

## London Assembly (Mayor's Question Time) – 22 February 2018

### Transcript of Agenda Item 4

#### Question and Answer- Mayor's Final Draft Consolidated Budget 2018-2019

**Jennette Arnold OBE AM (Chair):** I will take the first question from the Labour Group, Assembly Member Copley.

**Tom Copley AM:** Thank you, Chair. Good morning, Mr Mayor. My question is about property development on Transport for London (TfL) land. Can you tell us how many homes will be delivered on TfL land by 2026?

**Sadiq Khan (Mayor of London):** Thank you, and thanks for tweeting your question, which gave me an advantage, Tom. I appreciate that.

**Tom Copley AM:** I am glad you are following me.

**Sadiq Khan (Mayor of London):** If you recall, there is quite a considerable amount of surplus TfL land. One of the things I have charged the Commissioner [of TfL] to do is to bring forward TfL sites where we can start building homes. The expectation I have of TfL is, across the sites they have, half of the homes are to be genuinely affordable. The number of starts they have identified by 2021 - and there were some in the pipeline before I became Mayor - from 2017 to 2021 is 10,000 starts, which means by 2026 there should be 10,000 completions. Over the course of the next few years, I will be asking TfL to release more sites to take us above 10,000. I am confident that we have a pathway to have 10,000 homes on TfL land by the timeline you were given.

**Tom Copley AM:** That is very good to hear, particularly the fact that 50% of them will be genuinely affordable. I just wanted to check. Your first Business Plan, which was published in December 2016, said, "We have increased the scale and pace of this development", referring to TfL land. Could you tell us a bit about how the scale and pace has changed?

**Sadiq Khan (Mayor of London):** What helps TfL in relation to its plans going forward is the draft London Plan. You will recall the discussion we have had about the presumption in favour of residential homes on smaller sites, which helps small developers. That gives TfL a big opportunity in relation to the smaller sites that it has. TfL has now identified the sites across London, including in outer London, where it could have homes being built.

Not all of the sites will be 50% affordable, by the way. It is across the piece that 50% will be genuinely affordable. Some will have fewer than 50%; some will have more. We have already, over the last period, identified some sites with partners on which we can build these homes.

The other speeding-up has been that Mike Brown, the Commissioner, sits on the Homes for Londoners Board and at next week's Homes for Londoners Board is doing a presentation on exactly your question: what are the sites and what is the progress?

I have some numbers if it helps you. In relation to 2017/18, the starts are 180, of which 92 are affordable. Over the next three years, there are projected in 2018/19 256, in 2019/20 , 896, and in 2020/21 5,715. Those are --

**Tom Copley AM:** Are these starts?

**Sadiq Khan (Mayor of London):** These are starts. Even in the worst-case scenario, a start by 2021 should be completed by 2026, as you suggest. Some of those in the pipeline we are accelerating, but because planning consents were given in advance of me being the Mayor with fewer affordable homes, we cannot retrospectively change them. We are making sure we are learning the lessons going forward.

Some of this, by the way, is keeping the freehold. You will be aware of the concern that Assembly Members expressed about selling the family silver and not keeping the freehold. Some of them are keeping the freehold; others are partnerships with housing associations and others with developers.

**Tom Copley AM:** Of course, it is worth reminding Londoners that this income will go some way, we hope, towards replacing the money that the Government is taking away from TfL, which amounts to £700 million per year.

**Sadiq Khan (Mayor of London):** Yes, but it will not fill the hole. It is worth reminding ourselves that, for example, in 2014/15 - and I checked the numbers - roughly speaking 12% of TfL's revenue came from the Government. Next year it will be zero. We are the only public transport system in the western world not subsidised by central Government, and there are consequences in relation to roads and in relation to investment going forward. That is why we have to be more innovative and transformative in relation to our assets, but at the same time realising we need genuinely affordable homes for Londoners, rather than simply selling off land to the highest bidder and then having luxury flats Londoners cannot afford to live in.

**Tom Copley AM:** Thank you very much, Mr Mayor.

**Jennette Arnold OBE AM (Chair):** Thank you. For the Green Party Group, Assembly Member Russell?

**Caroline Russell AM:** Thank you, Chair. Mr Mayor, my question is about TfL. The £6 million that you have promised to invest to ensure all our bus drivers have access to a proper toilet is great, and this addresses one of the key concerns outlined in the Bus Driver Bill of Rights that I raised with you in November [2017]. Some of the testimonials we heard in the Transport Committee about the stress and inconvenience for bus drivers not being able to get to a toilet, especially when drivers were menstruating, were really upsetting.

However, other things need solving. The Transport Committee asked for a wide-ranging review of bus driver working conditions with a focus on the causes of fatigue. You have said you will not do that review. Is that because you cannot afford to do any of the things it might recommend?

**Sadiq Khan (Mayor of London):** Chair, I met with Unite the Union this week to discuss the two reports, one done by the Assembly and one done by Unite the Union. What I have agreed with Unite is to have an independent report done in relation to fatigue and this whole area. It is really important that we get to the bottom of why drivers are fatigued and feeling the stress that they are. A lot of it is that things are outside their control.

One of the things I was keen to do, Caroline, was to learn the lessons from the horrible accident in Croydon with the tram. There are crossover lessons we can learn --

**Caroline Russell AM:** Absolutely.

**Sadiq Khan (Mayor of London):** -- and so I want to reassure you that I take this issue seriously. Unite has done some survey work, interviewing 6,000 drivers, but I take the argument for an independent survey and so that will be done soon.

**Caroline Russell AM:** You say "soon". When will the Transport Committee be informed? At the moment it is showing as a red flag that you are not doing it.

**Sadiq Khan (Mayor of London):** Can I drop you a line to give you the timelines in relation to that? I am keen for it to happen as soon as possible. I am not sure, but I will write to you in relation to that.

**Caroline Russell AM:** Thank you very much. That is really useful. Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Bacon?

**Gareth Bacon AM:** Mr Mayor, you have announced both in the media and also this morning the £140 million investment fund. How much of that money is recurring year after year?

**Sadiq Khan (Mayor of London):** Good question. At the moment, we have been prudent in our calculations in relation to recurring. If you remember, there are three pots of money. One is the joint money over which I still have authority; one is the money we have; one is the money the local authorities have. The Government agreed to a one-year pilot - originally two years and now it is one year - and so it is a decision for the Government to take. We are hoping to persuade it, from the sensible choices we make, that it should continue. We have worked on the basis of one year, but we are hoping that the Government agrees to make it permanent going forward.

