

London Assembly Plenary Meeting: Monday 21 May 2018

Transcript of Item 3 - Mayor's Opening Statement

Sadiq Khan (Mayor of London): We are here this afternoon to answer your questions and to discuss my Environment Strategy. London is the greatest city in the world, and when I was elected just over two years ago I was clear that it is time for us to start leading the way once more on the environment so that we could become the greenest city in the world, too. This is about making our city healthier, cleaner and a better place to live for all Londoners. There is no doubt that we have made a great start but there is still much more to do.

The consultation we have undertaken has had the widest reach of any Environment Strategy that has come before, and I am pleased to report we have received around 3,000 responses from Londoners and nearly 400 responses from businesses, local government, campaign groups and organisations across our city. This makes it one of City Hall's biggest ever public consultations, and I am delighted that the feedback has been overwhelmingly positive.

Our new Strategy sets out big and bold ambitions for our city. This includes increasing the amount we recycle across London, making London a zero-carbon city and at least 50% green by 2050, and cleaning up London's polluted air to save lives and to allow young Londoners to grow up with healthy lungs. This Strategy is not just about our long-term aims. It is about setting out the key actions and steps we need to take to meet our targets, with initiatives that can, and already are, making a real impact. In just the last 24 months I am proud that we have already managed to achieve the world's first Toxicity Charge, the T-Charge, which is up and running. We have confirmed that the world's first Ultra Low Emission Zone (ULEZ) will now start in April 2019, less than a year away, and 17 months earlier than originally planned. We have planted over 100,000 trees and started over 50 community green space projects, with more to come. We have helped tackle the scourge of single-use plastics through our water refill and drinking-water fountain programmes. We are contributing to the tackling of fuel poverty through our Energy for Londoners programme. We are reducing carbon emissions through programmes to replace boilers and to increase energy efficiency. We have kept up the pressure on the Government to play its part too, particularly on air quality, and today I have announced six winners of over £2 million of grant funding for green space improvements, from river restorations and new wetlands, to new cycling and walking greenways, and park regenerations. We have made a great start, and I am convinced that this Strategy lays out deliverable plans to make London the greenest global city and help us achieve what this is all about: improving the lives of Londoners both now and in the future. I look forward to answering your questions.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Just to add to that, thanks to the team and to all those who responded to the consultation. We have really tried to listen to what people have said in the response. As the Mayor has said, this is the first single integrated Environment Strategy, therefore we are bringing all the environmental pieces together to make sure they work together.

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Transcript of Item 3 - Questions to the Mayor and Deputy Mayor

Tony Arbour AM (Chairman): Can you please explain the changes to the draft Environment Strategy since it was published for consultation and why these changes have been made?

Sadiq Khan (Mayor of London): Thank you, Chairman. I have a short answer and a long answer. I will give you the shorter answer to begin with, and if there are more questions I can give you the longer answer. There has been some strengthening of the narrative to ensure greater cross-referencing with other parts of the Strategy and to reflect updated data or to provide clarifications. For example, new text has been added on water quality and green infrastructure's role in improving it. Updates have been made to ensure greater consistency with the Transport Strategy and the draft London Plan, and focus has been given to protecting and enhancing biodiversity and the need for green corridors, the impacts of drought, and assessments of embodied carbon. Further clarifications have also been provided, for example, on our target for solar, and that rivers are part of our approach to green infrastructure, and that no further incineration is needed in London.

There are some additions too, Chairman. These include: setting out 2025 as the expected date when, based on our proposed actions in the Strategy, we expect London will be legally compliant with nitrous oxide (NO_x) limits and nitrogen dioxide (NO₂); increasing the target to reduce food and related packaging waste from 20% by 2025 to 50% per person by 2030; extending the minimum recycling standards to apply to flats, with a new ambition of removing up to 200 hectares, car parking spaces, of impermeable surface in London; setting a series of carbon budgets for London, with the first aiming for a 40% reduction in carbon dioxide (CO₂) emissions from 1990 levels by 2018 to 2022. Also, there is new text giving clarity on what is needed from the Government, and finally I provided an implementation plan setting out the priority actions, providing clarity, interim targets and milestones as well.

Tony Arbour AM (Chairman): Thank you very much. We have questions from each Group. The first question comes from Assembly Member Cooper.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Chairman, before Assembly Member Cooper jumps in, I just want to clarify. The 200 hectares that we are removing of impermeable surface in London is equivalent to that number of car parking spaces. We are not proposing to remove car parking spaces.

Tony Arbour AM (Chairman): OK. Thank you very much. Assembly Member Cooper.

Leonie Cooper AM: Thank you very much, Chairman, and can I also thank all of the staff who have worked so hard on this. A number of the changes obviously have come from members of the public, but I am also pleased to say as a member of the [London Assembly] Environment Committee that you have taken on board, in some of the changes, a lot of the things that we were calling for.

Something that has been subject to obviously quite a lot of discussion - and you had a not-for-profit energy company in the original manifesto - is whether or not we should move immediately to a fully licensed energy company. Do you think that pursuing a fully licensed energy company would delay the implementation of the Fuel Poverty Action Plan, which, as you know, is something I have asked very regularly about?

Sadiq Khan (Mayor of London): Yes. I will just give you an idea of the challenge we face. You will know this from your expertise, but 10% of Londoners are living in fuel poverty, and the number of households with children living in fuel poverty is roughly speaking 120,000 households. The challenge was to do something as quickly as we could that would help these families address the issue of fuel poverty, would have fairer energy prices, but also have similar environmental outcomes, which is the aspiration behind moving towards the energy company. The option was full licensed: riskier, costlier, the delays, or to move to the approach we have taken. We have issued a tender now for an energy supply company to work with us.

I looked at how long, for example, it would take if we did not go down this route. I looked at Licence Lite. Licence Lite is a good comparator. Roughly speaking, from beginning, down the journey, it took seven years to get there. It was begun by Boris Johnson (MP, former Mayor of London) in 2010/11. It began in earnest in January 2017. We want something going sooner rather than later, but we are not ruling out at some stage in the future going down the route of a fully licensed energy company. One of the things we have in the procurement document is that option not being closed for the future.

Leonie Cooper AM: You see that starting with a white label arrangement is potentially part of a journey towards fully licensed. In the short term, how do the Office of Gas and Electricity Markets (Ofgem) requirements differ between the white label and the fully licensed option? Why is it faster to go down the white label route?

