

MAYOR OF LONDON

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Dear Jennette

London Assembly (Plenary) Meeting 2 December 2015 - Motions

Thank you for your letter of 3 November 2015. My response to the London Assembly's motions is set out below. I apologise for the delay in responding to you.

Motion 1 – Climate Change

I hope that you share with me a greater sense of optimism following the recent Paris Climate Conference (COP21) that we can limit the increase in global temperature to below the critical 2 degrees Celsius. I believe that at COP21, cities, particularly the C40 Cities, of which London is founder, deputy chair and host city, showed leadership in both policy and action in limiting further climate change and adapting to that which is now unavoidable.

I believe that I am leaving a legacy of leading climate change programmes. To name but a few examples: My London Energy Plan provides the evidence base for further actions, on how we can cut carbon and secure our energy supply, my RE:NEW and RE:FIT energy efficiency retrofit programmes are reducing energy demand from homes and public buildings, and the Decentralised Energy Project Delivery Unit is working across London to support the development of low carbon district heating networks. I also run the Mayor's Business Energy Challenge each year to encourage action to reduce energy use and carbon emissions in the private sector in London. I have published the London Sustainable Drainage Action Plan which will create a step change in how we manage rainwater in the capital. My officers are working with our water companies, particularly Thames Water, to ensure that resilience to climate change is built into their long-term plans. We are also working with the Environment Agency to create a 25-year flood risk management and investment plan.

The Greater London Authority is a founder member of the London Climate Change Partnership (LCCP) and has supported it since its inception. I believe LCCP plays a vital role in raising awareness, building capacity and identifying interdependencies to make London and Londoners more resilient to current extreme weather and further climate change. It is a partnership organisation from which many in the private sector benefit. Future funding for wider climate change programmes and for the LCCP and is a decision for my successor to make, but we will help the LCCP to secure external funds.

MAYOR OF LONDON

Motion 2 - Concession Agreement between the LLDC and West Ham United FC

I note the Assembly's interest in this matter but I disagree that it was wrong to make the limited redactions that have been made to the concession agreement, and to appeal the Information Commissioner's ruling.

The Legacy Corporation has carefully reviewed the Concession Agreement with West Ham United and has published a new version. The new version has only a small number of redactions, related to very specific areas of commercial confidentiality, where release would cause adverse impact on the public interest in generating income from the stadium.

As I have said before, I am committed to transparency and would generally be happy for the agreement to be published. However, the Legacy Corporation's legal advice is clear and unequivocal that releasing all the details of the agreement into the public domain will seriously jeopardise future income from future tenants or partners, to the significant detriment of the public purse.

I am glad that the majority of the agreement has now been released but I think it is absolutely right that, subject to the appeal to the Information Tribunal, those sections should remain redacted so that the Corporation can strive to get the greatest return possible for the taxpayer.

Motion 3 - Newsquest

I share the Assembly's view that a strong local press is vital to a healthy local democracy and plays an important role holding decision makers to account. I wrote to Newsquest Media Group in October to seek reassurance about their commitment to providing this service in the capital and this correspondence serves as my position.

Motion 4 - Walking

I am happy to note the Assembly's Motion 4, and reassure you that I am committed to making walking an even safer and more appealing option for Londoners and visitors alike. In recent years, 1,500 Legible London signs have been installed to provide a comprehensive wayfinding network for pedestrians and £9m has been invested in the Walk London Network of high-quality walking routes that span London. Most recently, Transport for London (TfL) produced a walking tube map showing walking times between central London Tube stations.

Turning to pedestrian safety, in 2014, TfL and I published London's first Pedestrian Safety Action Plan which contains 31 actions further to improve the safety of pedestrians across London. Since the publication of this Plan, we have launched a multi-million pound pedestrian town centre improvement programme to make Tooting and Peckham safer for pedestrians; doubled the number of pedestrian countdown signals from 200 to 400 and set a new target to deliver a further 400 by the end of 2016; and started trials of innovative Intelligent Speed Assistance technology on bus routes to reduce speeds and increase vehicle safety.

Like you, I am concerned about the overall number of people killed or seriously injured (KSI) on London's roads each year. While the number of KSI collisions in 2014 reduced to its lowest level since records began, I recognise that the numbers are still too high. This is why my road safety action plan, Safe Streets for London, includes the ambition of working towards roads free from death and serious injury. My stretch target of a 50 per cent reduction in killed or seriously injured casualties by 2020 does not indicate an acceptance of these casualties, but rather it creates a short term marker on our way to a long term goal. The action plan can be viewed on TfL's website at www.tfl.gov.uk/cdn/static/cms/documents/safe-streets-for-london.pdf.

MAYOR OF LONDON

To achieve my vision for zero deaths and serious injuries on the roads, TfL has designed a new approach to road safety, refocusing our priorities on minimising the five main sources of road danger that contribute to collisions and casualties. These sources of danger are:

- Travelling too fast.
- Becoming distracted.
- Undertaking risky manoeuvres.
- Driving under the influence of alcohol or drugs.
- Failing to comply with the laws of the roads.

This new approach ties in to the 'Safe System' principles which form the basis of my road safety programme: that people make mistakes, that there are physical limits to what the human body can tolerate and that everyone using the road network has a responsibility to improve safety. It seeks to understand how, when and where collisions and casualties occur and how they can be prevented and aligns with the Swedish Vision Zero scheme that you have referenced in your letter.

My road safety programme comprises of a wide range of actions – spanning improvements to roads and vehicles and improving the behaviour of those using the roads, similar to the elements of Vision Zero. This includes:

- The launch of the Metropolitan Police Service Roads and Transport Policing Command in January 2015. This is the largest police command in the UK and works further to improve the safety and security of London's roads through enforcement, education and engagement.
- The use of collision data to identify which roads and junctions have the highest number of collisions involving pedestrians, cyclists and motorcyclists. Data is regularly provided to boroughs so that they can prioritise their road safety engineering programme on their road network.
- Piloting 20mph speed limits at eight locations on the TfL road network as part of our continuing work to reduce road casualties, increase active travel and enhance the areas where people live, work and shop.
- The launch of a new marketing campaign in Autumn 2015 to focus on the sources of road danger shown above, and encourage road users to change their behaviour. This is supported through increased enforcement activity.

While we can never be complacent, I strongly believe that my road safety programme to reduce the sources of road danger, based on the principles of the Safe System, will allow London to reach its ambitious casualty reduction target and long-term ambition to achieve roads free from death and serious injury.

Motion 5 – Migrant domestic workers

MOPAC are reviewing this Motion and a response will follow.

MAYOR OF LONDON

Motion 6 – blacklisting

Further to the point raised by the Assembly on the practice of blacklisting, I reiterate what I said in my response to the 16th January 2013 Plenary motion on the matter, that “I do not condone or tolerate the blacklisting of workers, whether for raising health and safety concerns or for any other reason.”

I would expect health and safety and procurement policies in operation across all of the functional groups to be adhered to fully and without fail in relation to all employees and at all times.

Yours ever,



Boris Johnson
Mayor of London