring to, obviously is very passionate and correct in his arguments. The policy was right first time. I do not believe there is any case for varying it. The sooner we have clarity from the Government the better and I rather share your view that it will be deeply detrimental to go into the next election with what looks like cover for a gigantic U-turn on Heathrow. I do not think that is the right way forward.

Tony Arbour (AM): Can I take it that you are hardening up your line of not threat-making, but you yourself will no longer be Mr Nice Guy on the matter?

Boris Johnson (Mayor of London): I cannot promise I will not be Mr Nice Guy. When have I ever deviated from my policy of a saccharine and glutinous tidal wave of general niceness? That is my approach to life. We are going to win this argument and we will do whatever it takes to vindicate the position on which we were elected and which is, incidentally, 100% right for London and right for the rest of the country. That is what we will show over the next few weeks and months.

Tony Arbour (AM): My constituents and I are directly in the firing line as far as this is concerned. As I have indicated, we have behaved very politely. Our sword has been in our scabbard and you can be certain and London can be certain that we are not going to be silent and polite on the matter any longer. We very much hope that eventually you will be our tribune on it.

Jenny Jones (AM): Our Assembly Conservative colleagues are quite right to raise these issues because, of course this decision actually does ignore public opinion and, quite honestly, the noise misery that is experienced at the moment by more than three quarters of a million Londoners has to be taken into account.

Mr Mayor, you said just now that the third runway would be a diabolical environmental disaster, but actually it would be a disaster environmentally to put any airport expansion anywhere. The case just is not made for more expansion at the moment. There are lots of options at Heathrow for using the slots better and they have not been explored.

Boris Johnson (Mayor of London): Does that mean more flights?

Jenny Jones (AM): No, the same number of flights but used by different planes. If I could support you for a moment - a rare moment - on this, I am absolutely committed to no expansion at Heathrow. In fact, your calculations show that Heathrow, as it is now without expansion, will still be illegal on air quality by 2020 and in breach of European rules. Quite honestly, I do not think the European Commission will allow Heathrow expansion to go forward simply on air quality. We will be facing huge fines on air quality from Europe, so this is yet another sword or dirk in your scabbard.

Boris Johnson (Mayor of London): You are right, Jenny. Thank you very much. Can I thank you for your support and the clarity of your logic? I do not, obviously, agree necessarily with you about the capacity argument as a whole. I agree, actually, with Sir Howard and the Commission about that, although they understate the demand. Where I certainly agree with you is on the environmental impacts in west London. Do not forget that one arrow that we have in our quiver is the Low Emission Zone and it is always possible to imagine a low emission zone around Heathrow.

Jenny Jones (AM): You cannot see that if you expand airport capacity, you move the misery somewhere and you increase misery somewhere?

Boris Johnson (Mayor of London): Yes, and --

Jenny Jones (AM): Someone somewhere is living under or near a flight path and is going to experience noise pollution, air pollution and disruption to their lives. Yes?

Boris Johnson (Mayor of London): Yes, that is absolutely true. It is very interesting. I had the chance to look in more detail at what Sir Howard actually says about the Estuary proposal last night and he says, of all the proposals, it is the one that offers the most --

Jenny Jones (AM): I am not going to discuss your fantasy airport, Mr Mayor.

Boris Johnson (Mayor of London): It is the one that offers the most benefits and --

Jenny Jones (AM): Let us stick to facts, shall we? Let us stick to the real world.

Boris Johnson (Mayor of London): -- what it would do is reduce the victims from noise pollution to a tiny fraction --

Jenny Jones (AM): Millions of birds instead.

Boris Johnson (Mayor of London): -- of those who suffer in London. That is one of the reasons that actually it is very interesting. He pays tribute to it. He says of all the proposals the Estuary solution offers by far the largest potential --

Jenny Jones (AM): No, please, Mr Mayor. Do not talk to me about your weird ideas for environmental disaster beyond Heathrow. You just want to kill birds.

Boris Johnson (Mayor of London): -- for growth and economic regeneration, so I was very encouraged by that.

Kit Malthouse (AM): Mr Mayor, will you consider leading a coalition of London and indeed west London politicians who would identify themselves as opponents of the third runway in time for the General Election?

Boris Johnson (Mayor of London): Of course. Kit, obviously, you have played a leading role in this whole argument for a long time. What I find, actually, is that there are many voices in politics in London and, indeed, in west London that have a great opportunity to make themselves heard a little bit louder.

Kit Malthouse (AM): Strangely so.

Boris Johnson (Mayor of London): We are only at the beginning of this argument and I know that they will want to join people such as yourself and Tony Arbour who have campaigned on this for a long time.

Kit Malthouse (AM): I wondered also if you would now consider some of the more imaginative proposals in terms of campaigning against the third runway, for instance renting a plane, which we have talked about, and flying it down the approaches to this new northwest runway or, indeed, renting a house under the flight path and allowing members of the Commission to spend maybe a week living in this house to see what it actually feels like to live under the flight path.

Boris Johnson (Mayor of London): There are famously a couple of trees on the site of the Sipson village third runway that were planted in the name of David Cameron [Prime Minister] and Nick Clegg [Deputy Prime Minister], I think.

Kit Malthouse (AM): And Ed Milliband [Leader of the Opposition].

Boris Johnson (Mayor of London): And Ed Milliband. We must have a forest of trees standing, protesting silently in arboreal defiance against the U-turn. Let us hope that their planters remember these trees before they even think of sending in the bulldozers.

On the idea of commandeering a plane or hiring a plane and showing Londoners what the noise impacts would be, I have actually looked into this. Unfortunately, owing to a change in the air space regulations that took place last year to protect against Olympic attack - I think probably at the insistence of the Americans - we cannot. This is no longer possible. As you know, I remain ever optimistic and we are going to see what we can do to give Londoners some sense of what the noise impacts will be like. I really think we do need to make this clear. It is very difficult because there are lots of people living in areas and communities who have not yet experienced noise and who are going to experience noise. It is important to make it clear what they will suffer.

If you look at the map, people looking at the images of what is being proposed at Heathrow this morning in the papers will have been truly taken aback. These are gigantic schemes. Do not forget that they are just the beginning. If there is a third runway, all you do is compound the hub at Heathrow. You intensify the need at Heathrow. You feed the great monster and there will be an inevitable desire for a fourth runway, which would be absolutely cataclysmic for Londoners all over the city. I do think that this is an argument that we are going to win, but this is not the end. It is not the beginning of the end. It is, perhaps, the end of the middle of the beginning or something like that. That is roughly where we are.

Kit Malthouse (AM): You are exactly right. A third runway means a fourth runway. That of course has great resonance for those of us who were councillors and sat in meetings with Sir John Egan, who was then Chairman of BAA and who promised us that Terminal 5 was it and they would not want any more after that. I remember distinctly sitting in meeting after meeting where they said, "No more. Terminal 5 will be the end for Heathrow".

A final question for you, Mr Mayor. My reading of the Davies Commission - and I have to confess I have not been through all of it yet - is that it is very light on safety. It does not mention safety very much. Certainly in relation to Heathrow, it does not refer to the fact that a third runway at Heathrow would statistically increase the likelihood of there being a major incident in the western suburbs. I wondered what you were able to put out into the public realm or specifically to reinforce to the Davies Commission that there are significant safety concerns around a third runway.

Boris Johnson (Mayor of London): There are, of course, safety concerns. Aviation is actually, as everybody knows, a very safe form of transport, statistically speaking, but it must be axiomatic. If you increase the number of flights over the vulnerable area, you are at greater risk

of a disaster. That is one of the reasons why other cities have gone down the routes that they have and have taken their hub airport and put it somewhere, generally close to water, where the approaches do not risk large numbers of human habitations. That is one of the advantages of the proposal we are setting out.

Kit Malthouse (AM): My assumption is that the emergency services both in London and in Berkshire have emergency plans for an airliner coming down in the western suburbs somewhere and that presumably part of the work around considering another runway at Heathrow would be revisions to those plans, taking into account - small though it may be - the greater likelihood of there being a catastrophic crash somewhere like the Staines air disaster 40-odd years ago. I wondered whether as part of the process you would be commissioning from the Metropolitan Police Service, the London Fire and Emergency Planning Authority (LFEPA) and the London Resilience Forum that work so that the Davies Commission could be aware of what extra resources and planning would be required to deal with that extra likelihood.

Boris Johnson (Mayor of London): That is a very interesting thought and I will take it up with the London Resilience Forum and with LFEPA. I would have to look at to what extent the risk is intensified.

Darren Johnson (Chair): Thank you. No other Members have signalled they wish to come in on airports, so we will move on to zero hours contracts.

Fiona Twycross (AM): I wanted to go back to your points that you made earlier and I just wanted to stress, Mr Mayor, this is not about your peer outreach programme. This is about people who work in this building on a daily basis whose terms and conditions are being eroded and undermined by being on zero hours contracts. This includes security staff and catering staff. These are not casual members of staff. They are effectively people who work here week in, week out, on a daily basis. On your watch, we have 40 people who work in this building and who do not know how many hours they will have from one week to the next. I just want you to tell us what you think the point is in paying somebody the living wage if they do not actually have a guaranteed income.

Boris Johnson (Mayor of London): I gave you the answer earlier on. I think the number is actually 21, not 40. These are not direct employees of City Hall, as I am sure you can imagine. They are GLA contractors. My strong view is that I would rather have people getting jobs and having the advantage of work than not having it. I am resistant, as I have said before, to measures that introduce greater rigidities into the labour market. I would prefer to see people paid well and that is why I greatly support the London Living Wage, which has massively expanded. Just in the last year, the number of firms paying it has increased by about 156% or something like that. I support that and I campaigned for it.

Fiona Twycross (AM): There are more people who are not paid the living wage now than when you became Mayor. In your written response to me on the number of zero hours staff employed at City Hall, we have more in the response you gave me than the 21 you mentioned. We have OCS Catering 17, Van Vynck 1, AOS 11 and Servoca 11, so I am not quite sure how you get to 21 when your own figures last week in response to the question came out at

considerably more. You should go back and double-check with your team about exactly how many people are on zero hours contracts.

Will you make sure that you speak to the contractors and ensure that these people, who are the lowest-paid workers here -- it is not your 'tsars'. It is not your Deputy Mayors who are on these contracts. It is the lowest-paid workers.

Boris Johnson (Mayor of London): You are looking at the September figures. That is the answer. You are looking at the figures from 11 September. I am told that the figures for now are down and there are 21.

Fiona Twycross (AM): How do you explain that just last week you gave me these figures that were considerably higher than that?

Boris Johnson (Mayor of London): Those were the figures for September. What I am giving you today is currently relevant.

Fiona Twycross (AM): If you can clarify exactly who it is who is paid under those contracts because, as I say, these figures were given last week.

Boris Johnson (Mayor of London): I am more than happy to do that, Fiona.

Fiona Twycross (AM): To make matters worse, you are currently planning on outsourcing the night-time security guards at City Hall, which will further erode their terms and conditions. You have failed to provide Assembly Members with a business case to justify this move, even though Members have repeatedly asked for this.

Boris Johnson (Mayor of London): A business case?

Fiona Twycross (AM): Val [Shawcross CBE AM], for example, has been asking for a business case as to why --

Boris Johnson (Mayor of London): Yes, this was raised repeatedly by Val and by Jenny Jones at the Bureau of Leaders meetings.

Fiona Twycross (AM): You still have not responded. You still have not given a business case.

Boris Johnson (Mayor of London): In that case, I am sorry if we undertook to do that and did not do that. I will make sure that we give you --

Fiona Twycross (AM): You will commit --

Boris Johnson (Mayor of London): This is being handled, I imagine, by the Head of Paid Service, so I will make sure that we --

Darren Johnson (Chair): We note that commitment, but we are getting away from the issue of zero hours contracts now, so if you can get back on to the topic?

Fiona Twycross (AM): Not particularly, because the security staff are the people who are on the zero hours contracts, so it is about further eroding their terms and conditions. I think it is relevant and I would ask the Mayor that in light of our deep concerns he drop the plans for the outsourcing and make sure that people who work in this building who are our lowest-paid workers have decent terms and conditions and are treated fairly.

Boris Johnson (Mayor of London): I will certainly make sure that you get that. If there is some information about the business case you have been deprived of --

Fiona Twycross (AM): We have not seen the business case yet.

Boris Johnson (Mayor of London): -- then I will make sure that you get it. Just so people know, the use of zero hours contracts is by no means, obviously, confined to this place. The London Borough of Newham has 546 people on --

Fiona Twycross (AM): We should be the best. We should be the best example of how the lowest-paid workers work.

Boris Johnson (Mayor of London): As I say, I am not certain that that language is entirely appropriate because what I would like to see is people in employment and people having the confidence that comes with a job. One in twenty employees in Tower Hamlets is on a zero hours contract and Brent, Ealing, Merton, Lambeth and Hounslow all have many employees --

Fiona Twycross (AM): With respect, listing examples of where people are on zero hours contracts as the lowest-paid workers is not an excuse for practice that takes place here. I will leave it at that and I would ask for the further clarification.

Boris Johnson (Mayor of London): I really repeat what I have to say. I am determined that we should expand the London Living Wage and that we should pay people reasonably and that they should have proper benefits. We should all get behind that campaign. I am delighted that it is really taking off. The increase from 2012 to 2013 has been truly extraordinary and I know Kit [Malthouse AM] has been playing a big role in trying to ramp that up. What we need now --

Fiona Twycross (AM): He is not talking about zero hours now.

Boris Johnson (Mayor of London): -- is a big retailer to come in. We have 250 businesses now paying the London Living Wage. We are yet to get one of the one of the big retailers.

Fiona Twycross (AM): He is not talking about zero hours contracts now.

Darren Johnson (Chair): We will leave it there, thank you. Do any Members wish to come in on the issue of bike hire? No. We then move on to Travelcards and the Autumn Statement. Assembly Member Pidgeon?

Caroline Pidgeon MBE (AM): Thank you. You said in your statement that you would be holding at the retail price index (RPI) fares across the board. I specifically asked you about Travelcards. Can you confirm if Travelcards will go up by inflation or inflation plus 1%, which is what you announced?

Boris Johnson (Mayor of London): They will go up by RPI, as the Chancellor indicated in the Autumn Statement.

Caroline Pidgeon MBE (AM): You are bringing your fares in line with the Government? You announced it was going to be RPI plus 1%.

Boris Johnson (Mayor of London): All rail fares across the country are going to be RPI following what the Chancellor said in the Autumn Statement and --

Caroline Pidgeon MBE (AM): Are the Travelcards going to be RPI?

Boris Johnson (Mayor of London): -- that obviously has a knock-on effect for Travelcards, Caroline. As you have rightly spotted, that is very good news for London because it means that Travelcards also will be held at RPI.

Caroline Pidgeon MBE (AM): Thank you.

Darren Johnson (Chair): Thank you very much. Did anyone wish to come in on the issue of Southall? No. That concludes questions on the Mayor's oral update.

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London Assembly (Mayor's Question Time) – 18 December 2013
Transcript of Agenda Item 5 – Questions to the Mayor

2013/4865 - 'Fit for the future' programme

[Valerie Shawcross CBE](#)

Is the Fit for the Future programme of staffing cuts to stations affected by this year's fare decision?

Boris Johnson (Mayor of London): Thanks, Val. The short answer to that, really, is no because the objective here is modernisation of the network and the improvement of service to passengers. Clearly, when you have a situation where only a tiny percentage of journeys now involve the use of a ticket office, what you should do is get the staff out where they can serve customers and deal with all manner of queries and complaints and problems with the new technology that we have. You can go forward with a programme for upgrading and modernising the Tube. You can go forward with a 24-hour Tube, as we are doing on Friday and Saturday nights and of course making sure that no station is ever unstaffed during the hours of operation. This is a programme that lots of people will support, particularly when they understand that it involves no compulsory redundancies for London Underground (LU) staff.

Valerie Shawcross CBE (AM): Mr Mayor, in fact, there was a YouGov poll published this morning that showed that 47% of over-60s in London actually oppose the massive staffing cuts, the net cut of 750 staff in Tube stations. Could you give them a guarantee that anybody with a visual disability, for example, who turns up at any Tube station at any time that station has services running through it would get help with something like managing ticket machines or navigating the station? Will you give that guarantee?

Boris Johnson (Mayor of London): Yes, I will. Mike Brown [Managing Director, LU] has an absolutely brilliant presentation on how these reforms will help people and how there will be 30% more staff in the ticket halls and in the concourses and the advantage that the passengers will get.

Valerie Shawcross CBE (AM): Yes, but there is still a net cut of 750 staff and, in fact, it is 950 if you take out the weekend running, which is not an issue. The issue is the de-staffing of stations. Actually, in outer London very many stations are neglected and not well staffed enough at the moment. Are you aware of how many Tube stations on average in every year have to be closed during operational hours because in fact the staffing levels have gone below safety levels? Do you know how many stations you have to close at the moment?

Boris Johnson (Mayor of London): I cannot give you that figure at the moment, Val.

Valerie Shawcross CBE (AM): In fact, Transport for London (TfL) wrote to me only last week. The average number of occasions on which a Tube station is closed because of a

shortage of staff - so it is already very tight out there - is 120 occasions a year. I am sorry you did not know that, Mr Mayor, because it is quite likely that that will get worse under the new proposals. When exactly will the public and disability organisations be consulted about exactly what is happening in every Tube station in London?

Boris Johnson (Mayor of London): There is a programme of consultation going on now and we are --

Valerie Shawcross CBE (AM): The consultation going on now is a staff consultation. When are the public going to be able to look up their own local stations and see what the staffing will be during the hours they want to use them?

Boris Johnson (Mayor of London): Clearly, all relevant information will be on our websites. There is a lot of information already out there about what this programme involves. We are engaging with the boroughs, with customers, with user groups including disabled customers and other vulnerable user groups and with business groups to explain what we are doing. I know that people will be particularly concerned about safety and that is why people care so much about ticket offices as a symbol of authority and responsibility within the network. Actually, what we are seeing is a huge improvement in safety on the Tube, which is already the safest metro system in Europe. The number of crimes on the Tube has come down by about 20% since I have been Mayor and --

Valerie Shawcross CBE (AM): Mr Mayor, there is not any information. (a) There is not a public consultation. At the moment it is a staffing consultation. (b) There is no detailed information at the moment and we want to see it for each station in London.

Boris Johnson (Mayor of London): There is, in fact, but I --

Valerie Shawcross CBE (AM): There is not. I have searched for it. It is not there. Of women, 47% have said that they are concerned about these station cuts. If there is a public consultation and if the public oppose this in large numbers, as we expect them to do when they see what is planned for their own stations, will you back off these cuts?

Boris Johnson (Mayor of London): No.

Valerie Shawcross CBE (AM): Will you maintain staffing levels at a decent and safe level that will enable --

Boris Johnson (Mayor of London): That I will do, yes.

Valerie Shawcross CBE (AM): -- the most vulnerable in our community to get the services they need and feel secure?

Boris Johnson (Mayor of London): What I will do is keep the staffing levels at the level that we need, Val, to maintain security and to give people the service they need. The advantage of what is being proposed is that you will have more staff out with the most up-to-date

technology, able to help customers where they really need it. It is really wrong in the 21st century to continue to have a 19th century approach to the use of tickets and to keep people behind plate glass when technology has moved on so fast.

There are big advantages to what we are proposing. We intend to go forward with it. It involves no compulsory redundancies. Obviously when you look at schemes like the 24-hour running of the Tube, which we are going to expand across the network, you can see there are big opportunities for employment in London Underground, which will remain an expanding network and a great place to make your career.

Navin Shah (AM): No doubt you will recall, like you, I was opposed to the closure of London's ticket offices in 2008. I give credit where it is due. Responding to my question in 2008, in your wonderful, colourful language you said, "I would consider the threat should be lifted". You actually gave a commitment that you considered the threat has been "lifted, vaporised, exterminated", etc. Certainly, I have not changed my position. You seem to have.

Boris Johnson (Mayor of London): I have because --

Navin Shah (AM): Were you mistaken? Let me ask you the question. Were you mistaken in making the changes at North Harrow Station, which you did?

Boris Johnson (Mayor of London): No. Two things. There has been a big increase, obviously, in the use of electronic ticketing of all kinds and we will be moving to a post-Oyster era where people use their plastic to pay for all manner of tickets, not just on buses but on the Tube as well. I said that in 2008. I certainly did not repeat it in the campaign in 2012 because it was clear to me that technology was moving on and we were going to have to need to have a fresh approach. As I say, you cannot continue to use a 19th century approach in the 21st century. Customers deserve a better service.

Navin Shah (AM): Yes, but, quite frankly, Mr Mayor, you described [former Mayor of London] Ken Livingstone's plans at that time to close 40 ticket offices to be deplorable. In your pledges --

Boris Johnson (Mayor of London): Sorry, Ken Livingstone's plans to close 40 ticket offices? I am sorry. Were those opposed by the Assembly?

Navin Shah (AM): At that time, the plans called for only 40 ticket office closures, which you said was deplorable. Then, in your manifesto pledge - and let me say this to you - you said, "There is little financial, strategic or common sense in these closures. We will halt all such ticket office closures immediately". Surely, if there was evidence at that time that it was "deplorable", according to you, what has changed? Is it that you were simply electioneering at that time and touting for votes?

Boris Johnson (Mayor of London): I do not know whether you use the Tube, Navin, but there is a thing called the Oyster card which is now giving way to plastic payment of all kinds. Technology has moved on. Fewer than 3% of journeys now involve the use of a ticket office. It

has become more and more automatic and has done in the six years that I have been Mayor. I am afraid you cannot endlessly stick with outdated technology and that is why we are moving on.

Navin Shah (AM): Mr Mayor, you have just heard statistics in terms of YouGov poll information from Val [Shawcross, AM] -- if I can finish?

Boris Johnson (Mayor of London): Yes, which seemed in both cases to show that fewer than half of the respondents supported what --

Darren Johnson (Chair): If you will let Assembly Member Shah finish, then you can respond.

Navin Shah (AM): You have heard the opinion of Londoners today about the ticket office closure plans and the staffing cuts that you are after. Surely you know where Londoners are coming from. The situation that there was in 2008 does not seem to have changed in that respect.

Boris Johnson (Mayor of London): No, that is wrong.

Navin Shah (AM): Therefore, is it not that you are mistaken with your plans that you are promoting?

Boris Johnson (Mayor of London): No. I was very clear in 2008 because we were in different times, but now you look at what has happened with the Oyster card, with the use of automatic ticketing. You say I know where Londoners are coming from. We do, indeed, thanks to Oyster, know where Londoners are coming from. We know where they are going. We know all manner of things. We can help them pay much more smoothly and automatically. By getting staff out into the concourses, we can be more useful. That is what we want to do.

Navin Shah (AM): Chair, all I would like to say in my concluding comments is that I am absolutely convinced that the cuts plans that you have in terms of staffing will have a devastating impact on the safety of the Tube service and it will have an impact on the most vulnerable and families who do deserve better.

Boris Johnson (Mayor of London): I completely disagree with that and if you have a look at what is happening on safety on the Tube, it is going in exactly the opposite direction. London Underground has a proud record of making our Tube system the safest in Europe, if not the world. The number of incidents on the Tube and the number of crimes on the Tube has come down by at least 20% since I have been Mayor and continues to fall. Our objective is to continue to bring it down by helping our staff to get out from behind plate glass and onto the concourses where they can be of use. Nobody is being sacked, to answer the interjection from the gallery, because there are no compulsory redundancies.

Richard Tracey (AM): Mr Mayor, listening to all this that we are hearing from the other side, are you surprised that Val [Shawcross, AM] and the Labour group have never produced any

savings for TfL to pay for that 7% fares reduction that the Labour group and their mayoral candidate in 2012 presented to the London public?

Boris Johnson (Mayor of London): Am I surprised? Of course I am not surprised. That is exactly the kind of logic that you would expect from the Labour group. If they were going to honour their ludicrous fares pledge of a 7% cut, they would have been forced into major cuts in schemes such as the Piccadilly line upgrade or the Northern line upgrade that are absolutely integral to the future of our city.

Richard Tracey (AM): Over and above that, on this question of ticket office closures, if TfL were not to make the savings which they are now that people are using Oyster and so on, would the fare holding this year be able to go ahead at all?

Boris Johnson (Mayor of London): Of course not. It would have been absolutely catastrophic. You would have had a classic bait-and-switch operation by 'Wonganomics' from Labour. They would have cut the fares one year in the desperate hope of getting elected or honouring a desperate election pledge. They then would have been faced with an absolute crisis and been forced to rack them up by an identical sum, so it was never a realistic promise.

Richard Tracey (AM): Precisely. Thank you.

Valerie Shawcross CBE (AM): Chair, I have a point of personal explanation if I have been named.

Firstly, I have to say that we did produce and we have always produced costed, balanced budgets and brought them annually to this Assembly and we have done the work on this. The Member has said that we have never brought forward savings proposals. We have very frequently pointed out the numerous areas where this Mayor has wasted money. He treats TfL as if it was a colander, basically, that pours money. He has poured over £3.5 million --

Darren Johnson (Chair): This is not a personal explanation. This is a group explanation.

Valerie Shawcross CBE (AM): It is. I have frequently named the following areas of mayoral wastage: £3.5 million on Estuary airport proposals which have, thankfully, been side-lined. We frequently named the fact that he did not bring in a cycle hire scheme which is self-funding, which other cities have done. We have frequently named the fact that he is spending £62,000 annually extra on the Boris Bus to pay for conductors which are not necessary on other designs of buses, which would add up to £37 million on 600 buses. We have frequently named his excessive expenditure on political advisers and board members. This is the most profligate Mayor --

Boris Johnson (Mayor of London): Rubbish.

Valerie Shawcross CBE (AM): -- anybody could imagine in this city. He wastes money like water and to say that we have never come up with a savings proposal is completely inaccurate.

Darren Johnson (Chair): This is not a point of personal explanation. We are going to have a whole day in January when we can debate the budget and when we can make these sorts of arguments. We do not need to have the budget debate now. We are questioning the Mayor. Assembly Member Evans?

Roger Evans (Deputy Chair): That was an interesting list of savings that Val suggested, Mr Mayor. Do you not think they would be completely wiped out by the cost of the time machine that would be required to go back and find them?

Boris Johnson (Mayor of London): No. Let us be clear. The 7% cut in fare revenue that Val was proposing, though she has now dropped it, interestingly, would have cost several billion pounds over the business plan. It would have been absolutely catastrophic for our ability to invest. I am afraid the savings that she claims to have identified would do absolutely nothing to bandage the huge wounds that she would have inflicted upon TfL. I would just remind you that we, in the last five years, have not only cut about £5 billion in savings from TfL as expenditure, but we have sold or otherwise disposed of about 40 buildings. We have removed about 25% of the directors who were allowed to grow up and to creep themselves into the organisation under Ken Livingstone. We have cut the council tax year after year after year, to say nothing of what we have done in City Hall itself where we have brought together about five separate organisations and have cut overheads by about £30 million a year. The results of that programme of economies are visible in what we have been able to do, not least on council tax, but in tough times to continue to invest in the stuff that really matters for London. We have cut out huge amounts of fat that had built up under Val Shawcross and Ken Livingstone and we are going forward with a much leaner operation that uses new technology to drive down costs and improve investment for Londoners.

Valerie Shawcross CBE (AM): I was named, Chair.

Darren Johnson (Chair): A brief point of personal explanation from Assembly Member Shawcross.

Valerie Shawcross CBE (AM): The Mayor accused me of wasting money in some way. I would counter to him that actually he is already having to refit the inadequate Cycle Superhighways --

Darren Johnson (Chair): No, explain your position.

Valerie Shawcross CBE (AM): -- that he put in place when he first came into power. Doing something --

Boris Johnson (Mayor of London): Can I --

Darren Johnson (Chair): We do not debate points of personal explanation and we do not interrupt Members when they are making points of personal explanation. Continue your point of personal explanation.

Valerie Shawcross CBE (AM): Chair, I would just say that every time the Mayor accuses me of financial inefficiency, I would point to the fact that he has wasted money on projects which he has done so badly that he has had to redo them.

Roger Evans (Deputy Chair): Mr Mayor, can I recommend that you take a look at the minutes of the Assembly's Transport Committee when we last had the National Union of Rail, Maritime and Transport Workers (RMT) in front of us? They were not just suggesting that the ticket office closure plan be stopped, but they were also campaigning to have guards returned on the Tube, which were removed 25 years ago and claiming there would be a disaster and a safety threat if they were not removed. I appreciate that they have to look after their members' interests, Mr Mayor, but will you just bear in mind that they have other agendas here as well as the provision of an efficient service to Londoners?

Boris Johnson (Mayor of London): Yes. I would be interested to hear what the view of the Labour opposition is about that recommendation from the RMT. All I will say is that I find it a bit perverse to be accused of spending too much money on cycling in London and on Cycle Superhighways when many people are actually calling for more investment. I would point out that we have achieved at least £25 million so far in sponsorship for cycling. How much sponsorship did the previous regime attract for any transport measure in London? How much value did they get from the private sector for any transport improvement to London? I will give you a clue. The answer begins with a zero. They made absolutely no effort to attract private sector investment whatever because they are ideologically opposed to any such thing and they believe the taxpayer should pay for everything.

Darren Johnson (Chair): Thank you very much. We will then move on to the second question on the order paper today.

2013/4711 - Olympic Transport Legacy

[Richard Tracey](#)

What progress has been made in making the Javelin train service, which was so successful during the Olympics, available to Londoners using Travelcards and Oyster cards, as recommended by the recent House of Lords Select Committee report?

Boris Johnson (Mayor of London): Dick, thanks very much for your question and, indeed, for your lobbying on this. A great deal of progress has been made because the Secretary of State has agreed in principle to the idea of Oyster being extended on High Speed 1 from St Pancras and Stratford. He has also agreed in principle to Oyster and contactless payment be extended to serve Gatwick Airport and the Gatwick Express, so we are now in active discussions to get a date for when they can both be implemented over the coming year.

Richard Tracey (AM): That is very good news, Mr Mayor --

Boris Johnson (Mayor of London): I think so. Fantastic.

Richard Tracey (AM): -- but we are now 18 months past the time of the Olympics, when of course people were using the Javelin and using Travelcards to travel on it. What has been causing the delay? Is it the Department for Transport or the train operator or TfL or who?

Boris Johnson (Mayor of London): It is one of those issues. If you remember, one of the first things I had to sort out when I came in was the whole issue of Oyster on National Rail. It did take a long time because it was a wonderful thing when it came in and people were able to use their Oyster cards on suburban railway services, but the negotiations with the train operating companies (TOCs) are extremely painful. That is basically what has been going on with the Javelin.

Richard Tracey (AM): Can we clarify? I believe at the moment, if you were to buy a National Rail ticket to Stratford on the Javelin it would cost over £5. If you were to use Oyster to get to zone 3, it would cost about £3. Will it be possible to do a journey on the Javelin using an Oyster, when it actually happens, for just about £3?

Boris Johnson (Mayor of London): I cannot give you that information yet, Dick, because this is still subject to negotiation, I am afraid.

Richard Tracey (AM): It sounds fair, though, does it not? If you use Oyster, you should be able to get a normal Oyster cost.

Boris Johnson (Mayor of London): Someone has to pay for it and that is either TfL or the rail companies and we have to look at that.

Richard Tracey (AM): Thank you.

Darren Johnson (Chair): Thank you very much. We will then move on to the third question on the order paper today.

2013/4637 - Tackling excess winter deaths and fuel poverty

[Jenny Jones](#)

What impact will the Government's decision to scale back the Energy Company Obligation have on your plans to tackle London's energy inefficient and hard to treat homes?

Boris Johnson (Mayor of London): Thanks, Jenny. This is a very reasonable question. We think that there is a great advantage in extending the Energy Company Obligation (ECO) from March 2015 to March 2017. We think that this will give the boroughs and housing associations that are retrofitting their housing stock a lot more certainty and will allow us to do more. I must tell you that I have some concerns about some of this, particularly as it affects London's housing stock. We have many more, as you know, solid-wall buildings, so the emphasis on cavity-wall buildings may be something that we need to correct.

Jenny Jones (AM): I have not understood your answer.

Boris Johnson (Mayor of London): The answer is I think the impact will be beneficial.

Jenny Jones (AM): Thank you. All right. You have told us before that you had agreed with British Gas that they would spend 25% of their ECO obligation, which comes to £320 million, in London on insulating homes. The aim of this whole process is to lift hundreds of thousands of people out of pure poverty. Is that going ahead?

Boris Johnson (Mayor of London): It is. The RE:NEW programme, the domestic sector retrofit, has done about 99,000 homes to date, saving about 25,000 tons of CO₂, and we have a further 60,000 homes, as I have said before here, in the pipeline. We are going to blast on with that programme.

Jenny Jones (AM): You are guaranteeing that British Gas is actually going to spend still that £320 million on insulating homes in London?

Boris Johnson (Mayor of London): I have absolutely no reason to doubt that, Jenny, but what I can tell you is that we are confident we will be able to continue with the ECO-funded programmes and to continue to retrofit homes. Clearly, this is now spread out over a longer timescale.

Jenny Jones (AM): That will be through RE:NEW?

Boris Johnson (Mayor of London): Through RE:NEW, yes.

Jenny Jones (AM): The problem for me is that your target for 2012 was 200,000 homes. As you have just said, you have only managed to insulate 99,000, so you are underachieving on this.

Boris Johnson (Mayor of London): Look, we did set a very ambitious target, but to do 99,000 is pretty good and we are going to continue to keep our foot to the throttle and do another 60,000 more. Do not forget that London is difficult. There are many more homes in London that are hard and expensive to retrofit, but we are determined to do it. As I said in my answer - and I am sorry if it was opaque - was that what I worry about is that at the moment we have to go into some talks about this because the cash seems to be steered towards cavity-wall insulation rather than helping the more difficult homes which have solid walls. Many, many homes in London's housing stock have solid walls, as you know. That is problem we need to fix.

Jenny Jones (AM): Your Executive Director of Housing [and Land] says that your target is likely to increase to 230,000 in the next three years for insulating homes. Is this a new figure?

Boris Johnson (Mayor of London): No. Keep going.

Jenny Jones (AM): As you are already underachieving, you have said you have set an ambitious target, but the whole idea behind ambitious targets is that you actually do reach them or get close. You did not even get to half of your previous target.

Boris Johnson (Mayor of London): You are being a little bit hard on us. It is your job to be hard on us. London's housing stock is very challenging to retrofit. We have done 99,000. We are in discussions with the energy companies about how we are going to take forward the ECO programme following the Government's announcements and you will be hearing more about what Richard [Blakeway, Deputy Mayor for Housing, Land and Property, GLA] has got out of them in the new year. We think that the extension of the scheme through until 2017 will actually be beneficial because it gives more confidence and more certainty and gives everybody a clear sense that there is a long timescale in which this funding will be available and they can get on with retrofitting.

Do not forget that, partly thanks to the retrofitting that we have been doing in London, you have seen these big reductions in CO₂ output in our city and you are seeing big reductions in nitrogen oxide (NO_x). Most of NO_x, as you know, comes not from vehicles but from domestic boilers. It is the work we are doing to retrofit homes in London that is helping to reduce that kind of pollution.

Jenny Jones (AM): When the energy companies - very selfishly, I would argue - kicked up a fuss about paying the green levies, you said you thought they were right not to pay green levies. What it has done is throw all the burden onto the taxpayer instead of the energy companies that are, quite honestly, raking it in. Do you still stand by that?

Boris Johnson (Mayor of London): There is a separate argument and the question is whether you can fine the energy companies and squeeze them of cash. To a certain extent I agree with you, by the way. That is why I think it is right that they should pay the ECO levy.

Jenny Jones (AM): That is not what you said before.

Boris Johnson (Mayor of London): What I worry about is extra levies, extra charges and extra price freezes of a kind that we have not seen for decades that economically contraindicated but do impair their ability to invest in supply.

Jenny Jones (AM): No, that is not something I have mentioned. What I am asking you about is the fact that you think it is right that energy companies should not pay a green levy. Have you changed your position on that?

Boris Johnson (Mayor of London): No, I think it is only fair that they should support retrofitting and that is why we are glad that we have the cash from British Gas and so on. What I am opposed to are vindictive campaigns against the energy companies that actually will impede their ability to invest in supply. We are going to come to this question --

Jenny Jones (AM): Look, Mr Mayor, please focus. Please focus on what I am asking you about.

Boris Johnson (Mayor of London): -- later on because, as you know, one of the key determinants of price is supply. It is also true that the unit cost of gas in this country is actually low, comparatively, by European standards. What is high is the massive consumption --

Jenny Jones (AM): Mr Mayor, you are off the topic. Please focus on this.

Boris Johnson (Mayor of London): No, this is completely germane to your question.

Jenny Jones (AM): What I am asking you about is actually lifting hundreds of thousands of people out of fuel poverty. You have supported the energy companies that are actually cutting back on insulation. You talked about insulating single solid-wall insulation. That does cost £9,000 per house, roughly. That is an expense, but I think still the energy companies that are ripping us off should actually be paying for some of that insulation.

Boris Johnson (Mayor of London): Yes, I agree and they are.

Jenny Jones (AM): It appears you now agree with me. That is fantastic.

Boris Johnson (Mayor of London): I agree, Jenny, and they are paying and we are going to go on with it. I agree with you about insulation because what I was going to say before you came back in there was that, actually, the problem is not so much the unit cost of the gas. It is also that householders in London are losing such prodigious quantities of heat. The consumption --

Jenny Jones (AM): That is the point of the programme.

Darren Johnson (Chair): Let him continue his answer because the Green group is running out of time now. Be very quick.

Boris Johnson (Mayor of London): Our consumption of gas is very high by European standards. That is because we need to insulate better. That is why --

Jenny Jones (AM): This is *The Ladybird Book of Energy*, Mr Mayor.

Darren Johnson (Chair): No, Assembly Member Jones, you are out of time. Thank you.

Jenny Jones (AM): *The Ladybird Book of Energy* is not useful.

Nicky Gavron (AM): Yes. Mayor, you are very confident, it seems, that the cuts to the green levies are not going to affect your RE:NEW programme, but I just want to point out to you that your officers do not seem to share that view. If one looks at the December papers for the Housing Infrastructure Group meeting, one finds that there the officers are really understanding the gravity of the situation and are suggesting that you lobby for a regional target so at least you get a fair share of the money for London. Are you going to lobby?

Boris Johnson (Mayor of London): I am certainly happy to discuss that with the officers concerned or discuss their desires. What they tell me is that overall between 2013 and 2017 as a result of these changes there will be a net increase in the carbon savings achieved through

ECO. There are swings and roundabouts here. The thing I am worried about, as I was telling Jenny [Jones, AM], is the skewing against solid-wall insulation. That I want to try to fix.

Nicky Gavron (AM): I do not know if you are aware, but the regulator has said that ECO goes to three different targets. In fact, solid wall may be one of them, but the other two are for people who are vulnerable. We have a cold homes crisis. You argued for a regional target before so you would a fair share from the Big Six [energy suppliers], but in fact you failed, so I do not see you winning this again. What is your plan B when we have a cold homes crisis in this city? You have failed lamentably so far at actually meeting your own targets.

Boris Johnson (Mayor of London): Hang on. Can you just remind me how many homes were retrofitted under the previous Mayor? About three.

Nicky Gavron (AM): We only began the retrofitting programme at the beginning of 2007.

Boris Johnson (Mayor of London): Come off it. Do you mean to say there was not a cold homes crisis before? Was there no cold weather in the eight years in which you sat vegetating?

Nicky Gavron (AM): Would you like to tell me what your plan B is? You are going to get less money.

Boris Johnson (Mayor of London): I seem to remember hearing about 3,000 or 4,000 homes altogether in eight years. We have done 99,000 homes so far and we are going to do a further 60,000, as I have just said. We are confident that there will be a net increase in the carbon savings that we are going to achieve. I take your point about wanting to get a fair deal and I do believe London should get the proportion we are owed from the ECO. I will fight for that and I have fought for that and we will continue to get a good deal for London. I have been very candid with you about my concerns, but this remains an area where there are huge potential wins for London and huge potential opportunities to protect Londoners from cold weather and high energy bills.

Nicky Gavron (AM): I just want you not to be hoodwinked, Members around this horseshoe. In fact, the money has been cut for ECO. Even if we get to the regional target - which we have never got to before - and get a fair share of that, it will be a smaller amount and it will be from a smaller pot. There is less money now for dealing with the cold homes crisis.

Boris Johnson (Mayor of London): There is a net increase in what is available and we have had the programme extended and that is good news. I am determined to continue to retrofit homes on a prodigious scale unlike any previous administration.

Darren Johnson (Chair): Thank you. We will then move on to the next question on the order paper.

2013/5263 - Making Cycling Safer in London

Caroline Pidgeon MBE

What action are you now taking to make cycling safer in London?

Boris Johnson (Mayor of London): Yes. Four things, Caroline, we are doing.

One: education. We have a programme to help people learn how to cycle safely in London. We have so far assisted about 9,000 adults and about 38,000 children and young people.

Two: the technical changes you can make to vehicles. You will be familiar with everything we are trying to do with the Safer Lorry Zone and ensuring that the trucks and heavy goods vehicles (HGVs) entering London - which are so often implicated in the most serious, tragic accidents - are equipped with the right mirrors, the right sidebars and the audible information to other road users that they are turning and so on.

Three: we have an active campaign and will continue to have an active campaign of enforcement of everybody who infringes the rules of the roads. We are stopping cyclists for jumping red lights. In the last figures I saw we have fined about 755 cyclists for jumping red lights, but we have also fined about 1,392 motorists for offences such as talking on their mobile phone or jumping lights themselves.

The fourth thing and perhaps the most important, the most visible and the most significant thing is that we are investing the thick end of £1 billion in changes to the road layout in London. Of the 500 junctions and roundabouts that we are looking at, 33 major junctions are now being improved for the benefit of cyclists. We are going to be announcing in February the network of Quietways that we are introducing across the city. We are going to be announcing also in February which boroughs have been successful in becoming mini-Hollands. We will be, obviously, pursuing the Cycle Superhighway network and you will hear a lot more in the new year about exactly where they are going to work and how we are going to introduce the Cycle Superhighways across the map of London.

Caroline Pidgeon MBE (AM): Thank you. You have taken two and a half minutes to tell me that, but there are some really welcome developments. I genuinely mean that and --

Boris Johnson (Mayor of London): I thought you wanted a full answer. You got an answer.

Caroline Pidgeon MBE (AM): -- that is fantastic to hear. Many of them, particularly the infrastructure, will take months if not years to actually implement. What many cyclists want to see is some urgent action now. I have some specific suggestions I want to run through with you. The segregated cycle routes which you are starting to roll out can take years. What about some simple pilots such as they have done in New York where they have used things like planters and some bollards to make simple segregation? This can be done really cheaply and quickly. Would you look at some of those sorts of temporary measures for segregation?

Boris Johnson (Mayor of London): We are always looking at anything we can do to improve cycle safety. We are open to all sorts of ideas. The difficulty --

Caroline Pidgeon MBE (AM): I am asking specifically on this, Mr Mayor. There have been some specifics. I would like some specific answers. Will you look at some segregation using things like that so it can be quick and easy?

Boris Johnson (Mayor of London): Planters and bollards? You would have to show me where and how and what you are talking about and where you would want to put some planters and some bollards.

All these changes, which we are very happy to look at and we approach this with the spirit of maximum humility --

Caroline Pidgeon MBE (AM): OK, that is great. You are happy to look at it. Thank you.

Boris Johnson (Mayor of London): -- but you and I are not, I do not think, road traffic engineers and these things are not always as easy, perhaps, sometimes as they look at first sight. You have to be careful in a city like London that you do not accidentally cause serious difficulties in traffic --

Caroline Pidgeon MBE (AM): Mr Mayor, I would like you to be briefer in my next points.

Boris Johnson (Mayor of London): -- and serious congestion as a result of ill-thought-out measures. If you have a concrete proposal for some improvement somewhere, then I would like to look at it.