Sadiq Khan (Mayor of London): I will let Shirley come in with the detail, but I will just give you an idea. The complexities involved with Ofgem are mind-boggling. I looked at the experience we had with Licence Lite. By the way, of all those who began the journey, I think GLA were the only people that stayed until the end because of the hurdles put in the way and the obstacles by Ofgem and by others.

Just to give you an idea of the sorts of things we would need to do. By the way, we got independent experts to advise us on which is the best route, bearing in mind the concerns we have. We are a strategic body; we have to make sure we understand the risks that there would be to the taxpayer. We were told it would take much longer down the other route, but the sorts of things we have to worry about are: tendering for call centres, tendering for billing systems, tendering for gas shipping services, tendering for a contract with a meter reader, tendering for office space. It would be costlier, it would be riskier, it would be slower, but also the markets have changed since the time when the other two that I famously talked about, Bristol and Nottingham, began down that road. It is not just the Big Six anymore, and we think we can get value for money, but also address the real problems of fuel poverty by going down the route we are going down.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): The only thing I would add is that the GLA, being a strategic authority, does not have the relationships that local authorities have. Local authorities have tenants. They also have a direct relationship, for example, through their council tax base, therefore they are able to promote the energy company and get them to sign up. We have to work with others because we do not have that direct relationship. As Sadiq has pointed out, going down the fully licensed supply company route would have meant multiple tenders, trying to run those at the same time, many of them requiring an Official Journal of the European Union (OJEU) process. Because they are all dependent on each other, we probably would not have been able to do them all in parallel. They would be done in sequences, which would

have taken us into a few more years, I think, before we would have seen any benefits to Londoners in terms of fairer energy prices.

Sadiq Khan (Mayor of London): You mentioned about keeping the option open, the destination. I have written to Ofgem because one of the concerns is the rules that Ofgem has, and we want to keep that option open because we may decide at a future date to go down that route, for the reasons that we have discussed previously.

Leonie Cooper AM: Thank you very much.

Shaun Bailey AM: Can I just start by asking, Mayor, if you can confirm that your target of increased tree cover by 2050 is a change of direction from your pledge to plant 2 million trees?

Sadiq Khan (Mayor of London): No. The manifesto said we would have a major tree-planting programme, and we have had that since I became Mayor. When I was first elected Mayor, I was shocked to find there were no monies in our budgets to assist with the planting of trees. In my first year as Mayor, we found some money to assist with this. I think we have, roughly speaking, two years on, planted in partnership with others in excess of more than 100,000 trees. I think, during the entire seven or eight years of the previous Mayor, 170,000 trees were planted, therefore we are well on the way to beating what the previous Mayor did, but also we have already achieved the objective of a major tree-planting project, which is in the manifesto.

Shaun Bailey AM: I do not want to labour the point about 2 million trees, but you did tweet it. It was on your website for a while, therefore it is fairly reasonable for someone to believe that it was the direction of travel. That is why I asked the question. Has the direction of travel changed?

Sadiq Khan (Mayor of London): No. I think the reasonable thing for voters to do is to look at the manifesto put forward by the candidates, vote for the candidate you choose to support, and then see if the Mayor delivers against the manifesto that he fought the election on, and the manifesto promise is quite clear: a major tree-planting programme, two years on, more than 100,000 planted, but also more money there for future tree-planting projects, including with other partners as well, local authorities, housing associations, those in the private sector too.

Shaun Bailey AM: We welcome your tree planting. You will not know this about me but I am a big fan of trees. I just want to say, Mayor, you did tweet it again in 2015. People are following you. They are following your Twitter. It is a thing you said directly, therefore it does feel like a change of direction. That is why I placed the question to you. Is it a change of direction? Yes or no?

Sadiq Khan (Mayor of London): I am quite clear it is not a change in direction. We promised a major tree-planting programme. We have one. Clearly, it did not help that we had a standing start because of the lack of money in the previous Mayor's budget. We found money to assist us in doing so. You saw my announcement today: £2 million towards the funding we have announced today. We have a major initiative in July [2018] with the National Park City programme and more than 200 events taking place. Partners have already signed up to that initiative in July. I am hoping to tweet about it therefore you can follow that too.

Shaun Bailey AM: I will do. Thank you. Let me move on to the T-Charge. How will you measure the impact of the T-Charge?

Sadiq Khan (Mayor of London): We can do it by a number of factors. We can do it by the numbers of cars that were previously in breach of the T-Charge. Roughly speaking, T-Charge is those cars that are Euro 4 or worse. There are a number of ways we can measure success: how many cars were driving in the Congestion Charge (C-Charge) area that were Euro 4 or worse before and how many are driving there now? We could also look at a number of other issues. The quality of air is an important issue, and I think we have some numbers, have we not?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Not for the T-Charge here, but we can follow up.

Sadiq Khan (Mayor of London): I think it is 30%. The figure is there.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): That is the falling number for compliant vehicles.

Sadiq Khan (Mayor of London): Yes. If I can read you some of these statistics, which are useful; since the T-Charge, there has been approximately a 30% fall in number of non-complying vehicles in the C-Charge area, from around 7,500 vehicles per day before to around 5,000 since. 95% of vehicles that now enter the area meet emission standards. So already we are seeing a change in behaviour, and that change in behaviour is leading to better quality air.

Shaun Bailey AM: Mayor, maybe I can take you through some statistics I have. In terms of NO₂ micrograms per cubic metre, in October 2017 there were 47.4; March 2018, 51. A rise. If you look at 10 (PM₁₀) particulates, in October 2017 there were 20. Now it is 26.1. I think you take my point. I could go on and talk about particulate matter 2.5 (PM_{2.5}) again. October 2017, 10.9, now 15. I would imagine that the impact of the T-Charge would be about improving the air quality, not the number of vehicles that are going in and out.

Sadiq Khan (Mayor of London): What I am surprised you did not follow - because I tweeted this as well - is the T-Charge is the route to the early ULEZ. If you remember, the previous Mayor planned to start ULEZ after 2020, therefore after what would have been his third term, had he stood again for re-election. We have decided to bring it forward by 17 months. It will come in in less than a year. The T-Charge is the route towards the ULEZ, because ULEZ is Euro 6. Rather than a big ban from April 2019, the T-Charge leads us towards the ULEZ. Already, by the way, there have been improvements in air quality in London, which I can read out to you. We can compare data. I can read out some of the improvements in --

Shaun Bailey AM: Let us not go through the data. You and I could have that conversation offline. Right here, right now, you are talking about the ULEZ, which is nothing to do with the T-Charge.

