

Subject: Motions

Report to: London Assembly (Plenary)

Report of: Executive Director of Secretariat

Date: 3 June 2015

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 **Andrew Boff AM** and will be seconded at the meeting:

“This Assembly believes that Nominee Passes, those passes offered up for free to nominees of TfL staff that live in the same residence, should be scrapped at the earliest possible opportunity. TfL’s Nominee Passes scheme will cost the taxpayer £111.2 million in lost fare revenues over the next five years up to 2020. The additional revenues accrued from the scrapping of these passes should be used to provide free travel for firefighters in-line with police officers, which would cost £24.8 million in the lead up to 2020.

This Assembly therefore calls for the following:

1. TfL ensure that all existing Nominee Passes expire by 31 December 2015;
2. TfL immediately stop issuing any new or replacement Nominee Passes; and
3. The Mayor earmarks the additional revenues for free travel for London’s firefighters.”

- 3.2 The following motion has been proposed in the name of **Jenny Jones AM** and will be seconded by **Darren Johnson AM**:

“This Assembly celebrates the huge natural diversity in London, a city that more than 8 million people share with over 13,000 other species. We believe that millions of Londoners share our

commitment to nurturing and enhancing our natural wonders, from London's small urban gardens to its national nature reserves.

This Assembly therefore welcomes the Greater London National Park City initiative, which aims to 'inspire us to create a more liveable, fair and healthy London'. The proposed organisation would bring together public, private and third sector organisations to enhance our natural and cultural heritage, encourage a better understanding and enjoyment of the city, foster wellbeing and inspire others to share these purposes.

This Assembly notes that, despite the ambitious proposals for the Park, it would be unlike other UK National Parks, and would not control development or prepare local planning policies. These powers would remain with the Greater London Authority, the 32 London boroughs and the City of London Corporation.

We therefore call on the Mayor to support the organisation in developing its vision, in particular by setting out how the Greater London Authority and the wider GLA Group could contribute towards its aims."

- 3.3 The following motion has been proposed in the name of **Darren Johnson AM** and will be seconded by **Jenny Jones AM**:

"This Assembly notes the recent General Election results in London and the ensuing debate about electoral reform. This Assembly believes that electoral reform for the House of Commons should be debated.

We therefore call on the Government to undertake a review of the electoral system for the House of Commons."

- 3.4 The following motion has been proposed in the name of **Caroline Pidgeon MBE AM** and will be seconded by **Valerie Shawcross CBE AM**:

"This Assembly notes with concern the many objections to the proposed Garden Bridge from a wide variety of individuals and organisations, from the Taxpayers' Alliance to the Royal Society for the Protection of Birds. Objections have been raised over: the proximity to other crossings, the blocking of historic views of the Thames, the procurement process, the lack of cycling provision, the lack of a guaranteed right of way or step free access, the loss of over 30 mature trees on the South Bank, and the GLA underwriting ongoing maintenance costs running into millions.

This Assembly believes that, with no cycling provision or guaranteed public right of way and given the proximity to other bridges, the project serves no transport function, and it is therefore inappropriate that £30 million of Transport for London money has been committed to it.

This Assembly further believes that the public money earmarked for the project would be much better allocated to pedestrian/cycle river crossings where there is a genuine transport need, such as the proposed Brunel Bridge at Rotherhithe/Canary Wharf, or spent creating and improving green public spaces in other parts of the city.

This Assembly therefore calls on the Mayor to agree to a full, independent audit of the procurement process, and to withdraw TfL funds from the project."

- 3.5 The following motion has been proposed in the name of **Murad Qureshi AM** and will be seconded at the meeting:

“Low pay is an increasingly critical issue in London, with average pay rates continuing to fall in the capital. Office for National Statistics data shows that in 2013, average weekly pay was £613 compared to £700 in real-terms (adjusted for RPI) in 2009¹. The most recent London Poverty Profile shows the number of jobs paying less than the London Living Wage has also increased sharply since 2007 in both absolute terms (from 420,000 to 600,000) and as a proportion of all jobs in the capital (from 13% to 17%)².

Few industries highlight the chronic income disparities that characterise modern London better than the highest levels of professional football. This was highlighted by the London Assembly’s January 2014 motion, which denounced the wage inequality between the highest and lowest earners at Premier League football clubs.

Since that motion was passed, this Assembly notes the positive decision by some Premier League clubs to pay their staff the London Living Wage. Nevertheless, the Assembly is concerned that two-thirds of Premier League clubs in London are failing to pay their employees enough to live on in the capital. Whilst star players can earn up to £180,000 per week, some contract staff employed by the same club earn the minimum wage of £6.50 per hour.

The Mayor has supported, and been actively involved in, stadium-led regeneration to create job opportunities and improve facilities for local people. With several Premier League clubs benefiting from the Mayor’s support in building new, or expanding existing, stadiums, it is essential that he urges clubs to pay the London Living Wage.

This Assembly calls upon the Mayor to use his influence during stadium-led development schemes to advance the case for the London Living Wage among Premier League football clubs in London and to use the platform provided by these schemes to urge London’s other non-Living Wage employers to pay their workers a fair wage.”

- 3.6 The following motion has been proposed in the name of **Stephen Knight AM** and will be seconded by **Caroline Pidgeon MBE AM**:

“This Assembly welcomes the recent unanimous judgement from the Supreme Court ordering the government to submit new air quality plans to the European Commission no later than 31 December 2015.

This Assembly notes that large sections of the Capital continue to exceed both the annual mean and hourly legal limits for nitrogen dioxide (NO₂) and are currently projected to continue doing so until after 2030, over twenty years after the original compliance date.

This Assembly further notes that the Mayor has a duty – under the Greater London Authority Act (1999) – to bring forward policies and proposals to support the achievement of legal air quality standards in London.

¹ Figures for pay regional pay rates and Retail Price Index inflation taken from the Office for National Statistics

² London Poverty Profile 2013, Trust for London & New Policy Institute, 2013, p.63

This Assembly believes that further measures are needed urgently if London is to achieve compliance with health-based, legal limits and avoid the prospect of substantial fines being passed down to the Greater London Authority (GLA) under the terms of the Localism Act (2011).

This Assembly therefore calls on the Mayor of London to take additional steps to ensure that the period of exceedance of air quality limits in London is kept as short as possible, and investigate the feasibility of introducing a modest levy on all diesel vehicles entering central London from 2016, enabling Transport for London (TfL) to influence purchasing and driving behaviour far sooner than currently planned while delivering a measurable benefit to the health and quality of life of Londoners.”

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
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List of Background Papers: None.

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