**Gareth Bacon AM:** There would be cross-party support for that, Mr Mayor.

**Sadiq Khan (Mayor of London):** Thank you.

**Gareth Bacon AM:** As you know, all parties and London Councils as well as here would be in favour of that. The £140 million is one year's funding?

**Sadiq Khan (Mayor of London):** On that basis for the time being, but we are quietly confident.

**Gareth Bacon AM:** That is fine. I understand. You have announced that it is for people to bid into for various projects. What kind of projects are you expecting it to be spent on?

**Sadiq Khan (Mayor of London):** We have to show the Treasury that there is some value added and that it is not simply 'bread-and-butter' stuff. The workplace is a good example. We can help people with workplace needs to increase productivity and increase revenues for the Treasury. That might persuade them that we are better at spending this money than, for example, the Treasury. It could be around housing. There is an issue of infrastructure to do with housing. What we have set ourselves as a challenge is: what do we think would impress the Treasury in relation to value added? They are the parameters we have given to --

**Gareth Bacon AM:** OK. I totally understand that. That makes perfect sense. But what kind of outcomes are you expecting from it? To impress the Treasury with value added, it will need to see outcomes. What outcomes are you expecting?

**David Bellamy (Mayor's Chief of Staff):** Assembly Member, the criteria are in draft at the moment and will be considered by mayoral advisors and senior officers next week before going to the Mayor. Essentially, we are looking at things that will boost London's economy and we may well see then the benefits of that in business rates in future years. It is going to be criteria around things that help particular sectors or particular areas that will help businesses there really succeed or things that provide the infrastructure needed for businesses to do so. As the Mayor says, housing and strategic investment there is an important part of that consideration, given that businesses rightly raise the housing crisis as a very significant factor for them.

**Sadiq Khan (Mayor of London):** If it helps, Gareth, I am hoping to delay making my decision until after we know the outcome of the Housing Infrastructure Fund (HIF) application we have made to the Government because that may affect the decisions we make. If we are working on the basis that the Department for Communities and Local Government (DCLG) will come back in April with HIF decisions, I am hoping to make my announcement shortly thereafter, after considering the HIF decisions, to see if we can add value there as well.

**Gareth Bacon AM:** For any grants that are awarded from this pot, over what period of time are you anticipating them being spent?

**Sadiq Khan (Mayor of London):** One of the lessons I learned from advice you gave me - which was good advice - last year was to be savvy with recurring funding if it is one-off, and so a decision will be made whether we split the monies over, say, two years, three years or four years, or give it in one lump sum. That is a decision as per the application. The discipline I have to have is - since there is no guarantee this money is going to be recurring - to use the pot we have and, if need be, split some of that for three years rather than have an expectation of another £140 million next year.

**Gareth Bacon AM:** That is fine. How are you going to be monitoring implementation? Again, it comes back to the outcomes point that I was making earlier on. If you are trying to impress the Treasury, you need to deliver something.

**David Bellamy (Mayor's Chief of Staff):** You are right. We need to be able to demonstrate to the Treasury the value of this. It is really important that we do that. What we do not want to do is to create a load of bureaucracy around it, and so our thinking is that, firstly, it will depend on the individual schemes that are proposed. For instance, if a transport scheme gets funding, the initial monitoring would come through TfL processes and the oversight that we all have of those. Then what we would look to do is to have a facility that brings together all that oversight so that there is a common picture that people can look at to see how things are going and the value that is being delivered.

**Sadiq Khan (Mayor of London):** Just another thing for you to think about is that, additionally, there is £55 million from when we and London Councils pool money. There will have to be consideration as to how we monitor that in relation to the value we add there as well. We have delayed that until after May for obvious reasons with the elections in May.

**Gareth Bacon AM:** Yes, that is fine so far as this discussion, but when can we expect a bit more detail? I understand you cannot necessarily have all the detail right now because this is a brand-new fund, but will this be something, for example, that you might bring to the Budget and Performance Committee?

The reason I am asking the question - and it is not intended to be difficult - is because there is an opportunity cost of spending this money on this rather than on something else. The Assembly will want to be satisfied that you are going to get bang for your buck, rather than, if it is a very good initiative but does not deliver anything --

**Sadiq Khan (Mayor of London):** Chair, can I say? We should. One of the roles you perform is to provide the checks and balances and, often, there are good ideas. Let us do that. Can I undertake to do that?

**Gareth Bacon AM:** Sure. We will leave it there. Thank you, Madam Chair?

**Jennette Arnold OBE AM (Chair):** Assembly Member David Kurten?

**David Kurten AM:** Thank you, Chair. Yes, good morning, Mr Mayor.

**Sadiq Khan (Mayor of London):** Good morning.

**David Kurten AM:** My question to you concerns TfL and the transport network. What do you expect to be the impact of the surprise fall in passenger numbers on the public transport network?

**Sadiq Khan (Mayor of London):** Do you mean one in particular, the Tube, the Overground, buses --

**David Kurten AM:** In buses and on the Tube.

**Sadiq Khan (Mayor of London):** There are, roughly speaking, 11 million journeys across the whole family of public transport in London. We have had good news, though: there has been growth on the London Overground. The Underground has seen a 2% reduction. Buses historically have seen reductions, but we have now had a plateauing effect, which is good news. On the buses, I am looking forward to seeing the benefits of priority traffic lights. That is moving buses from inner to outer London. On the Underground, I am hoping to see a plateauing of the 2% reduction.

Some of these things are outside our control. Some of these things could be to do with, for example, people's working patterns. It could be to do with leisure activities. However, we are trying to do all we can to stabilise passenger numbers in London. Other cities have also seen similar dips. I looked at the figures for New York, which has also seen a 2% or 3% dip in relation to its underground as well. Some of this is lifestyle changes. Some of this is leisure activities.

The business plan makes projections going forward and we are hoping to see passenger numbers better than they have been in 2017/18.

**David Kurten AM:** I am just looking at the figures from TfL and it does project that there will be an increase in revenue from passenger fares of £156 million in the next financial year as above this financial year, but the outturn compared to the prediction for this financial year is lower. The prediction made at the beginning of this year, in 2017, was £140 million more than the current prediction of fare revenues. You are predicting it is to go up again. How confident are you that your revenue and fares will increase by £156 million?

**Sadiq Khan (Mayor of London):** At the last budget meeting in January, I gave a table and asked a question, originally asked by Caroline [Pidgeon MBE AM] and then followed up by Susan [Hall AM], about the last four or five years of predictions that TfL has made and how accurate they had been. They were, roughly speaking, within a 2% margin of error, which is not bad when there are 11 million journeys a day.