Caroline Pidgeon MBE (AM): Come on, Mr Mayor, now you are just playing games. I have some very specific things I want to ask you. It is an area where you have made lots of good announcements, but what about 20 mph zones on some of the red routes? You have only done a couple of small areas. Is that something you will look at in the next wave of Cycle Superhighways, yes or no?

Boris Johnson (Mayor of London): Yes, we are looking at it.

Caroline Pidgeon MBE (AM): Brilliant. Finally, the police have been stopping cyclists. You have mentioned that. They have been handing out copies of the *Highway Code* and reminding people about things like wearing bright clothing. Would it not have been better to actually give out things like hi-viz vests, which can cost pennies if you buy them in bulk? I was going to suggest that you get Barclays to sponsor them, but clearly that is out of the window. Will you look in the new year at handing out hi-viz vests as part of your cycle safety campaign?

Boris Johnson (Mayor of London): Perhaps the RMT could sponsor them. TfL does give out lots of --

Caroline Pidgeon MBE (AM): That is a yes, is it?

Boris Johnson (Mayor of London): No, I will certainly look at it. I think we have given out --

Caroline Pidgeon MBE (AM): I will take that as a yes. Thank you.

Boris Johnson (Mayor of London): -- luminous cycle clips and --

Darren Johnson (Chair): We will note that commitment.

Boris Johnson (Mayor of London): -- bells and all sorts. I would not be surprised, by the way, if we do not give out hi-viz vests from time to time.

Caroline Pidgeon MBE (AM): I do not think you have. You have been giving out *Highway Codes*, which probably would cost more, so I think it would be welcomed by cyclists.

Boris Johnson (Mayor of London): I will look at it.

Caroline Pidgeon MBE (AM): Thank you.

Boris Johnson (Mayor of London): Lights. You did not mention lights, by the way, Caroline. It might be --

Caroline Pidgeon MBE (AM): No, I have just finished my questions. Thank you.

Darren Johnson (Chair): You did not get a question about lights.

Boris Johnson (Mayor of London): We did used to give out wind-up lights. I do not want to wind up Caroline any more --

Caroline Pidgeon MBE (AM): Could you stop the clock?

Boris Johnson (Mayor of London): -- but wind-up lights were one of the things we did give out. Those were perhaps even more useful, at the risk of winding you up.

Andrew Boff (AM): Mr Mayor, will you look into the example of Berlin, which has a similar number of fatalities to London and has adopted a whole new approach to cycling? It does involve cyclists also taking responsibility not just for reporting things like problems with roads but also for poor behaviour on the roads to ensure that the culture of safety is embedded in Berlin. I hope that that is something you can follow in London.

Boris Johnson (Mayor of London): Absolutely. I actually took my whole family to Berlin to show them the Berlin Wall and to remind them - because they are of a generation that does not remember the evils of socialism and the disasters that it produced for many people in Eastern Europe. We went cycling in Berlin and it was absolutely wonderful. We all had these hire bikes and the behaviour of the motorists was quite different from London. You had these huge

prowling great BMWs and Mercedes that would stop as soon as they saw a cyclist. There was none of that trying to shovel cyclists out of the road. There was a completely different atmosphere.

What I would like to see is the same sense of respect, the same generosity towards cyclists by motorists. I was going along Holborn the other day and there were a huge number of cyclists on the road. A guy in a car was going, "Poop, poop, poop", hooting manically. He was treating the cyclists like a flock of pigeons or sheep or something to be herded out of the way by the prow of his vehicle. I thought that was absolutely monstrous. Cyclists have a perfect right to be on the carriageway and that is the kind of atmosphere I want to create.

Andrew Boff (AM): Thank you, Mr Mayor.

Darren Johnson (Chair): Thank you very much. We will then move on to the next question on the order paper.

2013/4709 - Junior neighbourhood wardens' scheme

[Roger Evans](#)

Southampton Council has a junior neighbourhood wardens' scheme, whereby young people aged 7 to 12 help look after the housing estates on which they live. Would you consider piloting a similar scheme to encourage young people to share in the responsibility for their neighbourhoods, through activities such as litter-picking, gardening and painting?

Boris Johnson (Mayor of London): Roger, thank you very much. You are absolutely right. We do have such a plan and, indeed, action is already taking place. As you know, Veronica [Wadley, Senior Advisor for Team London, Volunteering, Charities and Sponsorship] leads the Team London effort and we launched the Team London Young Ambassadors Programme to get a Team London Young Ambassador into every school in London and to inspire 50,000 school children to be volunteering by 2016. Also, we have provided 40 grants and 60 clean-up kits to groups involved in Capital Clean-up, which is exactly what you are talking about. We are mobilising those who want to clear up their city and those who want to have a big effort to clear up litter. It is a fantastic operation. Team London is a great way to bring people together to do it.

I would also pay tribute now to the increasing work that is being done by the Metropolitan Police Cadets. This is something that is truly inspiring. The numbers of Metropolitan Police Cadets are rising. They come from every community in London. If you think about what I think is the ambition of everybody in this Chamber, which is to change the police so that they better reflect our communities in London, the secret is going to be in the long-term to recruit more police cadets. Sir Bernard Hogan-Howe [Commissioner, Metropolitan Police Service] has a very, very ambitious programme of getting up to 40,000 Metropolitan Police Cadets. It would be a truly fantastic achievement.

Roger Evans (Deputy Chair): Thank you. I am pleased with that answer, but it is worth taking a look at the Southampton scheme even so because they have had over 1,000 young

people through their scheme by now. It is a relatively small town compared to London. Do you think it would be worthwhile just getting Veronica to take a trip to Southampton to see how they do it there and if there is anything we can learn?

Boris Johnson (Mayor of London): I will take it up with Veronica if there is something we can learn. Obviously, our job at City Hall is to provide the encouragement and to provide the framework. We are not going to be organising the volunteers ourselves. There are plenty of groups across London who do that and our job is, through Team London, to provide the framework to help mobilise. The Team London Young Ambassadors Programme is there to be grit in the oyster, really. If there is something we can learn from what is going on in Southampton, I am more than happy to do so.

Roger Evans (Deputy Chair): Thank you.

Darren Johnson (Chair): Thank you. We will then move on to the next question on the order paper.

2013/4866 - Rising fuel bills

[Murad Qureshi](#)

What would Londoners benefit from most, cuts to green levies that fund the war on fuel poverty or a 20-month energy price freeze?

Boris Johnson (Mayor of London): Thanks, Murad. I would say here, just going back really to some of the answer that I gave to Jenny - she rejected my answer because she felt it did not apply to her, but it does apply to you - that I can see the upside, but the downside about the 20-month price freeze, which is I think the Labour policy, is that you do damage the ability of the energy companies to invest in supply. Already, through the inadequacy of the preparations that have been made over the last 20 years, we face huge risks now, increased risks of blackouts and a greatly increased risk of brownouts, according to Ofgem [energy market regulator], in addition to the huge demands that we are already placing on the system.

Murad Qureshi (AM): Thank you, Mayor, for that response. Actually, the energy companies are getting away with green murder for not passing on the £50 green levy to customers, as has been proposed by the Coalition Government. Only British Gas and Scottish and Southern Energy of the Big Six are going to be passing that on. EDF Energy and E.ON have said that the Government cuts have already been taken into account when announcing their recent hikes and we still do not know about the two remaining companies of the Big Six. Essentially, the Government has given into the blackmail of energy companies and has supported cuts to their obligation to the most vulnerable. Do you think Londoners have a good deal in shaving £50 from our £120 increase at the expense of cutting these funds for insulating their homes?

Boris Johnson (Mayor of London): As I was saying to Jenny, we think we can go on with the programme to insulate Londoners' homes and we have done 99,000 so far. We are going to do another 60,000. We have the added attraction that the scheme now runs to 2017 rather than 2015.

The difficulty with the price freeze is that you are looking at already the construction of half of the new power plants due to contribute to Britain's energy needs having been put on ice because of the anxiety about the possibility of Labour winning the election. That seems to me to be the wrong way for our company to be going. We need more power to be supplied and it is a huge mistake to be so slow with providing enough nuclear power, as I am afraid the country decided to do over the last 20 or 30 years. We are now compounding that by very resistant to fracking. We should get on with both options.

Murad Qureshi (AM): Mr Mayor, you are not acknowledging the fact that the energy suppliers in the UK are run by a cartel. They generate 70% of the energy and supply 98% of the households. We need more competition. I am not seeing that anything you are saying is going to increase that nationally at all. Can I come back to the London context?

Boris Johnson (Mayor of London): There is competition. I am delighted you are in favour. Generally, I thought you were in favour of nationalisation.

Murad Qureshi (AM): There are only six. I have just told you the examples. I have just told you what they are doing with the £50. They are not passing it on because they are clearly calling the shots in this context. I just simply want to know why you will not support a policy that puts more money back into the pockets of hardworking Londoners in these tough times --

Boris Johnson (Mayor of London): We are.

Murad Qureshi (AM): -- as this clearly would do, with a price freeze for 20 months. Also, [former Prime Minister, John] Mr Major's perspective on that was actually a very worthwhile contribution.

Boris Johnson (Mayor of London): Yes. Let me just say in answer to Murad, who is asking about what we are doing to hold down energy costs for people in London, the crucial thing in my view is to help retrofit the homes because, as I said, the actual price of gas is by European standards comparatively low. It is the consumption that is very high. That is because we have inadequate retrofitting and we need to increase that. What I am worried about is ill-thought-out measures that sound good but actually turn out to be bad for the ability of the energy companies to create the power supply that this country needs. You are seeing already a go-slow on the building of new power stations and that is regrettable.

Murad Qureshi (AM): Mr Mayor, it is no consolation for those who have to choose between food and heating this winter that people in Paris or Berlin have higher bills than they have. They just want a regular supply --

Boris Johnson (Mayor of London): I did not say that.

Murad Qureshi (AM): Yes, you did. You certainly did. Can I just be sure that you are not going to respond to the energy companies in the way Ed Davey [Secretary of State for Energy and Climate Change] has done at the Department of Energy & Climate Change (DECC) where

they are clearly calling the shots, making demands and holding Londoners hostage? For example, the proposal that Nicky [Gavron AM] suggested about the target for London has been proposed by the Environment Committee and Ed Davey has not seen fit to respond to it as an MP in Greater London. They seem to say, "Jump", and you say, "How high?" It is about time you showed where you lie with Londoners on the price of energy in London.

Boris Johnson (Mayor of London): Yes. That is right. It is a hard argument to make because people say, "The price is outrageous and we should stop these companies charging it". I do understand. I understand why people say that. What I worry about is the ability of these companies to make the investments they need in the supply. You say we need more competition. Actually, we do have a lot of competition between these companies. If you wanted to nationalise the entire energy supply of this country, as was the case, you could control the price that way, but I do not think that even the Labour Party is currently proposing that, though that may be the next step in the Marxist progress of the --

Darren Johnson (Chair): Thank you. Assembly Member Dr Sahota?

Dr Onkar Sahota (AM): Mr Mayor, there is clearly a link between food poverty and excess winter deaths. There are extensive figures, but I am looking to illustrate the point. In Barnet, where 5.6% of London's excess winter deaths occurred and they had 5.3% of London's households living in food poverty. Croydon experienced 4.97% of London's excess winter deaths and had 4.59% of London's household fuel poverty. In Ealing, it was 7.71% of excess winter deaths and 5.65% of London's households living in fuel poverty. In fact, your own Health Inequality Strategy clearly claims that fuel poverty has been associated with a significant number of avoidable winter deaths. In 2006 and 2007, some 2,100 excess winter deaths took place in London, the majority of whom were elderly people. What have you done in London to reduce winter deaths?

Boris Johnson (Mayor of London): The Know Your Rights campaign has been effective and obviously our primary duty is to get people to be aware of the payments they can take up. It is tragic how often cash that is available, even for elderly people who really need it, is not taken up. Information is the number one priority. We have to get the message through to people about what they are owed.

Number two: you have to help to make their homes less wasteful of fuel and to help reduce their expenditure on fuel by retrofitting and by insulation. That is why we are very ambitious for retrofitting in London and why I worry about what is being said about some of the housing stock in London because plainly many people on fixed incomes and elderly people will be living in some of this older housing stock that is difficult to retrofit. We need to have a particular care to them.

Dr Onkar Sahota (AM): To lead a healthy life, you clearly need to have enough income to support your best needs. Staying warm in winter is a basic need. In your Health Inequality Strategy, you committed to establish what constitutes a healthy household income, bringing together issues of child poverty, pensioner poverty and fuel poverty. You have had almost four years to work on this. What is the figure of the healthy household income in London?

Boris Johnson (Mayor of London): I cannot give you that figure because I do not believe we have established it, to the best of my knowledge.

Dr Onkar Sahota (AM): No, but you said you would establish it and you said this about four years ago. You have not done it yet.

Boris Johnson (Mayor of London): You must forgive me there, Onkar, because I do not have that data. I would be very happy to go and unearth whatever it is we are meant to have done.

Dr Onkar Sahota (AM): You made this commitment four years ago. I am just reminding you about this. Anyway --

Boris Johnson (Mayor of London): Not to you, I believe. Did I make it in this place?

Dr Onkar Sahota (AM): You made it in your Health Inequality Strategy action plan. You would work and extend the work of the Marmot Report [*Fair Society Healthy Lives*], coupled with the healthy household income, bringing together issues of child poverty, pension poverty and fuel poverty.

Boris Johnson (Mayor of London): All right. What we have done clearly --

Dr Onkar Sahota (AM): I am asking what that figure is and you cannot give me that figure because you do not have it.

Boris Johnson (Mayor of London): Obviously, the figure will vary from year to year like the London Living Wage which we raise every year.

Dr Onkar Sahota (AM): Mr Mayor, you do not have a figure.

Boris Johnson (Mayor of London): I will look again at whether it is practicable to give you a figure. What is important is the London Living Wage is currently running at £8.80. That is a good rate for London and we are championing that and that is the thing I want to --

Dr Onkar Sahota (AM): You also have a statutory duty in the area of health inequalities and for all your *Telegraph* columns extolling the virtues of New York, your record in this area is pretty shoddy, is it not? You published your first Health Inequality Strategy three years late. It lasted for two years. You said you will not publish the next action plan until next year, meaning that out of eight years of your mayoralty you will have a plan for only half the time. You cannot just answer my questions. You duck and hide in that failure to deliver pledges to Londoners. We know we have a part-time Mayor, but do you think it is time for a change?

Boris Johnson (Mayor of London): Really? Well, really? Are you still a practising doctor or are you a full-time Assembly Member?

Dr Onkar Sahota (AM): Mr Mayor, I ask the questions; you answer them. That is how it works here.

Boris Johnson (Mayor of London): Thank you, but, seriously, you and I, Onkar, probably share a disappointment that the Health Improvement Board was not actually given the statutory basis that we both wanted. We are working now through the London Health Board on all sorts of ways to champion public health programmes in the city. We are certainly looking at that. I do not, as you know, have the budgets to do that. The boroughs rather guard those budgets. They are anxious about mayoral interference because, although I have some statutory responsibility for health inequalities, I am not given the statutory powers that we should have in London.

I do not know what you mean by extolling New York. I remind you that in New York you are about five times more likely to be murdered, for instance, than you are in London. They have a bike hire scheme that is in no way as good as ours. What they do have is a tradition of very interventionist public health campaigns, all of which I necessarily support. The one on the maximum size of sugary drinks or whatever was a little bit too prescriptive, but if you look at what New York did on smoking bans it was in the lead. You and I would agree with this. It is regrettable that London as a city does not have the statutory wherewithal to deliver in that way. It will come. It is inevitable. The mayoralty, the GLA and the Assembly will gradually take more and more of a role in that and all I can say is we are working on it.

Jennette Arnold OBE (AM): Mr Mayor, what advice do you offer to my older and my vulnerable constituents who cannot afford to heat their homes and have a nutritious hot meal?

Boris Johnson (Mayor of London): Most important is to help them and I am sure you are doing that, Jennette, and I will be glad to help you do that, to know what their rights are and what payments they have by right already and to make sure they are getting those payments. Obviously, if they are particularly vulnerable, to help steer in their direction the many people who can help them through one agency or another, whether provided by the boroughs or the many other neighbourhood support groups there are across London, particularly those that are actually dedicated to helping older people. There are many voluntary groups in London, as you know, in addition to the services that are statutorily provided.

Number two: obviously, I would look at their accommodation and see whether they might benefit from any kind of retrofitting measures to improve their consumption of energy and reduce their bills.

Jennette Arnold OBE (AM): Thank you. Can I just pick up the first point you made about the Know Your Rights campaign? When you launched this, I welcomed it, as did a number of Assembly Members. Can you say why you have not been able to provide the evaluation of this work, given that I think 18 months ago Assembly Member Qureshi first asked you for any evaluation report, so that we can know where it has worked, where it has not worked and what more we need to do given the numbers of deaths you have heard of from my colleague Dr Sahota?

Boris Johnson (Mayor of London): Yes. You are surprising me and actually I am just looking through my notes here because I am almost 100% certain I have seen some figures for the number of people we think have benefited from the Know Your Rights campaign. I will be very happy to get them to you.

Jennette Arnold OBE (AM): It is 18 months outstanding. You recently launched the Affordable Warmth and Health Action Plan. What does that entail? Let me tell you why I ask this. This is an action plan that was formally launched by the London Carbon Action Network and it is a very laudable action plan. It is a good plan. You then made an announcement about it. I was then surprised to read in November 2013 that - and I will just have to say their names - the Home Energy Conservation Association (HECA) stated that there has been almost incidental progress on some aspect and the only body to have formally agreed to this is the London HECA Forum. They made no recognition of the mayoralty being involved other than to make an announcement, so I do not understand what it is you are doing with regard to this plan.

Boris Johnson (Mayor of London): All right. The bodies you refer to I do not know. The acronyms you are using I do not instantly recognise.

Jennette Arnold OBE (AM): It is their plan and you have --

Boris Johnson (Mayor of London): Yes. What does HECA stand for?

Jennette Arnold OBE (AM): It is the London Network of the Home Energy Conservation Association and it is their plan.

Boris Johnson (Mayor of London): OK. What we are doing - and it may well chime very much with what they are saying - is we are, as I said in my first answer to you, trying to help people to know what their rights are, to know what payments are available and, secondly, to try to reduce their fuel bills by helping with retrofitting programmes.

Jennette Arnold OBE (AM): OK. Given we have not seen the evaluation and I go back to the numbers we know about and I go back to this being a critical issue for elders and vulnerable Londoners, do you really think you have done enough?

Boris Johnson (Mayor of London): Obviously, this is a massive problem and you can never feel satisfied and you can never feel you have done enough when there are people who are suffering and there are people on fixed incomes who are facing very tough winters, but we think these are the things we should be doing. I do have and I am fairly certain we have some data about the number of Londoners who have benefited from the Know Your Rights campaign and I would be very happy to share that with you.

Jennette Arnold OBE (AM): Because I have used up my time, I can send you two classic case studies coming out of Islington, your home borough, of the plight of elders and the disabled. I will send you those just so you absolutely get a full appreciation of just how difficult and how horrible it is out there for elders.

Boris Johnson (Mayor of London): I would be grateful if you would send me those, Jennette. Obviously, if there is something I can do for either of the individuals concerned, then we will try to do it. I am sure you as their representative will already have helped them in any way you can and introduced them to all the agencies that might be able to help. If there is anything more I can do, then obviously we will try to do it.

Jennette Arnold OBE (AM): OK, thank you.

Darren Johnson (Chair): Thank you very much. Assembly Member Boff.

Andrew Boff (AM): Mr Mayor, perhaps you could, while you are talking to Ms Arnold's constituents, explain to them how the £50 cut in fuel bills as a result of the Coalition Government results in terrible fuel poverty, whereas the increases in electricity prices of 69% under the last Labour Government and, indeed, the gas prices that increased by 133% have had no contribution whatsoever to fuel poverty in London. When you talk to those residents Ms Arnold has referred to you, could you advise them, on that basis, which is the best way to vote at the next election?

Boris Johnson (Mayor of London): I would vote for the party that is going to keep the lights on and keep the supply of energy coming because, if you cannot provide the energy the country needs, then obviously the price is simply going to go higher and higher. That is why there are some basic economics that need to be grasped by the Labour side of the argument.

Andrew Boff (AM): Thank you.

Darren Johnson (Chair): Thank you. We then move on to the next question on the order paper.

2013/4867 - Mayor's Margaret Thatcher lecture for the Centre for Policy Studies [Andrew Dismore](#)

Given your responsibilities in respect of community cohesion and economic development, why do you favour a society characterised by an absence of fairness; does it demonstrate a high level of brain function to claim that "inequality is essential for the spirit of envy ... that is, like greed, a valuable spur to economic activity"?

Boris Johnson (Mayor of London): Thank you very much, Andrew. Your question unfortunately does not seem to me to reflect what I was saying in that lecture which was that, after all, there is a problem of inequality and, for reasons we have been discussing a lot this morning, it has been getting worse in London and it needs to be tackled. We are tackling it in all sorts of ways, not least by championing fantastic educational outcomes across the city with the interventions we are making through the Schools Excellence Fund and through the Gold Club, all that we are doing to support young people through apprenticeships and getting them into work and, of course, the London Living Wage which has expanded 700% since I have been Mayor.

Andrew Dismore (AM): When you said, “As many as 16% of our species have an IQ below 85 and about 2% have an IQ of about 130. The harder you shake the pack, the easier it will be for some cornflakes to get to the top”, where in the box do you think you are?

Boris Johnson (Mayor of London): I am perfectly happy to accept I have the IQ of a baked bean, but my point is you have to help people and I would be very surprised if you wanted to take that line of argument. My point is it is our job in public life to try to help people who need our help and to liberate and to mobilise those with talent and who are being held back unfairly. That is something I think everybody understands and there are huge numbers of people of great, great talent and ability throughout our country who are not getting the breaks they deserve.

Andrew Dismore (AM): It is interesting you place yourself there because obviously, when you did the IQ test on the radio, you did not know how many apples you had, what colour the bear was going to be or what time the clock was going to go off. When you said, “Inequality is essential for the spirit of envy and keeping up with the Joneses. It is like greed, a valuable spur to economic activity”, when you said, “Greed was a valid motivator for economic progress”, and when you praised London’s ‘Gordon Gekkos’ - who was, of course, a fictional character jailed for insider trading - do you not think that was precisely the view of the world that led to the banking crash?

The irresponsible bonus culture fuelled by reckless gambling, no risk to the bankers but jeopardising depositors hard-earned savings and pension funds through smoke-and-mirrors derivatives. Do you not think that is exactly the criteria you were advocating as being the driver behind --

Boris Johnson (Mayor of London): Shall I just tell you what I said?

Andrew Dismore (AM): That is what you said. There is a direct quote.

Boris Johnson (Mayor of London): This is what I said, OK, and --

Andrew Dismore (AM): I have it in here.

Boris Johnson (Mayor of London):

“I also hope that there is no return to that spirit of ‘Loadsamoney’ heartlessness – figuratively riffling banknotes under the noses of the homeless; and I hope that this time the Gordon Gekkos of London are conspicuous not just for their greed – valid motivator though greed may be for economic progress – as for what they give and do for the rest of the population, many of whom have experienced real falls in their incomes over the last five years. And if there is to be a boom in the 20-teens, I hope it is one that is marked by a genuine sense of community and acts of prodigious philanthropy, and I wish the snob value and prestige that the Americans attach to act of giving would somehow manifest itself here, or manifest itself more vividly.”

What I was saying was the complete opposite of the claptrap that you have --

Andrew Dismore (AM): I am afraid you make it quite clear in your speech --

Boris Johnson (Mayor of London): You should apologise to Londoners.

Andrew Dismore (AM): -- that you believe inequality is here to stay.

Darren Johnson (Chair): Andrew, let the Mayor finish.

Boris Johnson (Mayor of London): You should crawl on your knees to the Centre for Policy Studies, flagellating yourself with a copy of my lecture in atonement.

Andrew Dismore (AM): I have it here and I gave you the direct quotes.

Boris Johnson (Mayor of London): That is what you should do.

Andrew Dismore (AM): It is true, is it not? You only care about the 2% you say are the top of the box.

Boris Johnson (Mayor of London): Oh, rubbish.

Andrew Dismore (AM): You care nothing for those at the bottom of the cornflake box --

Boris Johnson (Mayor of London): I think you have demonstrated a callous disregard.

Andrew Dismore (AM): -- and that London is the most unequal city in the developed world under your administration. That is a fact.

Boris Johnson (Mayor of London): You have demonstrated today your own contempt and callous disregard for those such as myself of moderate intellect and your whole attitude, it seems to me, betrays a shame -- there you go, attack. Would you attack people? Would you mock people who have low IQs? Would you? Come on.

Andrew Dismore (AM): I attack you when you close down things you are not.

Boris Johnson (Mayor of London): What do you stand for? Dismore, what do you stand for? What do you stand for, Dismore? Do you stick up for those who are challenged or do you not? What are your values?

Darren Johnson (Chair): Right. We are not here to question Assembly Member Dismore. The Members are here to question you. Do you have any more questions?

We will then move on to the next question on the order paper which is on tackling female genital mutilation in the name of Assembly Member Borwick who has had to leave to attend another event, so it is going to be handled by Assembly Member Malthouse.

2013/4728 - Tackling FGM

Victoria Borwick

What progress is being made to tackle FGM in London?

Boris Johnson (Mayor of London): Through you, Kit [Malthouse AM], and obviously to Victoria, this is an area where I cannot claim we are seeing the progress we want basically because of the difficulty of getting prosecutions going. If you look at what is happening in London, over the last five years we have had 195 referrals to the Metropolitan Police Service over female genital mutilation (FGM). Fifteen suspects have been arrested and nine have been referred to the Crown Prosecution Service, but there have been no charges to date. This is in spite of a huge number of women who are presenting at London hospitals with evidence of this crime.

Obviously, it is very disappointing that these things are very hard to achieve basically because of some of the anxieties the victims may often have about the consequences of their pursuing the case. We are determined to make it easier for them and to give them more confidence and that is why we are doing a lot of work with Rape Crisis and with support centres for those who suffer domestic violence and FGM as well.

Kit Malthouse (AM) (on behalf of Victoria Borwick AM): Obviously, we recognise the difficulties, but would you agree that the difficulties in terms of victims being concerned about the consequences on perpetrators are the same in child abuse and domestic violence and techniques that have been successful in both of those could be pursued in FGM?

One of the issues, though, is about reporting from the health service and would you support a change in regulation to make reporting of FGM from the health service mandatory in the same way that gunshot wounds are mandatory for reporting?

Boris Johnson (Mayor of London): We are looking at that and we are certainly seeing what we can do to develop a protocol to ensure that hospitals and other units that get the evidence that they work together to understand the scale of the problem and try to get these prosecutions going because, until somebody is charged and convicted, it would be very difficult to deter people from conducting such mutilations.

Kit Malthouse (AM) (on behalf of Victoria Borwick AM): In France, they have obviously been much more successful than us. I think there have been a number of prosecutions over the last few years. One of the things they do in France is they have health checks on young girls in at-risk groups. Would you support greater use of those health checks in London, too?

Boris Johnson (Mayor of London): I would be. I am keen to encourage the detection and the stamping-out of this crime.

Kit Malthouse (AM) (on behalf of Victoria Borwick AM): Finally, Victoria asked me to see if you would agree to write to all boroughs in London to ascertain what work they are doing to

make sure that their services - health, education and childcare - are working together to identify possible victims and hence help in combating this issue.

Boris Johnson (Mayor of London): I am more than happy to do that.

Kit Malthouse (AM) (on behalf of Victoria Borwick AM): Thank you.

Richard Tracey (AM): Thank you, Chairman. Mr Mayor, can I ask you to recognise and applaud the ongoing work of Jane Ellison? She is, of course, the MP for Battersea who has now been promoted to Public Health Minister and is very much concerned with this matter and is working with the hospitals and the health authorities for greater information sharing which surely should take us forward.

Boris Johnson (Mayor of London): Indeed, and I will talk to Jane Ellison about this matter and we are working with her and with all the relevant agencies. As you know, we had a big event in City Hall just the other day to publicise the work that has been done and I want to pay particular tribute to the work of the Metropolitan Police Service. They do take this incredibly seriously and we are working very hard. The difficulty is getting the confidence levels up to bring the prosecutions we want to see.

Richard Tracey (AM): Yes, thank you.

Darren Johnson (Chair): Thank you very much. We will then move on to the next question on the order paper.

2013/4698 - Hackney Wick Conservation Area

[Andrew Boff](#)

Will you consider extending the conservation area in Hackney Wick as a way of protecting, nurturing and developing the existing character of the area, as has been done at Creekside in Deptford?

Boris Johnson (Mayor of London): Yes, Andrew. We are indeed looking at extending this conservation area and the London Legacy Development Corporation (LLDC) is consulting on it at the moment. My own view is that there are lots of wonderful buildings that need to be preserved.

Andrew Boff (AM): I welcome that, Mr Mayor. In fact, I am a bit wrong-footed on this question because the announcement of this expansion of the conservation area came after I had submitted the actual question, so I am very pleased that has happened. Can I also ask you to realise it is not just about preservation of buildings? There is an essential creative hub at Hackney Wick which predated the Olympics that we need to preserve and the conservation area should aim to do that so it can be both economically vital and yet the character can be conserved at the same time.

Boris Johnson (Mayor of London): I agree and much of the long-term attraction of the area will be in the fusion between new investment and new development and the preservation of historic buildings, in many cases, historic industrial buildings.

Andrew Boff (AM): I outlined in a report I produced of this last year called *Radically Normal* the benefits of having very high quality developments on the Olympic site and that there is ultimately a payback for that. I know you have cast your eye over that and that the proposal by Stock Woolstencroft for their Hackney Wick plans are an obscene carbuncle and you should reject them out of hand, though you probably cannot say that in this forum.

Boris Johnson (Mayor of London): I probably cannot because they may come before me, so I will have --

Andrew Boff (AM): Absolutely. I would just like you to look at those plans and have in mind high quality conservation and then you will probably come to the conclusion I have. Thank you, Mr Mayor.

Boris Johnson (Mayor of London): Thank you.

Darren Johnson (Chair): Thank you. We will then move on to the next question.

2013/4868 - London Minimum Wage

[Fiona Twycross](#)

With regards to your responsibility for economic development in London, do you believe the National Minimum Wage is sufficiently enforced in the capital?

Boris Johnson (Mayor of London): Yes. It is the minimum wage I think Fiona is asking about and the answer is, yes, we are supporting the campaign to make sure people fulfil their statutory obligations and pay the minimum wage. If necessary, I am thinking about writing to Her Majesty's Revenue and Customs (HMRC) whose job it is to enforce this properly.

Fiona Twycross (AM): Thank you. It is on the statutory minimum wage. There are about 300,000 workers paid below the current National Minimum Wage at the moment and this includes workers who are not paid for travel time, for example, care workers and hotel workers, who are given impossible targets sometimes for the number of rooms they have to clean. Are you concerned that London is believed to be the worst region in the UK for non-compliance with the minimum wage?

Boris Johnson (Mayor of London): Yes, I am concerned. As you know, we had a meeting. We had a roundtable in City Hall to discuss enforcement. This is not something that clearly we can enforce in a systematic way from City Hall, but I deplore the failure to pay the statutory minimum wage where it is taking place. It is the job of HMRC to make sure it is enforced and clearly we are maintaining and intensifying our campaign on the London Living Wage.

Fiona Twycross (AM): Yes. The current system for enforcement is failing, as I think you recognise, with just two prosecutions for non-compliance since the National Minimum Wage was introduced. A recent report by the Centre for London and Trust for London recommended that the minimum wage enforcement functions should be devolved to local authorities. One of the London boroughs, Newham, has volunteered to trial this approach for free. Would you support this and write to the Government asking them to authorise such a pilot to assess whether such a devolved approach would have better results than the current ineffective system that leaves hundreds of thousands of workers being paid below the minimum wage?

Boris Johnson (Mayor of London): I would certainly be very interested to look at that. You are talking about a devolved approach to the borough level.

Fiona Twycross (AM): Devolving it to borough level for enforcement, yes.

Boris Johnson (Mayor of London): Yes. I do not know what resources boroughs currently have to enforce the minimum wage.

Fiona Twycross (AM): It is the HMRC that enforces it currently but, with just two successful prosecutions, I think we can be --

Boris Johnson (Mayor of London): Yes. I would be very interested. I know Sir Robin Wales [Mayor, London Borough of Newham] has been championing this in Newham and I would certainly support him on that.

Fiona Twycross (AM): OK, thank you.

Darren Johnson (Chair): Thank you very much. We will then move on to the next question on the order paper.

2013/4869 - London Pensions Fund Authority

[Len Duvall](#)

Are you confident that the LPFA fund will be able to grow as currently envisaged?

Boris Johnson (Mayor of London): You ask, Len, whether I am confident the London Pensions Fund Authority (LPFA) will grow as currently envisaged. Funds obviously can go down as well as up, but at the moment it seems to be going well and assets this year are up 14%.

Len Duvall (AM): Thank you very much, Mr Mayor. I think we are embarking on a new strategy with the authority with your appointments. Recently the GLA Oversight Committee had the Chairman of the Pension Fund Authority [Edmund Truell] in front of us. One of the issues I was going to raise - and this is indirectly - is one of the practices. Admittedly I have had the privilege this morning to get the transcript of the issue. It concerns the practice of ward members which I would like you to stop and intervene until we get to the bottom of it.

In your briefing, though, I suspect officers will brief you on the matter of co-investments. In answer to this, the Chairman of the Pension Fund Authority said there had been investment proposals put forward, whether by him or other board members or indeed the executive where the board members wish to invest either in a personal capacity or in some other role. When asked further by Members of the GLA Oversight Committee what this practice is and what the systems and checks and balances are --

Boris Johnson (Mayor of London): Who was saying this?

Len Duvall (AM): This was Edmund Truell at your appointment. He said that he believed about half the board members, plus or minus, had some aspects of co-investment. The problem here, Mr Mayor, is not about making any specific allegations.

Boris Johnson (Mayor of London): Yes, I see what you are saying.

Len Duvall (AM): You need to intervene to stop this until we get to the bottom of the checks and balances. There is no register of these co-investments. We are embarking on a new high-risk strategy because of some of the problems that we have to deal with in the future. No one is suggesting that strategy is wrong, what the pension funds are doing, but let me give you a list of the things I am worried about. LPFA would normally invest in projects of around 50 million blocks. They are going lower now to five and ten million blocks. That might suit some of the members of LPFA all sitting round the table, but that is not necessarily in our best interest, so we need some checks and balances here. I wonder if you could give a commitment that immediately after this meeting you look into it and that you stop co-investments occurring. Not the ones that have occurred in the past; you cannot do anything about that.

Until you get to the bottom of it, until you have had reports, this should be allowed to happen in the future. People, by your appointment, could be potentially personally gaining by this for their institutions. Is it right and proper? I do not know. It needs some third eye to intervene to look at that and that is why I am raising it this morning. There was a different line of questioning, but I have seen the transcript. I now fully understand the implications for this.

Boris Johnson (Mayor of London): Len, actually, I am grateful to you for raising it and indeed for the manner in which you raise it. It is very important there should be no conflict or potential for conflict of interest in the handling of the LPFA. We will, of course, take steps to make sure that cannot take place. I will be ensuring we have procedures that the whole thing is transparent and there can be no suggestion that LPFA money is somehow being eschewed towards schemes that are also being supported independently by members of the board, which I think is what you are driving at. That would be obviously wrong. We will make sure that does not take place. Clearly, the LPFA is there to maximise the assets of the pension fund and for Londoners, so they will want to be looking at the best possible opportunities. You cannot have such conflicts and we will make sure they do not take place.

Len Duvall (AM): Will you keep the Assembly informed of the progress you are making?

Boris Johnson (Mayor of London): I will make sure the Assembly is properly informed, yes.

Len Duvall (AM): Mr Mayor, we need to act quickly. That is the message I am saying; immediately, really.

Boris Johnson (Mayor of London): We always act quickly.

Tony Arbour (AM): Mr Mayor, since there has been a considerable concentration by your new Chairman of the LPFA to get as many mergers between local government pension funds to come under the umbrella of the LPFA, I wonder whether or not you will encourage the TfL pension fund to join the LPFA. It is a striking fact that the contributions which employers make to the TfL pension fund are almost twice as much as elsewhere in local government, certainly twice as much as applies to people who are employed by the GLA. Would it not make very considerable sense if there were to be this rationalisation and to take away from TfL its already extremely privileged position, not just as far as its pension scheme is concerned but by providing concessionary fares to friends and relatives of the employees of TfL?

Boris Johnson (Mayor of London): Yes. You have introduced a subject that is slightly off the topic but very ingeniously. The difficulty with removing that important concession is, of course, it is part of the terms and conditions on which all our employees at TfL are taken on. It would cause a great deal of anger and, since the marginal cost is very low to TfL of this benefit, I do not think it would be a sensible way forward, but I am conscious of the repeated requests from the Assembly for us to look at it. I will have one more look at this question of how much it costs TfL to supply the benefit to relatives and partners and I will get back to you. My thinking, at the moment, is unchanged.

Tony Arbour (AM): I am grateful to you for that, but you did not answer the first point about putting the TfL pension fund into LPFA. It cannot be right that one employer and one part of the GLA family makes a contribution of 31% to their pension whereas in the rest of the GLA family it is only 18%. That cannot be right.

Boris Johnson (Mayor of London): You make a very interesting point and I will certainly have a look at it.

Tony Arbour (AM): Thank you.

Darren Johnson (Chair): We will then move on to the next question on the order paper.

2013/4686 - Turnham Green Piccadilly line

[Tony Arbour](#)

In the light of my recent report All Aboard at Turnham Green, will the Mayor comment on the prospect of Turnham Green becoming a standard stop on the Piccadilly line?

Boris Johnson (Mayor of London): Tony, yes. Thank you and congratulations on your campaign. I can tell you I am delighted to announce we are going to meet my manifesto commitment yet again with a guarantee that trains will stop at Turnham Green as and when that

line is modernised as part of the Piccadilly line upgrade, so it is a victory for campaigners, a victory for Turnham Green and a victory for Tony Arbour. Of course, the Turnham Green passengers will also benefit not only from the upgrade of the District line with a complete new fleet of trains by 2016, new signalling and more frequent, faster services from 2018, but also because the Piccadilly line will stop throughout the night. Throughout the night, the Piccadilly line will stop at Turnham Green when the night network commences in 2015.

Tony Arbour (AM): That is absolutely wonderful, Mr Mayor.

Boris Johnson (Mayor of London): How about that?

Tony Arbour (AM): I would like to say that I am entirely satisfied and I look forward to travelling on the first all night stopping train at Turnham Green. Thank you.

Boris Johnson (Mayor of London): You need to give yourself a bigger pat on the back than that, Tony, and I am sure Mary Macleod [MP for Brentford and Isleworth], who has campaigned --

Tony Arbour (AM): Indeed, you are quite right.

Boris Johnson (Mayor of London): I would like to thank very much Mary Macleod who has done so much, unlike any of the other Labour Assembly Members.

Darren Johnson (Chair): Let us move on, then, to the next question on the order paper.

2013/4870 - Draft London Housing Strategy

[Tom Copley](#)

Does the draft London Housing Strategy do enough to tackle London's housing crisis?

Boris Johnson (Mayor of London): Yes, Tom, the answer is yes. We think the Strategy will help to get our housing delivery in London way up. We need to get, as you know, to 40,000 a year and our Strategy includes many measures including a huge expansion of part-ownership through the First Steps scheme up to 250,000 Londoners by 2026. A big, private rented sector scheme backed by the pension funds, up to ten housing zones, opportunity areas with the potential for tax incentives, intensification of residential developments around transport hubs particularly in some outer London town centres, expansion of the public sector land release - and, as you know, since the May elections of 2012, we have already released land for value of £3.6 billion - a huge estate regeneration programme, a housing bank to accelerate large schemes and, as you know, the continuing campaign which I hope all Assembly Members support to get the suite of five property taxes devolved for London so we have a stable continuous stream of financing to enable us to deliver the housing we need.

Tom Copley (AM): Thank you very much for that answer, Mr Mayor. I noted that in the long list of things you reeled off the issue of rough sleeping was not present. In the 63 pages of your Draft Strategy, you delegate only half a page to rough sleeping and this is despite the fact

this is a growing problem. It has doubled since you became Mayor. You completely missed your target to end rough sleeping by the end of last year. Why have you devoted such a small section of the Strategy to this growing issue?

Boris Johnson (Mayor of London): You are quite right, Tom, to say that rough sleeping is a problem and it has been a growing problem. What we have done is reduce the number of those who are spending more than one night out through the No Second Night Out scheme and that has been highly successful. Obviously, this will be a very tough time over Christmas. Everybody knows that is a particularly tough time for people who are vulnerable on our streets and we will be working as usual with all the voluntary agencies to minimise rough sleeping. The critical, big answer to all such housing need is supply and that is why most of the document concerns ramping up our supply and that is what Londoners want to see.

Tom Copley (AM): Mr Mayor, you mentioned the No Second Night Out scheme and the number of people spending more than one night on the streets, although in percentage terms a second night out on the street has gone down. Of course, in absolute numbers, that has risen. One of the big problems with your approach is that you are focusing very much on the people who are new to the street, but you are not apparently offering anything to the sort of intermediate group of people who find themselves on and off the street at various times. It seems to me that this Strategy is a wasted opportunity to offer something to that group of people. Why have you not done so?

Boris Johnson (Mayor of London): I do not agree with that at all. We have been continually supporting groups like St Mungo's, Crisis and others that help people. What you are talking about very often is a group of people who have a range of different problems in their lives, needs that are not simple to meet, and they need to be addressed by experts particularly from some of these outreach groups we support. We did get, as you know, about £36 million, from memory, to help deal with rough sleeping and with homelessness and we are making sure that money is spent, as I said to you several times before in this Assembly.

Tom Copley (AM): Yes, you talk a lot about your successes, but you do not seem to acknowledge the failures and come up with any new ideas to address what you rightly say are very difficult cases.

I did want to ask you finally about the issue of welfare reform because this is having the impact of pushing up the number of people who find themselves on the streets. One of the problems we are seeing is landlords no longer want to take tenants on Housing Benefit because of direct payment of rent to tenants. This is something that was raised at our Welfare Reform Seminar recently by the Residential Landlords Association. You talked a lot about the concessions you negotiated with the Government on welfare. Did you ask the Government to reverse their decision to pay Housing Benefit directly to tenants rather than to landlords?

Boris Johnson (Mayor of London): Yes, and in vulnerable cases, clearly, there is an incentive and an advantage in paying the benefit to the landlord. We have always made that clear because I do want to see such people protected and obviously I want landlords to have the

certainty that they will receive the benefit and, therefore, be more reliable in providing accommodation.

Nicky Gavron (AM): The Housing Strategy proposes home zones. You have just talked about creating home zones and one of the measures is lighter-touch planning. What do you mean by 'lighter-touch planning'?

Boris Johnson (Mayor of London): Nothing you would disapprove of, Nicky, but where there might be some needless restriction, I am trying to think what it might be, but if there is some delay or some bureaucratic problem that is holding up a good development, then we should try to be bulldozing that out of the way and getting the thing built.

Nicky Gavron (AM): It does not sound very thought-through yet. Planning is there to protect people in communities and to give them the best development --

Boris Johnson (Mayor of London): Yes, but it is --

Nicky Gavron (AM): Please do not interrupt. There are some fundamental things that need to be guaranteed. I would include in those the quality of the housing, affordability and a sufficient number of family homes. Can you guarantee that these will not be undermined by light-touch consultation?

Boris Johnson (Mayor of London): Yes, but do not forget that the planning restrictions and the climate that has been operated for the last 40 years has led to an absolutely catastrophic failure to deliver enough. It is not just the stipulations about affordable or family-sized homes, which obviously I approve of, but it is the basic reluctance of one set of human beings to put up with the disturbance created by the building of homes for other human beings. Indeed, the reluctance of one set of human beings to --

Nicky Gavron (AM): You are proposing lighter touch consultation?

Boris Johnson (Mayor of London): Over the last few years, I have seen many schemes where there is an objection purportedly about something which in fact turns out to conceal a basic not-in-my-backyard (NIMBY) hostility to the arrival of new homes in that area. People will introduce all sort of reasons why they do not want something --

Nicky Gavron (AM): Therefore, it is going to mean lighter touch consultation then.

