

London Assembly (Mayor's Question Time) – 19 October 2016

Transcript of Agenda Item 4 – Oral Update on the Report of the Mayor

Tony Arbour AM (Chairman): Thank you so much. Will you please formally receive the Mayor's report for the period 1 September to 5 October 2016?

All: Agreed

Tony Arbour AM (Chairman): Thank you. That is good of you. The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report. It has been a very busy period and so I will extend that briefly. Mr Mayor

Sadiq Khan (Mayor of London): Thank you, Chairman. Can I also begin by wishing Kemi [Badenoch AM] all my best with her new adventure that is about to begin. I am pleased to report again that we have been particularly busy across the GLA (Greater London Authority) group. Can I also say hello to members of the public and those Members of the Assembly who are here today?

As I made clear in my first months in office, I am determined to create a fairer and more equal city, where all employees are safe in the comfort that they will be paid a decent wage. I believe that City Hall and the mayoral bodies must lead by example on this crucial issue and so I was shocked to learn that some Transport for London (TfL) subcontractors were being paid less than the London Living Wage under my predecessor. These 18 contractors - cleaning and security staff - were working at the London Transport Museum. Their cases were brought to my attention by trade union representatives during the regular discussions I now hold in my drive for a constructive engagement with unions. I have now immediately acted to increase their salary and to insist that, as part of TfL's new cleaning and security contracts, all employees whether directly employed by TfL or employed through an agency, are to be paid the London Living Wage. I will work to ensure that all staff working at City Hall and mayoral bodies are paid the London Living Wage and I have tasked my Deputy Mayors with carrying out a full look at each of their areas to ensure that there is nobody being paid less than the London Living Wage across the GLA group. I would ask all Assembly Members and GLA staff to let me know if they come across any examples of bad practice. I hope that more and more businesses across our city will follow suit.

On 7 October 2016, the Jubilee line became the third Night Tube service to be launched, providing links to key venues like the O2 and Wembley as it runs from Stanmore to Stratford. On a personal note, I was excited to also announce that the Northern line services will run from High Barnet and Edgware via the Charing Cross branch to Morden from Friday, 8 November 2016. Services will be stopping at both Tooting Bec and Tooting Broadway. I will shortly be making an announcement on the Piccadilly line.

Following my first air quality consultation, which attracted a record 15,000 responses, I have now set out bold proposals for improving air quality in the capital. These proposals include: delivering the central London Ultra Low Emission Zone (ULEZ) in 2019, a year ahead of schedule; extending the ULEZ to the North and South Circulars from 2019 or later; and starting the formal consultation necessary to introduce the T-Charge for older

polluting vehicles in October 2017. The proposals are part of my second air quality consultation and I now ask for Londoners to let me have their views on my detailed proposals to clean up our filthy air.

To counter the increase in rough sleepers on London's streets, I have now established a No Nights Sleeping Rough Taskforce. The Taskforce will be chaired by my Deputy Mayor for Housing, James Murray, and will bring together key players to help rough sleepers and prevent rough sleeping in the capital. The group will identify what new interventions may be needed to tackle specific problems and will lobby Government for support when necessary.

My Deputy Mayor for Policing and Crime held a special summit to help inform a tough new approach to tackling knife crime, which the Commissioner and I also attended. The event brought together about 150 Londoners, including young adults, victims, community leaders, experts and professionals from schools, hospitals, the police and criminal justice partners in order to help pave the way for a more collaborative and effective strategy for keeping young Londoners safe. Knife crime, Chairman, accounts for almost half of all homicides in the capital and has risen 16% in the last two years. We need to crack down on this deadly problem.

Finally, on 14 October 2016, I presented the Secretary of State for Transport with the business case for the future devolution of London's suburban rail services to TfL. The plan sets out how a better integrated and more reliable suburban rail network will improve services for millions of passengers. The business case sets out how further rail devolution will also deliver substantial economic benefits, supporting the development of thousands of new homes and jobs in outer London.