I am quietly confident that the forecasting is good. The forecasting is used by the Bank of England and is used by economic pundits to see trends in relation to the labour market in London, and so I am confident that we have the most sophisticated ways of forecasting passenger numbers. Clearly, it is sometimes an art and sometimes a science.

**David Bellamy (Mayor's Chief of Staff):** It is also worth adding, Assembly Member, that the projections for next year and the year after, of course, see the opening of the Elizabeth line and that is one of the factors in the increasing revenues that the budget shows.

**Sadiq Khan (Mayor of London):** And increasing capacity on, for example, some of the four big projects taking place on the Circle, District and other lines. There is increasing capacity there as well.

**David Kurten AM:** Is the Elizabeth line going to open on time at the end of this year?

**Sadiq Khan (Mayor of London):** The plan is for the central part to open in December 2018 and then for it all to be up and running by December 2019.

**David Kurten AM:** All right. Thank you.

**Jennette Arnold OBE AM (Chair):** Thank you. Now I will call on Members who have indicated they want to speak. Assembly Member Desai?

**Unmesh Desai AM:** Firstly, can I welcome and thank you for all the various announcements you made in your opening presentation about your support for our police force and also your support for work around modern-day slavery.

My question is about how you allocate police resources to deal with unexpected demand. It is perfectly understandable that police resources have to be reallocated to focus on urgent issues that arise at short notice. We know that 120 officers have been drafted in to review all rape cases throughout the Metropolitan Police Service (MPS) and the problems with disclosure. At a time of reduced funding, how are these demands taken into account in your Budget so that the police can redeploy resources and react quickly? Very specifically, with the reorganisation of Territorial Policing into 12 Basic Command Units, how does this impinge on your flexibility to deploy those resources?

**Sadiq Khan (Mayor of London):** Thank you for your questions. Let me give you the short answer, which is that the Commissioner [of Police for the Metropolis] is in charge of operational matters within the MPS. In addition to the example you gave of the review undertaken by 120 officers to do with rape, there are, roughly speaking, 200 police officers working on [the] Grenfell [Tower fire investigation]. When there are terrorist acts, hundreds of officers are involved in relation to those.

It is more difficult to do when you have 30,000 officers than when you have 32,000. The way the structure of the MPS works at the moment is based upon 32,000 officers. That is one of the reasons why we are moving to Basic Command Units: because the current model does not fit with having 30,000 officers. The Basic Command Unit serves a number of functions. One is to save money, but another is to give us a way of being able to adapt to 30,000 officers and having the flex we need within the system.

It is tough. For example, it is and has been the case that officers from the Wildlife Unit have been called away from the Wildlife Unit to help out with Grenfell. Often it means detectives being moved from one sector to another. It has an impact.

The point I would make is, at a time when the demand on policing is going up, the supply of police because of Government cuts is going down and it does not make sense. I am afraid that the consequence that Londoners will see is in relation to the routine preventative work that needs to happen. There will be less of that because officers are being called to do other things as well.

The final thing I will say is this, Unmesh. Often, those of us who look at balance sheets criticise an organisation for too much overtime. You can understand why in the police service there is a need for overtime at short notice. Officers often cancel their leave and are often working long hours and coming in on days they should not. We should recognise that rather than just looking at the balance sheet and expressing concern about overtime figures going up. We should recognise why that is.

**Unmesh Desai AM:** Thank you. Thank you, Chair.

**Jennette Arnold OBE AM (Chair):** Thank you. Assembly Member Eshalomi?

**Florence Eshalomi AM:** I just briefly wanted to come back to TfL and the finances again and just highlight the fact that £700 million grant will be a big dent in TfL's figures. However, coming back to some of the questions that Assembly Member David Kurten alluded to in terms of passenger numbers, following

the session last time, Alex Williams [Director of City Planning, TfL] stated that part of the decline is down to safety concerns following last year's terror attacks in London and Manchester. How much do you think that has an added impact on people travelling across London for leisure?

**Sadiq Khan (Mayor of London):** What we saw last summer was - it is worth reminding ourselves of the horror of last summer - four big terror attacks in a short period of time. What we did not see was cancellations of visitors from overseas. There are a number of reasons why that was. They had booked and paid for it, but also our message was received in relation to the safety of our city.

We saw a reduction in relation to the discretionary daytrips by people from outside of London coming into London. By the way, the major tourist attractions in London saw a dip in their numbers as well. It was not simply on TfL. We are hoping that that will return as people become more confident in relation to safety.

Also, it is worth reminding ourselves that some of that dip could have been caused by families outside of London not being able to afford to come into London for a daytrip or whatever. Household incomes have been less because wage growth has been low at a time when inflation has been high. That is one of the reasons why I feel so passionately about freezing TfL fares rather than raising them by 42%, which is what the previous Mayor did.

**Florence Eshalomi AM:** What other additional things do you think you could look at in terms of bringing passengers back onto the transport network in London?

**Sadiq Khan (Mayor of London):** One of the things that Val Shawcross [Valerie Shawcross CBE, Deputy Mayor for Transport] has looked into is the impact of lifestyle changes on Londoners and how we shop. When we look at the data for credit card transactions or we speak to major retailers or we see footfall reducing, that is because people are now shopping on the internet. That has an impact in relation to public transport.

One of the things we have to do is make it more attractive to have the experience of shopping. One of the reasons why we want to pedestrianise Oxford Street is to make the experience more pleasant. It is the busiest shopping street in Europe and we want to make it a pleasant experience.

We are also looking at how we can promote leisure in London. Deals to attract people to London are really important. We are confident that the #LondonIsOpen campaign with London & Partners can do that for overseas visitors. Other cities around the world have noticed a dip in shopping. It is not just London.

One of the reasons we are moving towards more buses in outer London is to encourage more use of buses in outer London as well. The Elizabeth line opening later on this year and next year will help in relation to increased capacity. We are trying a number of different things to try to increase people using public transport in London. Walking and cycling are also things that we encourage as well.

**Florence Eshalomi AM:** Thank you, Mr Mayor.

**Jennette Arnold OBE AM (Chair):** Assembly Member Berry?



**Sian Berry AM:** Mr Mayor, I want to ask more about the new fund for youth projects. This is really good news. I am just so pleased that since last year you have genuinely listened, you have looked at the evidence, you have been persuaded by me and by others, and you have actually done this. It is split over three years in your final Consolidated Budget and that is what my amendment to the last Budget meeting put forward, and that is right because youth organisations do not want short-term stop-start funding. That is all great.