Boris Johnson (Mayor of London): Not necessarily.

Nicky Gavron (AM): And you are not guaranteeing a sufficient number of family-sized homes.

Boris Johnson (Mayor of London): No, I did not say that. I will give you an example. I can think of plenty of schemes where I have been told by local residents that they object passionately on such-and-such a ground to new housing when actually what they really do not

like is the prospect of trucks, cement mixers, noise, disturbance and the construction that will inevitably ensue. What they also object to sometimes is the mere fact that there will be more people and more traffic in their vicinity. That is a function of human nature and you see it all over the country and it is something that you have to be careful about. Obviously, sometimes it may be valid, sometimes it may be justified, sometimes it may be less justified.

Stephen Knight (AM): Your Strategy, Mr Mayor, says that only the top 20% of Londoners can now afford private home ownership and yet your plan for providing new homes for London envisages two thirds of new homes being built by the private sector and only one third being affordable homes for the other 80% of Londoners. Is it the case that your Strategy might be called Homes for London but it certainly is not going to be homes for Londoners?

Boris Johnson (Mayor of London): On the contrary. For instance, you talk about home ownership. I began my list with the expansion of the First Steps scheme of intermediate housing to 250,000 people by 2025. It is absolutely crazy that we do not do more. We should be doing much more to give people a share in the value of their property. Also, as I have said before, homes should not be marketed overseas before they are marketed to Londoners.

Stephen Knight (AM): Mr Mayor, if we need to double the number of homes being built, why do we not need to double the number of affordable homes being built? Why is it just the private sector homes you want to see built and not affordable homes?

Boris Johnson (Mayor of London): We are greatly increasing the number of affordable homes and do not forget that under this mayoralty we have built more affordable homes than any previous strategy --

Stephen Knight (AM): However, your Strategy only --

Boris Johnson (Mayor of London): We have built a record number.

Stephen Knight (AM): -- envisages an increase of affordable house building for about --

Boris Johnson (Mayor of London): Also, we are on target to deliver my quota over the eight-year term.

Stephen Knight (AM): Mr Mayor, your Strategy for the future only envisages an increase in affordable house building from about 13,000 a year up to 15,000 a year. That is hardly a doubling, is it?

Boris Johnson (Mayor of London): As I say, we are on track to deliver a record number of affordable homes and I want to see a huge increase in supply generally. Many of those will be in part-buy, part-rent schemes. They will be for the private rented sector. You have to have a big diversity of supply. Do not forget that in central London already at least 30% of the housing stock, possibly more, is already social accommodation of one kind or another.

Stephen Knight (AM): Mr Mayor, even purely in terms of deliverability, is it not true that while the public sector has a history of being able to build more than 20,000 homes a year as recently as the 1960s and 1970s the private sector, by contrast, has never built more than 10,000 or 15,000 homes per year all the way back to the end of the Second World War. The truth is your Strategy relies on the private sector doubling its output in a way that it has never done. It is just fantasy, is it not?

Boris Johnson (Mayor of London): No, because what we have also said is we want the councils to be able to borrow against their assets to build new homes and indeed the Chancellor has supported that. That is a very important step forward.

Stephen Knight (AM): If indeed you want to see councils building more and you want to see the public sector building more, why is that not reflected in a much more ambitious target in your Strategy for affordable house building? I put to you at a previous Mayor's Question Time whether or not you had read the proposals in the Liberal Democrat group's proposal on building more homes and I sent you a copy of it which shows how through increased use of prudential borrowing and indeed the GLA's own land you could double the number of affordable homes that you are supporting in London over the next few years. You have yet not responded to that. I put to you again: is it ambitious enough that your Strategy only envisages affordable house building going from 13,000 a year to 15,000?

Boris Johnson (Mayor of London): No, I do not think so because if you look at what we are doing we have a massively ambitious target and you need to satisfy the need for tenures of all kinds including mixed tenure and that is what we are doing. If you look at what we have done on the affordable programme, we have just announced a £1.2 billion programme for new affordable homes in London for which bids are now being made. Also, I am on target to deliver 100,000 affordable homes. I talked to the Housing team just the other day. We are on target to deliver 100,000 affordable homes over the lifetime of this mayoralty.

Stephen Knight (AM): I hope you do, but that is a drop in the ocean in terms of the overall need. Will you look again at the proposed balance in this Strategy of only a third of the new homes being affordable when the Strategy itself acknowledges that private housing is unaffordable to all but 20% of Londoners?

Boris Johnson (Mayor of London): You are confusing two things. The private house builders build many affordable homes. There is no reason why a private scheme should not contain loads of --

Stephen Knight (AM): Your Strategy is talking about two thirds of the homes being available being private homes, not affordable homes.

Darren Johnson (Chair): A quick response to that because the Liberal Democrat group are running out of time.

Boris Johnson (Mayor of London): I am slightly worried that you are confused between two types.

Stephen Knight (AM): I am not confused, Mr Mayor. Your Strategy is inadequate and unambitious.

Boris Johnson (Mayor of London): Private sector developers build huge numbers of affordable homes, as I am sure you know. Those are paid for --

Stephen Knight (AM): It is in black and white --

Darren Johnson (Chair): We will leave that there because the Liberal Democrat group are now out of time. Can we then move on to the next question on the order paper?

2013/4871 - Crime Statistics

[Joanne McCartney](#)

What steps are you taking to ensure the rigour of crime statistics collected by the Metropolitan Police Service?

Boris Johnson (Mayor of London): Yes, this is very important. We are taking a number of steps to ensure the crime statistics are totally reliable. First of all, the reduction in crime that we have seen over the last few years is supported and backed up by other evidence including the national crime survey. The recent allegations that were made by a police constable before the Home Affairs (Select) Committee came before a number of changes were made to the system of classification of offences. Crime recording classification has now been separated from the operational teams in the boroughs and now gets collated and quality assured centrally. The force crime registrar monitors compliance with the rules in accordance with Home Office guidelines. Furthermore, we are holding the Metropolitan Police Service to account by an inspection of all forces on this issue by Her Majesty's Inspectorate of Constabulary (HMIC) and Tom Winsor [Chief Inspector of Constabulary] on this very issue. The Mayor's Office for Policing and Crime's (MOPAC) Directorate of Audit, Risk and Assurance is looking at crime recording practices and how that is done in the Metropolitan Police Service. If we see any areas that we think need improvement, then we will certainly act. I see no reason not to accept the broad thrust of what we are being told, which is that overall crime is coming down very significantly. There are some crimes you cannot fudge. You look at the murder rates. You are seeing a huge success in London.

Joanne McCartney (AM): Thank you for that, Mr Mayor. You may not have been aware, but Tom Winsor actually went before the Home Affairs (Select) Committee yesterday and he actually disputed what the Metropolitan Police Service Commissioner [Sir Bernard Hogan-Howe] had previously given to that Committee. The Metropolitan Police Service Commissioner had stated when he gave evidence weeks ago that the Metropolitan Police Service figures in terms of crime recording were competent and reliable, but Tom Winsor said yesterday and I am directly quoting here:

"I've written to Sir Bernard about this because what HMIC in fact said was that it looked at 244 incidents logged by the Metropolitan Police Service, 30 had been wrongly closed without a crime being raised"

He then talked about how it is improving but, looking at those figures, it is 12% inaccurate on the dip-sampling that HMIC did. Certainly there is something that needs to be improved. Is the audit that you are sending in from MOPAC? Are they sending that in?

Boris Johnson (Mayor of London): Yes. The Directorate of Audit, Risk and Assurance is going to be doing it. I stress that we will see what Tom Winsor and the HMIC says, but the overall picture is --

Joanne McCartney (AM): That is what they did say yesterday.

Boris Johnson (Mayor of London): No, they are conducting an audit or an inspection of all forces including the Metropolitan Police Service. We will see what we get from that. One of the interesting pieces of data that I am seeing at the moment is confidence in the Metropolitan Police Service, which is of all the challenges we set the Metropolitan Police Service perhaps the most difficult.

Joanne McCartney (AM): I am asking about the crime stats that they have collected on recorded crime, Mr Mayor.

Boris Johnson (Mayor of London): That is directly relevant to people's confidence in the crime stats. What you are seeing is a very considerable increase in confidence and that is extremely encouraging.

Joanne McCartney (AM): Mr Mayor, that is not what I asked.

Boris Johnson (Mayor of London): It is bit of good news that you might like to talk about.

Joanne McCartney (AM): You are having an internal audit going in and checking. Can I ask for a guarantee from you that that will be a constant method and that actually it will not just be an in-and-out audit?

Boris Johnson (Mayor of London): It will not, no.

Joanne McCartney (AM): It will be a constant process that MOPAC will see on a regular basis to validate it?

Boris Johnson (Mayor of London): We take this very seriously. We do take it very seriously, Joanne, and we will be making sure that people in London can have complete confidence in our crime figures and we will be continuing to invigilate them in the way that I have described.

Joanne McCartney (AM): Good. Will the investigation be looking across all crime types and not just the MOPAC seven [self-defined key neighbourhood crimes]?

Boris Johnson (Mayor of London): Of course.

Joanne McCartney (AM): Thank you.

Roger Evans (Deputy Chairman): I am quite interested to see those Tom Winsor figures and perhaps we can pursue them at the Police and Crime Committee tomorrow. We had a problem with the Sapphire Unit a few years ago with the number of rapes being screened out and one of the lessons that we learned from that episode is that a high level of screening-out of crimes - in other words, crimes which are not progressed completely - is often a very good indicator that there is some massaging or abuse of the statistics going on. That is why we in the GLA Conservatives have called in the past for those screening-out figures to be published on a borough-by-borough basis so we can compare boroughs and see if anything looks out of the ordinary in particular locations around London. That would be a great help in holding the police to account. Is it something that MOPAC will be able to do?

Boris Johnson (Mayor of London): Yes. You would like a borough-by-borough publication of the screening-out across every crime type?

Roger Evans (Deputy Chairman): Yes.

Boris Johnson (Mayor of London): I do not see why that should be too difficult to produce, Roger. I will look into it. I do not want to make any absolute commitments now. Perhaps we could take it offline and talk to Stephen about the practicalities of that?

Darren Johnson (Chair): We then move on to the next question.

2013/4717 - Right to manage

[Steve O'Connell](#)

*I was delighted to see that your Housing Strategy includes a commitment to lobby the Government to improve the rights of leaseholders to take control of the buildings where they live, as recommended in my report *Highly Charged*. How will you be taking this forward?*

Boris Johnson (Mayor of London): Thanks very much, Steve. Thank you for your report. Your excellent report, *Highly Charged*, and the issue that you raise, you have it on the national agenda. It is obviously something that matters a great deal to the many leaseholders who are basically being asked to cover costs when they have no real way of determining what those expenditures should be. Sometimes the freeholder can have them over a barrel. That is the point that I think you are making. It is a very good point. We are taking it up with the Housing Minister [Kris Hopkins MP]. Clearly, this is something that is of national concern.

Steve O'Connell (AM): Thank you very much, Mr Mayor. I am glad that you agree with some of the conclusions of my report that there are half a million leaseholders in London and many of those are at the mercy of sometimes inflated service charges over which they often have little say. Given that one of my recommendations in the report is that the current requirement for

50% of all leaseholders to agree to manage the property can be a problematic figure, particularly if there are many absent leaseholders, would you agree with me that therefore a relaxation of that rule would be sensible?

Boris Johnson (Mayor of London): Yes, I do. It is obviously an issue that really needs sorting out. I do not think it would be particularly easy, but I can certainly see the problem.

Steve O'Connell (AM): Also, would you agree with me that it would be sensible perhaps to relax the requirement for 75% of the property to be residential before the right to manage can be triggered, Mr Mayor?

Boris Johnson (Mayor of London): I am more than happy to do that. As you know, I continue to lobby the Government on exactly that.

Steve O'Connell (AM): Thank you. We will both continue to lobby Government because the evidence that I found was that if a block has the right to manage by the leaseholders themselves it can typically reduce service charges by up to 20%. You would agree that this is something worth pursuing, Mr Mayor?

Boris Johnson (Mayor of London): I would. Obviously we do not want it to be to the detriment of people who are living there or to the detriment of standards in the building.

Steve O'Connell (AM): We just need to right that balance, Mr Mayor?

Boris Johnson (Mayor of London): Yes.

Steve O'Connell (AM): Thank you very much.

Darren Johnson (Chair): Thank you very much. We were almost in danger of not mentioning Croydon at this Mayor's Question Time, but we do have a question.

2013/4720 - Croydon Regeneration

[Steve O'Connell](#)

What in your view will be the main benefits to Croydon and the wider London economy of the £1 billion regeneration scheme from Croydon Partnership that you recently approved?

Boris Johnson (Mayor of London): Thank you very much, Steven. Congratulations yet again on all the heroic work you do for Croydon. Indeed, in this particular case, you and Croydon Council can really take great pride in what you have achieved here for the borough. The Croydon Partnership is a fantastic proposal. It is great news for London and for Croydon. The core of it is of course the massive regeneration involving the town centre, the Whitgift Centre and so on. We are trying to help with our regeneration funds, the enterprise hub on the Croydon Road, mentoring for vulnerable young people, relief on business rates and improvements at Lansdowne Road and with the link to the station bridge.

Steve O'Connell (AM): OK, thank you. I would also like to register thanks for your part that you played. Now that the planning process is moving forward, it is right that now you are able to comment on it. The fact of the matter is that this development will bring upwards of 5,000 jobs to the town, which is something that is very exciting. We are very keen that those jobs in the main are offered up to Croydonians, which is something that is important.

Boris Johnson (Mayor of London): Not to immigrants from Bromley. What about people who come in from other boroughs? Does it have to be Croydonians?

Steve O'Connell (AM): No, not exactly. But we are hoping that many of these jobs in four or five years' time - the retail jobs, not necessarily construction - go to as many local people as possible. Mr Mayor, I have been speaking to Westward House and they are keen to up-skill and train many of our young people. Would you agree that this development moving forward could well be a model for regeneration throughout London in future schemes?

Boris Johnson (Mayor of London): Yes. One of the great things about this scheme has been the way two great companies came together and did a deal, very much supported by the Council and by the GLA, which is in both their commercial interests and very much in the interest of Croydon. I am very optimistic about the future of the borough.

Steve O'Connell (AM): OK. Thank you.

Darren Johnson (Chair): Thank you very much. We come to the final question that we will be dealing with on the order paper today.

2013/4872 - Hampstead police contact point

[Andrew Dismore](#)

How much would it cost to retain a police contact point at the Old Hampstead Town Hall?

Boris Johnson (Mayor of London): Andrew Dismore, the answer is that the cost of this is £30 and I am sure that is readily fundable. If the old Hampstead Town Hall contact point is the one that is decided upon, then as far as I am concerned that is terrific. Will that do? Is that the answer you want?

Andrew Dismore (AM): I am pleased to hear it, Mr Mayor, because the *Hampstead and Highgate Express (Ham and High)* originally was told that the police would not fund this contact point because it had to be a no-cost option. Indeed, you probably saw the photo of the *Ham and High* giving the first £30 to the police for the first month and agreeing to underwrite it. Obviously there has been a change of policy after you were door-stepped when you were out campaigning in Hampstead.

Boris Johnson (Mayor of London): No, I can tell you --

Andrew Dismore (AM): The important point here though, of course, is that you agreed that no police station would close until there was an alternative in place and there is not an

alternative in place. What is more, in relation to Hampstead Police Station, it might have been sensible to tell Royal Mail you were closing it because there is this pile of post on the doorstep last week which has simply been left there because nobody bothered to tell Royal Mail. It might have also been a good idea to change the sign on Hampstead Police Station, which still says it is open. It has Holborn Police Station as open 24 hours which it is not and Albany Police Station as being open which it is not. It might have been sensible if you are serious about engaging the public to tell the public that you have closed these police stations, not kept them open as it says on the police station. The fact is that this contact point system is a complete fiasco as far as Hampstead is concerned. What they want is a proper police base for their police officers to patrol out of and a proper contact point in a place that is not Starbucks or the Royal Free Hospital, a place where people want to go and where you - until you were door-stepped - would not pay the £30.

Boris Johnson (Mayor of London): I am afraid you are talking - not for the first time in your presence here - complete nonsense. At no stage was the Metropolitan Police Service told they could not spend £30 a week on a contact point. That is absolute nonsense. If the Town Hall is to become the contact point, as far as I am concerned, it is absolutely terrific. I hope that is something that will provide reassurance to you and to the readers of the *Ham and High*.

Andrew Dismore (AM): I am very pleased to hear that, but I am afraid it was not nonsense because the borough commander told me that he was not allowed to spend £30 because he had been told by Deputy Assistant Commissioner Helen Ball in charge of the initial rollout that it has to be in a police premises and it had to be a no-cost option. It was only after you got door-stepped in Hampstead during your electioneering that in the end some directive must have been issued to change the rule and the borough commander was allowed after all to fund £30 out of his coffers. The fact remains that these are not properly funded, are they?

Darren Johnson (Chair): A quick answer to that because the Labour group is now running out of time.

Boris Johnson (Mayor of London): It sounds to me like good value. It is classic good value by this administration that we are able to fund a contact point for a mere £30. I hope that is good news to you and everybody reading the *Ham and High*. It shows what a beady eye we keep on the costs in London and, as I said, you have crime coming down across the city. The proof of the pudding is in the eating and that applies to Hampstead as well.

Andrew Boff (AM): Mr Mayor, I would like you to congratulate Andrew Dismore actually for climbing onto the bandwagon so late, but we are pleased he is here supporting this campaign that was started a long time ago by Councillor Simon Marcus in Hampstead who has done more than any other person to ensure that there is a police base in the old Hampstead Town Hall.

Boris Johnson (Mayor of London): I do congratulate Simon Marcus. I know well of the many good things he has done and in a typical Dismore fashion you pretend that he has had some hand in some benign transformation that has been effected by hardworking Conservative councillors. I know that the people of Hampstead will take that into account when they come to adjudication.

Andrew Dismore (AM): Point of personal explanation?

Darren Johnson (Chair): We will conclude with a point of personal explanation from Assembly Member Dismore.

Andrew Dismore (AM): Thank you very much. As the records of this Assembly will show, I have raised the question of Hampstead Police Station on a number of occasions with questions with the Mayor, both written and orally. Also, from the very first so-called 'consultation meeting' which was held in Camden, I raised the issues of the contact points then. I am not a newcomer to this, unlike Simon Marcus.

Boris Johnson (Mayor of London): By your own admission, you have been seemingly unsuccessful in drawing it to the attention of the people of Hampstead.

Darren Johnson (Chair): Thank you very much. The rest of the questions will go for written answer.

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15 January 2014

PRIORITY ORDER PAPER

Report No: 4

Subject: Questions and Answer Session - Policies and Work of the London Legacy Development Corporation

Report of: Executive Director of Secretariat

Questions not answered during the meeting are to be given a written response by
Monday 20 January 2014

Questions will be put to: Boris Johnson, Mayor of London, in his capacity as Chairman of the London Legacy Development Corporation (LLDC); Neale Coleman, Deputy Chairman, LLDC, and Mayor's Advisor, Olympic and Paralympic Legacy; and Dennis Hone, Chief Executive, LLDC.

LLDC Funding

Question No: 2014/0001

[Andrew Boff](#)

Will the additional money to be provided by the Mayor to the LLDC be sufficient to enable the creation of a thriving Olympic Park?

Community land trusts

Question No: 2014/0002

[Jenny Jones](#)

Will you deliver your manifesto promise to make part of the Chobham Manor site a community-led development through a Community Land Trust?

Number of homes to be built on the former Olympic site

Question No: 2014/0003

[Stephen Knight](#)

How many homes will be built in each of the five new neighbourhoods being created across the former Olympic site?

LLDC Budget Settlements

Question No: 2014/0004

[Jennette Arnold](#)

Are you confident that, over the medium-term, the LLDC's budget settlements will be sufficient to enable it to realise its housing and built environment, economic development and employment, transport, and public realm regeneration goals?

Questions for Written Answer

London living wage

Question No: 2014/0005

[Jenny Jones](#)

Congratulations on becoming an accredited living wage employer. Your board papers from October 2013 mention that you will encourage employers on the park where there is no direct contractual relationship to pay the London Living Wage. How will do you this?

Carbon footprinting and contractors

Question No: 2014/0006

[Jenny Jones](#)

In March 2010, the OPLC told me that it was "exploring how carbon requirements can be set within the range of contractual mechanisms", for example "the potential to set requirements for development bidders to demonstrate a defined reduction plan for total carbon emissions per sq foot of development (including embodied energy)". Please update me on how this work has progressed.

District heating

Question No: 2014/0007

[Jenny Jones](#)

Please update me on the progress of the work to connect homes and other buildings to district heating networks.

Food growing

Question No: 2014/0008

[Jenny Jones](#)

What facilities are planned for residents to grow food in each of the Chobham Manor, Sweetwater and East Wick communities? Please list facilities such as balconies, allotments and roof gardens separately for each development.

Chobham Manor occupation engagement

Question No: 2014/0009

[Jenny Jones](#)

What stage is the Chobham Manor occupation engagement programme at, and will you publish details?

Chobham Manor management strategy

Question No: 2014/0010

[Jenny Jones](#)

What stage is the Chobham Manor estate management strategy at, and will you publish details?

Chobham Manor reporting

Question No: 2014/0011

[Jenny Jones](#)

Your environmental sustainability policy sets out a number of standards for water, energy, materials, waste, transport and biodiversity. Some information is available in board papers, but not all. Can you tell me how the Chobham Manor plans are expected to perform against all of your benchmarks? If not, when will this be published?

Sustainability reporting

Question No: 2014/0012

[Jenny Jones](#)

Your business plan only includes one sustainability milestone, relating to Chobham Manor. When do you plan to publish data and other information on your performance against all of your other sustainability commitments, and will this be in a format that is accessible for the general public?

20mph limits in the Park

Question No: 2014/0013

[Darren Johnson](#)

Can you confirm that all roads in the Queen Elizabeth Olympic Park, including A roads, have 20mph speed limits?

Cycling target

Question No: 2014/0014

[Darren Johnson](#)

What is your target for the modal share of people cycling in the Queen Elizabeth Olympic?

Cycling provision

Question No: 2014/0015

[Darren Johnson](#)

Can you outline what provision is being made for cycling in the Queen Elizabeth Olympic, both residential, workplace and events?

Go Dutch cycling standards

Question No: 2014/0016

[Darren Johnson](#)

Can you update the Assembly as to whether the cycle network in the Olympic Park will meet Go Dutch standards of quality and will be in line with the Mayor's emerging new cycling standards?

Cycle lane widths

Question No: 2014/0017

[Darren Johnson](#)

What proportion of the cycle lanes on the park are now wider than the 1.5m minimum?

Community Land Trusts study

Question No: 2014/0018

[Darren Johnson](#)

In March 2010, the OPLC told Jenny Jones that it was "commissioning a study into community land trusts and other community ownership models to understand further the advantages these can offer". Will you share that report with me?

Marketing homes overseas

Question No: 2014/0019

[Darren Johnson](#)

The Mayor told the Assembly in November 2013 that homes "should be marketed first to people in this country and indeed first to Londoners". How will you ensure this is the case with homes built on the Queen Elizabeth Olympic Park?

Profile of buyers

Question No: 2014/0020

[Darren Johnson](#)

Will you monitor the numbers of home buyers in each community that are owner-occupiers, second home owners or landlords, and their country of residence?

Housing targets

Question No: 2014/0021

[Darren Johnson](#)

The original intention was to build 10,000 homes in and around the Queen Elizabeth Olympic Park, of which 3,500 would be affordable homes. Can you confirm the total number of homes that you currently expect to be built on the park, and the number of (a) social rent, (b) affordable rent, and (c) low cost home ownership homes you expect to be built, including those already built in the Olympic Village?

Stable tenancies

Question No: 2014/0022

[Darren Johnson](#)

Will you try to ensure that all private landlords who own properties on the park offer tenants the option of longer tenancies with the possibility of predictable rent increases?

Artist communities in Hackney Wick

Question No: 2014/0023

[Jenny Jones](#)

How will you prevent your plans for Hackney Wick increasing land and property values, pricing the artistic communities you have praised out of the area?

'Olympicopolis' and revised use

Question No: 2014/0024

[Jennette Arnold](#)

With the announcement of a new cultural and education hub, what will be the impact in this changed prescribed land use on the total number of housing units across the park?

Revised Use by neighbourhood

Question No: 2014/0025

[Jennette Arnold](#)

How many homes are the LLDC planning to replace with other uses in the Pudding Mill Neighbourhood and sites to the North and South of the Aquatic Centre (Stratford Waterfront) and in a further area south of the ArcelorMittal Orbit Sculpture?

'Olympicopolis' and affordable housing

Question No: 2014/0026

[Jennette Arnold](#)

The LLDC aims for a 35% affordable housing total across the park's neighbourhoods. With a significant reduction of housing in the South Park, what do you envision the impact of this on the split across the park?

Wheelchair Accessible Housing

Question No: 2014/0027

[Jennette Arnold](#)

Has consideration been paid to the proximity of accessible housing to accessible public transport facilities and the landscaping of the routes to transport and other facilities?

Wheelchair Accessible Housing 2

Question No: 2014/0028

[Jennette Arnold](#)

Why has the ambition of 35% of affordable housing not been achieved in specific regard to accessible housing?

Wheelchair Accessible Housing 3

Question No: 2014/0029

[Jennette Arnold](#)

How can the LLDC ensure market price wheelchair accessible housing is sold to those who need it?

Delays to the Olympic Village delivery

Question No: 2014/0030

[Jennette Arnold](#)

What lessons can the LLDC learn from the capacity issues of the ODA which delayed the handover of the Olympic Village?

Accelerated Development of Eastwick and Sweetwater

Question No: 2014/0031

[Jennette Arnold](#)

Will the accelerated development of the Eastwick and Sweetwater neighbourhoods require a trade off in the affordable housing total?

Stratford International

Question No: 2014/0032

[Jennette Arnold](#)

What future does Stratford International face? How can the LLDC work with partners, including the Department of Transport, to encourage new continental services to consider stopping at Stratford International?

Outdoor Education

Question No: 2014/0033

[Jennette Arnold](#)

What opportunities does the park provide for outdoor education?

Mabley Green

Question No: 2014/0034

[Jennette Arnold](#)

How can the LLDC work with the Mabley Green User Group to overcome recent problems of flytipping and prevent this valuable space and community use being vandalized?

Diversity Targets & East London

Question No: 2014/0035

[Jennette Arnold](#)

The LLDC has exceeded its employee target of 25% BAME background employees, achieving a 62% rate. Is this due to pro-active policies by the LLDC or the demographic diversity of East London? What lessons can be taken from this achievement?

Apprenticeships

Question No: 2014/0036

[Jennette Arnold](#)

Does the use of a specialist agency, Reds10, provide an advantage in recruiting apprenticeships

New Apprenticeship Opportunities

Question No: 2014/0037

[Jennette Arnold](#)

How does the LLDC plan to work with the V&A East, UCL and other employers considering a move to the park to continue its employment target and apprenticeship success?

SMEs

Question No: 2014/0038

[Jennette Arnold](#)

How are you encouraging small and medium enterprises to establish themselves on the park? What are the main challenges in encouraging new businesses to develop?

Financial self-sustainability

Question No: 2014/0039

[Jennette Arnold](#)

Will this be addressed in your Ten Year Plan?

Negotiations for 2015/6 funding 2

Question No: 2014/0040

[Jennette Arnold](#)

Are you in discussions with the Treasury in regard to contingency funding and the repayment of Lottery Funds in the event of a short fall in 2015/6?

Big Lottery Funds

Question No: 2014/0041

[Jennette Arnold](#)

Are the charitable sector, in the Directory of Social Change's Big Lottery Refund campaign right to worry the £425m from the Big Lottery fund is unlikely to be repaid for decades, if at all? When do you endeavor to return these funds to the Exchequer?

Priorities for reduced funding

Question No: 2014/0042

[Jennette Arnold](#)

If needs be, which regeneration activities would be priorities for cuts in 2015/6?

Stadium Operators

Question No: 2014/0043

[Jennette Arnold](#)

Should Leyton Orient, or any other football team, lease the stadium from the operator chosen next year, will this have any implications for the LLDC's agreement with West Ham?

House of Lords Committee Report Keeping the Flame Alive

Question No: 2014/0044

[Jennette Arnold](#)

Has the LLDC taken the recommendations of Keeping the Flame Alive on board, particularly their concerns around potential options for the Stadium?

House of Lords Committee Report Keeping the Flame Alive 2

Question No: 2014/0045

[Jennette Arnold](#)

As the regeneration body for the Queen Elizabeth Olympic Park what role can the LLDC play in the Lords' aspiration the Legacy should spread beyond it and London?

House of Lords Committee Report Keeping the Flame Alive 3

Question No: 2014/0046

[Jennette Arnold](#)

Do you support the Lords' recommendation an Olympics Legacy Minister should be appointed to co-ordinate the various goals of the Legacy programme, nationwide?

GLA Group Shared Services

Question No: 2014/0047

[Jennette Arnold](#)

Does the LLDC face specific challenges in signing up to the shared services agenda? Do you envisage these challenges would also be experienced by another Mayoral Development Corporation?

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Subject: Question and Answer Session with Clive Betts, MP, Chair of the Communities and Local Government (Select) Committee

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 15 January 2014

This report will be considered in public

1. Summary

- 1.1 At its meeting on 6 November 2013, the London Assembly had an interim debate on the Communities and Local Government (Select) Committee's report *Post-legislative scrutiny of the Greater London Authority Act 2007 and the London Assembly*. Following the discussion the Assembly agreed that a detailed view on the recommendations contained in the report would be debated and agreed at the Assembly (Plenary) meeting on 15 January 2014. The transcript of the interim debate can be accessed [here](#).
- 1.2 The Communities and Local Government Committee's report was published on 16 October 2013 and can be accessed [here](#).
- 1.3 The Government's response to the Select Committee's report can be accessed [here](#).
- 1.4 The recommendations of the Communities and Local Government Committee, together with the agreed position of the Assembly when it first gave evidence to the Committee and the Government's response to the report are set out at **Appendix 1**.
- 1.5 Clive Betts MP, the Chair of the Communities and Local Government Select Committee, has been invited to attend this meeting to answer Members' questions on the report.

2. Recommendation

- 2.1 **That the London Assembly notes Clive Betts MP's answers to the Assembly's questions on the Communities and Local Government (Select) Committee's report *Post-legislative scrutiny of the Greater London Authority Act 2007 and the London Assembly*.**

3. Background and Issues for Consideration

- 3.1 The summary of the CLG (Select) Committee's report noted that the 2007 and 2011 legislative changes had transferred further powers to the Mayor but those legislative changes had not made a matching enhancement of the powers of the Assembly, and had created inconsistencies.
- 3.2 The CLG Select Committee has an ongoing interest in devolution and announced an inquiry into 'Fiscal devolution to cities and city regions'. The Assembly aims to submit its contribution to this by 9 January 2014.
- 3.3 The London Assembly has invited Clive Betts MP, Chair of the CLG (Select) Committee, to this meeting to discuss the CLG's report. Areas for questioning may include:
- Governance Structures;
 - Assembly Scrutiny Powers;
 - General devolution of further powers to the GLA; and
 - Financial devolution to London Government and associated scrutiny by the Assembly.
- 3.4 At its meeting on 5 June 2013 the London Assembly (Plenary) held a question and answer session with Professor Tony Travers, Chair of the London Finance Commission. The transcript of that session can be found [here](#). The London Finance Commission's report [Raising the Capital](#) recommended that London government should have full control over council tax, stamp duty and business rates, as well as the power to introduce new levies such as a tourism tax.
- 3.5 The GLA Oversight Committee, at its meeting on 11 December 2013, agreed to establish a Financial Devolution Working Group, comprising one Assembly member from each of the four party Groups on the Assembly. The Working Group's terms of reference include seeking evidence and views and making responses as appropriate. The Working Group will also develop draft position statements for the Assembly's consideration on issues related to the potential further devolution of powers to London government, as outlined in the London Finance Commission report, and any potential changes to governance arrangements within London government and it will take the lead in promoting the Assembly's agreed views on those matters.

4. Legal Implications

- 4.1 The Assembly has the power to do what is recommended in the report.

5. Financial Implications

- 5.1 There are no financial implications arising from this report.

List of appendices to this report:

Appendix 1 - Summary of the Communities and Local Government (Select) Committee's recommendations, Assembly's submission to the Committee and Government response to the Committee's recommendations

Local Government (Access to Information) Act 1985

List of Background Papers:

None

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Summary of the Communities and Local Government (Select) Committee's recommendations, Assembly's submission to the Committee and Government response to the Committee's recommendations

The Committee's conclusions

Our Inquiry (Paragraph 12)

The Mayor of London holds the executive power in the Greater London Authority. We conclude that this model of government looks set to continue with the transfer of further powers to the Mayor through the Greater London Authority Act 2007, the Localism Act 2011 and the Police Reform and Social Responsibility Act 2011, and most recently in the current Mayor's call for greater tax and spending powers in London. Such a concentration of power in one person is uncharacteristic of the UK constitution, and this raises questions about the remit and functions of the London Assembly, which is charged with holding him to account.

The job of holding the Mayor to account (Paragraph 17).

We conclude that the Mayor has to be held to account for the substantial powers he exercises and that an Assembly composed of members able to focus on the same issues as the Mayor is the correct vehicle. Assembly Members, like the Mayor, have to be able to take a strategic view of the capital and its interests. We therefore support the current model in London for holding to account a mayor with extensive and growing executive powers, which is an Assembly directly elected by the London electorate. The corollary of a strong mayor must be a scrutiny body located at the same, in this case Londonwide, level.

The Scrutiny role (Paragraph 27)

In our view the future of the London Assembly can go in one of two directions— either towards becoming a legislature as in the United States of America or developing its role as a scrutinising body. While the London Mayors since 2000 have enjoyed high profiles, they do not exercise the range of powers and responsibilities of their US counterparts which would justify giving the Assembly US-style legislative authority. Indeed, the Assembly itself has not sought to become a legislature. The primary function of the Assembly is to scrutinise the Mayor. We have heard how effective the Assembly and its committees have been at doing so. In our view the route to follow is that the Assembly develop as a separate, independent body, clearly distinguishable from the mayoralty, and concentrating on scrutiny. Its focus should be on the Mayor and those issues affecting Londoners, such as transport, housing and economic development, where the Mayor has considerable spending powers. In turn this would maximise the impact of the Assembly's work.

The two-thirds threshold (Paragraph 33).

A balance has to be maintained between a strong Mayor who is able to implement his or her manifesto and an Assembly with the potential to make the Mayor rethink any ill-considered decisions. The current two-thirds threshold strikes that balance and we see no convincing reason to change it.

The Committee's recommendations

Recommendation 1 - Call-in powers (paragraph 37)

The Government should make the appropriate legislative changes to require the Mayor to publish a forward plan and to provide the Assembly with the power to call in mayoral decisions.

(The Assembly stated: The Mayor should be required to publish a forward plan of key decisions which would be subject to Assembly call-in).

Government response:

The Government does not agree with this recommendation. A requirement on the Mayor to publish a forward plan and to provide the Assembly with the power to call in mayoral decisions would introduce additional bureaucracy and undermine the approach taken in London of having a strong mayoral model with after-the-event scrutiny by the Assembly.

Recommendation 2 - Capital spending (paragraph 45)

We recommend that the Government make the appropriate legislative changes to give the Assembly the same power to amend the Mayor's capital budgets as it has to amend his revenue budgets.

(The Assembly stated: The Assembly is consulted on capital expenditure and prudential borrowing limits but has no sanctions to apply in the event of a Mayor taking irresponsible or unsupportable decisions. This is a potential significant weakness in the checks and balances on the Mayor, and should be rectified.)

Government response:

The Government does not agree the Assembly should be given the same power to amend the Mayor's capital budgets as it has to amend his revenue budgets. It is right that the Assembly should be involved in setting the amount of council tax the GLA should raise from the people of London through the council tax precept.

The Mayor's capital budgets however, are principally granted to the Mayor to deliver specific projects and programmes in London, such as large scale infrastructure of national significance and affordable housing in London. Much of this capital funding is subject to detailed agreements, for instance for Crossrail and the London Underground upgrade. The current spending round has also brought in long-term capital funding for Transport for London to protect infrastructure investment. This brings certainty that the Government and the people of London would not want to see undermined. Long term certainty also helps to secure better value from contracts.

The Government does however welcome the role the Assembly plays in holding the Mayor to account on how these programmes are delivered in London.

Recommendation 3 - London Finance Commission (paragraph 49)

We recommend the Government's response to the report of the London Finance Commission on the Mayor's tax and spending powers include a review of the Assembly's ability to hold the Mayor to account. The review should include an assessment of additional and separate resources and expertise to enhance the Assembly's financial scrutiny role and the establishment of an independent budget office for London.

(The Assembly stated: If the Assembly is to have real budgetary independence further measures are needed, either the allocation to the Assembly of a fixed proportion of the Mayor's component budget, or a provision for the Assembly to set a separate precept to provide any funding beyond grant levels).

Government response:

The London Finance Commission's report was to the Mayor of London, as such the Government will not respond to the report itself. However the Government supports the London Finance Commission's efforts to articulate a long term vision of a new relationship between London and the rest of the UK.

The report includes some interesting and innovative recommendations on how greater financial autonomy for both the Greater London Authority and London Boroughs would boost jobs and growth. These proposals would have wide ranging effects on London, Government Finances and the rest of the UK and given the legal, constitutional and fiscal questions raised, they are clearly a matter for longer-term consideration.

The powers given to the Greater London Authority in the Localism Act 2011 and the reforms introduced through the Local Government Finance Act 2012 are relatively new and it is right to take time to allow these to embed before further devolution is considered.

The Government does agree that if there is any further devolution of powers to the Mayor it would consider the role of the Assembly and what the appropriate level of resourcing should be. Devolution should also be to the lowest appropriate level: not just to the Greater London Authority, but down to London Boroughs, to neighbourhoods, to community groups and to individuals.

Recommendation 4 - The Assembly and mayoral strategies (paragraph 52)

We recommend that the Government make the appropriate legislative changes to give the Assembly the power to reject the Mayor's Police and Crime Plan on the same basis that it can all other mayoral statutory strategies.

(The Assembly stated: The [Police Reform and Social responsibility] Act provides that none of the functions of the Police and Crime Committee may be carried out by the Assembly of any of its other committees. The Assembly proposes that if a power to reject the draft Police and Crime Plan is introduced, this specific power should be exercisable by the full Assembly. This would provide consistency with the provisions of the Localism Act 2011 in relation to other mayoral strategies.)

Government response:

The Government does not agree with this recommendation. The Mayor's Police and Crime Plan is a requirement placed on the Mayor under the Police Reform and Social Responsibility Act 2011 which

sets out the Commissioner's strategic police and crime objectives for London. In 2011 it was decided that the arrangements in London would be aligned with the arrangements for Police and Crime Commissioners elsewhere.

Recommendation 5 - The appointment of Assembly Members to executive positions (paragraph 60)

We recommend that the Government make the appropriate legislative changes to remove the right of sitting Assembly Members to join the Mayor's cabinet or to sit on the boards of GLA bodies.

(The Assembly stated: The majority of the Assembly* believes that any boards within the GLA group should include democratically elected representatives who can both fulfil governance functions and represent the views of electorate in the decision-making process. This strengthens the line of accountability between the boards and the electorate.

There is no overriding conflict of interest which prevents Assembly Members fulfilling their decision making responsibilities on LFEPA and their scrutiny function in the Assembly. Decisions made by LFEPA, and by TfL, are restricted by the Mayor's power to direct decisions and set its budget. LFEPA members are required to act within those boundaries, as Assembly members they are free to challenge the confines placed upon LFEPA by the Mayor. On 30 January 2013 the Mayor issued just such a direction to LFEPA directing it to adopt a draft London Safety Plan provisions of which it had previously rejected.

*The Conservative Group of nine Assembly members believes LFEPA should be reformed to more closely resemble the Mayor's Office for Policing and Crime and TfL governance models. This would achieve consistency across the GLA group.)

Government response:

The Government understands the concerns of the Committee but believes it is an issue for the Mayor and Assembly to consider in the first instance. If a suitable legislative opportunity were to arise in the future the Government would take into consideration the Greater London Assembly's views on this matter.

However, as the Committee is aware, the current approach whereby the Mayor can draw Deputy Mayors and Cabinet Members from the Assembly is similar to the approach used in other Mayor-al systems in England. The Local Government Act 2000 provides for a directly elected Mayor to appoint a Deputy Mayor and two or more Councillors of the authority (up to a maximum of 10) to sit on the Cabinet and form the executive.

Recommendation 6 - The London Fire and Emergency Planning Authority (paragraph 64)

The Government should reconstitute the London Fire and Emergency Planning Authority along the lines of the Mayor's Office for Policing and Crime, with a deputy Mayor for Fire and Emergency Planning and a dedicated Assembly committee along the lines of the Assembly's Police and Crime Committee to scrutinise it.

(**The Assembly's statement** in relation to LFEPA is set out under the appointment of Assembly members to executive positions).

Government response:

Abolishing the London Fire and Emergency Planning Authority and creating a new Mayoral agency would require primary legislation. The Government accepts that there is scope for reform in this area and is willing to listen to alternative governance models for fire in London. The Government is currently considering its response to the Knight Review but any option to replace the London Fire and Emergency Planning Authority should fit in with the overall drive to promote efficiencies through greater collaboration between the emergency services.

Recommendation 7 - The Assembly and mayoral appointments (paragraph 69)

We recommend that the Government make the appropriate legislative changes and allow the relevant Assembly Committee to review and, if necessary, reject the Mayor's appointment of any Deputy Mayor. An appointee who at the time of his or her nomination was an AM would be subject to this process. On confirmation the candidate should, as we have previously recommended, give up membership of the Assembly. This power of rejection should also apply to those whom the Mayor appoints as chair or deputy chair of those GLA boards specified in the 2007 Act.

(The Assembly stated: The Police Reform and Social Responsibility Act 2011 gave the Assembly Police and Crime Committee the power to confirm the appointment of the Deputy Mayor for Policing and Crime. Where the appointee is not an Assembly Member, and therefore does not have a mandate from a GLA election, the Committee may reject the appointment subject to a two-thirds majority. The Assembly believes this power of rejection should apply to all confirmation hearings.)

Government response:

The Government recognises that the arrangements regarding the position of Assembly Members' scrutiny of Mayoral appointments is inconsistent. However, the Government does not agree that the Assembly should have the right to prevent the Mayor appointing his team of advisers. The Assembly's role is to hold the Mayor and Deputy Mayors to account through its scrutiny role.

Subject: Mayor's Commitments

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 15 January 2014

This report will be considered in public

1. Summary

- 1.1 This report provides a summary of the commitments made by the Mayor, Boris Johnson, in response to queries or requests made by Assembly Members during London Assembly Mayor's Question Time meetings held between January 2013 and December 2013.

2. Recommendation

- 2.1 **That the Assembly notes commitments made by the Mayor, Boris Johnson, during London Assembly Mayor's Question Time meetings held between January 2013 and December 2013.**

3. Background

- 3.1 The Assembly questions the Mayor at Mayor's Question Time meetings, in public, ten times a year as part of its role of holding him to account. Questions put to the Mayor by the Assembly Members cover the full range of the Mayor's responsibilities (including policing, the fire service, regeneration and transport) and can also range into almost any issue of concern to Londoners. The Appendix to this report reflects the Mayoral responsibilities, being ordered by subject, and then by date.
- 3.2 During the course of Mayor's Question Time meetings, the Mayor may make commitments in response to queries or requests raised by Assembly Members and these are reported to the Assembly on a quarterly basis.