Chairman, there is one request for an oral update, which is from you, Chairman Arbour, in relation to Heathrow. Thank you for your oral update request on this very important matter, Chairman. The Government's decision to yet again delay deciding where to build a new runway will cause unnecessary uncertainty for British businesses already struggling with Brexit. Now more than ever, businesses need certainty and stability in order to make investment decisions and to keep jobs in Britain. Instead, they are getting dithering and delay. Now it is time to get on with building a new runway at Gatwick, which can be built quicker, cheaper and without the years of legal and political battles that Heathrow clearly faces. Gatwick would not only require no public subsidy but would give Britain all of the benefits of expansion whilst keeping our air quality safe and within legal limits. The alternative, a new runway at Heathrow, would come with serious air quality impacts and there is no plan for funding the necessary surface access improvements to support expansion there. I have been clear that the build must not be passed on to London tax- or fare-payers. Choosing Gatwick would mean that we would have not one but two world-class global airports in London. It would bring opportunities for growth, especially in south London, and would lead to greater competition, driving up standards, choice and efficiency at both Heathrow and Gatwick. We need to choose Gatwick and get moving, unlock the potential for economic growth and send a positive signal to the world that London - and Britain - is open. I have sent this message loud and clear to the Government alongside 29 cross-party leaders from across London including you the Chairman - Assembly Member Arbour - and a number of other Assembly Members, but I have yet to receive a response to the points set out in that letter. When the Government has finally made a decision, which we are now told is delayed until at least late 2017, it will need to begin work on a national policy statement on aviation, which will be subject to public consultation and Parliamentary scrutiny.

Tony Arbour AM (Chairman): Thank you very much, Mr Mayor. At this point, I will ask the Deputy Chair to take over so that I can ask you questions on your statement as the Member for South West.

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

Tony Arbour AM: First of all, Mr Mayor, I am very grateful to you because you have clearly spelled out your opposition to the expansion of Heathrow and my constituents will be very grateful to you for that.

I would like to ask you, please, how you are going to demonstrate your opposition and I would like to ask you some questions on this. Will you resource your opposition to Heathrow?

Sadiq Khan (Mayor of London): What exactly do you mean by that, Chairman?

Tony Arbour AM: Will you spend money, Mr Mayor?

Sadiq Khan (Mayor of London): At the moment, we are lobbying the Government. The Government will make some decisions next week, but you will be aware from briefings overnight that a decision will not be taken until late 2017. There is a cross-party group of politicians across London who are against a new runway at Heathrow. We are speaking to them. I have made no decision yet in relation to resources, but clearly I am minded of the views across the Assembly in relation to future plans the Government may have.

Tony Arbour AM: That is not very definitive. I am not sure that that will give my constituents very much comfort. Let me zero in on this. Will you assign staff from City Hall to work on a case opposing the expansion of Heathrow?

Sadiq Khan (Mayor of London): I can reassure you that the Deputy Mayor for Transport and City Hall staff know my views and the evidence is against an expansion of Heathrow and they are spending an extraordinary amount of time and energy speaking to all of those who have similar concerns.

Tony Arbour AM: I am afraid, Mr Mayor, again, that is not as definitive I think, as my constituents would like. Your predecessor specifically assigned staff to this. Are you unable to tell me that you will put in somebody's job description that their job is to work up a case to oppose this?

Sadiq Khan (Mayor of London): I think we can review this once the Government has made a decision. To hypothecate on an unknown decision by the Government next week on one that will be made in late 2017 would be unwise. I do not believe in telegraphing my intentions to the Government in relation to this matter but, obviously, we will review this.

Tony Arbour AM: You cannot have it both ways, can you, Mr Mayor, about telegraphing your opposition? You have just spent a couple of minutes telling us how terrible it would be --

Sadiq Khan (Mayor of London): To be fair --

Tony Arbour AM: -- as we agree with you, but telegraphing is not exactly the same - how shall I put it - as paying for the telegram.

Sadiq Khan (Mayor of London): Quite. To be clear, my views are well known. You are asking a question about resources --

Tony Arbour AM: Yes.

Sadiq Khan (Mayor of London): -- and officer staff, which I am not willing to answer until the Government has made a decision.

Tony Arbour AM: Mr Mayor, you are giving yourself wriggle room on that. You are possibly the only person in London who thinks that, at the end of the day when Parliament makes a decision, Heathrow is not going to be on the table.