Sadiq Khan (Mayor of London): No, it is. They are linked.

Shaun Bailey AM: Hold on. I would disagree, because the zones are so much larger. Right here, the question is the impact. With the T-Charge, as it stands now, the science would point to a negative impact. What are you going to do about that?

Sadiq Khan (Mayor of London): Sure. Let me explain. I think it is really important that Assembly Members are provided with the facts. The ULEZ area from 2019 will be the same area as the T-Charge now, which is currently the C-Charge area. I think you may have misunderstood that.

Shaun Bailey AM: That does not discount the point that the impact of the T-Charge right here, right now, since you introduced it, has been a negative impact. What are we going to do about that?

Sadiq Khan (Mayor of London): The T-Charge leads to the ULEZ that begins in April next year [2019], which is the same area as the T-Charge. We have already seen fewer vehicles that are that toxic coming into central London. We are going to see from April next year even --

Shaun Bailey AM: But we have not Mr Mayor, we have seen a rise in the level of toxicity. It is about vehicle miles driven, not the number of cars or vans, whatever it is, out there.

Sadiq Khan (Mayor of London): OK. You do not want to compare figures but you are leading me down that road because I do not agree with your figures. Let me give you some examples. You will know that each year in January, in the first three or four days, we have breached the annual limits in relation to air quality infringements. This January, for the first time in 18 years since records began, we almost reached the end of January before we breached the NO₂ figures that in previous years we have breached in the first few days, one example of the improvements made by the measures we are bringing in. There are other examples across London in relation to PM and NO_x. You will know the work we are doing around the school audits. No one policy by itself leads to the situation being what it should be, but the T-Charge, in partnership with the ULEZ, in partnership with the other policies we have announced, will lead to an improvement in air. By 2020, NO_x 40%, PM roughly speaking 25% less.

Shaun Bailey AM: In the meantime, the reality has been that the T-Charge has made the air quality worse. You cannot get around that. Those are the statistics.

Sadiq Khan (Mayor of London): No.

Shaun Bailey AM: I want to ask you a separate question now.

Sadiq Khan (Mayor of London): We do not accept that.

Shaun Bailey AM: What has the T-Charge cost Londoners so far?

Sadiq Khan (Mayor of London): What do you mean?

Shaun Bailey AM: How much have people paid to drive inside the T-Charge zone?

Sadiq Khan (Mayor of London): We can send you that figure, but the more important figures are the premature deaths in London, the number of children with underdeveloped lungs, the number of adults --

Shaun Bailey AM: Mr Mayor, that is not what I am asking about. You and I both agree --

Sadiq Khan (Mayor of London): I know Gareth wanted another question. Let me answer Assembly Member Bacon. Assembly Member Bacon, the cost of these deaths to the NHS are in the region of billions of pounds to Londoners, £40 billion across the country--

Gareth Bacon AM: Address the question to Assembly Member Bailey. Address him, please, Mr Mayor, not me.

Shaun Bailey AM: Mr Mayor, Mr Mayor, come on.

Sadiq Khan (Mayor of London): I am confused who I am answering.

Shaun Bailey AM: You know I am not in here playing games with you. I am talking to you directly. I am not trying to score any petty points. I will have lots of other arenas to do that with you. I am asking you direct questions, therefore please just direct your comments to me and let me get through, because I do not have much time.

Sadiq Khan (Mayor of London): Let me answer the question Assembly Member Bacon whispered to you. The answer is --

Shaun Bailey AM: No, because I did not ask it. If you and Assembly Member Bacon want to answer questions, please go ahead when you are speaking to him. Right just now, I would prefer if you spoke to me.

Sadiq Khan (Mayor of London): The economic cost to premature deaths, putting aside the misery to the families, is huge.

Shaun Bailey AM: Please, Mr Mayor. That is between you and Assembly Member Bacon. I never asked you that question. I do not want to talk about that. When I want to talk about that, I will let you know. I really will.

Can I move on?

Sadiq Khan (Mayor of London): I have no idea what you can and cannot do. Ask Assembly Member Bacon.

Shaun Bailey AM: Any time you get confused, you ask me, I will clarify it for you. That is why I am here. Mr Mayor, can I ask you, if you implement your proposal to expand ULEZ to the North and South Circular Road, how will you mitigate the impact on day-to-day life of people having to drive to and fro in those boroughs? Some people have to: going to school, etc. Is there any way that you can mitigate some of the impact of that?

Sadiq Khan (Mayor of London): These were exactly the same points made by Conservative Members in 2003 when [former] Mayor Ken Livingstone introduced the C-Charge. I understand the points. The points made in 2002/03 by those sitting in your chair in 2002/03 were: how can you have a C-Charge that does not affect people moving in and out of the C-Charge area, for example, going to appointments, going to meetings, dropping off children? Those points were alleviated by residents who were inside the C-Charge area having a reduction, but also a lead-in time. The announcement from the previous Mayor was before the manifesto of 2000. The lead-in time gave people time to change behaviour.

What we are doing deliberately, is not announcing the ULEZ straight away for those going to the North and South Circular. I am being criticised, by the way, by some for taking so long. I understand those concerns and criticisms, by the way. What we have done is the ULEZ for the C-Charge area will come in April 2019. For the North and South Circular, not until 2021. It gives people time to move towards that. In 2020, for the coaches, buses and lorries, whole of London wide. The idea would be for people now to think about the fact that in the future the ULEZ is coming to their area. They can change their behaviour.

The most important thing that we need to do is to persuade the Government to bring in a national diesel scrappage scheme, because many low-income families, many businesses, many charities, were encouraged to buy diesel because it emits less carbon emissions, and move away from petrol, therefore we have to support

those low-income families, those businesses and charities, to move away from diesel. That is why we need the Government to accede to our request for a national diesel scrappage scheme.

Shaun Bailey AM: Of course. I am sure you are having that conversation with Government. I have spoken to residents who live in Enfield, for instance, who will need to attend North Middlesex Hospital, or if you are - I do not know - Waltham Forest, to get across to Whipps Cross Hospital. You are effectively saying to the poorest people, who will struggle to change their vehicles, that there is an additional £12.50 to make that trip. I am wondering, is there something that you can do? It may be detailed. You may have to write to me. Is there something you could do to help mitigate that for the poorest people? We had a similar conversation about the T-Charge in inner London for the emergency services, and you made a change, to make something happen. Can you do that for the poorest residents who are going to be faced with a £12.50 charge to visit residents in hospital or deliver themselves to hospital because they have long-term illnesses?