4. Issues for Consideration

- 4.1 The commitments made by the Mayor at Mayor's Question Time meetings between January 2013 and December 2013 are set out at **Appendix 1**.
- 4.2 This Appendix is attached for Members and officers only but is available from the following area of the GLA's website: <http://www.london.gov.uk/mayor-assembly/london-assembly/whole-assembly>

5. Legal Implications

5.1 The Assembly is able to receive and note this report.

6. Financial Implications

6.1 There are no direct financial implications arising from this report.

List of appendices to this report:

Appendix 1 – Commitments made by the Mayor at Mayor’s Question Time meetings since January 2013.

Local Government (Access to Information) Act 1985
List of Background Papers: None
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Policing and Community Safety

Tackling FGM

Question Number: 4728/2013

18 December 2013

Victoria Borwick AM

Kit Malthouse AM (on behalf of Victoria Borwick AM): Finally, Victoria asked me to see if you would agree to write to all boroughs in London to ascertain what work they are doing to make sure that their services - health, education and childcare - are working together to identify possible victims and hence help in combating this issue.

Boris Johnson (Mayor of London): I am more than happy to do that.

Crime Statistics

Question Number: 4871/2013

18 December 2013

Joanne McCartney AM

Joanne McCartney AM: Good. Will the investigation be looking across all crime types and not just the MOPAC seven [self-defined key neighbourhood crimes]?

Boris Johnson (Mayor of London): Of course.

Crime Statistics

Question Number: 4871/2013

18 December 2013

Joanne McCartney AM

Joanne McCartney AM: You are having an internal audit going in and checking. Can I ask for a guarantee from you that that will be a constant method and that actually it will not just be an in-and-out audit?

Boris Johnson (Mayor of London): It will not, no.

Crime Statistics

Question Number: 4871/2013

18 December 2013

Joanne McCartney AM

Roger Evans (Deputy Chairman): I am quite interested to see those Tom Winsor figures and perhaps we can pursue them at the Police and Crime Committee tomorrow. We had a problem with the Sapphire Unit a few years ago with the number of rapes being screened out and one of the lessons that we learned from that episode is that a high level of screening-out of crimes - in other words, crimes which are not progressed completely - is often a very good indicator that there is some massaging or abuse of the statistics going on. That is why we in the GLA Conservatives have called in the past for those screening-out figures to be published on a borough-by-borough basis so we can compare boroughs and see if anything looks out of the ordinary in particular locations around London. That would be a great help in holding the police to account. Is it something that MOPAC will be able to do?

Boris Johnson (Mayor of London): Yes. You would like a borough-by-borough publication of the screening-out across every crime type?

Roger Evans (Deputy Chairman): Yes.

Boris Johnson (Mayor of London): I do not see why that should be too difficult to produce, Roger. I will look into it. I do not want to make any absolute commitments now. Perhaps we could take it offline and talk to Stephen about the practicalities of that?

Unsolved Crimes in London

Question Number: 4100/2013

20 November 2013

Joanne McCartney AM

Joanne McCartney AM: You said you have now targets to increase sanction detection rates. MOPAC do not report them in their monthly report to the Police and Crime Committee. Will you ensure that they do in future record those targets?

Boris Johnson (Mayor of London): I see no reason why you should not have access, Joanne, to the sanction detection rates. Fewer crimes, by the way, are screened out now and the figures I have suggest that far fewer crimes are being screened out, which is a point that Victoria [Borwick] and others have raised before, and we are doing our best to make sure that people who commit crimes are actually brought to justice. That is what people want to see.

Joanne McCartney AM: There has been a slight reduction in crimes that have been screened out, but we heard yesterday at the House of Commons Select Committee from two former Metropolitan Police Service officers that actually the Metropolitan Police Service and other police forces regularly massage figures.

Body-worn cameras

Question Number: 3558/2013

23 October 2013

Roger Evans AM

Roger Evans (Deputy Chairman): Do you expect the use of body-worn cameras by patrol officers will actually reduce the number of incidents of force used by those officers and, indeed, the numbers of incidents where force or violence is used against them?

Boris Johnson (Mayor of London): Yes, I do. I think they will reduce all sorts of confusion and incivility generally. We are going into a world now where every time I get on the Tube, or whatever, people are instantly taking photos or recording what I say and that is fine, that is the way it is. It has a very sanitising effect, it means that you do not behave disgracefully, if you can possibly avoid it. Sunlight is the best disinfectant and what it means is that public servants, such as the police have a record of how they are behaving, but also of course a record of how the public are behaving. I think it is the way it is all going to go. In the future we are all going to have little Google implants in our retinas anyway, recording everything that goes on. It is coming.

Roger Evans (Deputy Chairman): I am not sure I feel enthusiastic about broadening out the trial in the way that you suggest there, but in the policing trial can you make sure that you take a look at evidence to see if it is actually able to reduce the amount of time taken to bring prosecutions to court?

Boris Johnson (Mayor of London): Yes, all that sort of data we will make sure we make available, how it is working, the effect it is having. We will certainly do that

Victims' funding allocations for London

Question Number: 3587/2013

23 October 2013

Joanne McCartney AM

Joanne McCartney AM: Have you let the Government know that their proposals are ludicrous though? Currently, London accounts for 24% of national funding for victims. We would be going down to about 15% which will mean that nationally there will be over £18 spent per victim.

Boris Johnson (Mayor of London): I understand. We have written to Chris Grayling [Lord Chancellor and Secretary of State for Justice] and Stephen Greenhalgh [Deputy Mayor for Policing and Crime] is in contact with him.

Joanne McCartney AM: Have you put it in those terms that these proposals are totally unacceptable and that you will resist them with all your might?

Boris Johnson (Mayor of London): I have put it in more or less those terms.

Joanne McCartney AM: Is that that you have written to them?

Boris Johnson (Mayor of London): I have written to the Justice Secretary about this.

Joanne McCartney AM: Could we have a copy of that letter?

Boris Johnson (Mayor of London): I am sure that could be made available. I see no reason at all why not.

UK Border Agency in Chinatown

Mayor's Oral Update

23 October 2013

Andrew Dismore AM

Andrew Dismore AM: Did you know that whilst you were swanning around doing your photo opportunities in Beijing with George Osborne, at home the UK Border Agency (UKBA) was harassing Chinese businesses in Chinatown? There have been 11 big raids since July. That is almost one a week and more often than not they do not find anyone illegal. It is not intelligence-led. These are fishing expeditions.

It has reached the stage that yesterday afternoon all the shops and businesses in Chinatown, 200 or more, closed for two hours in protest because they were very angry at the disruptive and discriminatory fishing raids by the Border Agency. They think they have become easy targets for the UKBA to attack. These raids are damaging the reputation of Chinatown and Chinese businesses and create and reinforce the negative stereotypes of Chinese people.

What are you doing about these raids?

Boris Johnson (Mayor of London): What I would say is that obviously I --

Andrew Dismore AM: Why are you saying one thing in China and another thing at home?

Boris Johnson (Mayor of London): Come on. You want to hear the answer? You hear the answer. Obviously, I deprecate any activities by the UKBA that are discriminatory or unnecessarily hostile to any

community in our city and I have made that clear time and time again. If they have been heavy-handed in this instance, then certainly we will get on to it and we will take the necessary actions.

Predictive Policing

Question Number: 2888/2013

11 September 2013

Roger Evans

Boris Johnson (Mayor of London): Yes. I mean, obviously I think it would be a little bit unfortunate to try to compare crime rates with Los Angeles with crime rates in London, Roger. Not even the most indefatigable British Conservative admirer of American policing could possibly think that they are doing better than us, because they are not. Our City is far safer and we have far less crime of virtually every type in London than they do in Los Angeles. That is why I slightly resist these sorts of slavish comparisons with great American urban success stories. Actually London has a very, very good record of driving down crime and we are going to continue to do it. This technique of using predictive policing maps is very interesting and we are certainly exploring it, as I say, and it will be on stream in full next year.

Confidence in the Metropolitan Police Service

Question Number: 2433/2013

17 July 2013

Joanne McCartney

Jennette Arnold OBE (AM): The Metropolitan Police Service said he was facing them; they shot him in the back of the head. The campaigners have written to me and said, can you assure them that the Metropolitan Police Service did not try to smear both the Stanley family and the campaigners working for justice for the Harry Stanley campaign. Will you write to me once you have investigated these things?

Boris Johnson (Mayor of London): I will certainly do that, Jennette.

Confidence in the Metropolitan Police Service

Question Number: 2433/2013

17 July 2013

Joanne McCartney

Boris Johnson (Mayor of London): I am not some sort of human sponge to sit here and take abuse from somebody who, as I say, from bitter and long experience, peddles a load of nonsense. If you are right, Jenny, that the Metropolitan Police Service have not taken account of what Tom Winsor has said - and I doubt very much that you are right - but if you are right then I will certainly take it up with them.

MPS Diversity

Question Number: 1965/2013

19 June 2013

Joanne McCartney

Boris Johnson (Mayor of London): Thanks, Joanne. Yes, there is a big effort going on now on that as part of the Recruiting of 5,000 new officers over the next three years. We are trying to increase diversity as well in the force and to make sure we have, in London, a police force that represents the city we live in and that is what Londoners want. It is part of building confidence. What we will not do is compromise on quality and I am sure nobody would want us to do that.

Joanne McCartney (AM): No but this seems to be an intractable problem that many people have tried to wrestle with over the last couple of decades. Assistant Commissioner (AC) Burn is quoted as saying that the

Metropolitan Police Service would like the Home Office to change legislation to allow it to recruit one black minority officer if one white one is recruited. Are you supporting that bold move?

Darren Johnson (Chair): OK, again a very quick answer to that because the Labour Group are out of time.

Boris Johnson (Mayor of London): I am supportive of positive action, Joanne, provided obviously it does not mean that there is any compromise on quality.

Joanne McCartney (AM): There are many people out there of good quality, Mayor.

Boris Johnson (Mayor of London): Yes. So the answer is yes.

Tackling extremism

Question Number: 1966/2013

19 June 2013

Joanne McCartney

Andrew Dismore (AM): On the 5 June, the Somali Bravanese Community Centre in Coppetts Ward in my constituency was burned down by arson in what appears to be a racially-motivated attack, which is clearly a great shock to the area where the community has lived harmoniously for 20 years and for Barnet as a whole where we are proud of our tolerant multi-cultural society. But the criminals responsible have achieved the direct opposite of their wicked objective of dividing our society as everyone has rallied around and in fact the first on the scene were Rabbis from the local Synagogues offering their support. I am pleased to say that the Council has agreed with my suggestion the centre must be rebuilt on the same site. As Abubakar Ali, the Chair of the centre, said, "We will rebuild our community centre; it will once again become a beacon for cohesion, social action and friendship." What will you do as Mayor to support these efforts to rebuild and restore the centre as soon as possible because this is the best and most effective response to such racist attacks to prove they will not succeed in their message of hatred?

Boris Johnson (Mayor of London): I thank you, Andrew, and I appreciate very much the work that people are doing in the community to come together, to rebuild that centre, and I want you to know that they have my full support. If your question is really sort of, "What can we do financially to help?", I am looking interrogatively at you now, if that is really what you are asking, we will certainly look at it, I do not know the circumstances, I do not know what the insurance basis was, we will have to see what we can do there and I really would not want to make any commitments, but I certainly strongly, strongly support what people of all faiths and all communities are doing in that part of town to pull together and to put that centre back on its feet.

Street Pastors

Question Number: 1929/2013

19 June 2013

Tony Arbour

Boris Johnson (Mayor of London): As usual, Tony, I completely support you in what you are saying. I think the Street Pastors do a fantastic job. We have met them. I launched the Street Pastors' conference, as far as I can remember, a few years ago. I have been out with them on the streets of London several times. I think they do a wonderful job. I know that they recently met the Team London people here in City Hall to see how we could help through Team London recruit people to become Street Pastors.

Tony Arbour (AM): I am grateful to you for that. I have asked the question really to draw attention to the success of Street Pastors in my part of London where we have a substantial night-time economy, particularly in Kingston where these characters are very successful. They are endeavouring to roll out their programme across London. I am always loathe to ask for --

Boris Johnson (Mayor of London): Money?

Tony Arbour (AM): -- indeed, assistance from the public purse but I think it is possible to demonstrate that the Street Pastors in fact, by preventing pressure on social services and preventing pressure on the justice system, are able to save the public substantial sums of money. It might be that if you were to encourage particularly borough commanders to see how in their own boroughs Street Pastors can relieve the pressure on police, that may in fact be reflected in a saving of public money and indeed a saving on the MOPAC budget. Therefore, I ask, as I say, quite uncharacteristically, that you consider that these very worthy people do receive something from the public purse.

Boris Johnson (Mayor of London): It is so rare, Tony, that you should ask for something from the public purse, I will make sure that MOPAC do look at what they can do to help Street Pastors. I cannot promise much but I certainly want to renew my commitment to supporting them and I express my appreciation and I am sure the appreciation of everybody here for the contribution that they make to safety and the friendliness of the streets of London after dark.

Roger Evans (Deputy Chairman): I am pleased my colleague Tony Arbour asked this question because Street Pastors form a part of the infrastructure that is in place in Romford to keep people safe in the night-time economy where they do not just reduce the incidence of antisocial behaviour and violence but they also provide care for people who have maybe drunk too much or missed the last bus home and are stuck in the town centre and would otherwise be vulnerable.

I am not going to ask you for money like my colleague but would it be possible for you at some point to visit us in Romford and see the measures that are being taken to improve safety in the high street and you could meet these marvellous people and thank them in person?

Boris Johnson (Mayor of London): Roger, as you know, I am seldom away from Romford.

Roger Evans (Deputy Chairman): It seems so long since the last visit.

Boris Johnson (Mayor of London): Come on! But next time I am there we will see what we can do to organise something to support the Street Pastors and the excellent work they do.

Police and Crime Plan and Estate Strategy

Question Number: 992/2013

20 March 2013

Joanne McCartney

Joanne McCartney OBE (AM): My question is about the process because I have had one police station close during it and I have been notified and other Assembly Members have also been notified about local stations where they have been told decisions have already been taken. So if you have not signed them off yet, I have concerns.

Can I ask will you make sure that you read all the consultation responses before you sign off the closures?

Boris Johnson (Mayor of London): I certainly take account of the consultation responses --

Joanne McCartney OBE (AM): Will you read them?

Boris Johnson (Mayor of London): -- and I will certainly. I do not quite know how voluminous they are but I will faithfully take account of the consultation responses.

Police and Crime Plan and Estate Strategy

Question Number: 992/2013

20 March 2013

Joanne McCartney

Roger Evans (AM): Thank you, Chair. Mr Mayor, are you looking forward to reading the Assembly's Police and Crime Committee's response to the Draft Police and Crime Plan?

Boris Johnson (Mayor of London): Of course I am.

Roger Evans (AM): When you read it, you will find in there evidence from academics who appeared before the Committee including Professor Marian Fitzgerald [Visiting Professor of Criminology, University of Kent] and Professor Mike Hough [Professor of Criminal Policy and Co-Director of the Institute for Criminal Policy Research, University of London]. They talked about the Metropolitan Police Service Estates Strategy and pointed out to Members of the Committee, several times it has to be said, that the existing arrangements were not very welcoming for people who wanted to report a crime when you had to queue up with people answering bail and people filling in forms.

Boris Johnson (Mayor of London): That is absolutely right.

Roger Evans (AM): They felt that the new arrangements may well actually improve public access to policing. Would you be surprised to hear that?

Boris Johnson (Mayor of London): No and I think that is entirely right and indeed that is a point that when they are being less oppositionist and hysterical that I think the Members on the Labour side also accept. The objective of these reforms is to make the police more accessible to Londoners and yes, there will be contact points and yes, they will all be spelt out but the crucial thing is that you will get, if you report a crime, you will get a visit in person. I have asked for the figures for the increases in numbers of visits for crimes reported and I hope to be able to publish those as well shortly.

IPCC Investigation

Question Number: 960/2013

20 March 2013

Roger Evans

Roger Evans (AM): Thank you for that robust response, Mr Mayor. Can you take this opportunity to reassure Londoners, particularly women in London, that supervision is now in place to ensure that claims of rape are dealt with properly by the Metropolitan Police Service and that reporting of rape is encouraged?

Boris Johnson (Mayor of London): Absolutely. I think that this was something that the IPCC spotted relating to Southwark in 2008/09 and I think there was a great deal of shock amongst the management board of the Metropolitan Police Service about what had been going on and we want to make sure nothing like this happens again. It is absolutely vital. The result may very well be that we see an increase in reporting of this type of crime. I would much rather see that. I would much rather see a red panel in my indicators, of an indicator going in the wrong way, than people being discouraged from reporting this type of crime. It is absolutely vital that people have the confidence to do it. I do not want to see people being asked to think again about their allegation. I want these allegations properly investigated.

Roger Evans (AM): Good. I wonder if the Mayor's Office of Policing and Crime (MOPAC) have considered the wider implications with respect to other crimes in London. I know that my colleagues, Victoria Borwick [AM] and Tony Arbour [AM] have done pieces of work with their local police over the last couple of years. This work indicated that there have been quite a lot of crimes involving theft which have been effectively screened out when the complainant has decided, after discussion with the police, that in fact no crime had taken place. Here, the targeting culture was actually encouraging fewer crimes to be declared in order to keep the crime rate down. Is that something which you will ask MOPAC to audit on a per-borough basis so that they can actually see if there are any discrepancies?

Boris Johnson (Mayor of London): Yes, we will look at that. There are only two types of crime at the moment that are moving in the wrong direction. Broadly speaking, over the last year, crime overall in the key areas came down by about five-and-a-bit percent, just in one year. The two types of crime of the 20 or so that you might look at on the list that are going in the wrong direction are, firstly, domestic violence, rape and sexual violence. Those are going in the wrong direction and that is why this discussion is so important and that is why it is absolutely vital that the police take these allegations seriously. Second is theft from a person and we are looking at the causes of that. We had a good discussion in the recent MOPAC Challenge Board session about that, with the Commissioner, because there is a question about certain brands of mobile phones, and we are trying to address this. We are trying to make sure the mobile phone companies understand their obligations to make sure that their phones cannot be traded and, therefore, represent a negotiable asset for people who steal them. To get to your point about under-reporting of theft, it may be that in some cases there are thefts that are not thefts, if you see what I mean and we may want to look at that as well. There may be two sides to that particular equation.

Roger Evans (AM): Would MOPAC be willing to help us to make our own minds about this by publishing the number of crimes which are effectively declared as no crimes per London borough? That way the Committee here and members of the public can see if any borough is particularly out of line with the average?

Boris Johnson (Mayor of London): Yes, I do not see why not. It seem like a reasonable idea, Roger, I do not see why we should not do that. We need to look at that.

IPCC Investigation

Question Number: 960/2013

20 March 2013

Roger Evans

Kit Malthouse (AM): It is not necessarily the case that the underlying incidence of those crimes is rising but more that a possibly declining population are reporting it more. Actually, on the assumption that there is greater underreporting of those often domestically-based crimes, then actually a red box in your report is a positive, rather than a negative.

Boris Johnson (Mayor of London): I think you have to avoid complacency about this. Yes, you have to feed that into your calculations, and certainly we want to encourage reporting. I want to see people having the confidence to come forward and talk to the police about what has happened to them. I think it would be a mistake to be complacent and to say that simply because the figures are going up that shows what a great job we are doing. It may also show that we need to work even harder to tackle the problem.

Kit Malthouse (AM): Again on the personal robbery of telephones, one of the things that might confuse the numbers as well is I understand there is a fairly high level of fraudulent reports of robbery on the basis that insurance claims are then triggered. Would it be possible to break out the numbers that you are able to see that? Certainly I have heard instances of police officers calling the telephone number of the phone that is supposedly stolen and the reporter answering the phone themselves. Can you find out whether the insurance industry is working closely with the police to try to drive that out, so we can see the true pattern of what is actually happening?

Boris Johnson (Mayor of London): I think that is a very good thing to do, because it is, after all, deeply and bitterly unfair on everybody else who is being genuinely robbed and who is genuinely trying to do the right thing and insure their machine, if people are simply ripping off the system; so I think that is reasonable, yes.

Sanction detection rate

Question Number: 1743/2013

22 May 2013

Tony Arbour

Tony Arbour (AM): I would suggest to you that one way in which you can perhaps raise people's confidence in the fact that the police are actually doing something is to tap into this system. It might even have the merit in addition of being cheaper than sending a policeman around to the house. You just tap into the thing and it would go on. I would ask you please to lean on your office, on Mr Greenhalgh [Stephen, Deputy Mayor for Policing and Crime] on this one and say that this is a solution which should be zeroed on. It would do you a lot of good but, more importantly, it would do the victims of crime a lot of good.

Boris Johnson (Mayor of London): Your labours have not been in vain. Thank you for what you have said because Track My Crime is indeed being taken up by MOPAC. We are actively looking at how to implement it and give Londoners exactly that confidence and opportunity to see what is happening.

Sanction detection rate

Question Number: 1743/2013

22 May 2013

Tony Arbour

Kit Malthouse (AM): Would you also agree with me that sanction detection rate targets can be a very dangerous thing to pursue? Certainly when sanction detection rates became a priority target under the previous national Government, there were quite a lot of unintended consequences driven by that target because it is very easy for the police to go for the easy crimes --

Boris Johnson (Mayor of London): Round up the usual suspects?

Kit Malthouse (AM): -- round up the usual suspects and go for sanction detection and up their rate. So we used to find, if you remember, Mr Mayor, that things would be deemed to be a crime that were not previously a crime. A police officer would be called to a school, for instance, where there might have been a playground fight. That would be deemed to be an assault. Those two young people would get a criminal record. That was an easy sanction detection and diverting the police towards dealing with that I guess low-level antisocial behaviour in place of the tougher stuff would be a consequence of targeting entirely on sanction detection.

Boris Johnson (Mayor of London): I think that is a valid point. Len is interjecting that that is what they are doing now, they are screening things out, they are skewing the figures. I do not accept this, Len. I am about to say something I hope you will find favourable. I want to have a proper look at this. I think what we will do is we will get MOPAC to make a proper assessment of whether screening out is increasing and whether your charge against the police can really be sustained and let us have some real evidence on this. I do not think it is true. What Kit [Malthouse] says is right. There are particular circumstances in London which means the sanction detection rate is chronically low and always will be lower than other parts of the country. If Len is really onto something in saying that screening out is now being used as a tool to manage crime figures, then we need to be onto that. I have not seen the evidence for it yet but my undertaking to the Assembly now is I will use MOPAC to get to the bottom of it.

Challenges to the Metropolitan Police Service

Question Number: 1390/2013

22 May 2013

Joanne McCartney

Len Duvall (AM): Let us go to Operation Yewtree then. In terms of questions to the Police and Crime Committee the Deputy Commissioner [Craig Mackey] says, "There's no problem about capacity, we've got access to thousands of detectives" ho, ho, ho, "and we're OK". On 11 May 2013, it was reported that seven agency workers from Reed Specialist Recruitment, were recruited to add to the 27 officers working on Yewtree. These are agency workers who are former Police Officers. Who knew? They might have been officers that the Metropolitan Police Service has just let go, are now being re-employed back into the Metropolitan Police Service to work on that specific operation, important investigation I think you would say, into alleged sexual crimes, Jimmy Savile and others. Despite what the police gave in terms of assurance the Police and Crime Panel, are you not concerned that that those issues are coming through? When, in your conversations with Sir Bernard Hogan-Howe and his senior management team, was there any discussion with you about the move to this type of work about agency workers being introduced to an operational environment? I suppose can we question whether it is good value or not, while we are watching that, but also about accountability for mistakes and some of those issues that may come on in the future? What conversations have you had?

Boris Johnson (Mayor of London): I think those are all serious points and have I received general assurances, as we all have, that there is adequate strength and resource to cope with the incredible pressures that the Metropolitan Police Service faces to deal with issues that are of national concern.

On your specific question about the role of Reed Agency workers to supplement the Yewtree, the Savile inquiry, and whether they have been drawn from recently ex-police officers, I mean that is something we need to get to the bottom of. I cannot give you an answer now. Again, I will undertake to make sure that MOPAC looks carefully at the issue, the particular pressures that are being caused by these national investigations. The best of my information at the moment is that they are coping very well, clearly the Metropolitan Police Service is best placed to deal with this kind of thing, but it helps us in the argument to Government for funding. It is absolutely absurd that what is effectively a police force fulfilling a national function should not be properly funded. We will be making that case consistently over the next few years.

Len Duvall (AM): Do you not find it amazing that a senior Police Officer, I am quite supportive of that Police Officer, but can say something to an official body but actually the actions of an organisation is doing something different around that? It is assurances we have got the capacity to do this, we can do this and then find out later on --

Boris Johnson (Mayor of London): This is Craig [Mackey]?

Len Duvall (AM): Yes. Does that not really worry you in some ways?

Boris Johnson (Mayor of London): Len, before I --

Len Duvall (AM): No, it is not meant to be a critical comment.

Boris Johnson (Mayor of London): No, I know what you are saying, but can we just dig into this because the truth is I do not know the answer? I do not know exactly how many Reed Agency workers have been employed on Yew Tree, it is the first I have --

Len Duvall (AM): Seven.

Boris Johnson (Mayor of London): Let us dig into the question and see what answers we can get for you.

MOPAC payments to ACPO

Question Number: 155/2013

Meeting Date: 16 January 2013

Tony Arbour

Boris Johnson (Mayor of London): I am slightly worried, Tony, because normally you and I are absolutely ad item on every issue before us, that you have taken against the Association of Chief Police Officers [ACPO] in a big way. My view is that, whatever criticisms you may make of it, is it a very good way of bringing together expertise amongst our police forces in this country. They discuss interoperability, ballistics, intelligence, they coordinate on crime information and all sorts of things that frankly police forces need to do in concert. If this body did not exist I am afraid you would need to invent it. I am reluctant, avid cost cutter though I am, to cease our payments to it.

Tony Arbour (AM): I am astonished that you should be singing the praises of ACPO. ACPO of course is a private company and not democratically accountable to anybody. Let me give you a couple of examples of the things that they spend money on, a lot of which comes from your rate payers because as I say in my question you have already given them £605,000 this year. This year in the first seven months the cost of drivers for chief officers of ACPO, of whom there are only 40 odd of course, chief constables, was £536,676.

Boris Johnson (Mayor of London): Drivers?

Tony Arbour (AM): The cost of the cars was £269,567.

Boris Johnson (Mayor of London): That is outrageous I have to admit.

Tony Arbour (AM): Well I got this through --

Boris Johnson (Mayor of London): That is for the whole country, is it not?

Tony Arbour (AM): Yes, but you gave them, Mr Mayor, £605,000. You are accountable. You gave money to this unaccountable organisation which spends money in the most extravagant way. ACPO officers receive extremely high salaries, almost as much as the Commissioner, Sir Hugh Orde. Sir Hugh Orde is a man whom, because he is not democratically accountable, has the nerve to criticise the Government. Sir Hugh Orde criticised the Government for various --

Boris Johnson (Mayor of London): Hang on, there are plenty of people who criticise the Government. There is nothing you can do about that. It is a democracy.

Tony Arbour (AM): This man is an official. He is funded publicly, he is not answering to anybody and he comes along and says he does not like police policy. You told me just now that if ACPO did not exist it would have to be invented. I am not sure that I would want to invent a club, a fat cat club, which provides private accommodation, drivers and cars to its members --

Boris Johnson (Mayor of London): I am with you on this one, Tony.

Tony Arbour (AM): Ah, so we are making a bit of progress.

Boris Johnson (Mayor of London): Can I undertake, having listened to your strictures, to come back to you with further best particulars about exactly what we are subsidising in ACPO. If it is true that the taxpayers of London are really just bunging them dosh to go around in swish limos and that is it, then we will have a serious hard look at it, because I do oppose that. I think it is pointless. There are far too many public officials riding in cars at the moment already. I think the whole of Whitehall are creeping back into their cars. They should be out of their cars and on the tube, Liberal Democrat ministers included by the way. It is an utter disgrace. How can we ask these people to support investments in the tube and in mass transit in our cities when they are allowed by government to -- what is the word I want?

Police Stations

Question Number: 4045/2012

Meeting Date: 19 December 2012

Kit Malthouse

Will you join other PCCs across the country in their calls to the Home Secretary to rethink the government's dangerous strategy of imposing 20% budget cuts on police forces?

Kit Malthouse (AM): Mr Mayor, I hope you would agree with me that any decisions around closures or otherwise of police stations should be based on evidence. So also should be the participation or otherwise of Assembly Members in particular campaigns around particular police stations. On that basis, will you give us all the evidence again and send every Assembly Member a copy of the footfall survey that was conducted by the Metropolitan Police Service around every single front counter, which might illustrate that Hampstead Police Station, for instance, I think from memory - I may be wrong - was getting an average of three visitors in every 24-hour period and was costing something like £90,000 a year just to maintain the building, never mind keep it open? Will you send us all a copy of the footfall survey?

Boris Johnson (Mayor of London): I cannot confirm those footfall figures for that particular police station, but I think your general point is well understood.

Kit Malthouse (AM): Can we have a copy of the survey circulated to everyone?

Boris Johnson (Mayor of London): Labour Members and opposition Members generally have got to try and attack where they can. That is their constitutional duty. I do urge them in this matter to think of the logic, look at the position and do what is in the best interests of London.

Kit Malthouse (AM): But can we have a copy of the survey sent out?

Boris Johnson (Mayor of London): Yes, I do not see why not. Absolutely.

Kit Malthouse (AM): There was a public document some time ago to remind everybody. Would you also be willing to give us --

Boris Johnson (Mayor of London): Perhaps you could give a seminar on the survey to the Labour Members?

Kit Malthouse (AM): I am sure the MPS would be happy to give a briefing to the PCC or indeed other Members who want to participate around this. Could you also send up separate information that would show the change in pattern and method of reporting crime that has taken place over the last ten years which would illustrate the massive reduction in the reporting of crime at front counters and the enormous increase of reporting of crime online and by telephone?

Boris Johnson (Mayor of London): That would also be, I think, helpful to inform the debate generally and amongst colleagues here in this horseshoe. Yes. Let us have the argument in public, get the facts out there; let people understand.

Police Stations (2)

Question Number: 3365/2012

Meeting Date: 21 November 2012

Roger Evans

How will you use your new budget flexibilities to protect the police budget?

Roger Evans (AM): I would like to take this opportunity Boris to commend the Acting Borough Commander at Redbridge who ran a stakeholder consultation session with us last week about the future of public access in Redbridge. I know members of the council were there really from all sides who were concerned about the robustness of some of the public access statistics which the exercise is based on. Could you just make sure that the statistics that are used to inform this process are as solid as they can be, because we do not want to undermine --

Boris Johnson (Mayor of London): Yes, what was the worry about the statistics?

Roger Evans (AM): I think the problem was that they were based on a couple of years ago, they were not particularly recent and the sample sizes were considered to be a little bit on the small side.

Boris Johnson (Mayor of London): That is very helpful. I will make sure that MOPAC get onto that straightaway.

Roger Evans (AM): Yes. Another possible concern that we have is what is happening across borders. At the moment the process is rightly concentrating on a particular borough but the movement of facilities across the border of the borough may affect the police in that borough because of course criminals and members of the public do not recognise borough boundaries. When the final package is put together for public consultation will there be an opportunity to take that into account?

Boris Johnson (Mayor of London): Of course, and we will make sure that we take a completely strategic view, a cross-London view of provision, in order to reduce crime overall, yes.

Roger Evans (AM): Just finally, another piece of reassurance that we need, because I think Caroline [Pidgeon] raised quite a good point earlier on, that the new access facilities may attract more people to come and use them because they are in places that the public frequent more often. However, if we do not have a facility for people who are victims of serious crimes to be able to report them with some confidentiality they might be discouraged. Could we make sure that is --

Boris Johnson (Mayor of London): Yes I understand that point completely. That is why one of the things I have said straight out to you this morning is that every borough must have a 24 hour police station where the public can go in confidence and report serious crime; that is absolutely essential.

Retention of DNA

Question Number: 3766/2012

Meeting Date: 21 November 2012

Roger Evans

I understand since May 2012, citizens of the UK are entitled to seek early deletion of DNA records from police systems through the Protection of Freedom Act, although this is a lengthy and laborious process. How long do you think it should take for innocent UK citizens to remove their DNA records from the system?

Boris Johnson (Mayor of London): Thanks, Roger. I understand you have a particular constituency interest in this matter. There is a balance to be struck. DNA is plainly an incredibly powerful tool of detection now and of solving crimes but where innocent people have their DNA stored by the Government, by the police and by the national DNA database they should be able, after a reasonable period of time, to withdraw it. That is the purpose of the Protection of Freedom Act. Exactly how long that period is, is not clear to me either from the notes I have before me but I will make sure that we get you an answer.

Roger Evans (AM): To be honest it is not entirely clear to me which is why I asked the question. I think there should be some sort of target for the Metropolitan Police Service to meet otherwise it makes a mockery of calling something an early deletion process.

Boris Johnson (Mayor of London): The informal answer I was given was it was three years but I do not see that in the statute and I want to know why not.

Roger Evans (AM): I do feel that three years is an inordinately long amount of time for people who may have had their sample taken just because they were arrested and who might not even have been charged, or indeed for people who might have volunteered a sample if you have a crime that you want cleared up in the area and you ask people to come forward. It would help to encourage volunteers and to encourage confidence in the police service in London if we could have a much shorter time and if we could feel that objections to it were raised on the grounds of genuine criminal justice issues rather than just to prevent a legal or bureaucratic precedent being set which is the feeling I am getting at the moment.

Boris Johnson (Mayor of London): Yes is the answer. I understand you have a constituent who is particularly concerned about the retention of his DNA. I have sympathy with him. We will do our best to give him a more positive answer about exactly when he could expect his personal DNA material to be purged from the system.

Safer Neighbourhood Teams

Question Number: 3001/2012

Meeting Date: 17 October 2012

Joanne McCartney

What risks have been identified in relation to cutting the police budget in London?

Joanne McCartney (AM): I believe we are seeing the end of Safer Neighbourhoods Teams as we know it.

Boris Johnson (Mayor of London): No, you are not.

Joanne McCartney (AM): We are. The new model stretches fewer resources over much larger geographic areas. Can I ask how many PCSOs you will have in April next year?

Boris Johnson (Mayor of London): I would be happy to get back to you on the figure. I do not have it before me now.

ANPR camera check points

Question Number: 2967/2012

Meeting Date: 17 October 2012

Roger Evans

Do you agree that ANPR camera checkpoints, successfully organised as part of the Met's Operation Pegasus, should become a regular operational fixture?

Boris Johnson (Mayor of London): Thank you very much, Roger. The automatic number plate recognition (ANPR) system I think is excellent. We did make a commitment to use it. The Metropolitan Police Service, as a result of ANPR, made 1,500 arrests last year for offences including robbery and firearms, drug trafficking and serious sexual offences and since October 2011 37,000 uninsured cars have been seized and quite a few of them crushed. So I think it is a highly effective system.

Roger Evans (AM): Thank you, Mayor, that is a reassuring answer. I spent an interesting and slightly alarming Saturday night with Councillor Filly Maravala who represents Loxford ward, in the south of Ilford, looking at our red light area and clearly there are a lot of problems there with people visiting the area that we do not want with drug dealing, with prostitution and anti-social behaviour. Do you think that this is an ideal place to introduce ANPR to discourage the people who are visiting that area and causing crime from coming back in future?

Boris Johnson (Mayor of London): Well it is a very interesting thought. It seems to me that there may be all sorts of other crimes that you could intercept by using ANPR in such a context. It is something that I am certainly happy to take up with the borough commander and with the police.

Metal Theft Task Force

Question Number: 2049/2012

Meeting Date: 4 July 2012

James Cleverly

How has metal theft been affected since the creation of the MPS unit to tackle metal theft last year?

Boris Johnson (Mayor of London): There are good signs, James, that Operation Ferrous is making a difference: 173 arrests have been made; 98 vehicles, 6 tonnes of metal have been seized, and in Bexley, where I am sure you will know yourself because of your involvement in this, there is an inter-agency metal theft task force, which resulted in a 59% reduction in metal theft. That is the only figure I can give you for the effectiveness of our war on metal theft.

James Cleverly (AM): Thank you, Mr Mayor, I am very pleased you pre-empted me by highlighting the good work that has gone on in Bexley. I know this is a perennial issue and the task force needs to remain focused on this. I am particularly concerned about the impact on major infrastructure and the implications on resilience. As you know, in Bexley, in 2009, there was a major power outage, multi-day power outage, as a direct result of an attempted metal theft. So can we ensure that, as we move into what we know to be a difficult financial round, not necessarily that finances are ring-fenced, because that would unnecessarily tie the hands of the Deputy Mayor for Policing, but this as an issue, however it is funded, maintains its position at or near the top of our priority list?

Boris Johnson (Mayor of London): Yes, and it is something I have discussed repeatedly, both with Peter Hendy and of course with the [Metropolitan Police] Commissioner. Metal theft is a real scandal, it is debilitating for the transport network and occasionally it involves unbelievable desecration of war memorials and other things that people hold very dear indeed.

James Cleverly (AM): Thank you. In addition to the enforcement side of the metal theft problem, will you continue to lobby Government to tighten the legislation around the cash purchase of scrap metal and ensure that where we have easily identified ownership, for example where the copper cabling is embossed with the owner's name, that we take very firm action and send out a very powerful message to the scrap metal industry that it is no longer acceptable to deal in this situation?

Boris Johnson (Mayor of London): Yes, I have made representations along those lines, and I will be happy to copy you in what we have sent to Government so far.

Front Counters - Hampstead

Question Number: 2545/2012

Meeting Date: 19 September 2012

Joanne McCartney

In response to my question MQ2302/2012 you listed a number of police buildings and front counters, however, you failed to include Hampstead Police Station as one of the front counters or police buildings earmarked for closure. What other buildings have you failed to include in this list?

Boris Johnson (Mayor of London): In the list I provided to you there was no intention to conceal any decision about Hampstead Police Station, simply because I was certainly unaware of any proposal to close it myself and as far as I am aware no proposal to close it has been put either to me or to Stephen Greenhalgh (Deputy Mayor for Policing and Crime).

Joanne McCartney (AM): Thank you. My question asks what other buildings have you not included in that list. We are hearing --

Boris Johnson (Mayor of London): I have not included this building, for instance, or many other buildings --

Joanne McCartney (AM): But police buildings, front counters in police stations.

Boris Johnson (Mayor of London): I cannot give you an answer to that. All I can give you is a general state of the position which is that there is no secret list of police stations that are earmarked, in your phrase, for closure. What there is, is a desire to get the best possible value and use out of the 800 buildings in the police estate and where there are opportunities to get the police out and to be more visible, to have more front counters, to have more police locations in hospitals, in fire stations, council housing stakeholders, libraries, supermarkets, that kind of thing. Where we can do that rather than having some traditional great 'stalag' of a police station that is actually not as useful as it might be, then maybe we should consider it.

Joanne McCartney (AM): The reason I ask is because we are hearing rumours of other police stations and front counters that may be earmarked for closure. Again, in the consultation that the Metropolitan Police Service is doing at the moment, it talks about making changes to front counters and talks about public access points. When your Deputy Mayor for Policing and Crime, Stephen Greenhalgh, was recently in front of Select Committee, he stated that there was the need to remove some police front counters. So, bearing

that in mind, can I just ask, the previous commitment that if you closed a front counter you would open another of at least good quality, has that now gone?

Boris Johnson (Mayor of London): No. That is the key thing to say about Hampstead Police Station where I think there is some controversy. Whatever decision is taken there, there has to be adequate compensatory provision.

Joanne McCartney (AM): Because the consultation at the moment and the Deputy Mayor in front of our Police and Crime Committee talked about public access points and talked about replacing traditional front counters with, for example, a couple of hours at Tesco on a Friday morning. Do you really think that is a good enough service for Londoners?

Boris Johnson (Mayor of London): Well, I do not know if that was what was proposed in respect of Hampstead.

Joanne McCartney (AM): No. In general.

Boris Johnson (Mayor of London): No, well, I do not know whether you are accurately reflecting what Stephen Greenhalgh said. I see someone is nodding there; perhaps it was what he said. Let us be absolutely clear, what we want is to have the maximum possible engagement with the public, to make the police as available to the public as possible. If that means having police counters in lots of public locations I think that is a good thing.

Joanne McCartney (AM): Can I ask that what this looks like, I think, to us and to the general public is that the danger, because there are great budget cuts that we accept are going to be very difficult, that this does not result in just a fire sale of police counters, and that at the end of the day we have a comprehensive service across London. Are you confident that will take place?

Boris Johnson (Mayor of London): Yes. I think Stephen [Greenhalgh] has made it absolutely clear he will not consider any proposal for closure of Hampstead or any other police station; unless and until suitable alternative provision has been made.

Joanne McCartney (AM): Can I ask how do you judge the suitability? Because when we did question Stephen Greenhalgh at our Police and Crime Committee --

Boris Johnson (Mayor of London): It is about --

Joanne McCartney (AM): I think it was Tony Arbour who said that --

Boris Johnson (Mayor of London): -- reassurance.

Joanne McCartney (AM): The experiment at his local Sainsbury's had been an absolute flop.

Boris Johnson (Mayor of London): Well, there you go.

Joanne McCartney (AM): So, you know if you are going down this road you need to be evidence based and that is the concern that we have. That it is not going to be, that we are going to have police stations

and front counters closing and they are never going to be put back and the alternatives are not good enough.

Boris Johnson (Mayor of London): Well, the key test is, is existing provision actually very well used? Is it as good as it could be? Are the buildings themselves being put to the best possible use, in terms of the value of the asset? If not, how can you give a better service to Londoners? How can you have more opportunities for the public to see the police out there in the community and talk to them?

Joanne McCartney (AM): What account will you take of the public's view on this?

Boris Johnson (Mayor of London): Public reassurance and public confidence is paramount. But I think commonsensical members of the public can see that there may very well be cases where you have a big Victorian police station that is not always ideal. That possibly is not in an ideal location, and that is where there is scope for improvement. Where you could certainly dispose of the asset and use the proceeds to improve policing in London.

Joanne McCartney (AM): So will you commit to doing a full public consultation on this?

Boris Johnson (Mayor of London): Well, you know, I do not know quite what you mean by a full public consultation. But what I can say is --

Joanne McCartney (AM): Will you publish plans for each borough and invite the public to consult on them?

Boris Johnson (Mayor of London): Of course.

Transparency

Question Number: 1305/2012

Meeting Date: 23 May 2012

Joanne McCartney

Joanne McCartney (AM): Can I move on then to transparency in the Mayor's Office for Policing and Crime, because, since the abolition of the Police Authority, there does seem to have been an information deficit. I think there have been complaints from all Groups around this Assembly, so it is not just the Labour Group. I have raised this issue with you once before. Would it surprise you that, to get some knife crime figures, it took me 16 requests, both in writing and verbal, in fact once to you here, where you said I should be entitled to them, and in the end I only got them because the Met's Assistant Commissioner stepped in and gave me them directly. Is that transparency to your mind?

Boris Johnson (Mayor of London): Joanne, I was not aware of that, the difficulty that you have had. As far as I know, the position, knife crime statistics are like all crime statistics, so it should be made readily available to you and to all Members, so I will get on top of that.

Joanne McCartney (AM): Okay. So what steps will you do to make sure that the Mayor's Office for Policing and Crime responds to Members' requests with urgency and in a reasonable timescale?

Boris Johnson (Mayor of London): I will certainly make sure, and I am sure Stephen Greenhalgh, the new Deputy Mayor for Policing and Crime, will be studying this and he will want to make sure that he is as transparent as possible, engages with you, Joanne, to get the statistics that you need in a timely fashion.

Joanne McCartney (AM): Well I hope so because it has not been so to date. Thank you.

Boris Johnson (Mayor of London): I am sorry about that, but we will see what we can do.

Police Officers

Question Number: 1316/2012

Meeting Date: 23 May 2012

Joanne McCartney

Boris Johnson (Mayor of London): Yes, thanks, Joanne. Of fully warranted officers, I am told that there were more than 1,000 more on 3 May 2012 than there were when I was elected in 2008, that is to say there were 30,659 fully warranted officers when I was elected and there were 31,992 on 3 May. Those figures obviously go up if you include trainees, but the gap remains over 1,000.