Can I ask you in your capacity as Chair of TfL will you allocate staff who are employed by TfL to work up a case against the expansion of Heathrow?

Sadiq Khan (Mayor of London): We have already and we are spending a huge amount of time and effort to make sure the Government knows our views in relation to Gatwick and our views in relation to Heathrow. Once the Government makes a decision in relation to what it is going to do, we will of course review those resources, staff and other issues.

Tony Arbour AM: It is quite hard to pin you down on this one, Mr Mayor. I am going to give it another couple of goes.

Sadiq Khan (Mayor of London): Sure.

Tony Arbour AM: Your predecessor allocated funds to fight any legal challenge that there would be to a proposal to expand Heathrow. Would you allocate funds to fight a legal challenge to the expansion of Heathrow?

Sadiq Khan (Mayor of London): I will review my position once the Government has made a decision.

Tony Arbour AM: Mr Mayor, are you telling us because of the way you are answering this question that you believe that Heathrow is not going to be one of the final choices that will be discussed by Parliament in a year's time?

Sadiq Khan (Mayor of London): Let us wait until the Government announces next week. Let us wait until the Government announces in late 2017. I will review my position when that happens.

Tony Arbour AM: Do you know I think Londoners who are opposed to the expansion of Heathrow would expect something rather more robust on this. As I have already indicated, it is all very well to speak warm words, but they should be backed up.

Another question relating to this. You will know that there are four local authorities, Greenpeace and a large number of other organisations that have already pledged funds to fight such a proposal if it should come forward. They have already done that irrespective of the decision that is going to be announced next week or the decision that may or may not be made by Parliament in 12 months' time.

Will you undertake now to contribute to the cost of such opposition to a decision now irrespective of the fact that the decision has not yet been made? I am not asking you to put up the money now. I am merely asking you to say that, should the decision be made, you will contribute.

Sadiq Khan (Mayor of London): They have had no conversation with me. If they approach me, we will have a discussion.

Tony Arbour AM: That is not the point. The job of the Assembly, Mr Mayor - and it is my job to ensure that the Assembly does it and I am sorry that it is me who is asking you to do this - is for us to seek decision-making on behalf of Londoners. You do not need to wait for these other characters to ask you to contribute or not. You are the biggest player in London; you have the largest mandate, as you often tell us, of anybody in the country.

Will you use that mandate and the fact that you are the biggest player in London to say that, if such a proposal comes forward, you will undertake now to provide funds to oppose that?

Sadiq Khan (Mayor of London): Let us have the conversation. Let those council leaders come and speak to me. We will have the conversation.

Tony Arbour AM: They do not need to speak to you, Mr Mayor. This is a decision you can make on your own. Your predecessor was quite happy to make that decision on his own. I would like to think that you are able to fill his boots in that respect. Are you able to do so?

Sadiq Khan (Mayor of London): I do not think that anybody can fill Boris's [Johnson MP, former Mayor of London] boots. His boots are a law unto themselves.

Tony Arbour AM: I appreciate that it is a challenge. Are you telling the Assembly that unless those other organisations, who have already agreed to fund opposition to such a proposal, you will not make a decision yourself?

Sadiq Khan (Mayor of London): I cannot make a decision without a conversation and discuss the merits and demerits. If those council leaders want to approach me, I am happy to do so. I appreciate that you are passionate about this, but I have answered the question 17 times.

Jennette Arnold OBE AM (Deputy Chair): He is not going to ask you again, not this morning.

Tony Arbour AM: I am not. She has smacked me on the wrist, Mr Mayor. I think we know your position and you are going to wait to be asked.

Jennette Arnold OBE AM (Deputy Chair): I understand Assembly Member Russell has a question about the same topic.

Caroline Russell AM: Mr Mayor do you think you should have mentioned climate change in your update on aviation expansion?

Sadiq Khan (Mayor of London): I am worried about being told off by that Chairman should I go over my five-minute limit and so I was trying to be keen to be brief, but I am happy to give a longer answer next time if that Chairman allows me to do so next time. I was told five minutes and that is why I have kept it brief.

Caroline Russell AM: You can answer me yes or no. please?