Sadiq Khan (Mayor of London): It is the poorest Londoners that suffer the worst effects from bad-quality air. The research that was hidden by the previous Mayor shows that the most deprived parts of the London have the worst air. It is the poorest Londoners who will benefit most from us cleaning up the air. Many of the problems that people have from dementia, heart disease and other issues are linked sometimes to air quality. That is the first issue. It helps the poorest Londoners the most. The school audits we are doing will confirm that the schools where the children are the most deprived have the worst quality air.

The second issue is this does not start until 2021. Not 2018, not 2019, but 2021, and hopefully by then people will have changed how they go from home to hospitals. Those who drive, who have to drive for good reasons, will hopefully have moved away from the most polluting vehicles. Driving *per se* will not be charged, only those who are not Euro 6 or better.

The third thing is we have to persuade Government to have a national diesel scrappage scheme to help these families move away from the most polluting vehicles to cleaner forms of vehicles. That is very important.

Shaun Bailey AM: Even if that is correct, Mayor, there is an onus on you, as the authority bringing in the charge. If you talk about the poorest people, yes, it will help their health in the long term, but what will really damage your health in the short term is the inability to bring yourself to an appointment. Is there something you can do about that?

Sadiq Khan (Mayor of London): In 2021, when the scheme comes in, there are going to be some individuals who may be affected. We are hoping by then there will be other ways for them to get from home to hospital. I am not sure it is realistic for us to, three years in advance, give the sorts of schemes you are suggesting. What we can do three years in advance is say to the Government, "Have a diesel scrappage scheme that is targeted". Our scheme is not a scheme for everybody. It is a scheme targeted to those who are the poorest Londoners. We, Transport for London (TfL), spent some time working on a targeted scheme to have the poorest Londoners, rather than a free for all. I am hoping the Government will cede to our request. It has put aside £200 million in a Clean Air Fund. We, London, cannot bid for it. That does not make sense to me, when 40% of the most polluting roads are here in London.

Shaun Bailey AM: Mayor, you could start the thinking now for three years to how you could help those poorest families, but that is enough from me, Chairman.

Caroline Russell AM: Thank you. Mr Mayor, your draft Environment Strategy says that about 100,000 homes need to be retrofitted with energy efficiency improvements and renewable technologies each year from now to 2050 to achieve your zero-carbon city target. That is 100,000 homes a year. Also, you recognise a step-change in the scale and pace of our energy efficiency retrofitting needs to start now. Why does your

implementation plan commit to retrofitting just 2,600 homes with energy efficiency measures across three years to 2021? That is less than 900 a year, compared to the 100,000 a year that your Strategy says is required.

Sadiq Khan (Mayor of London): There are a number of answers to that. Number one, the Energy for Londoners programme does a number of things, aside from the retrofitting assistance, from boilers, insulation, to giving advice to families on how to make their homes more energy efficient without suffering fuel poverty. We need a sea change commitment from Government. Unless the Government commits to funding the retrofitting of homes, we are not going to meet the targets. That is why you see the caveats in the Environment Strategy talking about the support that Government needs to give. I am meeting later on today [the Rt Hon] Michael Gove (MP, Secretary of State for Environment, Food and Rural Affairs) to make that very point. There is no way we can meet the targets we have without more support from the Government.

One of the answers I gave to the Chairman in answer to his question about the changes from the draft to the Strategy document you have before you was that we have placed more emphasis on the steps we need from Government. Let us be clear: without Government assistance, without a gear change from Government, we are not going to meet the targets we need to meet.

Caroline Russell AM: We can totally agree the Government needs to be doing much, much more on this, but will you use your pilot - these about 900-a-year homes that you are retrofitting - to start developing a scheme for London? There are an awful lot of Londoners who really need that support, who are living in cold, damp homes and need to know that the state of their homes is going to be addressed.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Yes, Assembly Member Russell. We are already doing that. The Warmer Homes programme that you are referring to builds on previous programmes. We are looking at much deeper measures to reflect the extent of the need in those homes, to look at, for example, how we might help tackle fuel poverty by uprating the energy efficiency of those homes. As the Mayor has pointed out, the 100,000 homes that you are mentioning per year is what we have estimated is needed in London, but it is also an estimate that the national Government, the Committee on Climate Change, has set out as being needed nationally. These are huge figures, and there has been a lot of demand on Government to tackle energy efficiency and make that a national infrastructure priority. It is the first fuel. It will tackle not only carbon emissions but will help on air quality if you are reducing or exchanging boilers for low-NO_x boilers, but it will also help people in fuel poverty by reducing their bills. It has multiple benefits, and we really urge the Department for Business, Energy and Industrial Strategy to act on that. Through our programmes, we are looking at how we might work with others to promote energy efficiency, to come together and look to new financing mechanisms as well.

Caroline Russell AM: OK, thank you. I am going to move on and look at whole-house energy retrofit. The Strategy says it is going to deliver up to ten whole-house energy retrofits through the Energy Leap pilot by 2019. That is where you encase the whole house with super energy-efficient material and it obviously significantly reduces fuel bills, fuel poverty and CO₂ emissions. I really support that you are doing that, but I am very concerned about the emphasis on proving the concept rather than scaling up for a London-wide solution, because the concept is proven. They have done it in the Netherlands. They have retrofitted 1,300 homes with an equivalent programme, and they have now issued contracts for 111,000 homes to be retrofitted to those standards. When your pilot is finished, are you going to turn this into a scalable solution so that we can see the benefits for more than just ten homes?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): That is the intention. However, on the Energy Leap, this whole-house retrofit is being piloted elsewhere in the country, in Nottingham, and we have already seen, for example, as lessons from that that the costs are much greater than in the Netherlands and therefore we have to take that into account. The proposal that we had is now having to be adjusted. When they actually go in, there are a whole host of issues where you have to deal with how people behave in the United Kingdom (UK) and whether they are up for these sorts of things. The building type is not the same as in the Netherlands and therefore we have different building types across London. Therefore, we are trying to test what is possible. The ambition is, absolutely, to look to see whether this is scalable. However, like anything, these are proof-of-concept. You have to prove these concepts in different countries, unfortunately, because we start from different regimes.