Joanne McCartney (AM): Mr Mayor, I would dispute those figures. I think this is where if you sign up to the code of practice, we might have some better figures, but the figures I have from the Metropolitan Police Service show that on 30 April 2008, there were 31,605 fulltime police officers, and on 30 April 2012, there was 31,825, so you are actually 780 fulltime officers short of 1,000 pledge.

Boris Johnson (Mayor of London): No. As I have said in my answer, that is why I think it would be helpful to have a central store of data.

Joanne McCartney (AM): My question was fulltime officers. Are your figures for fulltime officers?

Boris Johnson (Mayor of London): My figures are for fully warranted officers.

Joanne McCartney (AM): They are different. There is where statistics and a code of practice would help us, you see, Mr Mayor. How many fulltime police officers, because I can tell you there are 780 short of your election pledge.

Boris Johnson (Mayor of London): I must respectfully disagree with you and say that I actually talked to the Commissioner this morning and he thinks the numbers are higher even than I have today, but in terms of fully warranted officers, that is excluding trainees, there were 30,659 in May 2008. On 3 May this year, there were 31,992, which by my maths means there were about 1,300 more this May than there were in 2008. Now, I think most Londoners would accept that under incredibly difficult circumstances, with police budgets being cut across the country, that is a very creditable achievement; apart from London says John Biggs, quite right, and why? Because London has a Mayor who has campaigned for more policing and for more police numbers in the city and who will continue to do so.

Joanne McCartney (AM): Mr Mayor, we disagree with this, but perhaps I could ask you to write to me with those fulltime police officers, which is the question I asked.

Boris Johnson (Mayor of London): I am more than happy to write to you about anything you like, Joanne. I will certainly write to you about that.

Transport

Fit for the Future Programme

Question Number: 4865/2013

18 December 2013

Valerie Shawcross

Valerie Shawcross CBE AM: Mr Mayor, in fact, there was a YouGov poll published this morning that showed that 47% of over-60s in London actually oppose the massive staffing cuts, the net cut of 750 staff in Tube stations. Could you give them a guarantee that anybody with a visual disability, for example, who turns up at any Tube station at any time that station has services running through it would get help with something like managing ticket machines or navigating the station? Will you give that guarantee?

Boris Johnson (Mayor of London): Yes, I will. Mike Brown [Managing Director, LU] has an absolutely brilliant presentation on how these reforms will help people and how there will be 30% more staff in the ticket halls and in the concourses and the advantage that the passengers will get.

Fit for the Future Programme

Question Number: 4865/2013

18 December 2013

Valerie Shawcross

Valerie Shawcross CBE AM: The consultation going on now is a staff consultation. When are the public going to be able to look up their own local stations and see what the staffing will be during the hours they want to use them?

Boris Johnson (Mayor of London): Clearly, all relevant information will be on our websites.

Fit for the Future Programme

Question Number: 4865/2013

18 December 2013

Valerie Shawcross

Valerie Shawcross CBE AM: Will you maintain staffing levels at a decent and safe level that will enable --

Boris Johnson (Mayor of London): That I will do, yes.

Valerie Shawcross CBE AM: -- the most vulnerable in our community to get the services they need and feel secure?

Boris Johnson (Mayor of London): What I will do is keep the staffing levels at the level that we need, Val, to maintain security and to give people the service they need. The advantage of what is being proposed is that you will have more staff out with the most up-to-date technology, able to help customers where they really need it. It is really wrong in the 21st century to continue to have a 19th century approach to the use of tickets and to keep people behind plate glass when technology has moved on so fast.

Making Cycling Safer in London

Question Number: 5263/2013

18 December 2013

Caroline Pidgeon MBE

Caroline Pidgeon MBE AM: I am asking specifically on this, Mr Mayor. There have been some specifics. I would like some specific answers. Will you look at some segregation using things like that so it can be quick and easy?

Boris Johnson (Mayor of London): Planters and bollards? You would have to show me where and how and what you are talking about and where you would want to put some planters and some bollards. All these changes, which we are very happy to look at and we approach this with the spirit of maximum humility --

Caroline Pidgeon MBE AM: OK, that is great. You are happy to look at it. Thank you.

Boris Johnson (Mayor of London): -- but you and I are not, I do not think, road traffic engineers and these things are not always as easy, perhaps, sometimes as they look at first sight.

Making Cycling Safer in London

Question Number: 5263/2013

18 December 2013

Caroline Pidgeon MBE

Caroline Pidgeon MBE AM: Brilliant. Finally, the police have been stopping cyclists. You have mentioned that. They have been handing out copies of the *Highway Code* and reminding people about things like wearing bright clothing. Would it not have been better to actually give out things like hi-viz vests, which can cost pennies if you buy them in bulk? I was going to suggest that you get Barclays to sponsor them, but clearly that is out of the window. Will you look in the new year at handing out hi-viz vests as part of your cycle safety campaign?

Boris Johnson (Mayor of London): Perhaps the RMT could sponsor them. TfL does give out lots of --

Caroline Pidgeon MBE AM: That is a yes, is it?

Boris Johnson (Mayor of London): No, I will certainly look at it. I think we have given out --

Caroline Pidgeon MBE AM: I will take that as a yes. Thank you.

Boris Johnson (Mayor of London): -- luminous cycle clips and --

Darren Johnson (Chair): We will note that commitment.

Boris Johnson (Mayor of London): -- bells and all sorts. I would not be surprised, by the way, if we do not give out hi-viz vests from time to time.

CS2 Review

Mayor's Oral Updates

20 November 2013

Andrew Boff AM: So there is an undertaking to give a review of CS2?

Boris Johnson (Mayor of London): It follows from everything I have said this morning, Andrew, that all our Cycle Superhighways are in a process of continuous review, so if that is the assurance you seek then you certainly have it.

Andrew Boff AM: That is not the assurance I seek. I know your reluctance to pick out one Superhighway and say, "We are going to review this one", because it in some way gives kind of credence to the narrative that in some way it is dangerous, but the public would want some reassurance on that CS2 and I think it is only fair that you can give that concession and say, "We will review CS2".

Boris Johnson (Mayor of London): We are reviewing CS2; I do not think there is any point in saying we will review it when we are reviewing it, and we will continue to review all Cycle Superhighways.

CS2 – London Cycling Campaign Letters

Mayor's Oral Updates

20 November 2013

Valerie Shawcross CBE AM: Mr Mayor, I want to follow up on John Biggs' point about CS2. Cross-party, the leads on Transport Committee here have just met the London Cycling Campaign and they basically advised us that you should now have over 10,000 emails in your inbox. London's cycling community want you to respond very urgently and speedily on the specific problems of CS2 and on the need to revisit and refit some sections of the Cycling Superhighway network because quite frankly they are confusing, they are weak, they very often let cyclists down just at the moment when they need protection. I think we all understand that the earlier infrastructure was more problematic and that recent changes have been very positive and good and there has been more segregation, but I think it is important that we all admit that CS2 was substandard when it was installed and actually there is an urgent action plan from London Cycling Campaign, they want you to make some changes right away. What is your response to those tens of thousands of Londoners?

Boris Johnson (Mayor of London): My response is that obviously we are always open to suggestions and the whole road surface is in continual process of negotiation and improvement obviously and we are going to try to make CS2 and all the other Cycle Superhighways as safe as we possibly can.

CS2 Actions

Mayor's Oral Updates

20 November 2013

Valerie Shawcross CBE AM: Are you telling me you are not going to respond positively to the London Cycling Campaign's specific requests about CS2 to do things like install immediate protected space for cycling at Aldgate junction, to commit to installing cycling and pedestrian-specific lights across Bow Roundabout? Are you saying seriously that you think CS2 is good enough now? There are 10,000 people who have emailed you, Mr Mayor, to tell you, to plead with you: it is not safe enough.

Boris Johnson (Mayor of London): As I said, we are always willing to look at suggestions; we are always willing to make improvements where we can.

Valerie Shawcross CBE AM: They want a commitment to action, Mr Mayor. Will you make a commitment to act now on CS2?

Boris Johnson (Mayor of London): We are acting across all Cycle Superhighways and will continue to act for the foreseeable future.

LIP Funding Protection

Question Number: 3982/2013

20 November 2013

Gareth Bacon AM

Gareth Bacon AM:

Why is the Managing Director, Planning, TfL, still telling representatives of the London boroughs that TfL is planning on cutting next year's LIP funding by 25%?

Boris Johnson (Mayor of London): I can tell you now that it is, and always has been, my position that Local Infrastructure Plan (LIP) funding will be protected. LIP funding is going to be continued in line with the current stonking £147.8 million in funding from TfL to the boroughs to spend on the projects that they value. We are going to continue to support LIPs throughout my Mayoralty. "LIPs" is not the word for the money we are putting into this local funding. "Trout pout" is the word. We are going to stuff those LIPs so full of funding that it is going to be fantastic. I hope that all boroughs will hear the glad tidings of great joy that I bring to you.

Gareth Bacon AM: Thank you, Mr Mayor. Just to clarify, she did in fact say exactly that. She came to the London Councils meeting on 24 October of the Transport and Environment Committee and told the members present that TfL was planning on cutting LIP by 25%. However, that said, I am extremely grateful for what you have just said. Just for clarification, you have just said that LIP funding will not be cut at all while you remain Mayor. Is that correct?

Boris Johnson (Mayor of London): That is what I have just said.

Gareth Bacon AM: OK. In that case, then, Mr Mayor, I would like to thank you. I am sure you will be getting a flood of letters from boroughs of all political persuasions thanking you for resisting the siren calls of TfL.

Cycle Superhighways - Cobden Junction, Tottenham Hale

Mayor's Oral Updates

20 November 2013

Jenny Jones AM: Thank you for that undertaking on Cycle Superhighway 5. There are two other places that I am particularly concerned about. One is the Cobden Junction, which is up near Mornington Crescent, and the other is Tottenham Hale, where there is the removal of the one-way system. These are both actually very busy places. A lot of cyclists use them and there are times in the morning traffic when there are more cyclists than almost any other form of transport.

Boris Johnson (Mayor of London): Tottenham Hale at the gyratory?

Jenny Jones AM: Yes, Tottenham Hale, but the cycle lane has been removed on the High Road. That is the problem there. If I send you a note on these, would you please look at them?

Boris Johnson (Mayor of London): Yes, I will certainly look at them. On the whole, I am in favour. As far as I can remember, we are taking out the gyratory at Tottenham Hale.

Cycle Superhighways

Mayor's Oral Updates

20 November 2013

John Biggs AM: On Cycle Superhighway 2 (CS2), I think we all know that where the Cycle Superhighways are good they are actually very good and they create a sense of safety, but CS2 is not one of these. You will have been written to by the coroner in the case of two unfortunate people who died riding bicycles on CS2 in Tower Hamlets. This is an issue I have been campaigning on for many years now, so I am speaking as a constituency Member. I was hoping you would be able to make some public undertakings about what you want to do on CS2. This is not meant to be a party point.

Boris Johnson (Mayor of London): No, I understand, John.

John Biggs AM: What I would like to see happen is for us to move towards a totally segregated Cycle Superhighway on the road in Tower Hamlets.

Boris Johnson (Mayor of London): At the Bow Roundabout area?

John Biggs AM: On the Bow Roundabout down to Aldgate. I think that is what we want to see and there are two other particularly dangerous junctions both referred to in the coroner's report at the Bow Roundabout and at Aldgate. Public assurance requires you to give some sort of undertaking.

Boris Johnson (Mayor of London): I understand that point completely and very sincerely. I will have to, I am afraid, just refer you to what I have already said on those particular routes and those particular junctions. As you know, at the Bow Roundabout there is a huge amount that has already now been invested and we have tried to change the configuration there.

This is always going to be an extremely difficult challenge for us on the streets of London and no solution will ever be perfect. We will do our best and we will invest what it takes, but I cannot guarantee to Londoners that we are going to be able to produce segregation everywhere that it is desired. I am afraid that is simply not a realistic objective, just because there is not the road space to do it. I know, John, that you have campaigned on this for a long time. We will certainly look at it.

Transparency

Question Number: 2013/3574

23 October 2013

Victoria Borwick AM

Victoria Borwick AM: Can TfL publish details about accidents involving TfL buses, with information separated by bus companies, so that this could act as an incentive for companies to improve their driving standards?

Boris Johnson (Mayor of London): The answer is absolutely. I have asked TfL to look at that. I congratulate you. You have taken up these cases, particularly and personally. I think there was a particular victim in Oxford Street on whose behalf you worked and continue to work. I understand what you want.

You want to be able to compare the accident rates of different bus operators. I have asked TfL to make it possible for you to have that data.

Victoria Borwick AM: I think the point is that it does go back to the culture at TfL. In fairness, although we have been focusing here on trying to extract particular information, it would not be the first time that TfL have been accused of perhaps being less than transparent in their decision-making processes. I am urging you today to go back to TfL and ask them to not just look at this where we, for example, as a group have been waiting over six months for figures, borough by borough, on killed and seriously injured and fatalities for both pedestrians and cyclists. We are having difficulty getting truthful and honest information. Every time you start making a comment about these things, TfL seem to go back into their shell and say, "Oh, no, this is legal. This is legal". No, it is not legal. This is transparency and we need, with all of us with constituents, and we want to be able to know where we are. Are we making progress? Not only that, it enables boroughs to actually take this issue up and to go back and say, "OK, what more could they be doing locally to improve safety on our streets?" In the heart of all of this is: can you improve the transparency at TfL?

Boris Johnson (Mayor of London): As I say, I have asked them to come up with answers to your particular questions. I think that is probably the best I can do for you today, Victoria.

2020 and nitrogen dioxide legal limits

Question Number: 3301/2013

11 September 2013

Jenny Jones

Stephen Knight (AM): Mr Mayor, fine, because my question was really about issuing warnings. You have a target of there being 250,000 Londoners signed up to the airText system. The last time we saw figures it was around 10,000 people. What are you going to do to get information out to people about the state of air pollution in London, particularly when we have bad pollution episodes? You are clearly not getting to the people that you wish to get to and that we all wish to get to.

Boris Johnson (Mayor of London): That is an interesting and important point because the airText system is valuable. Stephen, I will reflect on that. If I may, I will come back to you with an assessment of how we think the airText system is working in alerting Londoners to poor air quality days and whether there is more we can do.

2020 and nitrogen dioxide legal limits

Question Number: 3301/2013

11 September 2013

Jenny Jones

Richard Tracey (AM): Thank you, Chair. One thing, Mr Mayor, that you could do as Chairman of TfL is to instruct that drivers should not leave the buses' engines ticking over when they change drivers, which is something some of my colleagues, the councillors in Wandsworth, have been going on about for a very long time. We accept that you are bringing in more and more clean buses, but those that are not so clean should not be left ticking over.

Boris Johnson (Mayor of London): That is very interesting. I did not know that your colleagues had drawn that to our attention. I will make an inquiry as to why, if that is really happening, because it is after all paradoxical that the very buses that have an advertisement on the back saying, "Turn off your key whilst

in" -- do you remember? They now have this anti-idling advertisement, so it is bizarre if they are really letting their engines run. Is that true, Dick? Have you seen it with your own eyes?

Crossrail 2

Question Number: 2758/2013

17 July 2013

Richard Tracey

Roger Evans (Deputy Chairman): I just ask the question because of course that was an assurance we were given a long time ago on Crossrail 1 and we have now learned that some of the stations certainly in my constituency will not be. I was with residents of Seven Kings at the weekend who are very disappointed that their Crossrail station will not be featuring disabled access. Can you revisit that decision so that people can actually access and get benefits from Crossrail 1?

Boris Johnson (Mayor of London): Yes, I certainly shall, Roger, I am disappointed to be told that, I will look into that.

Wave and Pay (1)

Question Number: 1805/2013

19 June 2013

Caroline Pidgeon MBE

Boris Johnson (Mayor of London): As you know, in the end, we will be moving away from Oyster Cards to a Wave and Pay system and in the long run, we do not want to be running a payment system. We want to be running buses and there are many people who run payment systems with bank cards and there is no reason why we should be in that particular business. We want to encourage the expansion of Wave and Pay. I do not want to penalise Oyster users. I understand what you are saying but the advice I have been given is that the Oyster does not have the flexibility to deliver the cap in the way you want.

I will go back to TfL. I will see what I can do to establish why that is and whether there is anything we can do to prevent Oyster Card users being in any way disadvantaged but it will remain the case that Oyster Cards will always have the cheapest single fare.

Caroline Pidgeon MBE (AM): Single fares. As I say, it is different to what you said two years ago. I think the reality is that the contract you have around Oyster is too expensive. We know it costs 14 pence in every pound to administer whereas your Wave and Pay is under 1 penny. I understand why TfL want to encourage people that way but the issue is if 20% of Londoners do not have access to a bank card, they are not going to get the cheapest fares and they are probably the people who really do need access to the cheapest fares. Will you go away, properly review this and make sure that Oyster always has the cheapest fares including a weekly cap?

Boris Johnson (Mayor of London): I think there is a very difficult problem which is Oyster is a relatively recent scheme. There is no reason why it should become a permanent piece of technology. Is it capable of being improved on? Can we find ways of cutting costs? Yes, we can. Can we do it without disadvantaging, as you suggest, the poorest Londoners? Well, we have to find a way of doing that. I think you are raising a serious point. That is why I wanted to dig deep really into the briefing I have.

What I am going to propose to you, Caroline, is that I will get you a serious argued answer about how we can deliver a Wave and Pay system on public transport that does not in any way disadvantage those who do not have access to bank cards.

London Pedestrians

Question Number: 887/2013

20 March 2013

Caroline Pidgeon MBE

Boris Johnson (Mayor of London): You are asking me about pedestrians in London and what we are doing to increase the number of pedestrian journeys. I can tell you that walking is already attracting 6.2 million journeys a day, second in terms of mode, second only to private car. The ambition is to go to up to 6.8 million by 2031 and there is a huge amount of work going on, and has already gone on, to make London more walkable, more attractive to move around on foot. I would single out really just in my time alone, the Oxford Circus diagonal crossing, that X marks the spot thing there, Exhibition Road being two-way, all the stuff we have done in urban projects in town centres, Wimbledon, Richmond and so on, Leicester Square; all of these have improved permeability. They have made the cityscape much more attractive for walkers plus, and one of the legacies of Cool Beer, you remember, was a great proponent. There was the Legs 11 nonsense. Cool Beer range had a big role in absolute nonsense in selling up the legible London signs. There are 1,100 signs now.

Caroline Pidgeon (AM): Can I move on to the question? Thank you for that detail Mr Mayor. Could I move into a couple of specifics? In terms of making sure and getting your increase in pedestrian journeys, which I think will be welcome, is that in 1995, the Department for Transport (DfT) recommended that all pedestrian crossings should have audible signals and/or tactile cones to help blind and partially sighted people.

Boris Johnson (Mayor of London): Tactile cones.

Caroline Pidgeon (AM): They are on the paving.

Boris Johnson (Mayor of London): On the edge, on the paving, yes.

Caroline Pidgeon (AM): Do you think it is acceptable that 18 years later and five years into your term as Mayor that there are still 330 crossings in London which do not meet this standard? What are you going to do about that and can you bring forward the timescale to make sure all crossings meet this nearly 20-year old regulation?

Boris Johnson (Mayor of London): So you want audible --

Caroline Pidgeon (AM): Audible and all the rotating cones, exactly.

Boris Johnson (Mayor of London): Tactile cones; I will look into it and write back to you.

Caroline Pidgeon (AM): Brilliant. There are also still 70 pedestrian crossings which do not meet the DfT standard that actually allows enough time for pedestrians to be able to cross the road. Will you again look to try to bring that forward in your programme to make sure crossings are accessible for everyone?

Boris Johnson (Mayor of London): Yes. Do not forget we are also greatly expanding the pedestrian countdown system which is very valuable because you do not want to have that time --

Caroline Pidgeon (AM): Yes but will you look at making them all meet this standard, please, as soon as possible?

Boris Johnson (Mayor of London): I will certainly look at it and I will write to you and I will give you a heads up on where we are.

Caroline Pidgeon (AM): Great, thank you. Finally, If you really want to increase pedestrian journeys, you could look at what they are doing in New York. I know you often say how much you admire their work on obesity and [Michael] Bloomberg's [Mayor of New York] efforts in the area of public health.

Boris Johnson (Mayor of London): They are fatter than us.

Caroline Pidgeon (AM): I am wondering, will you trial an extremely popular --

Boris Johnson (Mayor of London): I do admire their work but they are still fatter, they are very fat, so they are fatter.

Caroline Pidgeon (AM): Will you trial an extremely popular New York idea around summer streets. This idea that they close seven miles of roads for three consecutive Saturday mornings in the summer so that hundreds of thousands of people can come out and enjoy walking in their streets where perhaps cars normally are? Will you look at trialling a summer streets programme for London?

Boris Johnson (Mayor of London): We are looking at all sorts and I am very interested in pedestrianisation schemes. Do not forget that one of the best things you can do is to make parks ever safer. That is why we had our priority park scheme to improve them but also the safe park scheme, which was massively popular and where we've had a bigger impact in driving down crime. So Londoners can exercise in green space without any fear or indeed --

Caroline Pidgeon (AM): Yes but will you look at piloting summer streets? Yes or no. Will you look at piloting summer streets?

Boris Johnson (Mayor of London): Of course I will look at it.

Caroline Pidgeon (AM): Thank you.

Kit Malthouse (AM): Yes. Mr Mayor, when you provide Caroline Pidgeon with the data about these 330 junctions, could you also include data as to how many accidents there have been at those junctions involving blind people?

Boris Johnson (Mayor of London): I will do my best, Kit. We may not have that level of granularity but I will do my best. What I will certainly try to do is show Caroline some of the progress we have made in making public space safer to walk around and particularly green space. I think that is important.

Kit Malthouse (AM): Could you also include up to date data about accidents on Exhibition Road, the development of which was the subject of ferocious lobby by the blind lobby effectively and blind charities? It was a disastrous plan.

Boris Johnson (Mayor of London): Yes.

Crossrail

Question Number: 967/2013

20 March 2013

Richard Tracey

Gareth Bacon (AM): My colleague, Dick Tracey, made the case for Crossrail to be extended into the West to Reading. Could I just reinforce the case for the East?

Boris Johnson (Mayor of London): It would get better, no doubt it would.

Gareth Bacon (AM): Indeed but many of us actually would like to see it extended to Ebbsfleet and I am sure you are aware of the £2 billion Paramount Park which is due to be built in the Swanscombe Peninsula which has enormous economic potential, economic benefits to the eastern side of London. An extension of Crossrail to Ebbsfleet would actually be a very powerful addition for economic benefit there. Can I ask you to lobby Mr [George] Osborne [Chancellor of the Exchequer], when he does get his scissors out, not to be cutting things like that and to actually extend it to Ebbsfleet?

Boris Johnson (Mayor of London): Yes, certainly, and I think we need to review the whole connectivity of that area, particularly in the light of any solutions to aviation capacity that we may need to bring forward.

Crossrail spending

Question Number: 1254/2013

22 May 2013

Caroline Pidgeon MBE

Caroline Pidgeon MBE (AM): Good. Last autumn Crossrail put out a contract for £250,000 for crisis communications guidance. Crossrail also has awarded contracts nearing £500,000 to one single communication agency, 39 separate payments over two years, some of this for management and support consultancy for communications, without going through a normal tender process. Is there really no one within TfL who could have provided this kind of support without spending hundreds of thousands of pounds worth of public money?

Boris Johnson (Mayor of London): I am grateful to you for drawing my attention to these items in the Crossrail budget. As I say, I do think that we are going to have to change the supervision arrangements for Crossrail in the fairly near future. At the moment it is jointly governed by two sponsors in the form of us and the DfT and I am not convinced myself that that is an arrangement that is sustainable in the long term. We will sort that out.

Caroline Pidgeon MBE (AM): I welcome what you are saying because Crossrail currently employs 39 external affairs staff for just this one project and yet talking to TfL (and I am, as you know, not always the greatest fan of expenditure at TfL), they only have 40-50 staff and that covers all modes of transport and ones that are actually running rather than a project that is being built. So I really would encourage you to stop this waste and look at whether you could -- we talk about shared services all the time. Bring this in-house and let TfL actually manage this to save the waste of public money and help you in your case to Government for investment in London transport.

Boris Johnson (Mayor of London): Yes, Caroline, I am grateful to you for that question because you have brilliantly illustrated the difference between the way we have been running TfL and the way things can be run if not wholly and exclusively managed by this benign operation. What we certainly did was to reduce overheads at TfL very considerably and you will know that it is not just a question of reducing people in the

external affairs department of TfL. We have cut costs in TfL and we have taken costs out of about £9.8 billion and --

Caroline Pidgeon MBE (AM): Will you just agree to bring this into TfL to manage?

Boris Johnson (Mayor of London): -- what you have there is a perfect case for wanting to see (and I think you and I would agree strongly about this) closer and more direct scrutiny and management of that project by London because in the end this is a London project. By the way, I do not want to --

Caroline Pidgeon MBE (AM): Will you commit to bring this into TfL so that their team can manage this expenditure and make sure that we are getting value for money? Just yes or no.

Boris Johnson (Mayor of London): Yes. Nothing would give me greater pleasure than to make sure that Crossrail was run by London since it is a London project.

Rail travel in London

Question Number: 1/2013

Meeting Date: 16 January 2013

Caroline Pidgeon MBE

Caroline Pidgeon MBE (AM): Can we pick up on that point, Mr Mayor, because I would like to find out what progress has actually been made on getting TfL to take over these suburban rail franchises such as Southeastern and Greater Anglia.

Boris Johnson (Mayor of London): OK, is that what you really want to know about?

Caroline Pidgeon MBE (AM): I really want to pick up on that to start off with. What is the timescale, when can we actually expect an announcement to take over these franchises?

Boris Johnson (Mayor of London): What I can say is that I expect there to be a result in the nearish future. I am not going to be more precise than that but great progress has been made and continues to be made. You have to understand that the reason this has proved so intractable in the past and the reason it eluded the previous Mayor, for all his energy and ambition, is because there are Members of Parliament and communities outside London who worry that they will be disadvantaged if TfL have too much of a role in the franchise. You can see the problem, it is a democratic problem. We have to make sure that we set up a governing structure that enables those extra London communities, those outside London, to be properly represented and to make sure that, to put it bluntly, no future Mayor could prejudice their interests and bias the shape of the franchises of those services in favour of Londoners. I believe that it is win/win, it is an argument that we are winning and I think that we are going to see progress very soon.

Caroline Pidgeon MBE (AM): You said the nearish future. The TfL board papers that arrived at about 9.30am this morning said that you are hoping by April 2013 to finalise the devolution proposals. Is that the timescale you are looking at?

Boris Johnson (Mayor of London): That sounds to me like a pretty good description of the nearish future.

Caroline Pidgeon MBE (AM): Good, very good. Looking forward, can you confirm that when the existing Overground franchise is renewed, which is in March 2014, you are going to continue the really high quality service, including staffing of all stations from first to last train, the station deep cleans and upgrades and the ambitious targets for passenger satisfaction and reliability?

Boris Johnson (Mayor of London): Yes. One of the things that we really have achieved on the rail - and if you remember it was a big issue in the first election campaign I fought in 2008 - is people's feelings of safety on suburban railway stations, boosting the Safer Transport Teams and the British Transport Police (BTP), which is what we did. Crime on --

Caroline Pidgeon MBE (AM): Staffing from first to last trains, yes?

Boris Johnson (Mayor of London): -- has fallen I think very substantially since 2007. There has been a huge increase in journeys but crimes per million passenger journeys, or however you calculate it, has fallen very substantially.

Caroline Pidgeon MBE (AM): You are confirming that the Overground franchise will have staffing from first to last train. Can you also confirm that, if in April we get to take over Southeastern or some Southeastern you will also have that high quality standard of staffing from first to last trains at stations?

Boris Johnson (Mayor of London): The objective is to improve the service and to make sure that passengers feel safe and have a great and reliable service.

Caroline Pidgeon MBE (AM): So you are looking to have that high level of staffing?

Boris Johnson (Mayor of London): Yes.

Caroline Pidgeon MBE (AM): Great.

Boris Johnson (Mayor of London): I mean I cannot spell out now exactly what staffing levels will be at every single station but our general view is that there is real scope for improvement in the customer and passenger experience and if you look at what we do on the Overground that is the route map.

Caroline Pidgeon MBE (AM): It is an aspiration to have full staffing rather than a guarantee?

Boris Johnson (Mayor of London): No, it is part of our negotiation and part of our promise.

Caroline Pidgeon MBE (AM): Finally, in terms of ticketing, given that some of the train companies are looking at bringing in a part time season ticket to help rail passengers - particularly an awful lot of women who work part time - will you look to introduce this on TfL, rail and other services?

Boris Johnson (Mayor of London): Introduce a...?

Caroline Pidgeon MBE (AM): A part time Travelcard, season ticket.

Boris Johnson (Mayor of London): I will certainly look at it. You are very creative in producing new ways of getting me to spend money on new tickets of one kind or another. I will have a look at it.

Caroline Pidgeon MBE (AM): You will look at it again. Thank you very much. Thank you.

Boris Johnson (Mayor of London): The trouble with all these suggestions, which are interesting, is that they inevitably involve a cost to someone else --

Caroline Pidgeon MBE (AM): £10 million. A small amount. Thank you.

Boris Johnson (Mayor of London): -- and a corresponding increase in fares, but I will look at it.

Health and Safety at Crossrail

Mayor's Oral Update

Meeting date: 19 December 2012

John Biggs

Boris Johnson (Mayor of London): I will certainly look at ways of improving -- if we can find a way of improving safety at Crossrail, if there is more that needs to be done, I am sure that Andrew Wolstenholme [Chief Executive, Crossrail] and Terry Morgan [Chairman, Crossrail] will be all over it and will be doing their level best.

What I would repeat to you and to the Members of the Assembly is that the Crossrail health and safety record is good. This is the largest engineering and construction project in the whole of Europe with huge numbers of people. As you know, huge numbers of jobs have been created by this. It is a massive, massive thing. Any injury or accident is one too many. But so far their health and safety performance is comparable to that which was achieved on the Olympics at a similar stage and I think they should be supported. I am sure that your interesting point about a new health and safety agreement to be negotiated with the union is one that they will bear in mind and I will certainly take it up with them to explore what the thinking may be.

John Biggs (AM): OK. I am grateful for that. It is not with one union. It is with several unions. There is a range of trades involved there. This is, as I say, their most important role. It is more important than wages and conditions.

Just to quickly follow this up, there is a question about alleged victimisation and you may be aware in your briefing that a man by the name of Ron Barron [former Industrial Relations Manager, Crossrail] was recently dismissed by Bechtel. I think dismissed is the right word. His employment was terminated because he was very clearly implicated in this process of blacklisting. I would like you to take the opportunity to publicly disassociate yourself from any such practice of blacklisting of employees.

Boris Johnson (Mayor of London): Blacklisting? You are going to have to forgive me --

John Biggs (AM): Again, I would make the point that although some people may flippantly say it is about getting political activists out of the workplace, quite often blacklisting has been used to mark people's names who have raised health and safety concerns. It is well established in the construction industry that it has happened and it needs to be stamped out.

Boris Johnson (Mayor of London): I hear what you say, John. I am not aware of the particular case of the gentleman in question who you say has been blacklisted or the grounds for which he has been allegedly blacklisted. I am afraid I am not really in a position to comment with authority on that.

John Biggs (AM): OK. The final question, then, is: there is a particular subcontractor at the western portal of Crossrail. Again, this may sound a rather obscure question. It is very important. They are alleging that their subcontract was terminated because they had raised health and safety concerns. I would ask you again to look into that. It may be that there are very good commercial reasons for the contract being terminated, but I would ask you to look into that very urgently and ensure that you perhaps write to the Assembly and clarify what we have learned from this and whether there are any issues of bad practice or of corporate misunderstanding of one's obligations as regards health and safety.

Boris Johnson (Mayor of London): Yes, absolutely. Health and safety has got to be paramount in an operation like Crossrail. That is the conviction of everybody on the Crossrail board. I know that

Terry Morgan, Andrew Wolstenholme and all the team there will be wanting to reassure Members of the Assembly about that. If there is anything that I can do to speed that up, then I will certainly do that.

John Biggs (AM): I would not normally ask this, Chair, but I think it would be very helpful if you were able to write to the Chair of the Assembly on these matters because they are --

Boris Johnson (Mayor of London): I certainly would be more than happy to write to you, Jennette, about health and safety on Crossrail. It is obviously a matter of concern for the Assembly. It is a matter of concern for all of us. So far, the record is good but clearly you cannot be complacent.

New Bus for London (1)

Question Number: 1931/2012

Meeting Date: 17 October 2012

Caroline Pidgeon

Caroline Pidgeon (AM): Mr Mayor, absolutely not, I am just saying, are you confident that they are able to fulfil this order, the largest order you said they have ever had, when they have just also had an order for 550 buses for Singapore? Are you confident? You could have just answered yes to that.

Boris Johnson (Mayor of London): The answer is yes, of course it is, but I was surprised that you should even ask.

Caroline Pidgeon (AM): For clarity on the number of buses, you have said it is 608 today, I have heard 598 from TfL. You say it is 608 buses you have ordered. When will we start to see them being rolled out onto the streets of London?

Boris Johnson (Mayor of London): I thought you had a [later] question; we are rolling together these questions? The first new route to be wholly populated by the new bus because at the moment I have to admit they are a rare and heart stopping sight when you see them but the first route that is going to be entirely populated by the new bus for London will be, I think, April next year and then on throughout the year. I can give you the rough production timetable.

Caroline Pidgeon (AM): By which month are we going to start seeing them roll out?

Boris Johnson (Mayor of London): You are going to see the first route that is wholly populated by the new bus from April next year, from memory, and the peak of the production scale is I think 2014, with about 208 buses being built in that year.

Caroline Pidgeon (AM): So we are going to be seeing what, ten a month or something?

Boris Johnson (Mayor of London): About 150 being built next year. I can give you the figures later on if you want.

Caroline Pidgeon (AM): I think the detail of that schedule would be very helpful.

New Bus for London (2)

Question Number: 1931/2012

Meeting Date: 17 October 2012

Richard Tracey

Richard Tracey (AM): Can you give me some sort of assurance that when you roll out the number of buses you have just given to us that you will send some of them to the outer London areas, particularly around Putney High Street, which has a pollution problem at the moment?

Boris Johnson (Mayor of London): Well, I am certain that TfL will study your request and we will do what we can to ensure that as many parts of London as possible are served by the new bus.

New Buses for London

Question Number: 1931/2012

Meeting Date: 4 July 2012

Caroline Pidgeon

How many new buses for London will be on London's streets for the Olympics?

Boris Johnson (Mayor of London): Thank you, Caroline. The answer is all eight prototype new buses will be on London streets by the Olympic Games.

Caroline Pidgeon (AM): Thank you. You promised 600 on the road. Is that going to be just an aspiration or an absolute commitment?

Boris Johnson (Mayor of London): That is an absolute commitment. I know that you are going to say it was an absolute commitment to get eight buses on the road, that is your follow up, eight buses on the road by the end of May. There was some slippage there but we are determined to get 600 buses on the road by 2016 and as far as I understand it, at the moment, they are proving very successful and popular.

Crime reduction on public transport

Question Number: 1534/2012

Meeting Date: 13 June 2012

Steve O'Connell

Stephen O'Connell (AM): My last point really, you picked up upon fare evasion. Again, it is good that yourself and the police and TfL are bearing down on fare evasion. I would just flag up, as I normally do, trams. Trams, which are wonderful, they flow very quickly, people can access very quickly, fare evasion is something that has come up in the past on trams, and I know that the figures are bearing in the right direction, but again, I would ask you to redouble your efforts through TfL to insist fare evasion is even increasingly borne down upon, because that will help with keeping the levelling of fares at the level that we want.

Boris Johnson (Mayor of London): Yes, I will look at that. I think one of the difficult decisions I had to take was whether or not to increase the fines for fare evasion, and a lot of people said it was unfair because typically these fines would be borne by people who really might find it very difficult to pay them, but in the end I thought it was right to do it, because fare evaders are effectively taking money from everybody else on the bus or the tram or whatever. I will look at what is happening on the trams, and if there is a significant disparity in fare evasion on the trams - and I am sure TfL will have the statistics - we will see what we can do to sort it out.

New Routemaster

Question Number: 1129/2012

Meeting Date: 23 May 2012

Roger Evans

Roger Evans (AM): I can tell you that we are very keen on the new bus in Havering and Redbridge and we are looking forward to welcoming the first ones across our border when some of the routes are changed. Could you let me know which routes are going to be the first ones that will be changed in Havering and Redbridge so that we can form a welcome party to greet the new buses as they cross the border?

Boris Johnson (Mayor of London): I do not know. I will do my best to get the relevant information to you about which routes will be used, but I cannot tell you now.

Transport for London Business Plan

Question Number: 1314/2012

Meeting Date: 23 May 2012

Valerie Shawcross CBE

Valerie Shawcross (AM): So when can we expect the age of eligibility for the Freedom Pass to be reduced to the age of 60?

Boris Johnson (Mayor of London): I am delighted that you and Ken Livingstone decided to support me in reintroducing it and getting us off the age escalator that Labour cruelly decided to put us on.

Valerie Shawcross (AM): When do you think you will be able to implement this change, Mr Mayor?

Boris Johnson (Mayor of London): The plan is to do it by September, but I will have to get back to you.

Valerie Shawcross (AM): September this year?

Boris Johnson (Mayor of London): September this year. I will have to get back to you about the details.

Transport for London Business Plan

Question Number: 1314/2012

Meeting Date: 23 May 2012

Roger Evans

Roger Evans (AM): You pride yourself on being more than a Zone 1 Mayor, and of course my constituents very much welcome that, but we have suffered recently through some of the downgrading of Crossrail proposals for my two constituencies in Havering and Redbridge, largely because that part of Crossrail is now being dealt with by Network Rail rather than by Transport for London. Would you agree to meet council leaders and delegations from Havering and Redbridge to talk about the design work on the stations at Ilford and Romford and to ensure that we do actually get the stations that we deserve and that we were promised?

Boris Johnson (Mayor of London): Of course, Roger, and I am sure one of the reasons that Havering and Redbridge rejected the blandishments, the siren voices of Val [Shawcross] and her colleagues was that they knew how vital it was to keep investment coming into Crossrail.

Environment

Tackling excess winter deaths and fuel poverty

Question Number: 4637/2013

18 December 2013

Jenny Jones AM

Jenny Jones AM: You are guaranteeing that British Gas is actually going to spend still that £320 million on insulating homes in London?

Boris Johnson (Mayor of London): I have absolutely no reason to doubt that, Jenny, but what I can tell you is that we are confident we will be able to continue with the ECO-funded programmes and to continue to retrofit homes. Clearly, this is now spread out over a longer timescale.

Hackney Wick Conservative area

Question Number: 4698/2013

18 December 2013

Andrew Boff AM

Andrew Boff AM: Will you consider extending the conservation area in Hackney Wick as a way of protecting, nurturing and developing the existing character of the area, as has been done at Creekside in Deptford?

Boris Johnson (Mayor of London): Yes, Andrew. We are indeed looking at extending this conservation area and the London Legacy Development Corporation (LLDC) is consulting on it at the moment. My own view is that there are lots of wonderful buildings that need to be preserved.

Rising Fuel Bills

Question Number: 4866/2013

18 December 2013

Murad Qureshi

Jennette Arnold OBE AM: Mr Mayor, what advice do you offer to my older and my vulnerable constituents who cannot afford to heat their homes and have a nutritious hot meal?

Boris Johnson (Mayor of London): Most important is to help them and I am sure you are doing that, Jennette, and I will be glad to help you do that, to know what their rights are and what payments they have by right already and to make sure they are getting those payments.

Rising Fuel Bills

Question Number: 4866/2013

18 December 2013

Murad Qureshi

Jennette Arnold OBE AM: Thank you. Can I just pick up the first point you made about the Know Your Rights campaign? When you launched this, I welcomed it, as did a number of Assembly Members. Can you say why you have not been able to provide the evaluation of this work, given that I think 18 months ago Assembly Member Qureshi first asked you for any evaluation report, so that we can know where it has worked, where it has not worked and what more we need to do given the numbers of deaths you have heard of from my colleague Dr Sahota?

Boris Johnson (Mayor of London): Yes. You are surprising me and actually I am just looking through my notes here because I am almost 100% certain I have seen some figures for the number of people we think have benefited from the Know Your Rights campaign. I will be very happy to get them to you.

Help a London Park

Question Number: 3990/2013 **20 November 2013**

James Cleverly

James Cleverly AM: Mr Mayor, you may recall - and I am sure you do - that during your first term of office you had an initiative called Help a London Park in which we invited people from around London to vote for their favourite park. The winners had trees and other investment made in their park. That was a fantastic scheme because it really involved local people and got them interested. We had schoolchildren coming here. We had people logging on. We had a huge amount of interest. Also, it was a fantastic scheme because the decision was made by local people rather than by a faceless team of bureaucrats or the usual suspects which we see so often when schemes are approved.

Can you commit to having another Help a London Park in the next couple of years so we can really motivate and involve Londoners in greening our city?

Boris Johnson (Mayor of London): Yes. It was a hugely popular policy. I remember it well. We will do it again, funds permitting. Do not forget what I said in my introduction, which you may have unaccountably not been paying attention to, Roger. We are on track to deliver 100 pocket parks. Do you remember that bit?

Roger Evans (Deputy Chairman): Yes, I do --

Boris Johnson (Mayor of London): Fantastic.

Roger Evans (Deputy Chairman): -- but they are not voted for by the people like Help a London Park was.

Boris Johnson (Mayor of London): Yes, but they are strongly locally supported. I take your point. There was great excitement about the London parks with the Help a London Park scheme. We did some fantastic things. We did a huge number of parks around the city and perhaps you are right. Perhaps it is time to have another go.

Roger Evans (Deputy Chairman): Excellent.

Nitrogen Dioxide pollution in London during EU Year of Air

Question Number: 96/2013

Meeting Date: 16 January 2013

Jenny Jones

Jenny Jones (AM): Can you tell me if all the buses going through Putney will be clean buses?

Boris Johnson (Mayor of London): As I said, by the summer 85% of them will be up to Euro 4. I cannot give you any further details on that yet. It is our ambition, plainly-- I would like zero tailpipe buses as soon as possible in London. We were discussing this a great deal in Transport for London (TfL) to see what we can do. The issue, as you know, is to do with range and range confidence, but we think we can make progress. What I can tell you is that there will be a substantial improvement in the quality and the cleanness of the buses this year.

Jenny Jones (AM): Are the measures you are introducing in Putney, are they actually going to bring Putney within the EU limits? Is it going to make Putney legal?

Boris Johnson (Mayor of London): I cannot give you that kind of detail. What I can tell you, which I have said many times before, is that London does better than many other EU cities, including Paris, Rome, Barcelona and Athens, on some of the most injurious pollutants.

Jenny Jones (AM): Not on NO₂ in fact. We are the worst in Britain and Europe.

Boris Johnson (Mayor of London): Not on NO₂, basically because of the move to diesel. Everybody was encouraged to move to diesel. We are now looking at trying to reduce the diesel consumption of the fleet by moving to, as I say, more hybrids or indeed to try to get zero tailpipe buses altogether.

Jenny Jones (AM): Are you bringing in other emergency measures in other places, as you are in Putney?

Boris Johnson (Mayor of London): Yes, in the sense that the clean air fund, the Air Quality fund, is there specifically to help boroughs address some of these pollution hotspots.

Jenny Jones (AM): By when do you expect London to be within the legal limits?

Boris Johnson (Mayor of London): We already are within the legal limits and we have done very well on PM10s and some other pollutants.

Jenny Jones (AM): This question is about nitrogen dioxide pollution, specifically.

Boris Johnson (Mayor of London): OK. I cannot give you a timescale now, Jenny, and I am not going to extemporise one. I will make sure we write to you with the projections.

Central London consensus on improving air quality

Question Number: 2558/2012

Meeting Date: 19 September 2012

Murad Qureshi

When will you sign up to the consensus on improving poor air quality in Central London as three major boroughs have signed up to do?