Sadiq Khan (Mayor of London): There were big concerns around air quality, around noise pollution, around climate change and actually --

Caroline Russell AM: Excuse me. Do you think you should have mentioned climate change? It is just a yes/no answer, please.

Sadiq Khan (Mayor of London): In relation to?

Caroline Russell AM: In relation to your update on aviation expansion.

Sadiq Khan (Mayor of London): The question, to be fair to me, was from Chairman Arbour in relation to 'did the Mayor receive any response to the anti-Heathrow expansion that he sent to the Government', which I answered.

Jennette Arnold OBE AM (Chairman): No, she can make that follow-up. She said to you that a simple answer, yes or no, will do and then we can move on.

Sadiq Khan (Mayor of London): I am happy with the answer I gave.

Jennette Arnold OBE AM (Chairman): Have you given an answer?

Caroline Russell AM: I think that's neither, was it not?

Sadiq Khan (Mayor of London): The answer I gave to Chairman Arbour --

Caroline Russell AM: That was a "no", was it not?

Jennette Arnold OBE AM (Chairman): The Member can read that as "no". OK?

Caroline Russell AM: Thank you.

Jennette Arnold OBE AM (Chairman): Any more questions on Heathrow? No. I will hand back over to the Chairman.

Tony Arbour AM (Chairman): All right. Thank you, Madam Chair. I will now go back to my customary non-partisan, independent stance as Chairman.

Sadiq Khan (Mayor of London): It is good to have you back.

Tony Arbour AM (Chairman): OK. On the Mayor's report, I had an indication from Assembly Member Bacon?

Gareth Bacon AM: Thank you, Chairman. Mr Mayor, on page 4 of your report, which is at page 20 of the Assembly Members' agenda today, you refer to the new river crossings that you announced on 4 October 2016. What conversations did you have with the affected boroughs before you made this announcement?

Sadiq Khan (Mayor of London): I have a full answer for that question. Shall I deal with that now?

Gareth Bacon AM: Yes.

Sadiq Khan (Mayor of London): It is question 21, Chairman.

Tony Arbour AM (Chairman): Yes, all right. Yes, we will knock it off now.

Sadiq Khan (Mayor of London): If that is OK?

Gareth Bacon AM: Yes, absolutely, Mr Mayor.

[2016/3746 - River Crossings Boroughs

Gareth Bacon AM

What conversations did you have with the affected boroughs before you announced the river crossings proposals?]

Sadiq Khan (Mayor of London): My aspirations for more river crossings in the east of the capital were well known during my election campaign. I said that I would review the river crossings options in east London and determine my priorities. My current vision is one that supports sustainable growth and provides better transport links for all.

There is nothing to stop boroughs or Assembly Members from approaching me directly on this or any other issue, as many Assembly Members and boroughs have done already. The boroughs affected in east London were informed of the announcement before its release. This included calls to all of the heads of transport and discussions with most borough leaders.

Now that my immediate priorities for east London river crossings have been set out, I am keen to work with all local boroughs to maximise the opportunities these new connections will bring. I will ensure that boroughs are involved in the development of these schemes in a way that supports local plans. Longer-term proposals will be considered and consulted on as part of the development of my Transport Strategy. The boroughs will of course be involved in this process and anyone else with an interest can of course get in touch.

I am committed to building a much better relationship with the boroughs than my predecessor, which is essential to take these types of project forwards. I was pleased to meet with the London Councils Conservative group last week, a meeting with the opposition council group, which is something that my predecessor never did. I have considered the affected boroughs' positions including their responses to earlier consultations.

I have said that I will take forward a new bridge to Canary Wharf for pedestrians and cyclists and new rail connections to Thamesmead to support growth in this part of Greenwich and Bexley. I also support improved plans for a greener and more public transport-focused tunnel at Silvertown to address the immediate and acute problems at the Blackwall Tunnel. My vision is a balanced one, providing new crossings for pedestrians, cyclists, public transport users and motorists where they will make the greatest difference.

Gareth Bacon AM: Thank you for that answer, Mr Mayor. Which borough leaders did you personally speak to before you made your announcements?