Last year you told me that there is not “a money tree in City Hall that can replace what has been cut” by the Government, and there is not, but you have put £45 million in and that will go some way. The latest numbers I have back from councils this year show that this will plug about a third of the total amount that has been taken out of youth services since 2011, and so I think you have done what you can now. The Government will need to help, too. I just want to say thank you, which is not something we always do here.

Actually, I want to ask you about the timing of the process. I know a number of organisations that are basically ready to bid now for the fund and are just dying to apply for any kind of funding. The group to reopen Grove Park Youth Club in Lewisham, for example, is pretty much ready to go. However, there will be other groups for whom it would be really useful to get an idea of the rules and the deadlines so that they can focus on getting themselves ready to bid in the right time.

Can you give us any idea of the timing today and the criteria and also which Deputy Mayor will be responsible for it?

**Sadiq Khan (Mayor of London):** Sure. Sian, thank you for saying what you said and the way you said it and for the work you have done in this area. I did read your report last year and you gave me a further copy this year as well.

To answer your question directly, we are working on the processes now, but we do not want to make it bureaucratic or difficult. You can start talking to our officers now if there are any youth clubs that want to talk to our officers now about getting their bids in.

What we are also going to be doing, Sian, is, this year in particular, helping those groups that are not used to filling in forms and do not know how to do it to make sure that they get some money this year and get, hopefully, even more support next year and in 2019/20, but we are going to give them something this year. We do not want to just go to the usual suspects. There are some people who are brilliant and good at filling in forms and we should not denigrate that. There are others who have good ideas but do not really know how to do it. The team will be helping in relation to that.

Deputy Mayor [for Social Integration, Social Mobility and Community Engagement] Matthew Ryder QC, working closely with Deputy Mayor [for Policing and Crime] Sophie Linden and Joanne McCartney [Deputy Mayor for Education and Childcare], will be the three Deputy Mayors in charge of this area. We are hoping the bids will be some cultural – and so Justine [Simons, Deputy Mayor for Culture and Creative Industries] will be involved – and some sports and some education. We even want schools bidding for some of this money. After-school clubs may need some supplementary support as well.

We do not want to be prescriptive and so it is suck-it-and-see. We are waiting for applications of interest and we do not want to be too inflexible about this.

**Sian Berry AM:** They will be in touch, I am sure. Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Pidgeon?

**Caroline Pidgeon MBE AM:** Thank you very much. I would like to ask about your Budget and bus services --

**Sadiq Khan (Mayor of London):** Sure.

**Caroline Pidgeon MBE AM:** -- because many Londoners are surprised that you are cutting bus services in every corner of the capital from the W12 serving Whipps Cross Hospital to the C11 in West Hampstead and, on our doorstep here, the RV1 zero-emission bus services are being cut in half. You are committed in your Budget to cutting London's bus mileage by 7%. Will you at least agree to consult Londoners on significant changes to bus timetables?

**Sadiq Khan (Mayor of London):** Chair, I do not accept the premise of all of that two-minute question. What I will say is this. We want to increase the numbers of people using buses. Increasing kilometres does not necessarily equate to increasing users. All of us have experienced empty double-decker buses driving around parts of London. At a time when the bus network is, rightly, subsidised and at a time when the Government is cutting that subsidy, you can understand why we would prioritise buses around those areas where there is the highest demand.

One of the things that I was struck by, in answer to a question that Flo [Florence Eshalomi AM] asked me last time, was the fact that we did not have robust data about mileage in outer London versus inner London. What I have asked TfL to do is to provide the Assembly with more information towards the end of this year when the business plan is being worked on so that you can be reassured and give it scrutiny in relation to where the buses are going.

I have said it in the past and I will repeat it again today: there will be fewer buses in those parts of central London where there will be improved public transport because of the Elizabeth line, because of the change in the usage of bicycles and because of more walking. What we want to do, though, is increase buses in outer London as well. I have asked TfL to work on providing the Assembly and Londoners with more information about where the additional buses will be seen. Hopefully, by the time of the preparation of the business plan in late 2018, we will have some more information in relation to that.

**Caroline Pidgeon MBE AM:** Bus services do seem to have been reduced right across the capital, not just in inner London where many of us were expecting it. Will you consult Londoners on changes to bus timetables? People were very surprised to find they were just informed that from Saturday you are going to have half the number of buses you had on Friday. Will you look to consult on these major timetable changes?

**Sadiq Khan (Mayor of London):** We always look to consult and I will raise this with the Deputy Mayor for Transport to make sure we are properly consulting.

**Caroline Pidgeon MBE AM:** Great. Thank you very much.

**Jennette Arnold OBE AM (Chair):** Assembly Member Dismore?

**Andrew Dismore AM:** Thank you, Chair. I was also going to ask you about bus services, Mr Mayor. You mentioned outer London. What are you allocating to improve bus improvements in outer London?

**Sadiq Khan (Mayor of London):** What we are doing is making sure that we have ways to encourage more usage in outer London. For example, we have 120 bus priority schemes to make traffic light timings more efficient. We are also investing in increased services around those areas of outer London where there is increased housing, whether it is Thamesmead, the Lower Lea Valley, Wembley, Old Oak Common, Acton, Barking Riverside, Wandsworth Riverside, Hillingdon or Colindale. There will be enhanced services in those parts of outer London where there is additional housing. There will be additional services to those parts of outer London where we are trying to encourage people to have fewer car trips and more bus trips as well.

The figure we have is to increase bus usage - the growth - by between 25% and 40% over the course of the next 25 years. If you will remember, the draft Transport Strategy talks about 80% of journeys being made by walking, cycling or public transport. A big growth area we see is bus patronage going up as a consequence of that and so you will see over the course of the next year, as we prepare the business plan, more details being given. I have, as a consequence of the question raised by Flo Eshalomi [AM], made sure that TfL now provide you with data in relation to outer London and figures before the business plan is ready at the end of this year.

**Andrew Dismore AM:** Thank you. It is clear that if we are to persuade people to use cars less in outer London, the main alternative is the bus service. If routes have less frequent buses, then it is self-evident that people with cars will use this ready alternative to the bus and are less likely to be tolerant of less-frequent bus services.

I have raised with you before the cuts to the night bus services and the daytime bus routes that have been reduced in frequency or scrapped in Barnet and Camden, including the 13 bus, which was reassigned to the 82, about which I am still getting complaints over six months later. Other examples are the C11 Brent Cross to Archway via the Royal Free and the 384 serving East Barnet and the Jewish Community Secondary School. All have had their frequency reduced and all have led to considerable kickback from the public through complaints.

Is there a risk that bus usage ends up in a self-defeating downward spiral if the frequency or convenience of routes is reduced?