Caroline Russell AM: OK, and therefore it is proof-of-concept for working in London as opposed to proof-of-concept of the basic bit?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Exactly, yes.

Caroline Russell AM: OK. Thank you. Then, looking at climate-positive new builds, the Strategy says:

“By 2050 the emissions footprint of London’s buildings will need to be close to zero. Some will even need to be climate positive; that is, they will need to generate more clean energy than they consume.”

I could not find any actions in the Implementation Plan relating to climate-positive buildings. Why are you not piloting climate-positive buildings to help get them established for the future?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Again, we are trying to do that through the Energy Leap process. Also, in terms of general policy, we have been talking to Jules Pipe [CBE, Deputy Mayor for Planning, Regeneration and Skills], obviously, as part of the London Plan to promote those approaches. Patrick, do you want to --

Patrick Feehily (Assistant Director for Environment): Yes. I would just point to - and I know it is not climate-positive - the zero-carbon homes policy that we have in the London Plan and moving that to commercial buildings.

Just to lend weight to what Shirley was saying about Energy Leap, the experiences we have had with delivering that pilot have very much vindicated the fact that it is a pilot and we do need to prove that concept for London housing stock and also the behaviour of Londoners to fit around that.

Caroline Russell AM: Do you think there is any London housing stock where it might work at the moment?

Patrick Feehily (Assistant Director for Environment): I know that the challenges are more in the high-rise buildings that we have, but the thing is we need to deliver it at scale to reflect the different types of housing stock that we have in London after we have delivered the pilots. The pilots are very much in their early stages at the moment.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): It is too soon to say. We are testing it. It is just too soon to say whether it is scalable.

Caroline Russell AM: OK. Thank you.

Tony Arbour AM (Chairman): Assembly Member Kurten?

David Kurten AM: Thank you, Chairman. Good afternoon. Just looking at your plans for future zero-emission zones, what do you think the effect of zero-emission zones will be on the taxi and private-hire trades?

Sadiq Khan (Mayor of London): We have already seen taxi drivers now purchasing zero-emission-capable vehicles. There is a grant that we give and grant that the Government gives. It is a joint grant of about £6,500. I have travelled in one of these new zero-emission taxis. They are fantastic. The drivers enjoy driving them. We need more rapid-charging points to assist these drivers and we need more taxis that are zero-emission-capable.

The good news is that there is an appetite for them. That is one of the reasons why we have been speaking to the manufacturers. We have been speaking to councils to get more rapid-charging points and we are optimistic that it will improve the quality of air in London. It will be another reason why customers choose the black taxi rather than alternatives. Black taxis are a form of public transport. Just like we are trying to move our buses towards being zero-emission-capable and are not procuring any more diesel buses now - they are either electric, hydrogen or hybrid that works - the same should go for other forms of public transport as well. We are working with the industry and those that represent them as well.

David Kurten AM: Yes, but, Mr Mayor, the zero-emission zones seem to be a step beyond the ULEZ. You have the T-Charge and then you have the ULEZ and then you have the zero-emission zones that you say might come in from 2025. Now, in 2025, not all --

Sadiq Khan (Mayor of London): Sorry, do you mean the town centres?

David Kurten AM: In town centres from 2020, and a central London zero-emission zone from 2025, yes. Even in 2020 - and 2025 - not all taxis will have converted to being zero-emission-capable. Will you be giving an exemption for taxis so that they do not have to pay any charge until they roll around in their 15-year cycle? For taxis, there is a 15-year lifetime in the licence of a taxi and therefore someone who perhaps bought a diesel Euro 4 engine taxi in 2017 would not have to change until 2032 because there is a 15-year life on that. Will you be giving an exemption to those taxis to drive in the proposed zero-emission zones so that they are not financially penalised?

Sadiq Khan (Mayor of London): No, there are no plans to. The zero-emission zone for central London is 2025. That is seven years away. The C-Charge --

David Kurten AM: But there will still be some taxis after 2025 which will be Euro 6 diesel.

Sadiq Khan (Mayor of London): You will be aware that the ULEZ for the C-Charge area begins in 2019, which includes central London, and therefore I am optimistic that by the time in the future when we have more low emission zones and zero emission zones, many of the taxis will have changed to the zero-emission-capable taxis. We are seeing already a huge appetite from the taxi trade. The announcement from the Government, which I welcomed, in relation to road tax assists as well in relation to how they are categorised. We need to give more carrots to black taxi drivers to move away from harmful diesels to the cleaner forms of taxis that do exist.

David Kurten AM: Mr Mayor, I would challenge the fact that there has been a huge uptake of zero-emission taxis. I think there are less than 1,000 or even just a few hundred.

Sadiq Khan (Mayor of London): There is huge interest.

David Kurten AM: There is interest, but the number of purchases has been down to less than 200 I think so far. You would like to see 9,000 convert within the first two years. I very much doubt that is going to happen. The money that you are providing - about £42 million or something - in your fund to help taxi drivers convert to zero-emission-capable will only fund 9,000. It will not fund the whole fleet of 23,000 taxi drivers. Therefore, there will be some financial penalty to taxi drivers unless you give some exemptions. I am just asking you. Have you thought about that? Have you thought about the financial implications of this for taxi drivers?

Sadiq Khan (Mayor of London): It is 9,000 in four years, by the way, not two --

David Kurten AM: That is not what I heard.

Sadiq Khan (Mayor of London): -- but the Government's Strategy is published soon.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): The Government is going to publish its Road to Zero Strategy, which is going to set out how the country is going to move to zero emissions. The Government has already talked about no more internal combustion engine (ICE) vehicles from 2040. This is all part of the move to zero emissions. As the Mayor has said, these are things that we are starting to set the pace on in London, but we need the Government to set the regulatory framework, to provide us with the funding and powers, and to provide the supply chain, manufacturers and so on. The zero-emission-capable taxi example that the Mayor gave was an example of policy driving a new industry that came, unfortunately, not in London but is helping our friends in Ansty in Coventry to create a new taxi that is being sold now internationally, and therefore a whole new industry. This is going to bring us huge opportunities for the country.

David Kurten AM: I understand the Government might print a paper soon, but I am asking what you are thinking as Mayor because you are going to set the policy for charging vehicles in your own zero-emission zone. The Government is not going to say, "The Mayor of London is going to do this". That is up to you to say. I am just asking you if you have actually thought of how this is going to affect taxi drivers, particularly those who are not going to move away from having a Euro 6 diesel taxi engine after 2020 or 2025 because they do not all have to change until 2032.