Sadiq Khan (Mayor of London): I did not personally speak to anybody. It was the Deputy Mayor for Transport and officers in City Hall.

Gareth Bacon AM: You did not speak to Robin Wales [Mayor, London Borough of Newham], Roger Ramsay [Council Leader, London Borough of Havering], Denise Hyland [Council Leader, Royal Borough of Greenwich] or Teresa O'Neill [Council Leader, London Borough of Bexley]?

Sadiq Khan (Mayor of London): Not me personally, but I am not sure which leaders Val Shawcross [Valerie Shawcross CBE, Deputy Mayor for Transport] and which leaders officers spoke to and which heads of office transport officers spoke to.

Gareth Bacon AM: I can speak on behalf of Bexley because that is half of my constituency. The Borough Leader was promised a call and did not get one. The Head of Regeneration did not get a call. A junior officer in her department had a call from a mid-ranking officer at TfL the day before the announcement was made. This is a bit of a shame because four years of work went on, four years of consultation, four years of meetings and two public consultations on river crossing proposals at Gallions Reach and Belvedere, and you made this announcement without consulting anybody. Why was that?

Sadiq Khan (Mayor of London): We did consult. There is a separate point, which is the discourtesy to Teresa [O'Neill], which I apologised for when I saw her at the Conservative group --

Gareth Bacon AM: Yes, she told me that.

Sadiq Khan (Mayor of London): -- because her views and Bexley's views are well known. What I said to Teresa was that she should have been contacted personally. There was a breakdown in communication with the Council. That was not their fault. It was my responsibility to speak to Teresa and we are going to make sure we have a better working relationship going forward.

Gareth Bacon AM: The London Borough of Newham has been pushing for a road crossing going over to Gallions Reach for the last decade. Did you speak to Robin Wales before you made your announcement?

Sadiq Khan (Mayor of London): No.

Gareth Bacon AM: You did not? What has Newham --

Sadiq Khan (Mayor of London): The Deputy Mayor may have. I am not sure who Val [Shawcross CBE] spoke to and who she did not speak to.

Gareth Bacon AM: That is interesting. What modelling was done before you made the announcement on the various options that you announced?

Sadiq Khan (Mayor of London): I have already given my answer in relation to the steps we have taken. I have set out my priorities for immediate action by TfL based on the transport priorities in my manifesto. Of course I am in regular discussion with borough leaders about my priorities and we will carry on talking.

Gareth Bacon AM: No modelling was done. What is the cost of the river crossings that you are proposing?

Sadiq Khan (Mayor of London): Which particular ones? There are a few.

Gareth Bacon AM: All of them.

Sadiq Khan (Mayor of London): We have published various costings and stuff, which I am happy to send to you if you have not got those.

Gareth Bacon AM: I have the report in front of me, Mr Mayor. It is a bit sketchy on detail, to be honest. The DLR (Docklands Light Railway) extension to Gallions Reach that is proposed was never considered on its own but you have announced that it will be built within five to ten years along with all of the other river crossings so I am assuming that you have a robust way of financing that.

Sadiq Khan (Mayor of London): Yes. The three new crossings that we have talked about are the Canary Wharf pedestrian and cycling bridge, the Silvertown Tunnel and the DLR extension to Thamesmead. The Transport business plan that is going to be published this year will show that all of those three we are confident we can afford.

Gareth Bacon AM: You do have detailed ways of funding them, do you?

Sadiq Khan (Mayor of London): I said that I did but they are not with me. I said that I am happy to send them to you and you then said that they are very sketchy.

Gareth Bacon AM: They are very sketchy. The thing is, Mr Mayor, as I said, four years of meetings, negotiation, modelling and consultation was going on about road crossings at Gallions Reach and Belvedere. These are very complex engineering projects that are very, very expensive and will take a lot of time. A lot of consultation will be needed with local people. That does not seem to be featuring in your proposal going forward. Instead, we have a different package, apparently with no consultation with any boroughs; no modelling has been done, nothing. What drove that, Mr Mayor?

Sadiq Khan (Mayor of London): I appreciate that you speak as a ward councillor in Bexley. I speak as the Mayor of London and we have a comprehensive plan --

Gareth Bacon AM: I also speak as the Assembly Member for Bexley and Bromley, Mr Mayor.