**Sadiq Khan (Mayor of London):** That is the danger. We have to make sure it does not happen. The good news is that the Hopper fare, for example, has now had 150 million journeys, which shows the progress we have made in relation to the link between making transport more affordable and seeing more people use public transport. The Hopper always gives people the advantage of using a different bus than they were using before.

However, in outer London, there is a particular challenge because there is usually no alternative. That is why we are trying to focus on outer London services to have more frequent buses and better services there. I take your point very seriously, but how can you encourage people to leave their cars if the buses are

unreliable and infrequent? One of the things we hope to do before the business plan is published is to give you some reassurance that there has been some reconfiguration to benefit outer London. The whole process will take between 18 and 24 months because of the Elizabeth line coming in. By the end of 24 months, you will have seen, hopefully, big improvements in outer London.

**Andrew Dismore AM:** Again, thank you for that. I endorse the argument that consultation on frequency is important, but when frequencies are changed, will you also look at the impact on ridership on those routes? If the net result is fewer people using the buses, it does become a self-fulfilling prophecy that it just gets worse and worse. If fewer people are using them, will you look at restoring the frequency of the buses to go back to where it was?

**Sadiq Khan (Mayor of London):** Yes. The good news is that we can now monitor usage at the bus stops. I know you have raised this before. If you have particular issues about a particular part of your patch, please feel free to contact Val [Valerie Shawcross CBE, Deputy Mayor for Transport] and we can provide you with the data. If it is the case that there has been a consequence of a decision taken by TfL in relation to buses that is not good, of course we should be willing to revisit that decision. We want people to be using public transport. Buses are a lifeline, particularly for those parts of London without an Underground or a train station nearby. Of course, we will revisit those decisions.

**Andrew Dismore AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Boff?

**Andrew Boff AM:** Mr Mayor, how many of the homes that you have announced today on the TfL sites - you used a figure of 10,000 - were already in the pipeline prior to your mayoralty?

**Sadiq Khan (Mayor of London):** The 10,000 is separate from those in the pipeline. In the pipeline is, roughly speaking, 900. The 10,000 is a separate figure from the 900, if that makes sense.

**Andrew Boff AM:** It is in addition to what was in the pipeline?

**Sadiq Khan (Mayor of London):** Correct.

**Andrew Boff AM:** Thank you for that. You have quite rightly identified the importance of [tackling] female genital mutilation (FGM) to Londoners and you have allocated £600,000 to "campaigns". Could you expand on what those campaigns are, please?

**Sadiq Khan (Mayor of London):** Of course. Firstly, you have also raised this issue in the past and thank you for raising this in the past as well. Sophie Linden [Deputy Mayor for Policing and Crime] will be publishing shortly - in April [2018] before purdah, we hope - the Violence Against Women and Girls Strategy. In that Strategy, she will give out the details.

One of the issues that was raised by you as well as by the Chair was about giving confidence to groups to come forward and them understanding that they will be taken seriously by the authorities, and also making sure - and I do not want to put words in your mouth - that this is not lost in the bigger issue of violence against women and girls to make sure there are discrete groups who do justice work. You will be aware that

there is one prosecution taking place right now. That prosecution came because - I am not sure if you are aware of the case - somebody was told about the behaviour of somebody and reported it to the police. The education and campaigning is working, but we need to scale that up.

The details will be given to you when the Violence Against Women and Girls Strategy is published in April, very shortly.

**Andrew Boff AM:** Thank you, Mr Mayor. Could I ask that you spend some time or use some of those resources to address the issue of what is perceived as an ignorance in the Multiagency Safeguarding Hubs (MASHs) about the pointers to FGM? It has come to my attention that some of those cases could have been identified earlier had each borough's MASH unit been more aware of the symptoms of FGM.

**Sadiq Khan (Mayor of London):** If you drop me an email, I am really happy to look into that, of course.

**Andrew Boff AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** Mr Mayor, you have named me twice and so I will have to come in.

**Sadiq Khan (Mayor of London):** I am sorry.

**Jennette Arnold OBE AM (Chair):** As a point of clarification and following on from what Assembly Member Boff has said, I totally agree with what he is saying. There is work to be done there. Can I just thank you on behalf of all of the community activists who helped me produce that report *Tackling FGM in London, working towards a zero-cutting city*? Can I ask you to ask the Deputy Mayor responsible for this area about two recommendations? One was for a pan-London campaign and the other one was about funding community activism at the front line because it is within the community that we can get change. I just wanted to put that in there because you named me.

**Sadiq Khan (Mayor of London):** I hear you loud and clear, as I always do.

**Jennette Arnold OBE AM (Chair):** Thank you for your recognition and for staying true to your commitment that you will work to bring about a zero-cutting city. Assembly Member Cooper?

**Leonie Cooper AM:** Thank you, Chair, and thank you very much, Mr Mayor, for your kind words at the beginning. It is an absolute pleasure for everybody to know that you are so committed to the environmental agenda. More money on air quality, dealing with the plastic waste in our city and improving and maintaining our greener open spaces is very welcome to everybody.

Another area that is also very close to my heart and I was very pleased to see is that your Fuel Poverty Action Plan, which came out with the draft Environment Strategy, is making sure that we are tackling fuel poverty across the city.

In the circumstances of the recent collapse of Carillion, which was amid lots of profit warnings and concern about a lot of public-sector contracts, there has also been concern about Capita, which I believe has been involved in managing the RE:NEW project. I just wondered. Is it still managing that project? Have we

assessed whether there might be any risk in terms of continuing to work with Capita? That could then create a problem in terms of your Budget and seeing that through.

**Sadiq Khan (Mayor of London):** Thank you for your question. Before I get to Capita, I will just inform you that what I have done as a consequence of the Carillion saga is to task TfL to look at all of our contracts to see whether we should bring them back in-house. I am meeting with the various commissioners and chief executives of all the GLA functional bodies next week and we will be discussing the same issue there as well.

Outsourcing should not be something we do as a first resort. We should look to see whether it is in the taxpayers' interests. We should see whether there are systems in place to tightly monitor what the contracts and contractors can do. However, if you can do it in-house, why would you outsource it in the first place? These are big questions that we are tackling head-on.

In relation to the Capita work that you mentioned and the work it is doing helping us in relation to reaching our target of being a zero-carbon city by 2050, the contract it is involved in in this area is to do with the RE:NEW contract. Those colleagues who are not experts like you may not know that the RE:NEW contract is a contract that helps us make sure we have more homes that have less carbon emissions and less bills. That addresses the issue of fuel poverty and addresses the issue of zero-carbon as well.