Boris Johnson (Mayor of London): I am very happy to work with the boroughs concerned, to continue to clean up London's air but, unfortunately, I am not willing to agree to a programme that I think would do great damage to the interests of London's taxi drivers in requiring them to get rid of any vehicle more than ten years old. Already, very heroically, TfL has decided to launch the first ever age limit for taxis. That was done in the teeth of ferocious opposition from the taxi drivers. We have done that. I think now to tell them they have to scrap any vehicle more than ten years old would be simply brutal. I don't know whether that is your policy, but it is not one that I am going to support.

We are going to do various other things to improve air quality in London. I think Jenny (Jones) has a question later on about some of the emissions standards that we may be applying.

Murad Qureshi (AM): Many thanks, Mr Mayor for your response. Just to elaborate, the letter to the councils involved Camden Council, the City of Westminster and City of London Corporation, representing 500,000 residents of Central London as well as business, so I think they represent an interest of a major constituency of yours apart from the black cabbies that you have got a particular interest with.

They have asked for a number of things to be done across the buses, taxis, as well as the future of the London Enterprise Zone (LEZ). Can I just ask you a few specific questions, firstly in those --

Boris Johnson (Mayor of London): Silly questions?

Murad Qureshi (AM): Specific.

Boris Johnson (Mayor of London): Specific, sorry.

Murad Qureshi (AM): You obviously need to get your hearing tested. Specific. In the joint letter from Camden, Westminster and the City of London, they called for a better deployment of retro fitted buses across Central London. In light of that, can you tell us - after four years of office - what proportion of London buses have you retrofitted, so far?

Boris Johnson (Mayor of London): What I can tell you is that we have just put in an order for 600 of the cleanest and greenest bus in the whole world, which will be on the streets in the next four years. I cannot give you the answer about how many we have retrofitted, but we are moving towards an ever cleaner bus fleet. What I can tell you is, contrary to the absolute codswallop that was put around during the election campaign, which everybody has now forgotten about, London does not have the worst air quality in Europe. Complete fabrication by the Labour Party. Actually, it turns out, once one bothered to do the research, that Paris, Rome, Barcelona and Athens all have worse air quality, and plenty of other cities in Britain have comparable problems. I am delighted to say, that Manchester University - people were saying that we were going to have pollution during the Olympic Games - has just done a study, the Clear Flow Unit I think it is called, that concludes that we have just delivered one of the cleanest Olympic and Paralympic Games in history. The least polluted air of any Olympic Games in history.

Murad Qureshi (AM): I didn't ask those questions at all, actually. I asked you specifically --

Boris Johnson (Mayor of London): I know, but I thought you had better get the answers.

Murad Qureshi (AM): -- how many buses you retrofitted. Can I answer your question for you, if you do not know clearly?

Boris Johnson (Mayor of London): What I will do, Murad, I will get you the answer about the number of business we have retrofitted.

Diesel cars in the congestion charge

Question Number: 2395/2012

Meeting Date: 19 September 2012

Jenny Jones

Will you look at reducing or removing exemptions from the congestion charge from those vehicles which come under the CO2 emission threshold, but which cause considerable localised pollution?

Boris Johnson (Mayor of London): Yes.

Jenny Jones (AM): Is that the answer?

Boris Johnson (Mayor of London): Yes.

Jenny Jones (AM): Wow. If you were so cooperative every time, you know, we would get on so much better.

Boris Johnson (Mayor of London): We get on famously already, would you not say?

Jenny Jones (AM): Do you think you are going to actually look at those exemptions for diesel vehicles that are quite polluting?

Boris Johnson (Mayor of London): Well, you heard what I said.

Jenny Jones (AM): Well, you will remove or tighten those exemptions?

Boris Johnson (Mayor of London): There is a consultation we are going to get underway. My ambition is, as we were saying earlier on, my ambition is to have many more zero tailpipe emission vehicles in London and we consider the way the congestion charge can be used to achieve that.

Jenny Jones (AM): So will you also review the greener vehicle discount scheme?

Boris Johnson (Mayor of London): Yes.

Jenny Jones (AM): Who is going to do this? It sounds quite interesting.

Boris Johnson (Mayor of London): TfL are going to do the work and there will be a public consultation on the changes.

Jenny Jones (AM): Have you got a timeframe for that?

Boris Johnson (Mayor of London): Yes, but I want to give people maximum possible notice, but this is not yet ready to announce in detail.

Jenny Jones (AM): I mean, it sounds very interesting. It sounds like the sort of thing I might want to contribute to. So you will let us know when it starts, will you?

Boris Johnson (Mayor of London): Yes, sure.

Jenny Jones (AM): Have you been influenced by the Policy Exchange's work on this? Their report 'Something in the Air?' Because they have actually said, I mean I do not often quote from Policy Exchange, which for the viewers is a right-wing think-tank. It actually says you should do actually this, remove or reduce exemptions.

Boris Johnson (Mayor of London): Well, I had not actually seen the Policy Exchange document, but I will study it.

Jenny Jones (AM): Well, I expect there is somebody in this building who would let you have a copy of that. Thank you, that is great.

Air Quality During the Olympics

Question Number: 1875/2012

Meeting Date: 13 June 2012

Jenny Jones

Jenny Jones (AM): Since the smog alerts were launched in 2007, only 7,000 people have signed up, but in your Air Quality Strategy you set a target to have 250,000 people by 2015. If we go on at the same rate, you will only come to something like 4.5% of your target by 2015. What are you going to do to tell more people about the smog alerts?

Boris Johnson (Mayor of London): We are funding airTEXT, we have been lobbying for it, we have been publicising --

Jenny Jones (AM): If you do not tell people about it they will not know about it.

Boris Johnson (Mayor of London): We have been publicising it.

Jenny Jones (AM): Where? Can you tell me about the publicity campaign, because I missed it?

Boris Johnson (Mayor of London): I will be happy to supply you details, Jenny, about the publicity funding we have given for airTEXT.

Jenny Jones (AM): Thank you very much.

Planning and Housing

Bury Farm Edgware

Question Number: 4101/2013

20 November 2013

Andrew Dismore

Andrew Dismore AM: In fact, it has been probably farmed since the Roman times. It is owned by Oxford University at the moment, All Souls College, who seem to want to wash their hands of their responsibilities for what they are trying to do in promoting this golf course via their agents. It is not as though there are not any other golf courses around. There are 22 golf courses within 5 miles already and their businesses and clubs will be adversely affected if this goes through. It is a very important issue which I hope you will look at personally as well.

Boris Johnson (Mayor of London): I will. I am grateful to you, Andrew, for all those points that you make and you can take it obviously that I will be taking them all into account, but I cannot say much about it now.

Andrew Dismore AM: I hope you will not consider the objectors to be NIMBYs who do not like golf, like the same people you said that about last time in relation to the schools

Housing strategy

Question Number: 3583/2013

23 October 2013

Andrew Dismore AM

Andrew Dismore AM: Back to Beaufort Park again, where you agreed to a reduction in these affordable homes. I was asked by a Beaufort Park resident, to ask you that question. In the last five years that she has lived there, her service charges have gone up by over 100% and her rent by 50% and her case is all too typical of the shared ownership schemes there and elsewhere in Barnet. She cannot afford these increases, which have pushed her into mortgage and council tax arrears to the extent that the council sent in bailiffs for her council tax and took possession of her watch. She has asked me to ask you that question. She says this.

Boris Johnson (Mayor of London): I will write back to her.

Andrew Dismore AM: Let me tell you what she says before you interrupt. She says,

“I was sold a dream which has turned into a nightmare. I would never have committed to shared affordable housing, which has brought me to financial despair, because there is no control on these landlords jacking up the rents and service charges.”

You do not want to do anything about it. What can you say to her? If you do not want to do anything about her service charges, you do not want to do anything about her rent level, how can you reassure her that you can help her?

Boris Johnson (Mayor of London): If you will stop getting all pop-eyed and ranting, if you will just calm down and stop ranting, what I will certainly do is look at her case. I will make sure that we analyse --

Andrew Dismore AM: And all the others at Beaufort Park?

Boris Johnson (Mayor of London): -- very sincerely the problem that she faces. I will see if there is anything in my statutory powers that I can do. I am not remotely certain that there is anything, but I would just remind you and remind everybody that actually, so far, our part-buy part-rent schemes have helped about 50,000 people to have a share of their property which they would otherwise not have.

Conditions in the private rented sector

Question Number: 3584/2013

23 October 2013

Tom Copley

Tom Copley AM: I want to give you some examples. I have asked people to send in stories of the problems they have had whilst renting in the private rented sector. Lisa, who is from Lewisham, said,

“The block of 38 flats, mostly studios, where I lived was sold at auction and we were all given two months’ notice to move by the developers. I’d been there for three years, but many had been there for ten or 20 years, a few longer. One elderly gentleman had lived there for 40 years. There weren’t many studio flats in the local area and when we all flooded the market I ended up having to move half-an-hour a way to find accommodation in time. Doubly frustrating as I was caring for my mother through her treatment for breast cancer, and from living five minutes away I suddenly lived 35 minutes away.

Is it acceptable that someone renting in the private sector can be given two months’ notice to leave their property?”

Boris Johnson (Mayor of London): Clearly, as I was saying, I think it was to Andrew, we have to make sure that we crack down on rogue landlords and people who treat –

Tom Copley AM: Mr Mayor, this is not a rogue landlord, this is perfectly legal. Under the law it is perfectly legal for a landlord to evict someone at two months’ notice during their tenancy. Do you think that is acceptable, or would you like to see the law changed to get rid of no-fault eviction at two months’ notice?

Boris Johnson (Mayor of London): I understand the point that you are making and the hardship of the case that you describe. Clearly I will look into it. If you will be so kind as to send us the letter and the details I will give you the fullest possible answer that I can

Home ownership

Question Number: 2979/ 013

11 September 2013

Tom Copley

Tom Copley (AM): As you know, the second state of the scheme that comes in, in January, does not just apply to new homes, it applies to existing properties and, therefore, if it becomes apparent, Mr Mayor, that demand is being increased more than supply that house -- hang on, that this is further inflating house prices in London, will you reassess your opinion?

Boris Johnson (Mayor of London): Yes.

Cost of Childcare in London

Question Number: 2981/ 2013

11 September 2013

Tom Copley

Joanne McCartney (AM): There were simple actions which Daycare Trust asked you to do a year ago, spearheading a campaign of knowing your rights, to include it in your education inquiry. They were just practical things that you could do quite easily, it seems to me.

Boris Johnson (Mayor of London): We will certainly look at that.

Rough Sleeping

Question Number: 2472/2013

17 July 2013

Tom Copley

Tom Copley (AM): Yes, thank you, Mr Mayor. There wasn't an awful lot of detail there about what you intended to do about this problem. I know we have spoken in Mayor's Question Time many times about this particular issue. Particularly about the pledge you made, I think first in 2009, which was that you would end rough sleeping in London by the end of 2012, which you made in your manifesto last year, six or seven months before the election when you again said that by the end of 2012, no one should be living in the street. I just wanted to raise this with you again because the Housing Committee, just over a month ago, Rick Blakeway, your Deputy Mayor for Housing, when I questioned him about this told me, and I quote, "I think the target was never meant to finish in 2012". Who is right, you or Rick?

Boris Johnson (Mayor of London): Rick is never wrong, so I am not going to --

Tom Copley (AM): So you are wrong.

Boris Johnson (Mayor of London): I am sure that whatever Rick and I are saying is absolutely --if you want a bit more detail, Tom, I can give you a bit more.

Rough Sleeping

Question Number: 2472/2013

17 July 2013

Tom Copley

Boris Johnson (Mayor of London): You know perfectly well that those figures are nonsensical and --

Tom Copley (AM): No, they are not, they are --

Boris Johnson (Mayor of London): -- I am more than happy to write to you with the true figures and I know that this has been raised. In fact, there was going to be a question on this last week, or sorry, forgive me, last month, and I had the figures before me then. You then withdrew that question last month, if I remember correctly. I do not have the figures for the empty homes we brought back into use. I would be very happy to write to you and give you those figures.

High Rise

Question Number: 1935/2013

19 June 2013

Andrew Boff

Boris Johnson (Mayor of London): We are going to improve fire services across London and including in Pimlico. If you look at what has happened in estates around the city, in some very interesting cases you are seeing 1960s high rises torn down to make way for a new London vernacular of a more terraced approach that actually does deliver very great densities and a wonderful quality of life.

Andrew Boff (AM): I am delighted to hear your support for those concepts. As you know, it is something that this group in general has been banging on about for quite a while. I would like to see that in terms of some kind of guidance to future developers who must know that there is general disapproval from the Mayor of London for family housing to be provided in tower blocks.

Boris Johnson (Mayor of London): There is such disapproval. Let me see if I can get you some numbers, Andrew, about that, about how it has been going and the changes because we have been changing it.

Free schools permitted development rights

Question Number: 1967/2013

19 June 2013

Andrew Dismore

Andrew Dismore (AM): Let me put the question to you. OK. What about Avanti Free School? They have tried to muscle into a site next to Broadfields Primary --

Boris Johnson (Mayor of London): The last thing I would accuse you of is being tedious.

Andrew Dismore (AM): -- with 1,700 children, a site that is woefully too small. They want to put ten portacabins next to Fairway Primary which brings nothing to local people except inconvenience and traffic jams. There are no places for local kids which is the intention of free schools, no places for local kids because these schools are based in Harrow where they draw their pupils from, not Barnet, completely contrary to the intention of free schools.

You have a role here. When are you going to exercise that role and make sure that proper planning arrangements are put in place so that local people's objections are properly considered? Or are you simply

going to push this to one side? I bet if they were going to do this on the playing fields of Eton you would be objecting.

Boris Johnson (Mayor of London): Here we go. Here we go. Indeed, indeed. As you rightly say, I went to the same school as the party leader. I did. I was at the same London primary school as Ed Miliband, the Labour Party leader. A great school it is, Primrose Hill Primary School, and it made us what we are today. I have great confidence in all schools. They are improving by the way, London schools. It is a fantastic story of improvement in the last few years and --

Andrew Dismore (AM): What about the planning applications?

Boris Johnson (Mayor of London): -- I do not know why you are so hostile to this new school. I will go and read your scintillating letter and see why you object so passionately to a new school in your constituency.

Andrew Dismore (AM): Thousands of local residents are objecting, Boris.

Boris Johnson (Mayor of London): There you go. Some local people do not want to have their lives interrupted by schoolchildren. I will find out why. I will do my best to be reasonable with you and with these people who so dislike schoolchildren and I will see what I can do to help. But I am in favour of more school places. I think we have a problem in London. We have too few primary places, too few secondary places. We need to build more schools and the answer to your question is yes.

Public Houses

Question Number: 976/2013

20 March 2013

Steve O'Connell

Steve O'Connell (AM): Specifically on the forthcoming SPG, you do mention community assets, community hubs, but what I am urging is for you to instruct and request from your planners that there is specific mention of community public houses because at the moment they are covered in a broad generalisation. What we are asking for, and I know Tom would agree with this, is that we want specific mention for specific protection of community pubs that are seen as an asset for the local community. Would you agree with that, Mr Mayor?

Boris Johnson (Mayor of London): I do. I do completely agree, and I thank you for what you are doing.

Dalston Western Curve

Question Number: 3944/2012

Meeting Date: 19 December 2012

Andrew Boff

Your plans for the Dalston Western Curve, expressed as a planning application by TfL, seem to contradict your desire to increase public open space. Could you explain why?

Boris Johnson (Mayor of London): This relates to a development which you have campaigned for a long time which was a scheme initiated a while back. You ask about the open space and where is it going to be. I understand that the planning application is before Hackney. There are various places, not on that site obviously, that could be improved nearby and that is the best I am afraid that I can offer you on that.

Andrew Boff (AM): Thank you, Mr Mayor. You are not just the planning authority on this but also the developer, effectively, with TfL being the land owner. Bearing in mind your very heartening and positive comments to my colleague James Cleverly about the aim of greening London, why is it that the only green space within this development is going to be contained in a gated development?

Boris Johnson (Mayor of London): This was a scheme that was cooked up before I was Mayor. I will look into it. If I am indeed the planning authority, as you say, I had better be careful what I say because I may frustrate any ability that I have to vary it.

Andrew Boff (AM): I would be grateful if you would look at it. I would be grateful also if you could meet with local Dalston campaigners who want to explain their concerns about the drift of TfL schemes in Dalston. The last time TfL got involved in Dalston we ended up demolishing heritage buildings to erect the windswept Dalston Square and built a bus stop that cost £63 million and only one bus ever stops there. This is not a very good record for TfL. I would urge that we do not go through the same process again of these crazy schemes that TfL have come forward with for Dalston because I do not think TfL really cares about Dalston.

Boris Johnson (Mayor of London): That I cannot accept.

Andrew Boff (AM): They care about their buses but they certainly do not care about their property, Mr Mayor.

Boris Johnson (Mayor of London): I know that you dislike these schemes. I think they both antedated my tenure.

Andrew Boff (AM): We have a chance for you to change them. You could put a comment, if you like, because the deadline for comments is tomorrow for the planning application.

Boris Johnson (Mayor of London): The difficulty I have is that you are asking me both to arbitrate on it and to comment on it. I do not think I can do both but I will have a look at it.

Andrew Boff (AM): I would be very grateful if you could see the campaigners as well so that they can explain their frustration with what TfL is doing in Dalston.

Boris Johnson (Mayor of London): Are you a campaigner? I will meet you.

Andrew Boff (AM): No, there are plenty and we will not fill your office but we can provide you with some of the campaigners, especially from Open Dalston.

Boris Johnson (Mayor of London): OK, and can this be genuinely improved in time, this scheme?

Andrew Boff (AM): Yes.

Boris Johnson (Mayor of London): All right, let us have a look at it then, okay.

Andrew Boff (AM): Thank you, sir.

Housing Crisis

Question Number: 4042/2012

Meeting Date: 19 December 2012

Darren Johnson

Darren Johnson (Deputy Chair): You said quite rightly that London is a special case in terms of its social mix. Will you, therefore, undertake to do some independent monitoring for London of the impact of the benefit cap on Londoners?

Boris Johnson (Mayor of London): I know we are trying. There was a story on the front page of the *Guardian* a few weeks ago based on calls that London boroughs had made to other parts of the country about rehousing. However, we have not been able to substantiate, or so far been able to substantiate the assertion made by John that there is a vast exodus. It does not seem to be happening. It may be, you know, it could be down the track, but we have to be clear; it does not seem to be happening on the scale some people have prophesied.

Darren Johnson (Deputy Chair): It is no use relying on hearsay one way or the other. We need some proper robust monitoring, particularly next year when the new regime comes in.

Boris Johnson (Mayor of London): Sorry, it has been described as a mass exodus.

Darren Johnson (Deputy Chair): Will you undertake to do some proper monitoring of this of the impact on Londoners?

Boris Johnson (Mayor of London): Of course.

Darren Johnson (Deputy Chair): Thank you.

Squatting laws

Question Number: 2524/2012

Meeting Date: 19 September 2012

Steve O'Connell

Do you welcome the recent law which now makes squatting in residential buildings a criminal offence, allowing police to arrest squatters?

Boris Johnson (Mayor of London): I do welcome it, Darren, and I think it is quite right that the law should allow owners to regain possession of their properties more quickly and more easily. There is a problem of unoccupied housing in London, but we have now got the rate of empty homes down to the lowest since the 1970s, 1.1% of the total housing stock, and we have put about 5,000 empty homes back into use with a targeted funding stream, and we are going to continue to do so.

Steve O'Connell (AM): Thank you very much, Mr Mayor. Yes, exactly, there is a balance to this story but I would like to agree with you and welcome on behalf of Londoners the fact now that London and the UK is not going to be the soft touch for squatters. Will you, Mr Mayor, confirm and indeed direct your deputy to ensure that the MPS will be fully enforcing this law with immediate effect, because clearly this does apply to existing squatters.

Boris Johnson (Mayor of London): I am sure the MPS will be enforcing the law as they always do. They do not need to be directed by me or by anybody else to enforce the law. That is what they do. I think there

are interesting and attractive things you can do to put empty homes, empty shops back into use, and that is what we want to do.

Steve O'Connell (AM): As I say, the public will very much welcome this. It will give them reassurance on something that actually has been a curse of many neighbourhoods over far too many years. However, in the spirit of sharing and giving confidence to the public, will you ensure that the MPS regularly updates the public on arrest and conviction rates for illegal squatting in their areas?

Boris Johnson (Mayor of London): That is a good point. I will find out. We will get some data for you.

Stalled Developments

Question Number: 2500/2012

Meeting Date: 19 September 2012

Andrew Boff

How many potential homes in London have planning permission but are currently in stalled developments?

Boris Johnson (Mayor of London): The answer is 170,000.

Andrew Boff (AM): 170,000?

Boris Johnson (Mayor of London): 170,000.

Andrew Boff (AM): Mr Mayor, has there been some kind of analysis of the reason behind these stalled developments, because it is very difficult to judge. That one big figure is obviously astonishing but it would be interesting to know the profile of those. I mean how many, for example, do we think are awaiting finance from the banks? How many are stalled because the developers bought at a high in the market and in some cases are trying to build inappropriately high density developments? How many are stalled because of section 106 agreements?

Boris Johnson (Mayor of London): All those things may or may not be factors. There is also the difficulty individual people may have had in getting mortgages and the slackness in the market, so all those things are factors. What we have done is commissioned a study across quite a broad range of the stalled projects to try to identify what we can do to 'float the boat off the rocks' and what the problem is. Developments of more than 150 homes we are typically looking at, and we want to see what we can do to get things going. I doubt very much that it is anything to do with planning, obviously not, because it has been consented. I think you are on the right track when you talk about developers who have taken a bath on the value of the site. I think that is very often the problem, they do not have the cash left to develop. We are looking at what we can do to encourage greater readiness of finance, particularly for people who want to buy their own home. I think that is one of the key problems in London at the moment and I will be talking a bit more about that over the next few weeks.

Andrew Boff (AM): I welcome that intervention by itself because I think Londoners are very concerned, obviously, with the housing problem that there is, that there is a potential 170,000 homes that could be occupied by families in London.

Boris Johnson (Mayor of London): Yes. I mean these homes do not exist but the consent is there to build them.

Andrew Boff (AM): Precisely. I would appreciate, if possible, and I realise the data is going to be difficult to get to, an idea of the proportions that we are looking at. I think it is right that you focus on those larger developments of 150 plus, but within those developments why are they stalled? Why these in particular are stalled?

Boris Johnson (Mayor of London): The work is going on right now and obviously I will let you have sight of whatever we get.

Darren Johnson (Chair): That is very welcome.

Beds in Sheds

Question Number: 1551/2012

Meeting Date: 13 June 2012

Tom Copley

Tom Copley (AM): You say this is something, a responsibility that primarily lies with the boroughs, but given that seven boroughs in London have now received this funding, do you accept it is a strategy issue that needs much more involvement from yourself?

Boris Johnson (Mayor of London): I think I have given you a flavour of the activity we are already engaged in, and there is a national taskforce. London has, through our efforts, not only been leading in that work, but I think I am right in saying that of the cash that has been allocated to dealing with the problem nationally, London has got the overwhelming share of it, thanks to the lobbying that we have been involved in.

Tom Copley (AM): But why didn't you support what would have been a relatively minor alteration to the London Plan which would have outlawed beds in sheds?

Boris Johnson (Mayor of London): I am not aware of the amendment. I will be happy to look at it. I think that as it happens, beds in sheds so-called are illegal for the reason I have already given, which is very often they will fall foul of fire regulations, and that is why the role of LFEPA is important in dealing with it, as well as the role of the boroughs.

Homes for London

Question Number: 1312/2012

Meeting Date: 23 May 2012

Nicky Gavron

Boris Johnson (Mayor of London): Yes. Thank you very much, Nicky. The idea of Homes for London is to bring together all the reforms that we have achieved, and it came into effect on 1 April, I think, with the Homes and Communities Agency (HCA) land and the London Development Agency (LDA) land and the cash involved, and to organise it hereunder under one roof in the GLA. What we are not doing, just for clarity's sake, is we are not creating a vast new functional body separate from this place on the lines of TfL, called Homes for London or whatever.

Nicky Gavron (AM): Fair enough, but you actually pledged to deliver rather more than that when you signed up with the Shelter Homes for London campaign. You got a lot of publicity for that during the election, and it is still on their website, so I thought I would just ask you about some of the things you have signed up, particularly just narrowing it down to the private rented sector, where 850,000 households live -

that is millions of people - and Shelter want action on that, and you have signed up to some pledges on that. Can you tell me what those pledges are?

Boris Johnson (Mayor of London): Well, the pledges that we have signed up to include, as I say, instigating Homes for London as a key department of the GLA, with a mission to improve housing in London. That obviously is something that I do not think anybody would dissent from, and as part of that, plainly we want to improve the lot of those in the rented sector. There are all sorts of steps that we are taking to increase the supply of rented accommodation, but above all, to bear down and to do what we can to drive out the kind of landlords who have been treating their tenants unacceptably by a system of accredited landlords. We have got a very considerable number on the scheme already and we want to double that number.

Nicky Gavron (AM): You have also signed up to dealing with rip-off letting agencies. You signed up to fairer rents, with a London-wide letting agency, and you signed up to protecting families by making sure they have secure tenancies. Are your Homes for London actually going to follow through on those pledges?

Boris Johnson (Mayor of London): Yes. What we are going to do, Nicky, is continue with a very, very energetic and aggressive policy, and in fact more aggressive even than before of building new homes, and --

Nicky Gavron (AM): No, no, I am talking about the private rented sector. Are you going to follow through on those pledges?

Boris Johnson (Mayor of London): -- that includes a huge number of homes for rent.

Nicky Gavron (AM): No, but are you going to follow through on setting up a London-wide letting agency with secure tenancies for families?

Boris Johnson (Mayor of London): Look, I am going to have to study the detail of that.

Nicky Gavron (AM): But you have signed up that pledge.

Boris Johnson (Mayor of London): Well, so you say. I am going to have to have a look at what exactly was signed up.

Nicky Gavron (AM): What do you mean, "So I said"? You have had a lot of publicity on the back of this. Are you saying that you have just abandoned Homes for London?

Boris Johnson (Mayor of London): I may have had a lot of publicity about it, but not enough for it to come to my attention. Let me have a look at it. Let me have a look at exactly what is entailed, OK?

Nicky Gavron (AM): There are millions of Londoners suffering as a result of this, what is in the private rented sector, and people are being squeezed, families they have shown on health and education for children. How can you not take this seriously? How can you be so flippant? You have a choice. You have powers, you have influence.

Boris Johnson (Mayor of London): I am sorry, I will not take any lessons from you, Nicky, about commitment to affordable housing. In the last four years, we built a record quantity of affordable housing.

We have driven the programme forward and we will go forward again over the next four years with even more, and I think what Londoners need to do is instead of listening to the posturing and the sermonising of the Labour Party, and the endless false incredible promises that you make, they should look at results and they should look at what we achieve.

Nicky Gavron (AM): You have already signed these pledges, which you do not seem to remember, and it just strikes me that you are already breaking a promise.

Boris Johnson (Mayor of London): As I say to you, we will look at the details of what is entailed by that pledge and we will do our best to implement them.

Economic and Business Policy

Parental employment

Question Number: 3388/2013

23 October 2013

Stephen Knight

Stephen Knight AM: Mr Mayor, given the acknowledged importance of this issue, will you commit to developing a proper mayoral strategy for tackling the low levels of parental employment and the problems of childcare in London?

Boris Johnson (Mayor of London): Yes and we would do that through the London Enterprise Partnership (LEP), which is taking a very close interest in this work. Kit [Malthouse, Deputy Chair, LEP] is working up plans to fulfil the commitment to provide, as I say, 20,000 part-time jobs. We do see this as of critical importance for London. The statistics you use, are probably right. We find it is more difficult in London to get back into work if you have had a child than it is elsewhere in the country and that cannot be right. That is another economic inefficiency, like not being able to live near your place of work.

Stephen Knight AM: Indeed, Mr Mayor, and this is an issue the Economy Committee, which you know I chair, has been looking at very recently.

Boris Johnson (Mayor of London): Indeed.

One of the things that our witnesses told us is they are desperately frustrated at the lack of leadership coming from City Hall on this issue. I am very glad to hear that you are now prioritising this through the LEP, and I look forward to seeing a strategy coming out of the LEP. Do you know what timeframe you have given the LEP?

Boris Johnson (Mayor of London): I cannot give you that now but obviously we will be pursuing it urgently. I am interested by what you say about the groups that you mention. I would be very happy if you could pass their details on to Kit. We will make sure that we liaise with them directly and explain what we are doing and get their buy-in.

Stephen Knight AM: We could certainly do that. I think you said in an answer to a question from Joanne McCartney at the last MQT that there are plenty of things that can be done, including things like encouraging schools to develop wraparound care packages for pupils and so on. Are those the kind of measures that you want to see built into your strategy?

Boris Johnson (Mayor of London): Yes, absolutely.

Stephen Knight AM: Good. Perhaps you could let me know when the LEP will be considering this issue.

Boris Johnson (Mayor of London): I shall

Review the LMW findings

Question Number: 4095/2013

23 October 2013

Fiona Twycross

Fiona Twycross AM: I think introducing a London minimum wage would benefit around 175,000 of London's lowest-paid workers giving them, in the short term, a 7% pay rise up to £800 a year and longer-term the proposal suggests a pay rise of 20% on the current rates could be sustained without affecting employment, which would mean up to £2,300 a year. Do you not agree that would be a valuable boost to these low-paid workers' incomes while we are campaigning jointly cross-party on the London Living Wage?

Boris Johnson (Mayor of London): It would, yes, and I can see where you are coming from. I will study the proposals from the Centre for London. My instinctive anxiety is that we would be starting to muddy the waters and there is a clarity, there is a popularity in the idea of the London Living Wage, everybody knows what it is, everybody understands the campaign, everybody hears the arguments about benefitting their companies as well as their employees, everyone understands the arguments about fairness. I want to keep that as my focus.

Fiona Twycross AM: I have to say, for the lowest paid workers, I think they would probably understand what a 7% or 20% pay rise would mean and I think that you are not giving Londoners enough due for their intelligence, I think they are a bit more savvy than that to get too confused about the issue, and so I welcome the fact that you will review the proposals.

London Living Wage

Question Number: 4095/2013

23 October 2013

Fiona Twycross

Fiona Twycross AM: I agree that it would be hugely beneficial for their employees to be paid the London Living Wage, but I am trying to establish exactly what you have been doing to promote the London Living Wage and I understand that over the summer you wrote to 100 employers, which in my view seemed quite small, compared to the number of employers in London, and I wondered what response you had to those letters.

Boris Johnson (Mayor of London): As soon as we have a breakdown of what the responses are I would be very happy to give you them, but do not forget some of those employers will be responsible for literally tens of thousands of Londoners on low pay.

Citizens Advice

Question Number: 4042/2013

23 October 2013

Jenny Jones

Jenny Jones AM: Would you or somebody in your office talk to Citizens Advice, just to get a feel for the misuse? I am talking about massive and inappropriate use of the sanctions. Would somebody in your office take some evidence from Citizens Advice.

Boris Johnson (Mayor of London): I am sure that Kit [Malthouse, AM], who is the Deputy Mayor for Business and Enterprise --

Jenny Jones AM: That is very kind of Kit. Kit, thank you.

Boris Johnson (Mayor of London): He is in charge of employment generally.

Jenny Jones AM: That is very kind. I am very happy with that. Thank you so much.

Boris Johnson (Mayor of London): Kit is always very happy to co-operate with you, Jenny, on any matter.

Darren Johnson (Chair): We note that commitment on behalf of Assembly Member Malthouse. We will then move on to the next question on the order paper.

Boris Johnson (Mayor of London): If Kit wants to pass that back to me or if Kit refuses that mission, then I will understand and I will do by best

Living Wages for all?

Question Number: 2978 2013

11 September 2013

Len Duvall

Jennette Arnold OBE (AM): Can I ask you to ask Kit to look into that because whether it is good or not people listen to you and you could add your voice to this campaign.

Boris Johnson (Mayor of London): Yes. Kit has been in touch with the [London Living Wage] Commission since its beginning. One obvious difficulty is that a national Living Wage logically starts to undermine one of the particular points we make about the London Living Wage, which is that there are increased costs of living in London and that is why we want to focus very much on the London Living Wage.

Pledge on job creation

Question Number: 2434/2013

17 July 2013

Fiona Twycross

Fiona Twycross (AM): The job situation is still lagging behind other parts of Britain and one of the reasons this might be is because small and medium-sized enterprises (SME) are finding it hard to get credit. They find it significantly harder than small and medium-sized enterprises in other parts of the country to access credit with only 5% of SMEs in London reporting credit to be affordable. During the 2012 election you pledged to put £35 million into a small-business lending scheme and in May you announced a scheme with £25 million of funding. I just wondered if you could comment on why the reality of your actions has not met the commitments made in your manifesto?

Boris Johnson (Mayor of London): So we are £10 million short? I will find out. I cannot give you the answer here and now. I am sure there is a perfectly good explanation for that and we will make sure we get the answer to you.

Commonwealth Games 2022 (1)

Question Number: 1768/2013

22 May 2013

Andrew Boff

Andrew Boff (AM): You are saying you are for the Commonwealth Games and you do not know what the price is.

Boris Johnson (Mayor of London): Yes, I am. There is a risk. Tessa did a fantastic job in getting the Games and working for the Olympics. I think she later tried to clarify what she meant. I do not think that she remotely meant to say that it was a mistake to go ahead with the Olympic Games. If she did, if it came out that way, she regretted it almost immediately. I think it was a great investment for this country and indeed for London. I think the Olympics were a wonderful thing, where we really are seeing economic benefits and impact from it.

I want to see the cost benefits for the Commonwealth Games. If we bid for it, and I hope we will, I will make sure, Andrew, that you get a rundown of what we think the economic upside would be as well as the cost.

Andrew Boff (AM): Will this rundown be one that is in public, or restricted from the public, as we had in the case of the Olympic Stadium and all the other things that took place on the Olympic site that we were not privy to

Boris Johnson (Mayor of London): You will get a public account. Of course.

Benefit savings from the living wage

Question Number: 1318/2013

22 May 2013

Jenny Jones

Jenny Jones (AM): You have a target at the moment of 250 companies by 2015 or something. The problem is that will still leave 1,000 big companies in London not paying it [London Living Wage]. It seems to me that that is actually not fair on the taxpayer. So do you think there is something you could do, apart from these zones, just to put pressure on through all your government contacts?

Boris Johnson (Mayor of London): Yes. The challenge is London's citizens who started all this and who I think have the right idea have always fought shy of having a compulsory approach.

Jenny Jones (AM): That is not in your remit, you could not do that.

Boris Johnson (Mayor of London): We could not do that anyway. So we do not want to go down that route, even if we could. I would accept your criticism. I do think that the target of 250 is possibly capable of being improved and we could do better than that.

Jenny Jones (AM): Will you?

Boris Johnson (Mayor of London): I would like to see a lot more political awareness of the benefits of this policy. It does not really hurt corporations that much in their bottom line. It does engender a great deal of loyalty in staff. It helps reduce staff turnover. It increases productivity. I think companies in London should go for it and I would exhort them to do so.

Jenny Jones (AM): Will you in fact then put up your target? Could you do something a little more proactive and make a more ambitious target to draw in some more of these companies that we are paying --

Boris Johnson (Mayor of London): Our target is obviously 100%. That is what I want to achieve.

Benefit savings from the living wage

Jennette Arnold OBE (AM): Thank you, and good morning, Mr Mayor. Can I follow on the theme? I think we just do need this settled. Can I ask you to write to me clarifying that the whole of the GLA family is conforming with your commitment to the London Living Wage? I know that there were some outstanding issues that may have been transferred from the Metropolitan Police Authority over to the Mayor's Office for Policing and Crime (MOPAC) and I would welcome your assurance on that.

Boris Johnson (Mayor of London): I certainly will write to you, Jennette. I just want to clarify that I am confident we can get the accreditation for the GLA ourselves and Transport for London (TfL) by November this year and we will then begin on the accreditation of MOPAC, LFEPA and the London Legacy Development Corporation (LLDC). Len [Duvall] mentions London & Partners (L&P). I do not know the status of L&P but clearly L&P must also be accredited.

Jennette Arnold OBE (AM): Yes. It is all aspects of the GLA family that I would like confirmation on. Can I just follow up then and just tease out where my colleague Assembly Member Boff started about the services, especially around the security sector and just ask you: is it not time now that we looked and that you led some sort of review at these key sectors for London? It is in these key sectors where it is part-time workers and women workers and where many members from London's diverse communities are employed that the Living Wage is not paid. Will you look to focus your attention in those sectors?

Boris Johnson (Mayor of London): Yes. All the points I have made this morning are good ones that apply to all those sectors as well in terms of loyalty, higher staff morale, productivity and so on. These costs are not in my view insuperable for some of the very big corporations that we are talking about. They produce very substantial revenues and I think it is the right way forward. In tough times when you are seeing a growing gap between rich and poor and huge pressures on the cost of living in London, it is morally right. So, yes, Jennette, we will make sure that all those types of business that you are talking about, contract cleaning, security, those sorts of organisations are properly addressed in the run-up to next November.

Child Poverty and Parental Employment

Question Number: 68/2013

Meeting Date: 13 January 2013

Stephen Knight

Stephen Knight (AM): Will you commit to helping to set up a London-wide at home childcare agency for parents with atypical work patterns, as recommended by the Daycare Trust? Could you commit to doing that?

Boris Johnson (Mayor of London): My only wariness, Stephen, is that we have tried London-wide strategic provision of this sort of thing and it has not been very successful. The value for money was not great.

Stephen Knight (AM): Mr Mayor, just because one scheme was not successful does not mean that other schemes cannot be --

Boris Johnson (Mayor of London): No, I accept that.

Stephen Knight (AM): -- and I am a bit worried that is a defeatist attitude. We have got to tackle this issue because of the impact on London's economy.

Boris Johnson (Mayor of London): I am not being defeatist. I share your concern about this. I just think you need to be very careful before we, as the GLA, leap into a massive programme of child minding.

Stephen Knight (AM): Finally, Mr Mayor, I wonder if you could update us --

Boris Johnson (Mayor of London): It comes in Plato's Republic. Somewhere in the Republic they have such a programme for the ideal state.

Stephen Knight (AM): Finally, Mr Mayor, can you update us on your commitment that you have already given to run a campaign to encourage London employers to offer childcare vouchers? When is that going to happen?

Boris Johnson (Mayor of London): As far as I know it is happening already but I will get back to you with further particulars about that.

Nine Elms Enterprise Zone

Question Number: 175/2013

Meeting Date: 16 January 2013

Richard Tracey

Boris Johnson (Mayor of London): Thank you, Dick, and thank you for all the work that you have done, over a long period of years, to help get this thing off the ground. It is a quite remarkable thing. The Enterprise Zone regulations will be laid before Parliament this year so we will have the structure in place to help pay for the Northern line extension which has made possible the redevelopment of that power station.

Richard Tracey (AM): Thank you, Mr Mayor. This is, of course, a major step forward in a regeneration area with a lot of potential. We have got one Embassy there. Who knows; we may have some more before it is finished.

Can I ask you, on the Enterprise Zone side, what is the current consensus on the size of the enterprise zone? Will it cover the whole of the opportunity area? In addition to business rate discounts and capital allowances will you look at other areas, for example, UK Trade & Investment (UKTI) support and tax increment financing (TIFs) and so on for the Enterprise Zone?

Boris Johnson (Mayor of London): All that kind of stuff we will look at. There is a limit to the number of ways you can squeeze the same lemon, so to speak. Orange.

Richard Tracey (AM): Would you answer-- is the consensus for the whole opportunity area or just one part of it? We talked before about Battersea Power Station. It is now 250 acres, the whole area.

Boris Johnson (Mayor of London): You are worried we are going to be putting a community infrastructure levy (CIL) on the whole thing are you?

Richard Tracey (AM): I am asking for the Enterprise Zone to cover the whole area ideally.

Boris Johnson (Mayor of London): I will get back to you on the exact extent of the enterprise zone. Suffice it to say we will make sure that it will be in a position to finance the Northern line Extension (NLE).

Outer London Fund

Question Number: 185/2013

Meeting Date: 16 January 2013

Steve O'Connell

Boris Johnson (Mayor of London): Thanks, Steve. I think your question on the Outer London Fund is well posed. Central Parade in New Addington, we are very proud of what we have been able to do there. The Outer London Fund has been one of the best things we were able to do in outer London because it was, after all, an area that was neglected by the previous administration. We have re-established the Outer London Fund. I had them all in my office the other night. We have got a new agenda to continue to drive jobs and growth in outer London.

Steve O'Connell (AM): Thank you very much, Mr Mayor. First of all I would like to take the opportunity to thank you for your efforts in bringing Westfield and Hammerson to Croydon, for the record. As you said, the Outer London Fund was introduced to rebalance the earlier Mayor's neglect of the outer London boroughs and it has been well received, as you say, in New Addington and also in North Cheam, another area that I represent.

When I asked you last year you were saying that you were having an evaluation to see whether you were going to continue with it. For the record, you are intending to bring forward a further round of the Outer London Fund during the course of your Mayoralty?

Boris Johnson (Mayor of London): Yes, that is it. We are going to continue with the Outer London Fund and, indeed, with the work of the Outer London Commission in identifying ways of expanding the Outer London economy.

Fares and the London Living Wage

Question Number: 3796/2012

Meeting Date: 21 November 2012

Andrew Boff

How did your upcoming announcement on fare levels for 2013 affect the London Living Wage rate you announced on 5th November?

Andrew Boff (AM): Mr Mayor, you are quite right that the London Living Wage should be cross-party but public agencies themselves should set an example. I raised the example the other day with you of Hackney council who are advertising jobs at £6.10 an hour and yet, at the same time, claiming that they supported the London Living Wage. Since that, Hackney have now decided they are no longer going to do that.

Could you possibly turn your attention again to the practices by Hackney which at this moment takes on employers Compass Group -- I do not wish to excoriate Compass Group. I am just saying without mentioning the London Living Wage, they have been happy to get into a contract with the Compass Group for school catering staff and I have a payslip in front of me that gives their hourly rate as £5.46. Now if supposed supporters of the London Living Wage are not even saying to their sub-contractors that there should be some kind of buy-in to the London Living Wage are we going to be successful? I hope that you are going to pay some attention to that next time you talk to Hackney council.

Boris Johnson (Mayor of London): To Mayor [Jules] Pipe, yes, I certainly shall. It is a very interesting point. I was not aware of that, Andrew.

Andrew Boff (AM): Arguably, that is below the minimum wage, let alone the London Living Wage.

Boris Johnson (Mayor of London): Yes. That is something that I will certainly make sure that - I hope someone is taking due note of this - I will bring up with Hackney next time we have that conversation. The GLA does its best to make sure all our contractors pay the London Living Wage. Where there are historic contracts - and I anticipate the objection of Andrew - that need to be changed in favour of the London Living Wage that will happen when those contracts are renewed.

London Living Wage for TFL Cleaners

Question Number: 3026/2012

Meeting Date: 17 October 2012

Andrew Dismore

Why are cleaners employed by Carlisle, contracted by TfL's franchisee Serco to provide cleaning services on Docklands Light Railway, not paid the London Living Wage?

Boris Johnson (Mayor of London): Thank you, Andrew, very much indeed. You ask about why cleaners employed by Carlisle who are contracted by TfL's franchisee Serco to provide cleaning services on the Docklands Light Railway (DLR) are not paid the London Living Wage? Because that franchise was awarded in 2005, during Ken Livingstone's [former Mayor] last year of office, but was before the London Living Wage had been fully implemented in this place. I would just remind you that at least 2,600 staff of TfL, contracted and also sub-contracted staff, have benefited from the London Living Wage and, under this administration, under this Mayoralty, it has been massively expanded so that I think about 250 private firms in London now pay the London Living Wage which is greatly in excess of what there were under the Labour administration.

Andrew Dismore (AM): I assume you accept the DLR is part of the GLA group?