Sadiq Khan (Mayor of London): Look, councils will designate their town centres zero-emission zones. They understand the challenges we face. Central London we hope to be a zero-emission zone as well and it is really important that we do that. We have deliberately telegraphed our intention to do it some years in advance for all of the central London area that you are referring to. With the T-Charge, we were told that there would be concerns. That seems to have --

David Kurten AM: That does not answer the question as to whether taxi drivers will have any financial penalty and whether you have considered giving them an exemption for the zero-emission zones.

Sadiq Khan (Mayor of London): We are talking at cross purposes. The charges to pay are for the ULEZ that begins in 2019 in the C-Charge area and the North and South Circular in 2021. Therefore, I am not sure what charges you refer to because those the charges that have already been announced. The answer is that we are encouraging taxis to move to zero-emission-capable. You will be aware that many taxi drivers are interested in doing so and we have to entice and encourage more to do so as well going forward.

Diesel vehicles that are old diesel vehicles are toxic and they are polluting. We have to encourage people to move away from those.

David Kurten AM: I was talking about Euro 6, not the Euro 1 to 5. Euro 6 do not produce as much pollution as the earlier Euro 5 and Euro 4, particularly Euro 1, 2 and 3. I know they are highly polluting, but Euro 6 are much less polluting.

Sadiq Khan (Mayor of London): Euro 6 are ULEZ compliant and therefore I am unclear what point you are making.

Tony Arbour AM (Chairman): You asked the same question seven times in various ways.

David Kurten AM: I was trying to get an answer.

Tony Arbour AM (Chairman): We had the same variety in the answers as well. Now, please, Assembly Member Pidgeon.

Caroline Pidgeon MBE AM: Mr Mayor, I have been through your Environment Strategy and the words “Enderby Wharf” do not appear once, but I find it quite odd because if Enderby Wharf goes ahead without onshore power, it has been estimated that one ship alone will emit the same toxic diesel fumes as around 688 lorries and therefore this is going to seriously impact Greenwich and Tower Hamlets, two places where there are already high levels of air pollution. Two years ago you stated:

“I think neither the council nor the residents nor the local businesses want there to be this massive cruise liner putting out bad fumes in the area. I’m looking forward to working with them and seeing if we can get some resolution.”

You promised you would do all you can to help. Exactly what have you done on this issue when it is not mentioned in your Environment Strategy?

Sadiq Khan (Mayor of London): I still have concerns about Enderby Wharf. I am surprised you are not aware of the rules around that particular site and who is responsible. Let me tell you who is because you clearly are not aware. It is a local council issue. Unless you are suggesting I take powers away from the councils, which I cannot do, the local council gave permission for this Wharf and I expressed my concerns about this.

I have also expressed my concerns around the River Thames and it not being within our purview. The Port of London Authority is in charge of the River Thames. We have this situation where an application was given permission with this - in inverted commas - planning gain Section 106 wharf, which is bad for air in that part of London. It is a Port of London Authority and council matter.

I have been talking to all the relevant parties over the last couple of years and I will not stop talking to them. I will meet with the new Leader of Greenwich shortly to discuss my concerns around this because it will lead to all sorts of problems in relation to generators, in relation to the residents nearby and in relation to those who are on the cruise ships, by the way, as well. This, hopefully, is an example of us using the bulwark of City Hall to persuade people to do the right thing because I was surprised, as you were, when we saw this permission being granted. However, I am hoping that a new Leader of Greenwich will understand the concerns City Hall is making on a cross-party basis on this issue.

Caroline Pidgeon MBE AM: It is not in the Strategy but, separately, you are trying to make representations to get this changed?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): It is in the Strategy in that we have highlighted river emissions and the need for powers to be given or the simplification of the regulatory regime.

Caroline Pidgeon MBE AM: OK, because this is retrospective; you have not put it in the Strategy because it --

Shirley Rodrigues (Deputy Mayor for Environment and Energy): No, it is in the Strategy. There is a list of areas that we are asking the Government to tackle like a new Clean Air Act and so on. The Enderby Wharf specifically --

Caroline Pidgeon MBE AM: Is not in there.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): -- is not mentioned specifically, like we do not mention a number of specific local issues, but the issue, as the Mayor has pointed out, has been one that we have been working on with the local authorities and others for a while.

Caroline Pidgeon MBE AM: OK. Great. Thank you. I look forward to hearing and seeing if we can get some progress on that.

The other issue I wanted to raise with you is about auxiliary power units on lorries. It is incredible that lorries have polluting diesel engines for refrigeration when alternative engines do exist and also are allowed to use low-tax red diesel. I am wondering if you could briefly set out what steps you will now take to ensure such lorries on London's roads have cleaner auxiliary engines.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): We have been working with TfL on what we might be doing. On red diesel, for example, we have been lobbying the Government to change the taxation rules and we understand that it is starting to do that and has been doing. We have been lobbying hard for the Government to make some of these changes in terms of cleaner air powers and devolution to the Mayor, for example, a Clean Air Act and so on.

On auxiliary engines, we have been talking to TfL about what help it might offer, demonstrator projects and so on, with some of those companies. There are some companies that are starting to look at this. Sainsbury's might be one. I would need to write just to confirm that with you, but it is an issue that needs to be tackled, yes.

Caroline Pidgeon MBE AM: Thank you.

Florence Eshalomi AM: Mr Mayor, you mentioned some of the illnesses that are associated with really bad air quality. As you know, buses have a major impact on that. You only have to stand on Brixton Road and breathe in the fumes there, where every year there are always breaches of the regulated amount. Your cleaner buses have had a big impact in tackling some of the air quality.

Could you just give me an update on the figures for the first one you introduced in Putney in terms of how that is addressing air quality in that area?

Sadiq Khan (Mayor of London): Yes. Thank you. In Putney High Street, where the first low-emission bus zone was introduced, we have seen a 90% reduction in hourly breaches and a 40% reduction in NO_x concentrations. In Brixton Road, where we began the second low-emission bus zone, the figures started later and are not as exact. However, we think there has been an 80% reduction in hourly breaches so far. That is some massive progress we have made. We have also retrofitted 1,000 buses and, also, we now only buy electric, hydrogen or hybrid buses as well. There is a big improvement already in those two areas and in other parts of London also benefiting from the T-Charge, cleaner buses and taxis as well.