We have very good project reporting systems in place and a risk-management system in place, but, as a consequence of what you have talked about, I have asked my senior team to look into this. They have spoken to Capita and my officers have assessed the project and budget risk to be low. The reason for this, just to reassure you, is that there are only two-and-a-half months remaining in that contract. All the European Investment Bank key performance indicators have been met. That means that 90% of the programme funding is secured and the other 10% comes from us.

Thank you for raising that. We have done the due diligence that you would expect us to do. There is a bigger issue about outsourcing that I am looking into as well.

**Leonie Cooper AM:** Thank you very much for that full answer, Mr Mayor. That was very helpful.

**Jennette Arnold OBE AM (Chair):** Assembly Member Shah?

**Navin Shah AM:** Thank you, Chair. Mr Mayor, first of all, thank you for a clear explanation about the funding that you announced in relation to FGM-related work. I will also take this opportunity to thank you for this very important piece of funding, which will certainly help the promotion of our work, which is so much needed, including campaigning with the communities and local stakeholders.

My question is particularly now related to post-Brexit funding to cultural institutions. Can you tell us what steps you are taking in your Budget to ensure that cultural institutions remain adequately funded after leaving the European Union (EU)?

**Sadiq Khan (Mayor of London):** Thank you for your comments and for your questions. It is worth reminding ourselves that in addition to the enrichment it gives to our lives, having good culture in London helps create one in six jobs in London with the creative sectors. It is really important. Therefore, we have to

recognise that as a consequence of leaving the EU, there could be challenges in us being the cultural capital of the world, in my opinion.

We are doing a number of different things, Navin, to try to make sure that we do not stop being the great cultural city that we are. We have invested £70 million, the biggest-ever investment from any Mayor in culture, to the Museum of London's relocation to West Smithfield. That will help to double the attendance of the museum. I announced earlier on this morning almost £50 million towards the London Legacy Development Corporation and the building there. We have a new world-class arts and education district in that part of London. Next week we will be announcing the winners of the London Borough of Culture, with £1.35 million to each one of those winning boroughs. The Behind Every Great City campaign is really important for culture.

We also invest - and many people may not realise this - in Film London, in the British Fashion Council - London Fashion Week finished on Tuesday and Her Majesty had a good time, I am told, going to one of the fashion shows - and the London Design Festival as well.

One of the things that independent economic impact assessment we published recently showed, I am afraid, is that if we are not careful, if the wrong deal is negotiated with the EU, we could lose an extraordinary amount of jobs in the cultural sector as a consequence of the wrong sort of Brexit. We are lobbying the Government as well. I met with David Davis [MP, Secretary of State for Exiting the European Union] and took with me Sir John Sorrell, the founder of the Creative Industries Federation, to impress upon David Davis the importance of this sector to London and to the country as well. We are going to carry on working with the EU and those sources of funding that are still coming our way: the European Regional Development Fund and also Creative Europe as well.

This is a really important area for me as the Mayor and that is why we will be publishing soon London's first-ever Cultural Infrastructure Plan and announcing details of Creative Enterprise Zones as well.

**Navin Shah AM:** Thank you for that, Mr Mayor. You have picked up on the funding of some of the cultural institutions. The question is: do you believe that you can still deliver programmes such as Creative Enterprise Zones if you are to lose EU funding? In particular, I know that a £2 million investment for Creative Enterprise is from EU-funded streams. Will that be viable if you are to lose that funding?

**Sadiq Khan (Mayor of London):** The good news is that the Government has given us the reassurance that it will fill the gap until 2020. For some of the programmes that are longer, it has given us the reassurance that it will fund them until 2023. For term one, I am confident. It becomes more tricky after 2020. You will be aware of discussions published in the newspapers today about transitional deals and what conversation the Prime Minister is having. Yes, to answer your question, we can still meet my wishes for Creative Enterprise Zones in term one.

**Navin Shah AM:** The next question is about the current negotiations on the EU. Will you pressure the Government so that it can protect our creative industries in its Brexit negotiations with the EU?

**Sadiq Khan (Mayor of London):** I am not sure who has influence over the Prime Minister at the moment. What I can give you some news about is that I was impressed by the recognition David Davis had of the importance of the creative sector. I will give credit where it is due. When Sir John [Sorrell] and I went to

the meeting, David Davis was well informed. He knew the importance of music, fashion, other cultural areas, the arts, galleries and theatres and the tech sector. That helps. If the person doing the negotiating with the EU understands the importance of a certain sector, you would hope that when he negotiates with the EU he would not do anything to decimate that sector. I am hoping that he takes on board his experience and knowledge to make sure we have a good deal with the EU. However, it is a time of uncertainty.

**Navin Shah AM:** If you can very briefly comment, Mr Mayor, in the worst scenario, should cultural institutions lose EU funding, will you be able to step up and somehow bridge that gap, which is so critical to London's economy and culture?

**Sadiq Khan (Mayor of London):** I am afraid I cannot give that guarantee. There are so many competing priorities that we have. I talked about in my opening the concerns around policing and the concerns around the Government cutting the annual grant from TfL. We have heard colleagues raising questions around the consequence on bus service and police numbers. The point I am trying to make is that culture is important as well to our city. That is why we have the first-ever Cultural Infrastructure Plan coming soon. Just as we have long-term plans for housing, for policing and for transport, we must have a long-term plan for culture. For reasons you are well aware of, we need to - in a non-patronising way - educate the public as to why it is so important. Any help you can give is much appreciated.

**Navin Shah AM:** Thank you very much.

**Jennette Arnold OBE AM (Chair):** Let us just take a moment and - just before you go; do not go yet - let us all wave at students from the school council at Gatehouse School, Tower Hamlets. Thank you. All right. Assembly Member Devenish?

**Tony Devenish AM:** My question is for Martin Clarke to start, if I may. Mr Clarke, is the TfL Budget sustainable, in your view?

**Martin Clarke (Executive Director of Resources):** Yes.

**Tony Devenish AM:** Did you read the *Financial Times (FT)* leader last week and Tony Travers of the London School of Economics' (LSE) *Evening Standard* article?

**Martin Clarke (Executive Director of Resources):** Sorry, I do not recall the specific article now. No, not the detail of it.

**Tony Devenish AM:** Am I correct in stating that, as the *FT* said, you would need a 30% increase in paying Tube passengers to balance the TfL Budget by 2021? Is that correct?

**Martin Clarke (Executive Director of Resources):** Sorry, I do not recall the detail of the article and so I am having trouble responding or commenting on what the article said.