Boris Johnson (Mayor of London): I think I have not only accepted that; I have explained the historical reasons why the contract, which is a --

Andrew Dismore (AM): So having accepted that when you put in your economic manifesto --

Boris Johnson (Mayor of London): With Serco was not part of our London Living Wage strategy.

Andrew Dismore (AM): So when you put in your economic manifesto for the last Mayoral elections, "I have ensured that the London Living Wage was paid across the GLA group" that was not true was it?

Boris Johnson (Mayor of London): I think you asked a previous question about London Underground where we tried to do everything --

Andrew Dismore (AM): I am asking you about these workers here and I am putting to you what you put in your manifesto --

Boris Johnson (Mayor of London): -- we can't pay the London Living Wage.

Andrew Dismore (AM): -- was not true was it?

Boris Johnson (Mayor of London): The problem is, and remains, that my predecessor, Ken Livingstone, said one thing and did another.

Andrew Dismore (AM): You have said one thing and not done it.

Boris Johnson (Mayor of London): He put in a contract with this DLR franchisee who have a different relationship, as you know, from London Underground (LU) than we have. They are not direct employees. There is a different set of contracts --

Andrew Dismore (AM): There is a simple answer to this. Why don't you go back to the company and renegotiate the contract to make sure the 1,500 people or so who work on the national minimum wage and in fact I understand from this morning's discussions --

Boris Johnson (Mayor of London): I think it is a very good idea.

Andrew Dismore (AM): Why don't you go back and get the contract renegotiated to get these people paid a decent amount of money?

Boris Johnson (Mayor of London): As I say it is a point you might well have made to Ken Livingstone when you were a Labour MP in London and you allowed this. I do not know why it did not occur to you then, curiously enough. Never mind. It is certainly something that we will do when the contract comes up for renewal.

Assessment of Poverty

Question Number: 2060/2012

Meeting Date: 4 July 2012

Andrew Dismore

Fiona Twycross (AM): Mr Mayor, have you undertaken any assessment of food poverty in London?

Boris Johnson (Mayor of London): I know, Fiona, that Rosie Boycott, who is Chair of the London Food Board and works directly for me, is currently engaged in a massive effort now to analyse this problem and to see what we can do to end it. I am going to get the figure wrong now; I think she quoted a horrifying statistic to me the other day about the number of kids who get into school without having had a proper breakfast. It is quite appalling. I do think this is an area where London needs to wake up, we cannot go on having kids unable to concentrate in class because they are not getting a proper breakfast. We are supporting organisations like Magic Breakfasts that try to deal with this issue but there is a serious problem at the moment. I do not think it is so much of; there may be absolute poverty that is partly driving it but it is also I am afraid organisational problems, problems at home, all the rest of it, that are leaving kids basically going to school on an empty stomach or eating a Mars Bar or whatever on the way there or stocking up on fried chicken or whatever. What is happening at the moment is I am afraid, I do not want to sound like a nanny or bossing you or hysterical, it is a problem. As far as the analysis goes, please, I do not have it at my fingertips but Rosie Boycott is doing it and will be more than happy to supply you with it and to work with you.

Childcare

Question Number: 1544/2012

Meeting Date: 13 June 2012

Len Duvall

Len Duvall (AM): Chair, two further questions. The Daycare Trust, an important panel and is under threat. Have you made any interventions on its behalf? I think it has the support of cross-party on this Assembly. Have you written any letters to London councils? Have you sought any way to intervene to protect this important body in support of this sector across London?

Boris Johnson (Mayor of London): Len, would you forgive me if I check? I do not want to say I haven't when it is possible I have done something already. If I haven't, I will certainly look into it.

Len Duvall (AM): Will you as a matter of urgency?

Boris Johnson (Mayor of London): Certainly.

Childcare

Question Number: 1544/2012

Meeting Date: 13 June 2012

Len Duvall

Len Duvall (AM): OK. Let's go back; you raised it, I wasn't going to raise it, but as you did, 2005, your predecessor, Ken Livingstone, met his target according to your London Development Agency (LDA) report, which was commissioned in your time, of affordable quality childcare policies.

Boris Johnson (Mayor of London): Is that right?

Len Duvall (AM): In December 2009, you came up with a target of 1,600, which you alluded to in an earlier answer, which did not reach its target. You then decided to scrap it in 2011 and 2012. Was that wise then on the basis that where we are now, could it not have been reconfigured to meet it? Is it one around which may not be directly related to you, Mr Mayor, on this occasion, but isn't it an issue about confidence, about overseeing programmes that run from here and how can you give us confidence about the voucher programme that the officers within this building are working with employers to do? Is this not going to be another failed effort? What steps are you taking to ensure that is not the case?

Boris Johnson (Mayor of London): I think, first of all, you have to decide whether the previous effort was successful or not.

Len Duvall (AM): Sorry, Mr Mayor; let me just say this. According to your LDA report, in your time, not in Ken's [Livingstone] time which did it, Ken, met 10,000 placements. In your scheme, in 2009, revised scheme, you put down the target; it clearly failed and you scrapped it and that is what you scrapped it on. I am not sure whether you scrapped because it failed but it certainly didn't meet its targets. These are all information and figures you have provided that have been under your watch.

Boris Johnson (Mayor of London): Sure, and I understand. Obviously, as you know, I became Mayor in 2008 and very early on in my mayoralty, I remember having meetings, in fact, with Labour Ministers whose view was that the scheme was not by any means perfect and did not represent value for money in our scheme. I was later informed that it certainly wasn't meeting its target for job entries. The information I have, Len [Duvall], is that by November 2010, the programme as a whole had delivered less than 20% of its

original target for job entries with no individual borough exceeding 35% of the targets that they agreed. This represented poor value for money for Londoners and that was why the programme was terminated.

That does not mean that I think this problem is unimportant. I think this problem is incredibly important. Yes, obviously the lesson from that is you have to work hard at these things to get them right and there is a real danger of money being wasted and a lack of success. Because of your question, because of your urging, I will take steps now to find out how our voucher scheme is going to work, what expectations we have of success and get back to you, if I may.

Direct jobs through City Hall

Question Number: 1249/2012

Meeting Date: 23 May 2012

Stephen Knight

Boris Johnson (Mayor of London): Thank you. Stephen, yes, welcome. You are opening the batting here. This is an interesting question, and the answer is that the programme is a four-year programme, and I hope - just to get back to the conversations I was having with Joanne [McCartney] and others - that our achievements in creating these jobs over the next four years will be transparent and you will be able to see them through the datastore.

Stephen Knight (AM): Thank you very much. I hope it will be transparent, and I hope we can get a little bit of transparency this morning. You have said very clearly, Mr Mayor, that creating jobs and growth in the City is the centrepiece of your mayoralty for the next four years, so I wonder whether we could explore and really get to the bottom of this pledge to create 2000 new jobs over the next four years.

Boris Johnson (Mayor of London): Yes.

Stephen Knight (AM): I think you have said previously that 100,000 of these 200,000 jobs will come from your affordable house-building programme, and when I looked at the affordable house-building programme, it appears to me that we are actually talking about not 100,000 jobs, but 25,000 jobs building affordable homes for the next 4 years, and in order to get to 100,000, you seem to have multiplied each year's employment, counted each year's employment as a new job. Is that reasonable?

Boris Johnson (Mayor of London): No.

Stephen Knight (AM): Do you think that most Londoners would consider that you have four jobs as Mayor of London over the term of this office or just the one?

Boris Johnson (Mayor of London): No. I am afraid, with great respect to you, you are miscounting and that is not the --

Stephen Knight (AM): How am I miscounting? Could you explain?

Boris Johnson (Mayor of London): As I remember the figures, in fact, the affordable housing programme, which is going to deliver about 54,838 houses, we think, by 2015, will deliver 104,000 jobs, and to the best of my knowledge, there is no multiplication. We are not talking about jobs per year, we are talking about new jobs created during four years.

Stephen Knight (AM): Perhaps I can remind you of your own figures, because your own figures are based on each house built creating two jobs for a year. That is what your own figures suggest, so I put it to you that you are talking about 25,000 jobs over the 4-year period and that you are not double-counting, you are quadruple-counting in order to get to 100,000.

Boris Johnson (Mayor of London): As I say, I have heard what you have said. It is not my understanding and I will be happy to correspond with you about it.

Education and Skills

Olympic Transport Legacy

Question Number: 4711/2013

Meeting Date: 18 December 2013

Richard Tracey

Roger Evans (Deputy Chair): Thank you. I am pleased with that answer, but it is worth taking a look at the Southampton scheme even so because they have had over 1,000 young people through their scheme by now. It is a relatively small town compared to London. Do you think it would be worthwhile just getting Veronica to take a trip to Southampton to see how they do it there and if there is anything we can learn?

Boris Johnson (Mayor of London): I will take it up with Veronica if there is something we can learn. Obviously, our job at City Hall is to provide the encouragement and to provide the framework. We are not going to be organising the volunteers ourselves. There are plenty of groups across London who do that and our job is, through Team London, to provide the framework to help mobilise. The Team London Young Ambassadors Programme is there to be grit in the oyster, really. If there is something we can learn from what is going on in Southampton, I am more than happy to do so.

Abacus Free School

Question Number: 3365/2012

Meeting Date: 21 November 2012

Andrew Boff

Andrew Boff (AM): One of the other things I would like you to seriously consider Mr Mayor when reviewing Hampstead police station is the possible use of that site for the Abacus free school, which would be a primary school for residents in the area rather than the other schools in the area which just seem to import children from further afield. There is very little provision for a primary school in the area where children can walk to school. If you could seriously consider the application from Abacus I would be very grateful.

Boris Johnson (Mayor of London): This is in Hampstead?

Andrew Boff (AM): In Hampstead.

Boris Johnson (Mayor of London): I will certainly look at that and I wonder whether Andrew [Dismore] might want to take that up himself since he is the Member for that neighbourhood.

Andrew Boff (AM): I will forward the details to him.

Health and Public Services

Rising Fuel Bills

Question Number: 4866/2013

18 December 2013

Murad Qureshi

Dr Onkar Sahota AM: To lead a healthy life, you clearly need to have enough income to support your best needs. Staying warm in winter is a basic need. In your Health Inequality Strategy, you committed to establish what constitutes a healthy household income, bringing together issues of child poverty, pensioner poverty and fuel poverty. You have had almost four years to work on this. What is the figure of the healthy household income in London?

Boris Johnson (Mayor of London): I cannot give you that figure because I do not believe we have established it, to the best of my knowledge.

Dr Onkar Sahota AM: No, but you said you would establish it and you said this about four years ago. You have not done it yet.

Boris Johnson (Mayor of London): You must forgive me there, Onkar, because I do not have that data. I would be very happy to go and unearth whatever it is we are meant to have done.

Summer A&E Crisis

Question Number: 3926/2013

23 October 2013

Dr Onkar Sahota

Dr Onkar Sahota AM: I know we have been promised £55 million and at the recent Health Committee everyone accepted that this was not enough, that there is going to be a crisis, it is going to be pretty bad this winter, and I am concerned that we do not have any plans in place. The Health Committee, in July this year, said that we should have plans in place by 30 September, across London, for what is going to happen. There are no plans in place at the moment. I am asking that you, through your Health Board, which you have established, that you find out what those plans are because London is going to suffer. Dr Rainsberry accepted and declared, rather, that this is going to be a tough winter, particularly a winter which we now know where people have a choice whether to eat their food or heat the houses up. As John Major [former Prime Minister] said yesterday that we could have a winter crisis made worse by the energy bills and I want to make sure that London is prepared for it. Will you make sure that those plans are made public and that we know what the plans are across the trusts and various hospitals?

Boris Johnson (Mayor of London): What I can certainly do is make sure that we will certainly be consulting with Anne Rainsberry [Regional Director, NHS, London Region] about how she sees things in the months ahead and if there is anything useful I can report back to you about that I will certainly do so. I will of course be lobbying with the Secretary of State for a proper share for London of A&E provision.

Rough sleeping

Question Number: 1971/2013

19 June 2013

Jennette Arnold OBE

Boris Johnson (Mayor of London): Thanks, Jennette. Rough sleeping continues to be a serious problem but the real achievement of the London Rough Sleeping Group, formerly the London Delivery Board, is that so few people spend a second night out. More than 80% are now helped off the street before they spend a second night out. That is a great credit to the work that has been done. A lot of the rough sleepers, as I am sure you are aware, are coming from outside this city and indeed this country. I think a large proportion from central and eastern Europe. It remains a serious problem which is why we are investing £33.8 million in rough sleeping services plus the Social Impact Bond to reward those who are able to help get rough sleepers off the streets and deal particularly with entrenched rough sleeping.

Jennette Arnold OBE (AM): Thank you for that reply and I am sure everyone in this room will welcome the work that is being done and the allocation of funds. I just want to focus with my follow-up question on former rough sleeping in London.

Following the General Election, the Government increased the age threshold of the single room rate from 25 to 35, so this means that everyone 35 and under now only qualifies for a housing benefit for shared accommodation. You claimed you have successfully negotiated exemptions to this change for former rough sleepers. However, I have been informed by workers of charities in this area that the exemption is not being implemented properly because many boroughs are not aware of it and because of the level of proof of benefit claimants is so high. It means when you go to get this benefit it is very difficult for the claimant to then show where they have been for the last three months in terms of being homeless on the streets. In fact, the forms could be amended to make it easier. Are you aware of this?

Boris Johnson (Mayor of London): Yes.

Jennette Arnold OBE (AM): If yes, what are you doing about it?

Boris Johnson (Mayor of London): The Rough Sleeping Group is working with -- we are aware and we think there is a problem to do with the advice that boroughs are giving. This is something actually I think Roger [Evans, AM] raised a while back or another Member raised a while back.

Jennette Arnold OBE (AM): It is across every constituency.

Boris Johnson (Mayor of London): It is across every constituency. We need to make sure that boroughs do more to give useful advice and help to people to prevent rough sleeping. We are not convinced that that is happening at the moment and the Mayor's Rough Sleeping Group, led by Rick Blakeway [Deputy Mayor for Housing, Land and Property], is focusing very hard on that. That is part of what we are trying to do with the funds that we have.

Jennette Arnold OBE (AM): Can I suggest that a letter from you to leaders and chief execs would be an act that you could do and that would be welcomed?

Boris Johnson (Mayor of London): Yes. What I can certainly offer you, Jennette, today is I will write to you with an account of what we are doing to deal with that particular problem. But where I think we are being successful is in helping to get people off the streets after they have been there for the first night. It is a big problem. It is caused partly by inward migration. It is not necessarily caused entirely by changes to the benefit system, though I cannot exclude that that is also a factor, so there are lots of different aspects to it.

Jennette Arnold OBE (AM): So there is lots more work to do. Thank you.

Steve O'Connell (AM): Just to follow up that very good question because that had similarity to the question I asked --

Boris Johnson (Mayor of London): Sorry. Forgive me, Steve. I am sorry. It was your question.

Steve O'Connell (AM): All this is really to say, when you write to Jennette, could you kindly copy that to me because I also have an interest in the same subject?

Boris Johnson (Mayor of London): I will copy you in on that.

A&E Crisis

Question Number: 1964/2013

19 June 2013

Dr Onkar Sahota

Joanne McCartney (AM): There are issues with primary care. Given that, can I ask you to look again at the impending A&E closures? If primary care is not there, it is my contention that actually these closures should not go ahead.

Boris Johnson (Mayor of London): I understand that point and, as I have said to you already, Joanne, I will look into the circumstances surrounding the Chase Farm A&E.

Welfare Reform

Question Number: 987/2013

20 March 2013

Tom Copley

Onkar Sahota (AM): No, well let me pick up this question about foster carer children you talk about; this is only for a family where there is one foster child. If there are two foster children, and I can imagine situations where there is a sister and a brother who need to be fostered in the same family, they will not get an exemption at all. This policy is dividing up families who need to live in a house together. On the one hand we want more foster parents to come forward, on the other hand we are taxing them unfairly.

Boris Johnson (Mayor of London): Sorry, do you mean, if there is a foster family with --

Onkar Sahota (AM): If a family has two foster children, they will need two separate bedrooms, but this exemption you are talking about that the Government has given only applies to one bedroom.

Boris Johnson (Mayor of London): So you are saying, suppose each foster child occupied one bedroom, that would be viewed by this Government as being excessive?

Onkar Sahota (AM): Exactly what I am saying, Mr Mayor.

Boris Johnson (Mayor of London): I did not know that.

Onkar Sahota (AM): Mr Mayor, I hope you will ruthlessly pursue this and pounce upon the Government on behalf of Londoners.

Boris Johnson (Mayor of London): I am very interested in what you say, Onkar, I had not been made aware of that. The brief I have says that there are now protections for foster carers and foster children.

Onkar Sahota (AM): No, it only applies to one bedroom.

Boris Johnson (Mayor of London): If these protections are inadequate then I am grateful to you for drawing it to my attention and we will see what we can do, but I am not certain of what that exemption is.

Onkar Sahota (AM): I can give you the references and quotation from the Foster Care Association or something, but for your information, if you look into this, it will confirm what I have said.

Boris Johnson (Mayor of London): As members of the public and I think everyone understands, these are not my regulations. I have not promulgated these myself, but I will try to establish whether that particular adverse impact is genuinely the case and I will be happy to write to you about it.

Welfare Reform

Question Number: 987/2013

20 March 2013

Tom Copley

Joanne McCartney OBE (AM): My two boroughs are Enfield and Haringey and they are two of the four boroughs in London that are going to be testing the proposed welfare changes from this next month before it gets rolled out across London.

In Enfield and Haringey poverty is already disproportionately high. Those boroughs have both seen increases in people applying for Local Housing Allowance (LHA) and Housing Benefit. Between March 2011 and November last year, there was a 29% rise in the case of Haringey, and a 21% rise in the case of Enfield. We believe that this is due to increasing poverty, unemployment, but also that families are moving out of other boroughs. If I can quote to you what [Mayor] Jules Pipe, the Chair of London Councils, said to us when he was in this Chamber only a couple of weeks ago, he says that --

Boris Johnson (Mayor of London): A 29% increase in Haringey?

Joanne McCartney OBE (AM): Yes. We certainly have figures for placements, particularly in temporary accommodation, that boroughs have made and that clearly show that some boroughs, like my own, have placed a number of families in the low-tens in a three-month period in immediately adjacent boroughs. He says that is compared to, in the same quarter, boroughs who have exported hundreds to north-eastern boroughs, and Enfield and Haringey both fall in that north-eastern quadrant of London. I think we can see that there is some effect already happening. In my two boroughs, can I say, do you believe that the total benefit cap is going to adversely affect these boroughs who are already disproportionately affected by deprivation?

Boris Johnson (Mayor of London): I will look into the figures for the increase in LHA applications and Housing Benefit applications and see what we can do.

Welfare Reform

Question Number: 987/2013

20 March 2013

Tom Copley

Joanne McCartney OBE (AM): Testing two of the most deprived boroughs in London when the impact is going to be seen sooner is perhaps the wrong thing to do, and those boroughs are very concerned that they will have to make up that shortfall during that four-month test period, particularly on Housing Benefit. When I put the question to [Mayor] Jules Pipe [Chair, London Councils] whether those boroughs should receive compensation from the DWP, he said, "Yes, and London Councils have lobbied". Can I ask for you to lobby on behalf of the four boroughs?

Boris Johnson (Mayor of London): Because they will have to make extra payments?

Joanne McCartney OBE (AM): They may well do if they choose to do that, yes.

Boris Johnson (Mayor of London): I am sure that that is a point that will be made to DWP, and if it is the case that London boroughs are now being placed under genuine and unexpected strain --

Joanne McCartney OBE (AM): I am asking, will you make the case as well?

Boris Johnson (Mayor of London): I am about to join you and say, yes, of course, it is my job to represent boroughs in that sort of situation.

Air Quality - Children's Health

Question Number: 940/2013

20 March 2013

Stephen Knight

Murad Qureshi (AM): Mr Mayor, the leaders of central London councils, City, Westminster and Camden, did write to you at the beginning of your term. In particular they were concerned about PM2.5.

Boris Johnson (Mayor of London): Yes.

Murad Qureshi (AM): As you know, they cause the most harm to the development of young children's lungs. Can you tell me to what extent your Ultra Low Emission Zone actually deals with that pollutant, if at all?

Boris Johnson (Mayor of London): The Ultra Low Emission Discounts (ULEDs) will have a very considerable impact on that part of central London. It will also drive new technology generally. We think the impact on motor manufacturing will be very benign and they will want to comply with the Ultra Low Emission Zone and so that will have a general effect on technology and a general reduction of PM10 and PM2.5 and indeed of Nitrous Oxides Emissions. In other words, vehicles will move towards low- or zero-tailpipe emissions. I cannot give you the figures now, Murad, I am sorry to say but if we can get an estimate for you of the impact of ULEDs on PM10 and PM2.5 I would be more than happy to do so. I do think it would be a good and a generous thing if the Assembly were to acknowledge the work we have done so far in promoting clean vehicles, cycling, walking and all the other steps we have taken that has actually reduced these particulates by 15%, which is a considerable achievement.

Safety of NHS in London

Question Number: 195/2013

Meeting Date: 16 January 2013

Fiona Twycross

Fiona Twycross (AM): If we could get back to the issues at Queen's Hospital in Romford. Their solution to the problem is capping the numbers of patients they will take. They are a hospital that is due to take additional patients when a neighbouring hospital's A&E will be closed. Do you find this an acceptable solution to the problem?

Boris Johnson (Mayor of London): Patently if that is happening -- I am afraid I do not have any direct evidence myself that that is happening. If that is happening and it is brought to my attention -- if people are being denied access to hospital treatment that is patently unacceptable.

The point that is made to me in general about aspects of this programme -- and this is the thing I have got to weigh up. I am told that if you went for rationalisation and improvements of the kind that are being proposed you could save 500 lives a year because you would have services at A&E where people appearing for acute services/treatment actually were dealt with by the consultants that needed to see them. This is what is claimed by NHS London. That is an important claim to make. It is something that you have got to take seriously. We have no means here in the GLA of independently evaluating that or second-guessing that kind of claim.

Fiona Twycross (AM): Will you take on responsibility for ensuring that the issues around -- if a hospital is capping patients in order to address issues around waiting times and that that hospital is being lined up to take additional patients from elsewhere, will you reassure Londoners that you will stand up for them and make sure that this issue is --

Boris Johnson (Mayor of London): My job is to stand up for Londoners and particularly about health inequalities. If there is a health inequality --

Fiona Twycross (AM): Thank you, Chair.

Boris Johnson (Mayor of London): -- being produced by that - if indeed what you say is happening is the case - then, through Victoria [Borwick], we will make what appropriate representations we can.

Possible closure of Lewisham A&E

Question Number: 3421/2012

Meeting Date: 21 November 2012

Darren Johnson

Will you be adding your voice to those opposing the closure of Lewisham Hospital's Accident and Emergency Department?

Boris Johnson (Mayor of London): Darren, I will be seeing the Trust special administrator responsible for the proposals for Lewisham Accident and Emergency (A&E) Department on 6 December 2012. I will seek his assurances on a number of points; what the conditions actually say, the impact on health inequalities of this proposal, the impact on travel times, blue light journeys and whether the public have been properly consulted. I will be only too happy to let you know the upshot of that meeting.

Darren Johnson (Deputy Chair): Thank you. I would welcome an update. I remember when Queen Mary in Bexley was facing similar threats back in 2008 and there you did what you could; you lobbied, you marched and you spoke out. Will you be prepared to do the same on behalf of the people in south east London if you are not satisfied with what the administrator says?

Boris Johnson (Mayor of London): If I am not satisfied on the points that I will interrogate him about then of course I will support you.

Darren Johnson (Deputy Chair): Your own London Plan projections show an extra 85,000 people coming to live in that catchment area for the A&E of those three boroughs. 85,000 extra people. That has got to be a consideration. Will you be taking that into account?

Boris Johnson (Mayor of London): Yes, because we will be looking at all the impacts on health inequalities and on travel times and so on. I must repeat the point I think I have made about 58 times this morning; it is my job not just to stick up for London services and to fight for improvements but also, where there is a coherent intellectual case made for reconfiguration or changes, to be open to the views of respected clinicians who have nothing but the interests of their patients at heart. You have got to strike a balance. I cannot give you my view now. I am seeing this guy on 6 December.

Darren Johnson (Deputy Chair): Your speaking out on this could really make a difference to these ludicrous proposals which are really worrying the people of south east London and particularly of Lewisham. You said in a previous Mayor's Question Time that if these things can be all party and not simply dominated by one voice then they have more chance of success. I urge you, on that basis, to join with other politicians of all parties in opposing this closure plan and speaking out against it.

Boris Johnson (Mayor of London): Of course I will in principle. The depressing truth is that a cause is not necessarily just simply because it is supported by all parties. There is a tragic reality of democratic politics that no one particular party will want to be outflanked on a very sensitive and emotive issue by another party. Where one group has managed to get up a head of steam over a particular closure or problem it would be the very, very strong temptation of other parties to row in behind. Sometimes it is my job to look at the issue as dispassionately as I possibly can - I have no view about this matter, Darren; I am not pre-judging this - and to decide where the interests of London lie.

Darren Johnson (Deputy Chair): Will you also ask TfL to have a thorough assessment of the transport implications as well?

Boris Johnson (Mayor of London): Yes, I think that is a relevant consideration. That was something that I was able to offer to Onkar's [Sahota AM] delegation when they came to see me in the matter of Ealing Hospital. That is a relevant consideration and is something that we can be useful on.

NHS London and strategic planning around health in London

Question Number: 3797/2012

Meeting Date: 21 November 2012

Fiona Twycross

Is the Mayor concerned about the removal of integrated planning with the imminent end of NHS London at the end of the year?

Fiona Twycross (AM): Can we have a point of clarification on the funding because, previously, up to 6% of funding for health improvement in London could have been allocated to the London Health Improvement Board. Can you confirm how big a proportion will now be going to the London Health Improvement Board?

Boris Johnson (Mayor of London): I cannot give you that now, Fiona. I would be happy to write to you.

NHS Reconfiguration

Question Number: 2997/2012

Meeting Date: 17 October 2012

Roger Evans

Roger Evans (AM): We have similar problems in north east London with proposals to close accident and emergency and maternity units at King George Hospital. I think we have been helped because we have taken a cross-party approach to opposing this rather than trying to politicise it as people have in some other parts of London. I myself gave evidence against it and my evidence was based first of all on the expected population growth that we are looking at for north east London, which sadly was not taken into account. Secondly, also by problems represented by poor public transport to the new hospital. Now that is something that you, as Mayor, can do something about. So can you commit to get TfL to work more closely in future with the NHS so that people do not find they have problems getting to hospitals under the new reorganisation.

Boris Johnson (Mayor of London): Well certainly Roger, that is something we can work on and I would be more than happy to make sure that our officials collaborate with NHS officials to mitigate the impacts of any closures.

Mental Health

Question Number: 1533/2012

Meeting Date: 13 June 2012

Fiona Twycross

Boris Johnson (Mayor of London): The proportion of the budget that has been allocated to mental health in London is between 5% and 10%. Obviously that is not a large sum but that doesn't mean that our team is remotely complacent about mental health issues and a huge amount of work is being done by the team here and, of course, through the Local Health Improvement Board (LHIB).

Fiona Twycross (AM): Obviously, a million Londoners face mental health issues and I am pleased there is a budget allocated. I couldn't see any detail of any budget allocated to it, to be honest. It wasn't in your manifesto and it is a major issue in respect of health inequalities. Your answer, with respect, was quite brief about the content of the budget and where it is going to go, so I just wondered what your plan is, what the plan is to tackle --

Boris Johnson (Mayor of London): Let me tell you some of the things we are doing just to give you some reassurance about that. It is not trivial that the health team are getting mental health first training for interested GLA staff and indeed, Assembly Members, just so there is a greater awareness and we all have greater awareness and understanding of people who are suffering from that.

Fiona Twycross (AM): How many people have already taken that training?

Boris Johnson (Mayor of London): We are going to be using the London Datastore that I have mentioned earlier on, I mentioned last month, which we are working hard to set up. Now, to capture --

Fiona Twycross (AM): Can I ask how many people have that training? You mentioned training. How many people have had that training so far?

Boris Johnson (Mayor of London): I am afraid I cannot give you anything but I would be happy to supply you with the answer. On the incidence of mental health in London, that is patently something that is

going to be captured by the Datastore. Information will be available. You rightly draw attention to the problem. You will be able to use the Datastore to indicate what is going on.

Fiona Twycross (AM): When will there be a detailed plan on how you are planning to tackle public mental health?

Boris Johnson (Mayor of London): We have to be careful that we don't have confusion about what the functions of this body are. We are not healthcare providers. We are not here to tackle mental health in that sense.

Fiona Twycross (AM): But you are here to tackle health inequalities.

Boris Johnson (Mayor of London): Yes, absolutely. On 29 February, there was a discussion here; a seminar with Professor Michael Porter to discuss the concept of value in mental healthcare and we had 40 of London's most senior influential leaders in mental healthcare provisions, social care to look at how we could improve value and the follow-up work from that session is now going on and I would be very happy to make sure you get sight of what is planned.

Fiona Twycross (AM): So when will there be a plan though?

Boris Johnson (Mayor of London): As I say, I would be very happy to give you the details. Just for the benefit of people wondering about the London Health Improvement Board, I do not want to suggest that mental health is the only thing they are doing. The key priorities for LHIB are, as you know, alcohol abuse, tackling child obesity and tackling cancer. We have a real problem in London that our cancer survival rates are not as good as they should be. We are a world City and we are, in my view, not as good as we should be. We have real problems in obesity and those are the priorities for LHIB but I would be more than happy to keep you posted on what we are doing on mental health.

2012 Olympic Games

A12 Olympic Clean Up

Question Number: 2053/2012

Meeting Date: 4 July 2012

Roger Evans

The A12 through Havering and Redbridge along with major junctions at Gants Hill, Gallows Corner and Redbridge roundabout will be a gateway route for many spectators travelling to the games. The condition of the roadside leaves much to be desired with weeds, litter and graffiti creating a poor impression for our visitors. What steps are being taken to clean up the roads before the Games begin?

Boris Johnson (Mayor of London): The A12 is, you know, a very important artery road and we are very keen to make sure that we give the best possible impression to visitors of that area and of the A12. So, the things we are doing, you asked what steps are being taken. Removal of heavy vegetation is now going on over the next couple of weeks. There is a big programme to spray or dig out weeds and make sure that looks OK, stuff like that. A lot of that is coming out. Graffiti, there is a big programme now going on with Network Rail and with the borough to encourage them to take action on that. As for litter picking, picking up litter which degrades the view, we are working with the borough to ensure that litter is picked up in a pretty whole hearted way in the run up to the games. This is part of the overall capital cleanup programme

sponsored by Procter and Gamble, let us hear it for Procter and Gamble team. Hooray, well done, capitalism. Thank you. Procter and Gamble who are supporting capital clean up and delivering it through team London and that work is going on through the London boroughs and with community groups and others.

Roger Evans (AM): That sounds like another fine example of sponsorship getting results for Londoners, Boris. But we have the Olympic Torch procession coming to Gants Hill later this month, which we are all looking forward to. Certainly when I was there on Thursday, the vegetation was so high in parts of the central reservation, that it was higher than the heads of the cyclists who were passing. One does wonder what sort of wild life may be taking up residence within that, so can we make sure, please, that --

Boris Johnson (Mayor of London): Are you saying we have to be careful about the wild life now?

Roger Evans (AM): Well, you do not know what is there. It could be anything. Could you make sure TfL do tidy it up before the Torch comes through? Can you also make sure that Gants Hill, which is an important centre, is provided with Olympic bunting which so many of the other centres appear to have?

Boris Johnson (Mayor of London): Yes, I will make sure that we do that.

Greater London Authority and Functional Bodies

Greater London Authority and Functional Bodies

London Pensions Fund Authority

Question Number: 4869/2013

18 December 2013

Len Duvall

Tony Arbour AM: I am grateful to you for that, but you did not answer the first point about putting the TfL pension fund into LPFA. It cannot be right that one employer and one part of the GLA family makes a contribution of 31% to their pension whereas in the rest of the GLA family it is only 18%. That cannot be right.

Boris Johnson (Mayor of London): You make a very interesting point and I will certainly have a look at it.

Pilot Schemes

Question Number: 4098/2013

20 November 2013

Andrew Dismore

Fiona Twycross AM: If the Food Board comes up with suggestions for pilots, for example, will you commit to supporting funding pilots to help test some solutions and to make sure the scandal of older people in London going hungry is addressed?

Boris Johnson (Mayor of London): I am more than happy to look at it, Fiona. I cannot give big funding pledges without really --

Fiona Twycross AM: For some of the pilots, hopefully, it would not be too much money, but I think it is really important that we address this serious issue that is --

Boris Johnson (Mayor of London): I understand. I am sympathetic and I am supportive, but I would much rather Rosie Boycott find out what we can do first.

Fiona Twycross AM: Thank you.

LIP Flexibility

Question Number: 3982/2013

20 November 2013

Gareth Bacon

Steve O'Connell AM: Mr Mayor. For the sake of completeness, I have asked you this before. Will you continue to confirm that you will allow the boroughs that flexibility in how they can deliver their funding?

Boris Johnson (Mayor of London): The flexibility I gave them?

Steve O'Connell AM: Exactly.

Boris Johnson (Mayor of London): The previous administration did not.

Steve O'Connell AM: Exactly. You will continue with that?

Boris Johnson (Mayor of London): I will continue to protect that. Particularly for good Conservative boroughs but also for other boroughs.

Steve O'Connell AM: Thank you very much, Mr Mayor.

A United Emergency Service

Question Number: 3771/2012

Meeting Date: 21 November 2012

Gareth Bacon

What will you be doing to take forward the ideas in "A United Emergency Service" regarding co-locating different emergency services?

Boris Johnson (Mayor of London): Yes, Gareth. I think this is an excellent idea. I look forward to discussing it with you, with James [Cleverly AM, Chair, LFEPA] and with Stephen Greenhalgh. Let's see what we can do to take this forward.

A United Emergency Service (2)

Question Number: 3771/2012

Meeting Date: 21 November 2012

Roger Evans

Roger Evans (AM): Would it not also be a good idea, Mr Mayor, to consider some work towards joint visits to communities as well? At the moment we have crime prevention officers going out and telling people to lock things up and then fire prevention officers going out and telling them to unlock them again. When the fire brigade go out to install smoke alarms it often means they have to take the fire engine and all four members of the crew out with them just to install smoke alarms at a particular location. Might it not be a good idea to actually combine a number of these visits together and use fewer people to provide a more integrated and broad reaching service?

Boris Johnson (Mayor of London): I think that is an excellent idea, Roger. Can I propose that we take that forward. I am interested in what you say about these visits; that are mutually counter productive. I will look into that.

Meetings with News International

Question Number: 2059/2012

Meeting Date: 4 July 2012

Len Duvall

Do you believe that it was right not to declare all meetings you had with News International Executives or owners?

Boris Johnson (Mayor of London): Thank you, Len, yes. The answer is yes and I think the particular meeting that you are interested in, the drop in for a cup of coffee, was actually put on the website some months ago.

Len Duvall (AM): Thank you, Mr Mayor, for that answer. There are two meetings I would like to draw your attention to, the 14 January 2011 with Rebekah Brooks, and 24 January 2011, “dropped into dinner”, your words, not mine, with Rupert Murdoch. That is the period of time I would like you to focus on. My first set of questions, can you confirm you were fully briefed on the News International phone hacking issues by former Assistant Commissioner (AC) Yates at your regular meetings with him, as stated by Kit Malthouse in his witness statements to the Leveson Inquiry?

Boris Johnson (Mayor of London): Yes, I had the relevant briefing. Could I just possibly make one point on that, which is, with the greatest respect, I think you are trying to conflate two things. It is all very well to call attention to my meetings with tycoons of one kind or another but I think what is surprising and disappointing is some suggestion that I would have, even if I had relevant information from these people about police investigations, that I would have told them.

Len Duvall (AM): This is your opportunity to enlighten us further, because these meetings we were not aware of until only recently. So, on 10 January 2011, you received a briefing from AC John Yates, do you recall what this briefing was about and would it have been at that time that you were informed Operation Weeting was about to be launched?

Boris Johnson (Mayor of London): I honestly cannot remember what the briefing was about Operation Weeting, but what you need to focus on, Len, is I think what you are trying to imply and I deprecate very strongly, which is the suggestion that, even if I had any relevant information about a police investigation into News International, I would have passed that on to various tycoons that I met.

Len Duvall (AM): Thank you for stating that for the record. There are some further questions I need to ask, Mr Mayor, and I will focus on those, and if you could focus on the answers we might get through this rather quickly. When did you find out that the Metropolitan Police Service were going to look into phone hacking again at that time and when did you find out about Operation Weeting? Just to help you, this was quite an important weekend, I think the Prime Minister’s press officer had resigned, there was lots of news in terms, and I know you are an avid reader of newspapers, and in fact your press officer, who now works for News International, was actually in the frame for being a replacement for Mr Coulson. So it is quite a significant period of time, and it is quite an important period of time when these meetings took place, and

those police meetings. Could you just reflect and think about when you were told certain things by the police.

Boris Johnson (Mayor of London): Well, I would be happy to get back to you with the dates and if I can establish when the briefings about the phone hacking took place I would be more than happy to supply them.

LFEPA

Question Number: 1548/2012

Meeting Date: 13 June 2012

Richard Tracey

Richard Tracey (AM): Mr Mayor, can I welcome the plan to build a new Mitcham Fire Station in my constituency?

Boris Johnson (Mayor of London): Well, yes. Probably opposed by the Labour Party.

Richard Tracey (AM): It would not surprise me.

Jennette Arnold (Chair): I am sorry, there is a Member who has put in a question. Let us have a little bit of respect.

Richard Tracey (AM): Can I invite you, Mr Mayor --

Richard Tracey (AM): -- to come and open it when it is completed, as you did with the Merton Fire Centre a few months ago?

Boris Johnson (Mayor of London): Which was also my idea, I seem to remember, or should have been. Yes, of course I will go there, and I think, look, what we are talking about is the necessity to modernise and improve the estate, to make sure that in tough times we do what Londoners would expect us to do and use resources to maximise fire cover, and rather than scaremonger, continue to deliver improvements in fire safety in this City, and insofar as we deliver fire cuts, it is a great thing.

Subject: Action Taken by the Chair Under Delegated Authority

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 15 January 2014

This report will be considered in public

1. Summary

- 1.1 This report outlines recent action taken by the Chair of the London Assembly, in accordance with the GLA's Standing Orders.

2. Recommendation

- 2.1 **That the Assembly notes recent action taken by the Chair of the London Assembly, Darren Johnson AM, in accordance with the authority delegated to him, namely to agree that the attached joint letter signed by the Mayor of London, Chair of the Assembly and the Chair of London Councils, be sent to The Rt Hon Francis Maude MP, Minister for the Cabinet Office and Paymaster General, to provide a summary response to the ONS *Beyond 2011 Consultation* (Appendix 1).**

3. Background and Issues for Consideration

- 3.1 During autumn 2013, the Office for National Statistics (ONS) undertook a consultation on the census and the future provision of population statistics in England and Wales. Following the completion of each census, the ONS reviews the future needs for information about the population and housing in England and Wales and how those needs might be met. The last census was conducted in 2011 and the ONS then established its 'Beyond 2011' programme to review the best way in which to collect population statistics in the future in order to understand and plan for population changes. The ONS research indicated that improvements in technology and in government data sources could offer opportunities to either modernise the existing census process or to develop an alternative census method that reused existing data already held within government. A link to the consultation document is set out [here](#). The consultation invited comments on the approaches set out in the consultation document.

3.2 The Chair of the London Assembly, Darren Johnson AM, the Mayor of London, Boris Johnson, and the Chair of London Councils, Mayor Jules Pipe submitted a joint response to the consultation on 13 December 2013 (the letter to The Rt Hon Francis Maude MP, Minister for the Cabinet Office and Paymaster General is attached at **Appendix 1**). Before taking the action, the Chair of the London Assembly consulted with the Deputy Chairman and party Group Leaders on the London Assembly.

4. Legal Implications

4.1 The GLA's Standing Orders (SO 10.2A) states: "The Chair of the Assembly, and the Chairs of every ordinary or advisory committee or sub-committee, may do anything which is calculated to facilitate, or is conducive or incidental to, the exercise of any of that body's functions..."

4.2 As such, the Chair had the power to take the action set out in this report.

5. Financial Implications

5.1 There are no direct financial implications to the GLA arising from this report.

List of appendices to this report:

Appendix 1 – Joint letter with the Mayor of London and Chair of London Councils (and submissions to the ONS).

Local Government (Access to Information) Act 1985
List of Background Papers: None
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Rt Hon Francis Maude MP
Minister of State
Cabinet Office
70 Whitehall
London SW1A 2AS

Date: 13 DEC 2013

Dear Francis

Beyond 2011: Future of the Census

We are pleased to be responding to the *Beyond 2011* Consultation, and to be doing so with the unified London voice of the Greater London Authority and all the London Boroughs. Our detailed views are contained in our individual responses (copies enclosed), but given the potential significance of an exercise examining the future of population statistics to our city of 8 million people, we would like to raise two particular issues with you.

First, despite progress, we consider that the case for using existing government administrative data as a methodologically sound replacement of the Census remains inconclusive. Whilst it may be the case that in time, administrative data will match the accuracy and detail at the small area level provided by the traditional census approach, this is not the case now. Nor does the proposed annual sample survey provide the necessary granularity of data required across London government. Our strong view is that, while administrative data might provide a more up-to-date population count, this approach runs the significant risk of diminishing the detailed picture of population characteristics so important in the planning of services and allocation of resources to London's complex and varied communities.

Second, we consider the decennial online census to be the only option able to deliver the statistics required to meet the needs of London government. Whilst technological changes make possible new and more efficient ways of carrying out the Census, it will be vital that traditional forms of enumeration are also available. This will mean close cooperation between ONS and London government coupled with additional resources on the ground to enable enumeration of London's hard-to-reach communities. In addition to improving the accuracy of the future census baseline, we would also stress, as a priority, the need to improve the methodologies for inter-census population estimates and projections.

London's population continues to grow significantly and is more complex than ever before. By 2021, there will be over 9 million people in the city. It is critical, therefore, that we concentrate our efforts on a detailed understanding of London's population so that we may plan for the future.

We are all keen to ensure progress towards the next count in 2021, and indeed to continue with the investigation and trialling of administrative data as an effective means of describing population characteristics.

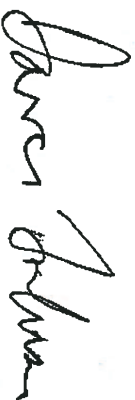
We also want to play our part in encouraging a full participation in a changed collection approach which will remain an important part of London and national life.

Both London Councils and the GLA are committed to working closely with the ONS and other stakeholders in developing improved population estimates for the capital and we would welcome the opportunity to discuss how we could best take this forward. This could be for example, through a London Census Board with representation from relevant stakeholders.

With best wishes,



Boris Johnson
Mayor of London



Darren Johnson AM
Chair of the London Assembly



Mayor Jules Pipe
Chair of London Councils

Encs.

Cc: Jill Matheson, National Statistician

Beyond 2011: Consultation on the future of the Census.

Summary Response

December 2013

Introduction

This summary paper sets out the GLA's position with regard to the Office for National Statistics (ONS) consultation on the Census and Future Provision of Population Statistics in England and Wales. It has been compiled on behalf of the Mayor of London and the London Assembly and in consultation with London's local authorities and other parts of the GLA family. It reflects an extensive programme of engagement.

Set out below is our overall headline position, followed by:

- a series of recommendations;
- supporting summary appraisals of the options proposed by ONS; and
- a set of further points for consideration.

Given the importance of the issues, this paper is presented in addition to a full technical response submitted using the pro-forma provided by ONS. This is just the latest stage of the GLA's involvement in the broader *Beyond 2011* programme. We have already contributed a list of uses of census data and a statement of London's complex data needs. Copies of these will be submitted as part of the technical response to the consultation and the statement of London's data needs can be found on the ONS *Beyond 2011* website.