Sadiq Khan (Mayor of London): and I have learnt the lessons from the previous guy, who when he was first got elected in 2008 cancelled a major project. I am not doing that. What I am doing is announcing three plans for three new crossings. We will publish a business case later on this year, which will set out future plans going forward. We are keen to have the three crossings I have talked about open within the next five to ten years.

Gareth Bacon AM: The reason that your predecessor cancelled the project to Gallions Reach was because it was a six-lane road bridge that would have caused devastating environmental impacts, particularly on the south side of the river, was fiendishly complicated; he recognised that and realised that more work was needed on it and that was the work that was being undertaken. That seems to have been tossed out of the window for the sake of a short-term press release, Mr Mayor.

Sadiq Khan (Mayor of London): I am told that actually, if we are being completely frank, as I know you like to be, it was due to lobbying by Bexley. The previous Mayor kicked off his mayoralty in 2008, as I said, by cancelling the Thames Gateway Bridge and throwing away £300 million in private finance initiative (PFI) funding that had been secured for its delivery, but only after he had wasted nearly £5 million on the project in his first six months alone. I prefer my immediate approach to investing in the future of east London than his.

Gareth Bacon AM: Why did he cancel the project, Mr Mayor?

Sadiq Khan (Mayor of London): Because of lobbying from you and Bexley Council, I suspect.

Gareth Bacon AM: Why was that?

Sadiq Khan (Mayor of London): You tell me.

Gareth Bacon AM: I can tell you: because it would go through ancient woodland, it would create London's longest gridlock permanently at the expense of £350 million, as you have just said, and it was fiendishly complicated. The previous proposal had no mitigation measures included in it, there was no proper air quality analysis and there was a planning inquiry that rejected it and said that the environmental disbenefits outweighed any regeneration benefits. That is why that was put back on ice and more work was done.

That, I would suggest to you, Mr Mayor, is the way that you do things. With complicated projects, you look at them and you analyse them properly. You do not make quick short-term press releases in order to get a good headline. You work it out and it takes a bit more detail and a bit more time. Why have you thrown that option out of the window and announced a whole package of measures that you do not have any costings for and that you have done no modelling for?

Sadiq Khan (Mayor of London): Is it time for me to answer?

Gareth Bacon AM: Yes. I just asked you a question. That is the way we do things.

Sadiq Khan (Mayor of London): I have set out my priorities for new river crossings east of Tower Bridge where they will support new jobs and affordable homes. My plans are focused on that stretch of the river because of the huge growth opportunities these crossings can support in east and southeast London, but that does not mean that there will not be other new crossings elsewhere along the Thames. I have moved swiftly to set out a package of greener, public transport-focused crossings that will support growth.

Gareth Bacon AM: The package of measures that I am just talking about, Mr Mayor - the Gallions Reach bridge and the Belvedere bridge that were proposed, were modelled and were consulted on - would deliver between 20,000 and 50,000 new homes in certainly the poorest area of the London Borough of Bexley and one of the poorest areas in London. That is now all prejudiced by the proposals that you have announced.

Also, I would like to take you back to the document that has been published to accompany the press release; *Connecting the Capital*, it is called. On page 34 of that document towards the bottom, it says:

"Public transport would be an important element of both crossings. Bus connections form an essential component of the public transport provision, with complementary DLR and tram options being assessed at Gallions Reach."

This document seems to be a bit out of date, doesn't it?

Sadiq Khan (Mayor of London): Whilst there is an economic case for new road crossings beyond the Silvertown Tunnel in the longer term, new rail crossings will be more effective in delivering new housing, which is a priority for Londoners. While there is a high level of support for roads overall, there are lots of people - me included - who have very real concerns about the potential environmental impacts of building more and more and more roads.

Gareth Bacon AM: Mr Mayor, I do not wish to interrupt you because it is very discourteous and I apologise that the way we do this thing means that I do have to interrupt you. This document is implying that DLR is being assessed at Gallions Reach. Your announcement last week presented it as a *fait accompli*. Which is it?