**Tony Devenish AM:** Maybe Mr Bellamy can help. Is it correct that you have predicated your TfL Budget on Tube number increases of 30% by 2021?



**David Bellamy (Mayor's Chief of Staff):** The Budget is predicated, as we touched on earlier in response to Assembly Member Kurten's question, on some very prudent assumptions in the next few years. In terms of the forecasting that TfL does to work out fares, it normally looks at GLA Economics' forecasts for London's economy and takes the base case. In the next few years, it will be more cautious than the base case, representing the uncertainties inherent in the economy as we go through the Brexit process. The numbers also reflect, as we discussed, the extra ridership that is going to result from the opening of the Elizabeth line. As you would expect, there are a variety of factors behind that forecast.

**Tony Devenish AM:** Did you read the *FT* leader column and Tony Travers's article? These are not Conservative organisations. These are independent, well-respected bodies, and they are seriously concerned, to quote Mr Travers' unprecedented criticism.

**David Bellamy (Mayor's Chief of Staff):** I did read the articles. I remember that the *FT* leader was complimentary about the plans that TfL has to make itself more efficient as an organisation and to address the consequences of the withdrawal of the Government operating grant.

**Tony Devenish AM:** In terms of a 30% passenger increase figure, if you are running any major business in this current economy - and we can all, for our different political reasons, say that the economy has strengths and weaknesses - do you really think a 30% increase in passenger numbers is in any way credible?

**David Bellamy (Mayor's Chief of Staff):** I have to say that I am not remembering the precise figure and I am just looking. You can see in part 2 of the Budget documents, appendix D, page 89, sets out the rise for passenger income. Of course, given the range of services that TfL offers, the increase in the Elizabeth line coming on board, the Northern line extension coming on board in the time period and all those changes, the extra revenue that TfL receives from the Government's policy around National Rail fares, that is what drives that --

**Tony Devenish AM:** David, excuse me. Could you write to me on that point?

**David Bellamy (Mayor's Chief of Staff):** However, even looking at those figures - and I am trying to do maths whilst talking - that is not a 30% rise in passenger income. I have to question a little bit where that number comes from.

**Tony Devenish AM:** Would you mind looking into that number in the *FT* article, which was very well set out, and writing to me, please?

**David Bellamy (Mayor's Chief of Staff):** I would be pleased to do so.

**Tony Devenish AM:** Thank you. In terms of other efficiencies, do you agree that you need to drive further the whole issue of efficiencies? I will give you one example from a previous Mayor: driverless Tube trains. Are you prepared to look at driverless Tube trains to drive efficiencies in this Budget, Mr Khan?

**Sadiq Khan (Mayor of London):** On which line?

**Tony Devenish AM:** There were four lines that Boris [Johnson MP, former Mayor of London] set out that he would look at. There was a whole budget report done in Boris's last year.

**Sadiq Khan (Mayor of London):** How did he do?

**Tony Devenish AM:** What do you mean, how did he do?

**Sadiq Khan (Mayor of London):** How many of those happened?

**Tony Devenish AM:** You became the Mayor, sir.

**Sadiq Khan (Mayor of London):** Let me tell you about the business plan I inherited. In the business plan I inherited said in the year 2017/18 the deficit would be more than £1 billion. At no stage during the business plan that I have published is the deficit so high. A lot of decisions made by the previous Mayor you will welcome and a lot of them may be sensible in your mind, but a lot of those were based on the back of an envelope and so --

**Tony Devenish AM:** You are ruling out driverless trains during your mayoralty, are you?

**Sadiq Khan (Mayor of London):** Where they are not safe, I will not countenance them. Anybody who has a basic knowledge of the Underground system will know that there are some deep Underground services where the idea of having driverless trains is madness. For somebody in the interests of saving some pounds to risk the safety of Londoners, of staff and of visitors is the height of recklessness.

**Tony Devenish AM:** No driverless trains under your mayoralty?

**Sadiq Khan (Mayor of London):** Where it is not safe to do so, I will not do so. Where it is safe to do so, of course we will consider whatever efficiency savings if we can do so. I am the first Mayor in the history of TfL being set up who has had operating costs go down. This man that you admire, respect and revere never had operating costs go down during the eight years he was Mayor, when fares increased by more than 42% [to become] the highest fares of any city in Europe. Are you proud?

**Tony Devenish AM:** It is Mayor's Question Time, not Assembly Members' Question Time. Can I ask you, Mr Mayor? You have mentioned that next week the Homes for Londoners board is going to do a paper on the TfL property partnership. Will you be prepared to send that next week to Assembly Members, please?

**Sadiq Khan (Mayor of London):** Yes, I am sure we can.

**Tony Devenish AM:** Great. Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Prince?

**Keith Prince AM:** Thank you. Mr Mayor, you have announced your new initiative fund and you have also announced some more money for the Mayor's Office for Policing and Crime (MOPAC). Both are welcome. Is there somewhere in those funds where residents can apply for some money to set up community safety groups? You visited Redbridge at the weekend and you may be aware of a number of groups that are being set up by residents to help them look after their own properties and to patrol. Would there be any money available? Where would they look for funding for those organisations, Mr Mayor?

**Sadiq Khan (Mayor of London):** I am not clear what you mean. What funding for what?

**Keith Prince AM:** You would be aware that there are a number of groups now in Redbridge of communities on WhatsApp. They patrol in the evenings because of the high rise in burglaries. They keep in touch with each other because of the high rise in crime. I am asking you whether there would be any funding to help support those residents' groups.

**Sadiq Khan (Mayor of London):** I was in Redbridge over the course of the weekend. I met a couple of Conservative members heckling me and --

**Keith Prince AM:** Yes, one of which, Mr Mayor, I can assure you, was not a Conservative and we would condemn what he said to you, Mr Mayor.

**Sadiq Khan (Mayor of London):** I do not mean the ones heckling me from the Conservative Party in Waltham Forest. I mean those heckling me in Redbridge from the Conservative Party.

**Keith Prince AM:** You are very popular there.

**Sadiq Khan (Mayor of London):** I also met with some really concerned residents and I am sure you have met them as well, roughly speaking, 10. You will know this, Keith, but for those who do not know, these are traumatised victims of burglary who are at the end of their tether because they have seen a rise in burglary. They have set up WhatsApp groups - that is what you mean, I think - to be good neighbours and to give each other advice and to alert each other if there is somebody around who is suspicious. I was shocked by what they told me about some of the trauma they suffered. A child of 11 was, as I understand it, being threatened with violence by one of these burglars.