Headline Position

London is exceptionally and uniquely complex in the UK, with extremes of population churn, diversity, heterogeneity, deprivation and affluence. As a thriving economic centre, its travel, transport and commuting patterns are also unlike those of other areas. The significant growth the capital is already experiencing also adds emphasis to the need to count the population with accuracy.

The government structure in London is a regional body with overarching responsibilities and concerns, working collaboratively with the 33 local (unitary) authorities that make up the region. The London Boroughs were expressly designed to be heterogeneous, to include both rich and poor areas. They all include a variety of forms of housing and the characteristics of residents and workers are constantly evolving.

The central tenet of our position and supporting recommendations is that a balance needs to be struck between:

- a) the detailed information on the characteristics of the population provided through the decennial Census count which is so useful in effective service planning and delivery; and
- b) the relative advantage of administrative data, which falls short in terms of providing a detailed picture of the population's attributes but which can be used to generate a more up-to-date headcount with sufficient accuracy to be useful in funding allocation.

This balance is more important than delivering savings of marginal value¹ which we consider would diminish once the anticipated deficiencies in administrative data feed through into service delivery.

We believe therefore that at this time **a full Census is the only viable route currently available** to deliver the small area statistics that are required to meet the needs of the GLA and other agencies responsible for effective service delivery, policy formation and planning at the city level. The use of administrative data sources should be phased in ahead of the 2021 Census on a trial basis.

We acknowledge fully that technology makes possible a move to more efficient delivery of a census, and therefore **support the proposal of using an online methodology** as the primary mode of completion. This reflects the relative success of the online method in London in 2011 (a 21 per cent response rate was recorded in the capital, compared with 16 per cent nationally), as well as the advances in technology and projected take up of it between now and the next Census.

Nonetheless, we do have concerns regarding the existing and on-going coverage issues of those who are hard-to-count. There is a significant risk that the move to online collection could exacerbate these issues and this needs to be addressed through more traditional forms of enumeration.

As indicated above, we are also **supportive of on-going work to explore the potential for administrative data** to provide information on the population and its characteristics. Given the unproven ability of this data to provide the level of detail on population characteristics, we would recommend that this approach is phased in and allowed to develop before and alongside the 2021 decennial census, rather than as a direct replacement for it in which the risk relating to loss of data quality remains too high. We envisage significant potential benefits to being able to produce accurate and up-to-date population estimates, particularly in terms of funding and resource allocation. We do not consider the proposed sample survey to provide sufficient sample size to capture the characteristics of a population as complex and diverse as that of London's.

Recommendations

The GLA recommends that

1. **A full Census be carried out in London and the rest of England in 2021.** We support the proposals to encourage online responses as a first option. However, we are acutely aware of coverage issues, which certainly exist now and which may in the future affect:
 - particular population groups with limited access to internet services;
 - some areas where this has proved challenging in the past; and
 - some hard-to-reach groups within the population.

and therefore urge ONS to take whatever steps necessary to ensure that the Census captures the full population.

2. **ONS continue to explore the use of administrative data held by Government and other agencies** to produce statistics on the size and basic demographic characteristics of the population on a regular and on-going basis.

¹ £625m per decade for an online census once a decade compared to £460m per decade for administrative data and annual surveys; Beyond 2011, Figures taken from ONS' consultation document

3. **ONS pursues research into further possibilities for using administrative data** to obtain statistics on other detailed attributes and characteristics of the population, particularly, but not exclusively, those which may not be available through a Census.
4. **ONS work with the GLA, London Councils and other interested London partners, through a London Census Board** to ensure the specific data needs of London are addressed effectively, but in a broader sense to take forward research and piloting work in pursuit of all of 1), 2) and 3) above.

Summary Appraisals

1) A full decennial census – primarily taken online

A Census provides the flexibility and richness of data required to meet many of both the foreseen and unforeseen data needs of the capital. London does differ in many ways from its neighbours and from other parts of the country. Its population is not limited to its residents – around 800,000 commuters and more than a million day trip visitors swell numbers on a daily basis, impacting on services accordingly. The attributes of all of these people and how they vary across the capital and beyond is something that can only be captured adequately through a Census.

Case Study 1 - Transport for London:

Transport for London (TfL) is a key user of small area statistics in the capital. TfL has developed a number of transport models used for forecasting travel demand by mode and origin/destination. This requires the spatial distribution of population (by person type e.g. working, non-working, students) and jobs (by occupational classification) to calibrate the models and provide a reliable forecasting capability of future demand. Detailed small area data is the key planning input for this methodology.

As part of the above work, TfL is currently carrying out a detailed study of the drivers of travel demand over the last 40 years, which will ultimately lead to changes to the variables used in the major transport models. Small area census data has been crucial for this project, particularly data on changes in population density, car ownership, mode shares of travel to work, and age structures. This will feed into complex multiple regression models which will help to determine the key drivers of travel demand.

A key input to the transport model is the results of the London Travel Demands Survey (LTDS), an annual sample survey of 8,000 households in the capital. It is the single most valuable source of data on how Londoners travel, where they travel to, and the socio-demographic characteristics of these different groups. It is weighted up to the London population using census data, primarily households at the small area level.

Finally, TfL's accessibility measures require forecasting of changes in catchment areas as a result of transport improvements. The catchment areas are defined in terms of jobs/population within for example 45 minutes of transport nodes. This approach requires understanding planning data changes at small area level.

The results of both of these exercises underpin investment and resource allocation across London running into hundreds of millions of pounds.

A Census is the only way of deriving data for small areas, and in London, identifying the sometimes vast variation between small areas, even though they may be very close geographically. Whether some of these differences could be distinguished through the use of administrative data has yet to be determined.

However, using housing as an example, there is currently no alternative source of information on housing characteristics for small areas, and in particular a lack of information which links that with the characteristics of a population (e.g. the propensity for an individual to be highly qualified, in employment or have good health by whether they live in privately rented, owned or social rented housing).

These are all areas of particular concern to the GLA, as there are a wealth of uses of these data within London, from strategic city-wide planning (e.g. the London Plan, the Mayor's Housing Strategy), local planning, school roll and other planning outputs, down to active targeting of domestic violence services and wider community safety programmes, and promotion of recycling campaigns.

Additionally, small area housing data are used extensively in area profiling exercises which underpin crime prevention strategies, public health programme design, allocation of regional through to neighbourhood and community investment and budgets, as well as the identification of vulnerable groups within society.

Case Study 2 – GLA funding of affordable housing in London

In 2012 the GLA assumed responsibility for delivery of the functions devolved from the former Homes and Communities Agency. This includes allocation of public funding for the delivery of affordable homes in the capital.

The ability to profile populations at small area level is pivotal to the ongoing provision of affordable housing in the London. In 2010/11 alone more than £1 billion of public funding was distributed to affordable housing providers (by the HCA), who then levered in an estimated £1.4 billion more through private borrowing supported by this public funding. Statistics at small area are crucial to affordable housing providers in understanding potential demand for their developments, and as a source of data on the profile and housing needs of households in their existing housing stock.

Finally, housing data (not available elsewhere at small area level) are an important component of deprivation indices, which in turn feed into a host of uses from funding bids of all shapes and sizes to resource planning, to service delivery and campaign/service targeting.

Case Study 3 – Public Health England and the analysis of health inequality

Public Health England and previously, the regional public health observatories and more specifically the London Health Observatory have made extensive use of the 2010 English Indices of Deprivation, in which small area census data features heavily.

The *Health Inequalities Intervention Tool-kit* was created by the Public Health Observatories to help focus improvements in life expectancy and infant mortality, particularly in the most disadvantaged areas. The Toolkit, developed for all local authorities, allows users to compare mortality in their most deprived small areas with the rest of the local authority and importantly, to model the impact that implementing evidence-based interventions could have on inequality gaps within areas. The toolkit is therefore widely used to underpin commissioning decisions.

The Indices of Deprivation have also been an important data source in the development of disease prevalence estimates, designed to help commissioners assess the true needs of their community, calculate the level of services needed and invest the appropriate level of resources for prevention, early detection, treatment and care.

We acknowledge that the ability to achieve full coverage has been and will continue to be an issue in London. A move to a mixed but primarily online mode of completion, while overcoming issues for some groups (e.g. the young and mobile), may exacerbate them for others (e.g. the elderly and those without online access).

Establishing which groups are targeted with which mode of collection will be key to the success or otherwise of this option. We would seek to work with ONS and others through the establishment of a London Census Board to identify an approach which seeks to minimise the risk of poor response.

2) Using existing government data and compulsory annual sample surveys

A large proportion of funding allocation relies on statistics regarding the basic population count. It is important that the quality of these estimates reflects this and there is clear value in the contemporaneity administrative data sources have the potential to offer.

With this in mind, use of administrative data to produce annual population estimates is a course of action we would like to see ONS pursue alongside a decennial census. However, it is clear that at the present time the attendant risks on adopting this approach in full outweigh the benefits.

London's population has grown rapidly over the last decade and is projected to grow further still over the coming twenty years. Overall figures mask a range of trends within the population, including the fact that London is expected, for instance, to see rapid growth in both the younger and older populations and varying scales of growth in different parts of capital. Being able to accurately and regularly capture these changes is key to ensuring that London and Londoners receive appropriate levels of resource in future. Continuing to explore the potential of administrative data to provide basic population counts is important as we do not conclude that these data are adequate in this regard.

Under current arrangements the process of damping reduces volatility in funding allocations. Over the past decade London has grown faster than any other region in England, however, damping has meant that the relative increase in pressure on services which accompanies population growth has not been reflected in the overall allocation to the London region. For this reason, it is essential that the quality of future estimates, as key inputs to the funding calculations, should be enhanced by any means possible. Furthermore and with equal regard to the unique profile of London's population, assessing the capacity of administrative data to provide information on other characteristics of the population on a regular basis is equally worth pursuing.

It should be noted that the ability of administrative data to capture alternative population bases for example, the daytime or short term populations (which are also used for resource allocation and service planning) is yet to be determined and this lack of certainty supports our view that administrative data as a source of information on population statistics, requires significant further exploration before it can be considered adequate to replace a full census or even mid-year population estimates.

The key benefit of the proposal for a compulsory annual sample survey is the ability to produce statistics about the population more regularly. However, if these statistics do not have the required precision and confidence then their value is lost. GLA Intelligence Unit analysis of data from the Annual Population Survey suggests that the level of reliability from the proposed compulsory sample survey would not produce statistics that would be fit for purpose. To illustrate this point, the sample even for a local authority with the size and diversity of Southwark, would not have shown any statistically significant change in the unemployment rate for Black men over an eight year period which includes the recent recession (see accompanying full response for details). Additionally, the ability to compare local authorities with one another would be impaired since the proposed sample size would not provide sufficient coverage to fully

disaggregate many variables. For example, even in London, not all ethnic groups would be identifiable in all boroughs.

In summary, we believe the sample survey would not provide sufficiently accurate and robust estimates of change in the population at the levels of geography required for efficient and effective service planning and delivery. It is therefore not a feasible alternative to a full Census.

Additional points for consideration

The reasons put forward for investigating alternatives to a Census for the production of statistics include concerns about privacy, burden on the public and cost. As expressed by ONS at a London *Beyond 2011* roadshow event, as many people object to the use of administrative data held by Government to produce statistics as object to completing a Census form because it is too intrusive.

Under the proposals for a survey, the average burden would be reduced, but it is likely that for some people, the burden may be increased, as they would be required to complete the survey more than once in a decade. ONS figures suggest that the cost of a Census is more than the cost of the alternative option, but also suggest that the benefits accruing from the Census option also significantly outweigh the benefits from the alternative approach.

A further consideration is the sense of trust an individual or groups within the population have in a Census. It is a 200 year old institution, in which every member of the population has a stake and sense of ownership since every member of the population is required to complete the census form. There is a risk that a lack of participation in a sample survey coupled with a lack of understanding of how administrative data is used to compile population statistics, may lead to reduced trust and lower attributable value to the outputs.

Beyond 2011: The census and future provision of population statistics in England and Wales

Response by London Councils

London Councils represents all 32 London boroughs, the City of London, the Mayors Office for Policy and Crime, and the London Fire and Emergency Planning Authority. London Councils is committed to fighting for more resources for London and getting the best possible deal for London's 33 councils. We develop policy, lobby government and others, and run a range of services designed to make life better for Londoners.

London Councils' key messages:

- This is a golden opportunity to address shortcomings in census and population statistics for London.
- It is felt that a national one-size fits all approach will fail to reflect the unique scale, complexity, growth and churn of London's population.
- In considering the two approaches, London Councils believes that: as a minimum:
 - Administrative data and surveys: the principle recommendations made in the 'Beyond 2011: Independent Review of Methodology' must be adequately addressed for this option to be considered a methodologically sound basis for replacing the census. If these were met satisfactorily, then a 'dual running' concurrent approach for the next census could be necessary.
 - Decennial online census: concerns with low response rates, imputation methodology and mid-year estimate methodology need to be addressed for London.
- In this context, London Councils believes that the Office for National Statistics (ONS) should:
 - Work closely with London local government to improve census and population statistics methodologies irrespective of the future approach taken.
 - Target sufficient resources to enable enumeration of the capital's hard-to-count populations, providing similar coverage, confidence and accuracy as the rest of the country for all population statistics.

- Produce a specific response on the adequacy of the proposed approaches and processes for London.

Introduction

London Councils welcomes the opportunity to comment on the Government's proposals for the census and future provision of population statistics. London Councils has chosen not to use the ONS online response form as we feel that the questions asked on this alone are not adequate to reflect our opinion.

Between the last two censuses, London has seen its population increase by just over 1 million and at a faster rate (14 per cent) than the national average (8 per cent). Its growth has accounted for around a quarter of the total national population increase and this growth is set to continue on a similar scale to what has recently been experienced – current projects suggest a growth rate of 12 per cent between 2011 and 2021.

In conjunction with this growth, London has seen considerable levels of population churn and mobility from internal and international migration. Analysis of ONS data on migration flows shows that London has a high population turnover rate – almost double that of the rest of England for 2003-11 and a far greater rate than for any other region.

This scale of growth and movement makes estimating London's population and its characteristics profoundly difficult. Historically this can be seen from lower census response rates achieved in London and inaccurate mid-year population estimates that have used census information as the baseline.

The importance of population to local government funding

ONS mid-year population estimates are of great importance for local authorities. London Councils estimates that £12 billion of London local government revenue funding for 2013/14 is determined with population as a factor. Inaccurate estimates risk under-funding local public services and increasing pressure on local resources, including council tax levels.

Historically, London has been consistently undercounted because of reliance on the 2001 census data in mid-year population estimates and consequently sub-national population projections. Undercounting due to low response rates in 2001, and inaccurate methods for measuring migration, has meant that some boroughs may have received less in formula grant, and other grants, than they should have.

In 2012/13, London Councils estimated the loss of funding through under-counting to be £580 per person from core local government funding. Similarly, London Councils' analysis of Formula Funding before damping for this current financial year shows that London boroughs would have been worse off by an estimated £190-200 million had the population figures been based on 2001 estimates and not the most recent census.

It is worth considering how population data is used within central government to distribute funding to local government. London Councils continues to argue that for London boroughs short-term migrants and day-time populations also bring considerable demands on local public services and need to be appropriately reflected in financing of these services. The latter includes overseas, domestic and day trip visitors as well as the substantial number of people who spend their working week in London, often renting or owning second homes. For example, the population of some boroughs can double, triple or even quadruple each day compared to the resident population figures¹. At present, London Councils remains concerned that these metrics are not adequately reflected in the current distribution methodologies.

¹ See GLA projections of daytime population: <http://data.london.gov.uk/datastore/package/daytime-population-borough>

Whilst this is not the focus of this consultation, it is important to recognise that information on short-term migrant populations and day-time populations is valuable for London boroughs and will be needed as outputs in future census and population statistics at quality and spatial levels comparable to the current estimates.

The Challenge of Population Estimates in London

London has particular challenges in terms of its dwellings and make-up of population that increase the complexity of preparing accurate population estimates. Arguably, no other region in the country has, to the same degree, either individually or collectively, this combination of characteristics. These factors include:

- Second homes (some boroughs with the highest rate of second addresses for work nationally)
- Inaccessible properties (blocks of high-rise flats) and complex residential structures (commercial and residential combined)
- Living in rented accommodation (multiple-occupation and hidden households)
- Student and generally young populations (mobility and churn of these)
- BME communities (under-registration on electoral register, under-coverage in census returns) and asylum seeking/refugee communities (issues with engaging with state authorities)
- Diversity of languages
- Deprivation levels (some parts of London amongst the most deprived nationally)
- Short term migrants and visitors (the capital is the first destination for many to the UK)

This diversity and complexity in the make-up of London's populations and dwelling characteristics are, at a minimum, set to continue and perhaps more likely will become increasingly complex for population estimation purposes by the time of the next census and beyond.

A one-size fits all approach risks continuing to fail London

In this context, London Councils believes that a national one-size fits all approach, as the current proposals suggest, will risk continuing to fail London.

As such, London Councils believes that there should, at a minimum, be recognition in the proposals that London requires sufficient resources to be allocated to census processes to address the lower coverage rates and confidence associated with estimating London's population. London Councils would therefore urge ONS, as part of its Beyond 2011 research programme, to review both proposed approaches and processes in light of whether these are sufficiently adequate for London and other large urban areas.

It may well be appropriate for London to have a separate approach to reflect the inherent difficulties in accurately estimating its population. London local government would welcome the opportunity to explore this and work with ONS in understanding the issues and improving both census processes and population statistics for the capital. The current lack of any recognition of London's specific needs in the proposed approaches combined with scant recognition of the important role local authorities already play in census taking is of concern and needs addressing.

Further technical comments are provided below.

A census using administrative data with compulsory annual survey

This option would clearly be a new approach to estimating population statistics and because of its untried and untested nature, this option carries the highest levels of risk for accurately estimating populations and their characteristics.

London Councils has serious concerns for the viability of this option. ONS's own independent review of the methodology has concluded that there is, as yet, insufficient evidence to positively reply that this methodology provides a sound basis for replacing 2011 census methodology.²

London Councils would raise the following issues:

Lack of granular characteristic information

One of the key issues for local authorities with this approach is the lack of suitably granular outputs. It is felt that these proposed outputs would not deliver the level of detail required to meet local authority needs for planning and monitoring of services. Without this information, London boroughs could be faced with meeting the cost of addressing this information deficit through for example, commissioning independent surveys. This type of granular information is needed for example when considering the planning of new housing developments and the potential impacts on local communities.

The financial impact on local authorities

London Councils does not agree with ONS's valuation of census outputs compared to administrative data and annual surveys. The £5 million additional benefit³ nationally from the more granular traditional census approach represents a minimal individual local authority benefit. London Councils believes this benefit to be much greater and indeed as mentioned the cost of commissioning this level of data would be much higher for local government as a result of not having this information. This would be an additional cost local government would face as a result.

There would be a clear loss of economy of scale in moving from a national to individual local authority production of granular population information. There would also be risks with non-comparability across geography and time between locally uncoordinated approaches.

Risk of low response rates with surveys

London Councils believes there are other considerable issues with a compulsory annual survey including ensuring that response rates are sufficiently high in London. As previously set out, there are specific difficulties in estimating London's population. Historically, London has experienced lower response rates under the existing arrangements compared to the national average. Despite the considerable work by London boroughs to raise awareness of the census. There are real risks that an annual survey would dilute the message to those communities that are hard-to-reach around the importance of responding. Currently the decennial approach enables a focused campaign to reach those most likely not to respond. Mobilisation each year to reach new potential non-responders would be resource intensive and arguably less efficient.

Administrative data and issues for London

At present, it is not clear how the use of administrative data will be an improvement on the current mid-year estimates. The Beyond 2011 research programme supporting papers (S1-S5) show that there are considerable coverage issues for London with various data sets that could potentially be used in producing estimates. These include: the NHS patient register, Electoral register, School Census, HESA student records and DWP and HMRC records. Each of these options suggests unique challenges when applied in London with little offered by way of how these will be overcome.

In London where much of the population base is transitional, the associated government datasets are not necessarily updated in parallel to movement in the population. London boroughs would need assurance that population estimates were of equivalent quality to other areas of the country

² Beyond 2011: Independent Review of Methodology, C.Skinner, J.Hollis & M.Murphy, p.10.

³ ONS 'Summary of the benefits of census information', September 2013, Appendix B, p.5

and to date this has not been demonstrated through the research programme. Without this, relying on these sources for population estimates will give an inaccurate count.

London Councils would also raise a concern that the proposals largely appear to ignore the role of local authorities, the data they hold locally such as council tax records and their potential to validate any centrally produced population statistics.

Implementation risks

There are also concerns with the considerable risks around developing the infrastructure needed to enable data sharing. Whether this is through necessary development of new computer systems and/or legislation, there would be significant organisational issues to overcome in sharing of data across Government departments, particular in the light of previous experience such as developing I.T. systems for Universal Credit. The consultation document itself highlights the experience of Scandinavian countries and the length of time required to fully implement such an approach successfully.

London Councils would also raise two further issues for consideration, namely public acceptance for administrative data to be used in this way and the security issues around holding this data safely.

Summary

If as it stands this option was agreed upon by Parliament as the preferred approach then London Councils believes that a 'dual running' approach to the next census should be undertaken. It would be necessary for an online census with 100% population coverage to be run concurrently, to enable any meaningful population statistics to be produced. This would help mitigate uncertainty around implementation of new methods and new approaches as well as development of new computer systems.

An online census once a decade

London Councils believes that this option is of lower risk and offers the most potential to meet London's population statistics needs as it currently stands.

Valuable smaller area statistics

London Councils welcomes the potential for the continued provision of detailed information at Output Area (OA) level as well as detailed cross-tabulation information. London boroughs need this to understand their communities, inform policy development and ensure service provision is appropriate.

For example, one borough has used census OA information to develop its housing policy and to map the incidence of private rented sector homes geographically. OA level data enabled analysis to show that concentrations of the private rented sector were around main roads and for plans to be formulated accordingly. This important finding would not have been possible from higher level geographic analysis.

Other service areas where this information is crucial include:

- Planning: assessing new housing developments child and adult yield estimates, developer contributions, S106 agreements, Community Infrastructure Plans and Community Infrastructure Levy charges as well as household projections determining housing requirements.
- Education: school places planning (a major pan-London issue).

- Transport: as part of the evidence base for understanding travel patterns and informing policy.
- Social Services: Joint Strategic Needs Assessments which are informed by detailed cross-tabulations and smaller area statistics for a range of characteristics: population, deprivation, disability, limiting long term illness, diversity/ethnicity, benefits and household structure data.
- Public health: assessment of needs to identify hot spots for issues. Population, ethnicity, age, gender, NS-SEC, religion, mortality and birth information at LSOA and postcode level.

To highlight the importance of sufficiently detailed information and by way of illustration, the Department of Education (DfE) will provide £4.3 billion over the course of Spending Review 2010 (2011-12 to 2014-15) for school capital funding. The primary basis of allocation is current and future estimations of school populations at small planning levels. The absence of sufficiently granular and accurate information on pupil numbers could have a significant impact on the distribution of this funding and could increase the already considerable pressure on school places in London – by 2016-17, London faces a shortage in primary and secondary school places of 118,000.

The GLA's population projections as well as the School Rolls Projection service are important to many London boroughs in informing their medium term planning for areas such as housing requirements and provision of school places as well as other service areas. These projections rely on OA data to inform them so any loss of this information will have consequences for the projections and their use by London boroughs.

Fully inclusive completion process

The primarily online approach is welcome for its potential to improve the quality of information collected and the efficiency in processing responses. It is also recognised that the online approach will be positive for certain groups of people who can complete the return in this way. However, it is also vital that there should still be other formats for completing information to ensure that all potential respondents are reached.

The need for ONS to cooperate with London local government

London Councils would also stress that lessons must be learnt from the 2011 census. A positive working relationship between ONS and London boroughs was developed through planning and delivery of the most recent census and this was a contributing factor in raising the response rates compared to 2001. However, local authorities are best placed to understand how to engage with their local communities, particularly those with historically low response rates such as younger adults and those living in the private rented and social rented sectors.

Imputation methodology must be improved

London Councils understands that ONS methodology for accounting for missing responses is to use the characteristics of the known population to estimate those of the unknown. London Councils would raise this as a significant risk and urge ONS to work closely with our member boroughs who have undertaken research to understand the types of people and communities that are typical non-responders to the census and other surveys in general. The hidden population can often have very different characteristics to that part of the population for which information is known. The incidence of numbers of hidden households and people needs to be understood to enable accurate population estimates, as well as their true characteristics.

Annual population estimates are inadequate

A related issue to the once a decade census approach has been the mid-year population estimates that have been produced using the census year as the baseline population estimate. As expressed previously there are risks that the true level of mobility and population churn from both internal and

international migration is not adequately captured for London boroughs. London Councils strongly believes ONS and DCLG should focus efforts and resources on understanding this characteristic of London's population to achieve a better estimation process that reflects the true annual change in London's population. One example could be to evaluate population estimates within the context of using administrative data and housing stock data to help improve accuracy.

London Councils welcomes the work done through the Migration Improvement Programme to better understand population movements but would urge that continued work be undertaken in this area to improve understanding. To this effect, London Councils would highlight one of the recommendations made by the Public Administration Select Committee in its July 2013 report for local area migration statistics. Namely that, new sources of data on international migration that are robust enough to provide accurate estimates of annual migration flows to and from local authority areas must be developed.

**London Councils
November 2013**

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Subject: Petitions	
Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	Date: 15 January 2014
This report will be considered in public	

1. Summary

1.1 This report sets out details of two petitions to be presented at this meeting by an Assembly Member.

2. Recommendation

2.1 **The Assembly is recommended to receive and to note the petitions listed at paragraph 4 of this report and to decide whether to refer the petitions, and if so where to, and to seek a response to the points raised.**

3. Background

3.1 Standing Orders 3.20 to 3.21 make provision for the presentation of petitions by an Assembly Member at an ordinary meeting of the Assembly.

A petition to be presented must:

(a) Be addressed to the Mayor, the Assembly, a Functional Body (as the case may be);

(b) Clearly indicate the name, address and contact telephone number of the person organising the petition, or where the petition was organised on the internet, its data controller;

(c) Be presented in the form of printed sheets, each of which includes the "prayer" of the petition (the "prayer" is the formal request or other subject matter of the petition) or, if the petition was organised on the internet, clearly demonstrate that internet users who subscribed to the petition knew what the prayer was;

(d) Include each petitioner's name (which may be printed or be in the form of a signature, provided that the signature is legible) and address (sufficient that the person and their address can be identified) or, where the petition was organised on the internet, their names and email addresses;

(e) Indicate the total number of manual or electronic signatories to the petition.

(f) Young people aged 17 or under signing a petition may give their address as that of the school, or other recognised youth group or similar organisation that they attend (with details of their class name where appropriate), provided that the lead petitioner is a teacher at or leader of that school or youth group or similar organisation.

(g) Indicate the total number of manual or electronic signatories to the petition; and

(h) Refer to matters within the responsibilities of the Mayor, the London Assembly or the functional bodies, or to matters of importance to Londoners, including those who visit, live or work in Greater London.

- 3.2 Notice of the intention to present a petition at an Assembly meeting and a copy of the petition must be given to the Executive Director of the Secretariat by no later than 12 noon six clear working days before that meeting.
- 3.3 Under Standing Orders the Member presenting the petition will read out the prayer of the petition (but not the signatories). The Assembly will not debate the petition. If the Assembly agrees without debate, the petition will be forwarded to the Mayor, Functional Body, relevant committee or other organisation with a request for a response to the points made by the petitioner. The response received will be reported to the Assembly for information and forwarded to the petition's organiser. The prayer of the petition and the response received will be published in the appropriate Assembly Minutes.

4. Petitions to be presented

4.1 Notice of the following petitions have been received:

4.2 A petition, received by **Murad Qureshi AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.20 to 3.21, saying:

“We residents and workers of London petition Transport for London and the City to install pedestrian traffic lights at the junction of Charterhouse Street and the A201 Farringdon Road / Farringdon Street. This junction lies on a major East - West pedestrian route. Pedestrians are crossing here at all times of day, but the lack of a pedestrian phase in the existing traffic lights means that the junction becomes dangerous for all road users.”

The petition has 540 signatories.

The contact person for this petition is: Rosey Taylor, Smithfield area.

4.3 A petition, received by **Steve O’Connell AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.20 to 3.21, saying:

“We the undersigned call on the London Mayor, Boris Johnson, to include Worcester Park as a station stop on the planned Cross Rail 2 line. Worcester Park is an important and growing retail, residential, business and transport hub in outer South West London and a stop at Worcester Park would also form part of a strategic transport link with the

proposed Sutton Tram. The current plan to run trains express through Worcester Park without stopping is a missed opportunity.”

The petition has 500 signatories at the date of going to print.

The contact person for this petition is: Simon Densley, 119 Love Lane, Morden, Surrey, SM4 6LS.

5. Legal Implications

- 5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.
- 5.2 Under Standing Order 3.20 the petitions presented to the Assembly, together with the pages containing the names and addresses of the signatories to the petition, are documents to which the access to information rules from sections 100A - H and Schedule 12A of the Local Government Act 1972 apply.
- 5.3 Any applications from Members to see the names and addresses of the signatories to the petition will be considered by the Executive Director of the Secretariat on a case by case basis and in accordance with the relevant provisions of the Local Government Act 1972 and the Data Protection Act 1988.

6. Financial Implications

- 6.1 There are no financial implications directly arising from this report.

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
List of Background Papers: None.
Contact Officer: Joanna Brown / Teresa Young, Senior Committee Officers
Telephone: 020 7983 6559
Email: joanna.brown@london.gov.uk and teresa.young@london.gov.uk

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Subject: Petitions Update

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 15 January 2014

This report will be considered in public

1. Summary

- 1.1 The Assembly is asked to note the responses received to petitions presented at recent Assembly meetings.

2. Recommendation

- 2.1 **That the Assembly notes the responses received to petitions presented at recent Assembly (Plenary) meetings.**

3. Background

- 3.1 In accordance with the procedure set out in the Authority's Standing Orders, Assembly Members may present petitions to the Assembly concerning any matter within the responsibilities of the Mayor of London, the London Assembly or the Functional Bodies, or otherwise of importance to Londoners.
- 3.2 Any responses received are reported to the Assembly for information.
- 3.3 Set out at **Appendices 1 to 4** are the responses received to petitions presented at recent Assembly (Plenary) meetings.

4. Issues for Consideration

- 4.1 **Appendices 1 to 4** contain the responses received to recent petitions.

5. Legal Implications

5.1 The Assembly has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no direct finance implications arising from this report

List of appendices to this report:

Appendix 1 – Response to a petition presented by Tony Arbour AM at a recent London Assembly (Plenary) Meeting.

Appendix 2 – Response to a petition presented by Tony Arbour AM at a recent London Assembly (Plenary) Meeting.

Appendix 3 – Mayor’s letter to Councillor Chris Roberts, Royal Borough of Greenwich concerning petitions presented by Darren Johnson AM and Gareth Bacon AM at the London Assembly (Plenary) meeting on 24 July 2013.

Appendix 4 – Response to a petition presented by Len Duvall AM at the 6 November 2013 London Assembly (Plenary) meeting.

Local Government (Access to Information) Act 1985

List of Background Papers: Minutes of the Assembly (Plenary) meetings held on 24 July 2013 and 9 October 2013.

Contact Officer: Joanna Brown and Teresa Young, Senior Committee Officers

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MAYOR OF LONDON

Tony Arbour AM

City Hall
The Queen's Walk
More London
London SE1 2AA

Our ref: MGLA171013-9344

Date: 06 NOV 2013

Dear Tony

Thank you for the petition which you presented to the London Assembly on 11 October.

As you know, Richmond station's forecourt was recently redesigned as part of the London Borough of Richmond upon Thames' redevelopment work on Kew Road. Prior to this change, the station was served by 12 bus routes, which were split between two bus stops located outside the station, and by taxis.

Transport for London (TfL) and the borough shared a number of concerns regarding the original layout of the road which did not offer enough space for the two bus stops to be served in line with TfL's procedures. In addition, the overcrowding which resulted from the poor road layout and congestion made it difficult for passengers with mobility difficulties to access the stops.

I understand from TfL that the borough's original proposal for the station forecourt looked to enhance the passenger waiting area and make it safer by removing the taxi drop-off facility and to increase the size of the pavement. It also planned to keep both bus stops in the forecourt. Unfortunately, this plan was later changed to the current set-up and one of the bus stops was removed and the space was allocated to a taxi rank instead.

While I appreciate this may have inconvenienced some of your constituents, it is important to note that the new road layout is more spacious and safer for pedestrians and passengers waiting by the bus stop. However, TfL is aware that some passengers are unhappy with the new layout and have called for the second bus stop to be reinstated. TfL is now in discussions with the borough to find a suitable way forward and a site visit was held in September with the borough to discuss what improvements could be made to the area. The borough has agreed to consider the re-introduction of two bus stops pending further discussions.

Turning to your point about the Countdown sign, I can confirm that a new bus shelter and Countdown sign will be installed at the current bus stop as soon as possible. Should the borough and TfL agree to reinstate the second stop, I anticipate its Countdown facility will also be reinstated.

MAYOR OF LONDON

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

Cc: Darren Johnson AM

MAYOR OF LONDON

Murad Qureshi AM
City Hall
The Queen's Walk
More London
London SE1 2AA

Our ref: MGLA171013-9345

Date: **02 DEC 2013**

Dear Murad

Re: Petitions received at the London Assembly (Plenary) Meeting on 9 October 2013

Thank you for the petition presented to the London Assembly on 9 October. I apologise for the delay, but I asked Transport for London (TfL) to consider the matter thoroughly before responding to you.

As you will be aware, the London Borough of Bromley undertook a consultation for the North Village scheme last year, as I understand it, with broadly positive results. However, because Bromley's scheme requires significant changes to the bus network, TfL undertook a further consultation specifically on the scheme's impact on local buses last year. I understand that you would like TfL to attend a community-led planning meeting to discuss the scheme further, and I have therefore asked TfL to get in touch with you to discuss the most appropriate way forward, in tandem with the London Borough of Bromley.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

Cc: Darren Johnson AM

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MAYOR OF LONDON

Date: **13 DEC 2013**

Cllr Chris Roberts
Leader of the Council
Royal Borough of Greenwich
Town Hall
Wellington Street
London SE18 6PW

Dear Chris

Proposals for Controlled Parking Zones (CPZs) at Avery Hill and Falconwood

I am writing in relation to Controlled Parking Zones proposed by the Royal Borough of Greenwich at Avery Hill and Falconwood, to which I understand the London Borough of Bexley objects.

I have considered the information provided by the Royal Borough of Greenwich and the London Borough of Bexley, as well as the evidence I would require in order to enable me to take an informed decision. However, it is clear that this is a local issue, which I consider could reasonably and preferably be resolved through local collaboration.

I have therefore come to the view that it would not be appropriate for me to exercise the power in s.121B (3)(d) Road Traffic Regulation Act 1984 to consider this matter.

Therefore, I would urge you to make every attempt to arrive at a solution yourselves.

For completeness, I am sending a copy of this letter to Darren Johnson AM and Gareth Bacon AM who recently petitioned me on this and to the Leader of Bexley Council, Cllr Teresa O'Neill.

Yours ever,



Boris Johnson
Mayor of London

Cc: Cllr Teresa O'Neill, London Borough of Bexley
Darren Johnson AM
Gareth Bacon AM

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MAYOR OF LONDON

Len Duvall AM OBE
City Hall
The Queen's Walk
More London
London SE1 2AA

Our ref: MCLA151113-1918

Date: **17 DEC 2013**

Dear Len

Re: Petition received at the London Assembly (Plenary) Meeting on 6 November 2013

Thank you for the petition presented to the London Assembly plenary meeting on 6 November.

As you know, a very high volume of traffic passes through Clifton's Roundabout. This is particularly acute during peak hours. Transport for London (TfL) has recently investigated whether a controlled pedestrian crossing could be installed on Westhorne Avenue, to the east of the roundabout. Pedestrian and traffic surveys were undertaken and TfL reviewed a number of options, both small and large in scale, and assessed the benefits and disbenefits of each of these.

Unfortunately, due to the extremely high traffic flow on Westhorne Avenue and on Sidcup Road, TfL has not been able to identify a suitable option. All of the options considered would result in significantly longer traffic queues on all arms of the roundabout, adding delays and congestion. The queues would also regularly extend back and impact other junctions in the area, creating further safety concerns.

TfL conducted pedestrian counts as part of its assessment and found that the number of pedestrians crossing the carriageway was relatively low. TfL deliberately chose a day when there were events at Goals to carry out the survey, as this was likely to be when demand for a crossing was highest. While there is clearly a demand to cross Westhorne Avenue at this location, and more people may cross if a formal crossing were provided, the number of pedestrians was not high enough to justify the negative impact a crossing would have on the roundabout.

I appreciate this may be disappointing news to your constituents. However, TfL is working on a safety scheme at the junction to improve lane discipline and reduce vehicle speeds. While this is not the solution put forward in the petition, crossing Westhorne Avenue should be slightly easier with slower traffic speeds.

Turning to your point about the vehicles queuing to enter the Tesco/Esso petrol station, I understand that planning permission was granted by the Royal Borough of Greenwich for these premises some time ago.

MAYOR OF LONDON

Access arrangements would have been agreed as part of this process. While TfL is unable to enforce against vehicles that are queuing to enter the site, TfL is discussing this issue with the Royal Borough of Greenwich and Tesco/Esso and trying to find a way for Tesco/Esso to better manage their forecourt. In addition, TfL recently installed cameras to observe when and how frequently the queuing occurred and driver behaviour. The footage, which was recorded from 7 to 14 November, is currently being analysed and will help identify any specific measures TfL, the borough or Tesco/Esso can implement to reduce the impact and occurrence of these queues. The safety scheme I mentioned will also consider what additional measures can be introduced to address this particular issue.

I can confirm that in early 2014, TfL will be reviewing the speed limits on the A205 between Well Hall roundabout and Burnt Ash Hill, on the A20 between Clifton's roundabout and the Kidbrooke Park Road junction and on the A210 from Kidbrooke Park Road to the Yorkshire Grey roundabout. The aim of this work is to ensure consistency in the area as currently the speed limit is 30mph for some sections and 40mph for others.

I should note that TfL has received requests from the Metropolitan Police Services to increase the speed limit between the Well Hall roundabout and the Yorkshire Grey roundabout from 30mph to 40mph, as the existing road layout lends itself to higher speeds as evidenced by the majority of drivers.

The review will consider the most suitable speed limit for the area. If this is deemed to be 30mph, TfL will then investigate what additional measures can be implemented to ensure vehicles travelling through the area respect the speed limit.

Thank you again for writing to me.

Yours ever,



Boris Johnson
Mayor of London

Cc: Darren Johnson AM, Chair of the London Assembly

Subject: Motions	
Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	Date: 15 January 2014
This report will be considered in public	

1. Summary

- 1.1 The Assembly is asked to consider the motions set out which have been submitted by Assembly Members.

2. Recommendation

- 2.1 **That the Assembly considers the motions set out below.**

3. Issues for Consideration

- 3.1 The following motion has been proposed in the name of **Caroline Pidgeon AM** and will be seconded at the meeting:

“This Assembly notes the interim report published by Sir Howard Davies’ Airports Commission and the options proposed for expanding Heathrow and Gatwick. The Assembly also notes that the Estuary Airport options have not made the shortlist, though more work will be done before a final decision on shortlisting is made in the New Year.

The Assembly recalls its recent Transport Committee report “Airport Capacity in London” which ruled out expansion of Heathrow and identified significant spare capacity at other airports in the South East.

The Assembly reaffirms its opposition to Heathrow expansion and calls on the Airports Commission to rethink its approach targeting the use of spare capacity at airports serving the South East.”

- 3.2 The following motion has been proposed in the name of **Darren Johnson AM** and will be seconded by **Valerie Shawcross AM**:

“This Assembly notes recent evidence from University College London, which revealed that 76% of men and 85% of women over the age of 65 have a walking speed which is slower than the 1.2 metres per second assumed by Transport for London when setting the timings on pedestrian crossings. On an average road width, applying a slower walking speed of 0.8 metres per second

would increase the pedestrian crossing time by around three seconds, enabling older Londoners to safely cross the road.

This Assembly therefore calls on the Mayor of London, as Chair of Transport for London, and Transport for London to:

- amend guidance for pedestrian crossing timings to assume a walking speed of 0.8 metres per second,
- immediately start trialling extended crossing times at specific times of the day at TfL controlled crossings, and
- bring forward plans to ensure all TfL controlled crossings at least meet the DfT minimum standard relating to blind and partially sighted people, so that they are able to safely cross TfL roads.”

3.3 The following motion has been proposed in the name of **Jenny Jones AM** and will be seconded by **Joanne McCartney AM**:

“This Assembly welcomes the commitment by the Government to ban the use of animals to test household products, and supports Cruelty Free International in its campaigning to end such testing.

This Assembly calls on the Greater London Authority, the Metropolitan Police Service, the London Fire Brigade and Transport for London to only purchase cleaning products which have been certified by Cruelty Free International as not tested on animals under the Humane Standards for use in all buildings for which they are directly responsible for cleaning. Where cleaning is conducted on their behalf by an outside contractor, this condition should be added to the next tender specification when it is published.”

3.4 The following motion has been proposed in the name of **Fiona Twycross AM** and will be seconded at the meeting:

“This Assembly calls on the Mayor to take a strong stand against the inappropriate use of zero hours contracts in London and to lead by example by ending the use of zero hours contracts by contractors and subcontractors employed by the GLA and its functional bodies.

This Assembly believes the Mayor is wrong to praise zero hours contracts and rejects his view that their use prevents “rigidity in the labour market”. In reality, the use of zero hours contracts represents a ‘race to the bottom’ on pay and working conditions. For example, by eroding employee rights to sick leave and annual leave and by tying increasing numbers of low paid employees to places of employment, but without guaranteed hours and therefore a guaranteed income from one week to the next. This erosion of employment rights comes at a time when more people in London are now paid less than the London Living Wage compared to when the Mayor took office in 2008, despite significant increases in costs of living over this period.

That 40 members of staff at City Hall have been employed on zero hours is an embarrassment for the GLA and the Office of Mayor of London and fundamentally undermines the GLA’s status as a London Living Wage employer. To reassure Londoners of the GLA’s belief in a fair day’s pay for a fair day’s work, we call on the Mayor to root out the unjustifiable use of zero hours contracts at the GLA and to draw up a code of practice on the use of zero hours contracts within the GLA Group.”

3.5 The following motion has been proposed in the name of **Murad Qureshi AM** and will be seconded at the meeting:

“This Assembly welcomes the fact that London is home to six football teams in the Premier League which is the most prestigious and well recognised football league in the world. The Assembly notes that some footballers at these football clubs can earn up to £180,000 a week.

These football clubs have annual turnovers of between £261m (Chelsea) and £15m (Crystal Palace).

This Assembly recognises the success that these football clubs have and the role they provide to our city in establishing London as a giant of cities in the football world, however we are concerned by the disparity between the highest earners and the lowest earners at these clubs.

We note that the Mayor is a supporter of the London Living Wage campaign.

We call on the Mayor to write to London’s six Premier League football clubs – Arsenal FC, Chelsea FC, Fulham FC, Queens Park Rangers, Tottenham Hotspur and Crystal Palace – emphasising both the reputational benefits and the business case for the payment of the London Living Wage to their staff.”

3.6 The following motion has been proposed in the name of **Valerie Shawcross AM** and will be seconded at the meeting:

“This Assembly notes the decision to re-let the signalling contract currently operated by Bombardier on London Underground.

This Assembly further notes that the press release was sent out in the afternoon of New Year’s Eve.

The Assembly calls on the Mayor to explain:

- When the decision to re-let the contract was actually made?
- Why the press release was sent out on New Year’s Eve?
- Why it has taken two and a half years to work out that Bombardier would be unable to fulfil the original contract.
- How is the timescale for the completion of the sub surface tube signal upgrade affected?
- What is the net financial impact on TfL of reletting the contract?”

List of appendices to this report: None.

Local Government (Access to Information) Act 1985

List of Background Papers: None.

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