Sadiq Khan (Mayor of London): There is a short-term plan and a long-term plan. The short-term plan - five to ten years - is the Canary Wharf pedestrian and cycling bridge, the Silvertown Tunnel and the DLR extension to Thamesmead, all between five and ten years. There is a longer-term plan --

Gareth Bacon AM: Yes. Sorry, Mr Mayor, you might be unfamiliar with the terminology. Thamesmead is Gallions Reach. The DLR extension to Thamesmead is the DLR extension to Gallions Reach. Your document, which underpins the press release that went out, says that that is being assessed, but it sounds like you have already assessed it.

Sadiq Khan (Mayor of London): No, I have said that the three crossings we are looking at over the next five to ten years are the Canary Wharf pedestrian and cycling bridge, the Silvertown Tunnel and the DLR extension to Thamesmead.

Gareth Bacon AM: Yes, which is Gallions Reach, and you have already said --

Sadiq Khan (Mayor of London): Right. So we are looking at many potential sources of funding, including user charges for those driving through the Blackwall and Silvertown Tunnels, and working with developers, who will benefit from the investment and future passenger fares and when we publish the business plan later on this year, you will see more details of those.

Gareth Bacon AM: Mr Mayor, as I said, four years of work went into this. That is not just on the Bexley side; the London Borough of Newham has been lobbying for a road bridge for a decade. It sounds like nobody was spoken to before this announcement. There has been no modelling. You do not have any detailed costings for any of this. What are you going to do to repair the damage that this will do to relations between City Hall and the boroughs?

Sadiq Khan (Mayor of London): I get on far better with the boroughs you are talking about than the previous guy did.

Gareth Bacon AM: I can absolutely guarantee you, Mr Mayor, that you do not. I know the borough leaders a lot better than you do and I can assure you that you do not. Mr Chairman, we will have to leave it there.

Keith Prince AM: Thank you. Mr Mayor, I certainly welcome the introduction of the crossings. It is a nightmare getting from Havering or Redbridge across the river. I welcome some crossings, especially the Silvertown link. Could I just press you a bit on the funding of the Silvertown link, please, Mr Mayor?

Sadiq Khan (Mayor of London): Yes. The detailed business plan later on this year will set out the funding in relation to those three crossings: Silvertown, the DLR extension and the Canary Wharf pedestrian and cycling bridge. We are confident that when we publish the business plan you will be reassured that the funding is there.

Keith Prince AM: As I understand it, Mr Mayor, the proposal is that in order to fund the Silvertown crossing, they are looking to continue the toll - which should have been finished a long time ago - of the (QE2 Queen Elizabeth II) Bridge and also to introduce tolling at the Blackwall Tunnel. Do you believe that to be the case, Mr Mayor?

Sadiq Khan (Mayor of London): I cannot speak about the QE2. As far as Blackwall is concerned, one of the potential sources of funding being looked at is user charges - tolls - for those driving through the Blackwall and Silvertown Tunnels. One of the issues that will be looked at in relation to the scheme is displacement of traffic because, obviously, one of the concerns your constituents have is the issue of air quality. What we do not want to do inadvertently is to displace traffic. Those are some of the things that are being looked into, but we are more than happy to discuss with you, as somebody who has a local interest, any particular concerns you might have.

Keith Prince AM: Just a question, then, Mr Mayor: do you think it is fair that if you live west of Tower Bridge, which is currently closed, you can travel across the river for free? Under your proposals, Mr Mayor, as I understand them, if you live east of Tower Bridge, you have to pay to cross the river. What do you have against the people of east London? I know that you have it in for me and I understand that, but there are some friends that you have in east London. What do you have against east Londoners?

Sadiq Khan (Mayor of London): As you are well aware, I am a Mayor for all Londoners, Keith. We are looking at all sorts of options not just in relation to funding but also in relation to displacement of traffic and encouraging people to use cycles and to walk. That is the reason why we have a guaranteed bus lane in Silvertown with a record number of buses going through the Silvertown Tunnel and also the free pedestrian and cycling bridge. I am looking not just at how we fund the tunnel but also at how we ensure that we encourage people, where possible, not to use cars.

Keith Prince AM: I welcome your offer a meeting to discuss it and I look forward to meeting with you. Thank you, Mr Mayor.