What happened as a consequence of my meeting is that I arranged for the Deputy Mayor [for Policing and Crime] with a senior officer to meet with the, roughly speaking, 10 organisers of WhatsApp groups, Keith, with the Leader of the Council, to discuss what the police can do to help them with high-visibility policing. One of the ideas from the group, which may have an issue with funding, is to have closed-circuit television (CCTV) to provide useful information and to act as a deterrent. If you are a bad guy and there is a CCTV camera being monitored, are you going to do bad things? There are ideas they had, some of which cost money, which are being looked into, yes. I am not sure. Unless I am mistaken, they were not asking for funding for the group; they were asking for crime prevention funding. However, yes, of course, one of the things that Sophie [Linden, Deputy Mayor for Policing and Crime] is looking into is that area.

**Keith Prince AM:** Who should I approach, Mr Mayor?

**Sadiq Khan (Mayor of London):** Deputy Mayor Sophie Linden is already looking into this, but feel free to please contact her. She should have an update.

**Keith Prince AM:** That is fine. That is very kind of you. Thank you.

**Sadiq Khan (Mayor of London):** I misunderstood your question. I thought you meant funding for the groups, but that is not what they are asking for. They are asking for prevention --

**Keith Prince AM:** Some of them are saying, "Look, there is a cost involved", and so I will discuss it with Sophie.

**Sadiq Khan (Mayor of London):** Sure. Thank you.

**Keith Prince AM:** That is very helpful. Thank you. The other point is that you quite rightly announced that you are having - let us call it - an audit of outsourcing because of the Carillion situation. When you are doing that audit of your outsourced suppliers, will you, Mr Mayor, check to see that they are all paying the London Living Wage?

**Sadiq Khan (Mayor of London):** That is a good question. One of the things I did when I first became Mayor was to make sure that we are a London Living Wage employer, including those who have contracts with us. Unfortunately, sometimes we think that somebody is paying the Living Wage down the supply chain and then we later discover that they are not. There are a couple of examples where cleaners at one of our museums because of --

**Keith Prince AM:** West Ham?

**Sadiq Khan (Mayor of London):** Yes. I was not going to mention West Ham. One of them - you are right - was at the Stadium. One of them was at a museum. If there is information that anybody has, please let us know. The expectation is - and often it is a condition of the contracts and I am sure in the new contracts the condition is - that they pay the Living Wage.

Sometimes people may have given us a route map to get there. They may say, "We cannot pay it from today, but we will do it by a date in X months' time", and that sometimes can reassure us. Please let me know if there are any examples you have of the Living Wage not being paid.

**Keith Prince AM:** The question, Mr Mayor, is not a trick question. When you are doing the audit - because you are, quite rightly, doing the audit - will you make that one of the questions that you ask everybody?

**David Bellamy (Mayor's Chief of Staff):** We have the responsible procurement team that the Mayor has set up that has just been recruited and is starting now. One of the things that they have to do is to work with procurement and work across the Group to try to ensure good employment practices at all the suppliers we use. We already have that initiative running.

**Keith Prince AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Duvall?

**Len Duvall AM:** Thank you very much. Mr Mayor, very quickly, after about 16 years of budget-making that this institution has, do you think it is time that we do look at participatory budgets more and would you be thinking about doing something in future years?

**Sadiq Khan (Mayor of London):** I have taken on board many of the issues that have been raised by the Assembly and I have given examples of representations made to me that I have taken heed of. Some of my manifesto process was the most participatory process in the recent past with the number of ideas that people had that I am now delivering. During my experience as a politician, I have tried to involve everyone in relation to ideas they may have. I do not pretend I am the fount of all knowledge. If people have ideas as to how we could spend this money, they can feed into this. I am hoping that I have given an example of being a listening Mayor, but if there are examples of improving the budget-setting process, I am always happy to listen. I am hoping you have seen over the last two budgets I have set examples of me being flexible and pragmatic, whether from our party or from members of other parties as well. I have taken on board ideas when I have thought they are good.

**David Bellamy (Mayor's Chief of Staff):** To add to that, Assembly Member, I received your report on this topic yesterday. The Mayor will not yet have had a chance to see it. As we approach the end of the budget process, what I would say to the Assembly - and particularly to the Budget and Performance Committee - is that it is always a challenging process. The statutory timetables for when we get information from the Government and the billing authorities place real constraints on us, but we genuinely want this process to be as good as it can be. Certainly, I will be reading your report with interest and will welcome all suggestions to try to improve the process and get even better outcomes for Londoners.

**Len Duvall AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** Assembly Member Whittle?

**Peter Whittle AM:** Mr Mayor, just carrying on from Assembly Member Shah's question, I just wonder whether you would consider, in the two years you have left as Mayor or if you have more, starting up something along the lines of Arts & Business? You might remember Arts & Business. It was quite a big quasigovernment organisation, which tried to get philanthropists on board. Given that we have a huge number of very wealthy people in this capital, would this not be a great initiative to come particularly from the Mayor?

**Sadiq Khan (Mayor of London):** Thanks, Peter. Yes, of course, it is a cracking idea to involve business in arts. We are doing a lot of that with the Mayor's Fund. I recently had a meeting with the City of London Corporation, which is trying to raise money from private sector businesses around the concert hall, which is a really good way of doing this. We have involved the private sector in relation to the London Borough of Culture. Justine Simons as the Deputy Mayor for Culture [and Creative Industries] regularly meets with the business community. Bloomberg gave us some really useful help in relation to the Cultural and Education District. I am always happy to speak to businesses, particularly the philanthropic wing of businesses. Also, many businesses are interested in the arts and we should take huge advantage of that as well. It is business that will sponsor the free concert taking place in Trafalgar Square that Simon Rattle [Music Director, London Symphony Orchestra] will be conducting later on this summer. BMW will sponsor that. I am always happy to speak to businesses in relation to their contribution to making arts richer in London.

**Peter Whittle AM:** I am very pleased to hear that, Mr Mayor. I was just thinking of something forward-looking that is actually a dedicated body, a general fund as opposed to sponsorship of individual --

**Sadiq Khan (Mayor of London):** Chair, I know that time is up. Can I just answer that? My Deputy Mayor [for Social Integration, Social Mobility and Community Engagement] Matthew Ryder is looking into the whole area of philanthropy. I will ask him to speak with you about that. Maybe there is a specific piece of work we could do around arts and business, if that helps.

**Peter Whittle AM:** Thank you.

**Jennette Arnold OBE AM (Chair):** No more questions? Thank you. That brings us to the end of this session. Thank you very much, Mr Mayor. Thank you, Martin . Thank you, David.