Florence Eshalomi AM: That is great. You did highlight that you are going to introduce in total 12 zones across London by 2019. Are you still on course to hit that target?

Sadiq Khan (Mayor of London): Yes. I can tell you the next one. The next one is going to be in Lewisham. We have a list of the various low-emission bus zones. The idea is to make sure we have the buses to go to the zones, not simply moving them from the low-emission bus zone to somewhere else. We do not want to just displace them, but we want cleaner buses all round. We are on target. It is part of the plan going forward and we are confident we are going to do that.

Florence Eshalomi AM: Just finally on buses, one of the key things that keeps coming up for the buses that are not in that zone is around some of the buses that sit idling near bus garages. We have a big problem with a big depot in Camberwell Green.

What more can you do in terms of discussions with the different bus operators to ensure that they are not leaving those buses idling?

Sadiq Khan (Mayor of London): One of the things that we did at TfL recently was not only to make sure that bus drivers get paid a decent salary for decent day's work but also to make sure there is consistent training. The way the franchise system works is with privatised companies who are employing the bus drivers. We are trying to make sure there is consistent training. One of the parts of the training includes reminding bus drivers of the importance of not having their engines idling because you are right that idling vehicles of all sorts but particularly buses can lead to all sorts of horrible stuff being churned out. That is why we have to make sure there is a consistent standard. If there are particular issues around a particular bus station or stoppage point, let me know and we can chase it up with the relevant bus operating company.

Florence Eshalomi AM: Great. Thank you.

Tony Arbour AM (Chairman): Assembly Member Twycross?

Fiona Twycross AM: Thank you, Chairman. Are you disappointed, Mr Mayor, with the Department for Environment, Food and Rural Affairs announcement it would not be pursuing a national diesel scrappage scheme?

Sadiq Khan (Mayor of London): I am. What is salt in the wound is that there has been an announcement of a new Clean Air Fund of £220 million and, by the way, London taxpayers are contributing towards this. We know that 40% of the most polluting roads in the country are in London and we know the figures in relation to premature deaths and the issues around poor-quality air, yet we are not allowed to bid for this Clean Air Fund money. The Government accepts that that money can be used elsewhere in the country for targeted local scrappage schemes, but not in London. That just seems to be unfair and another example of the Government's anti-London bias.

Fiona Twycross AM: Thank you. Mr Mayor, the Government has said that a scrappage scheme does not offer value for money and is not deliverable and could be open to abuse. Could you explain how your proposal for a national vehicle scrappage fund that was published in February last year [2017] would have addressed those concerns?

Sadiq Khan (Mayor of London): The Chancellor [of the Exchequer] had legitimate concerns about a scrappage scheme that would be seen as – in inverted commas – a “windfall” for some people. If you were changing your vehicle anyway, you would have this subsidy from the taxpayer. The Government was concerned that we were giving a reward for somebody who was going to change their vehicle anyway.

TfL went away and devised a scheme that would be targeted towards low-income families, targeted towards small businesses that are struggling and targeted towards charities. It is a costed scheme and therefore it is a targeted scrappage scheme which we took back to the Government, which so far has not been persuaded about the need for it. The Government’s response at the moment is that manufacturers already are giving discounts. Some manufacturers, if you buy a new vehicle, will give you a discount for the old diesel.

That does not help the poorest families and therefore we need to persuade the Government that the scheme we have put forward for a targeted scrappage scheme will help the poorest families. If people are genuinely concerned, as they claim to be, for poorer families across London, you would expect them to be lobbying publicly and privately for targeted national diesel scrappage scheme that includes London. I have seen no evidence of that.

Fiona Twycross AM: Thank you. Other than a financial incentive, how else can you and will you encourage people to switch to more sustainable modes of transport?

Sadiq Khan (Mayor of London): One of the things that has been remarkable over the last couple of years is the number of parents who approach me because their children have lobbied them. It is quite remarkable. It is bottom-up power coming from children to parents or to uncles and aunts saying, “What about the air when we walk to school?” I remember Nicky [Gavron AM] and I discussed walking to school. Two or three years ago, we were encouraging children to walk to school but they were walking down roads that are probably more polluting than actually being driven to school.

That is good. This pressure from Londoners is really important. That provides an incentive to a mum, dad or carer not to buy a vehicle that is polluting.

We have also made available on the website a vehicle checker. One of the problems in this area is people do not trust, because of ‘diesel-gate’ and other reasons, what manufacturers are saying. We have provided this checker so that before you purchase a new vehicle you can check how compliant your vehicle is. It is done on real conditions rather than factory conditions.

However, there is more we can do in relation to persuading people to move from the car to other modes of transport like freezing TfL fares for four years. You and I have discussed at Mayor’s Question Time the cost of living in London. By freezing fares, we will make it easier for people to move to TfL buses, trams, London Overground and the Tube.

Also, the unlimited Hopper fare means that you can change buses more than once – two, three or four times within an hour – and not pay the additional fare.

The final part of the equation - and obviously the work Will Norman [Mayor's Walking and Cycling Commissioner] is doing with Val [Valerie Shawcross CBE, Deputy Mayor for Transport] is to have easier and safer cycling across London. Also, it cannot be pedestrians versus cyclists. That is why Will is the Walking and Cycling Commissioner. We have to think about how we design streets so that people do not feel cyclists are ganging up on pedestrians or vice versa. It is really important that we respect both.

Fiona Twycross AM: Thank you.

Tony Arbour AM (Chairman): Assembly Member Copley?

Tom Copley AM: Thank you very much, Chairman. Good afternoon, Mr Mayor, Deputy Mayor. First of all, I wanted to say I was very pleased to see that you have strengthened the minimum recycling service targets to include flats in the final Strategy, but my question follows up from Assembly Member Russell's question on energy efficiency and fuel poverty. There are around 82,000 privately rented properties in London that are associated with excess cold. This Assembly has passed a motion welcoming the Government's minimum energy efficiency standards but expressing the view that the cost cap to landlords should be doubled from £2,500 to £5,000. I am pleased that that is something that you supported as well.

Do you agree that while the Environment Strategy and Fuel Poverty Action Plan goes some way to reducing fuel poverty in London, we also need the Government to take action, for example, around these minimum energy efficiency standards?

Sadiq Khan (Mayor of London): Thank you. By the way, we are right to welcome the progress from the Government in publishing these standards. Our point is that it can go even further. You have mentioned one of the ideas of yours that we pinched in relation to doubling the cap. It is a very good idea. The promised cap of £2,500 is not enough. It should be increased to £5,000 to improve many of the worst homes.

We have asked the Government to close the loopholes. As you know, tenants are suffering fuel poverty because of actions not taken or taken by the landlord.

Thirdly, one of the things that we have realised from speaking to councils of all political persuasions is they do not have the resources to enforce the standards. There is a real challenge here to give councils the resources and assistance they need to enforce these standards. One of the things that we are trying to encourage is more licensing schemes because a licensing scheme is one way for a council to very easily make sure landlords are abiding by the standards. Unfortunately, the Government is not devolving to us the powers to have more licensing schemes, but we are hoping that more local authorities across London will have licensing schemes because it is a way of raising standards, particularly for those private tenants struggling with bad landlords.

Tom Copley AM: It is a great shame that the Government has given the Secretary of State [for Housing, Communities and Local Government] the power to veto boroughs bringing in their own licensing schemes. If that is what they mean by "localism", it is rather strange.

In terms of the consultation that the Government has been doing on minimum energy efficiency standards, the consultation closed in March [2018]. Do you have any sense as to what decision they are going to make on this cap and, indeed, when they are likely to make a decision?

Sadiq Khan (Mayor of London): As a politician, I am not aware of anything. I am not sure if Patrick has been speaking to officials in relation to any shoots of --

Patrick Feehily (Assistant Director for Environment): We are not aware of that yet. There are some other things I just wanted to cover that we wanted in those standards. For example, they do not cover homes of multiple occupancy. We have the highest number of those in the UK and we pushed quite strongly for those to be in there as well.

These kinds of measures are essential to delivering that 100,000 target that we talked about. This is kind of what you see in the Environment Strategy. We are trying to deliver lower-carbon homes and hit the environmental targets but at the same time hit the social and health benefits as well.

Tom Copley AM: I have just one last question. I wanted to turn briefly to the RE:NEW programme. You say in your Strategy that lessons learned from the RE:NEW programme will help inform successor programmes. What plans do you have for a successor programme?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): We have already started the successor programme, which is the Warmer Homes programme. The lessons from RE:NEW were, for example, when people were putting energy efficiency measures in, they would put in a boiler or window insulation, but actually what was needed was some ancillary works that would make the boiler work better, sometimes some damp-proofing or looking at some ventilation issues. We have upped the amount of funding that is available per house nominally - on average, it has doubled - to allow for those measures to be taken so that we have the best possible environment for people not only for their health but also in terms of reducing their bills. Similarly, the lessons that we are learning as we go ahead with this scheme are feeding into some of the work that we are doing through the Energy Leap programme, which is the whole-house, much deeper retrofit.

Depending on how those pilots work out, and Government policy on energy efficiency as a national infrastructure programme, we will take those forward, too.

Tom Copley AM: Thank you.

Andrew Dismore AM: I would like to ask about Tube noise. Mr Mayor, on rail traffic noise, your Strategy says:

"... just over 525,000 people in London [are] affected by rail traffic noise above the recommended levels provided as a guideline by the World Health Organisation (WHO)."

It is interesting to note that your Environment Strategy refers to the WHO guideline, which is 40 decibels (dB), whilst TfL refuses to accept that as a benchmark to which it should work. Proposal 9.1.2(a) of the Strategy says:

"The Mayor will work with TfL to monitor and manage the noise impacts of Tube and rail services, especially the Night Tube and other night-time TfL rail services."

How will you meet the aspirations set out in the Environment Strategy to reduce the amount of Tube noise experienced by Londoners?

Sadiq Khan (Mayor of London): Thank you for your question. The answer is: by investing in track improvements. TfL is spending £200 million a year on track improvements. This includes a dedicated budget for targeted works to reduce noise and vibration, replacing rails, removing joints and renewing track fastenings to improve the noise on the network. My expectation of TfL - and they are under no illusions - is to focus its immediate efforts on mitigation work. Assembly Member Devenish, Assembly Member Prince,

Assembly Member Arnold [OBE], Assembly Member Cooper and you have all brought examples of residents whose lives have been made intolerable and we need to do our best to resolve that.

In relation to the particular example we discussed last time, Kentish Town, we went to and did some work in relation to the points that were raised by your residents. TfL, I am pleased to say, has begun installation of resilient track fastenings at Kentish Town. It is looking to install 2,600 pieces of track fastening as part of this work and will finish this in August [2018], which, as you will appreciate, is very fast in the context of previous pieces of work.

One of the suggestions was to recruit more people to do this specialist work. There is an additional team of 12 engineers and track specialists who are working through the night to ameliorate this, and that includes retrofitting rubber buffers. The good news is that the new tracks are laid down have this on already but, when you retrofit the older tracks, they have to be installed separately.

You are right to remind me - and I am sure TfL is watching this - of the misery it causes residents who are have not been able to sleep as a consequence of the Tube network.

Andrew Dismore AM: The number of complaints over Tube noise continues to increase dramatically and, as far as the Northern line is concerned, usually from longstanding residents who had not previously experienced Tube noise disturbance before relatively recent changes by TfL, including the new track, which has a different profile on concrete sleepers. The noise increase seems to be due to a combination of factors including the new track profile fixed to concrete sleepers, the increased corrugation at key places near stations due to automatic train braking - exactly the same point - and faster trains, but TfL does not seem to be able to mitigate it either promptly or very well because the track fastenings do not seem to be doing the trick as far as Mornington Crescent is concerned, for example.

Will you ask your new Deputy Mayor for Transport to meet with me and Northern line neighbours in situ and very soon so that she can hear the noise for herself and work out what can be done to sort it out?

Sadiq Khan (Mayor of London): Of course the Deputy Mayor will meet with Assembly Members, as is always the practice with all Deputy Mayors. The experience we usually have with the works that TfL do is that after a number of months the benefits are lost. I am not aware of the improvements being worse than things were before, but I am happy to send the transcript of your representations to TfL to look into this because that is not good enough.

The good news for your constituents is that the Northern line is of priority area in relation to some of the works that need to be undertaken, but of course I will ask the Deputy Mayor to look into your points and to meet with you.

I should say this. TfL has carried out almost 100 site visits to people's homes that were affected by noise to measure the noise and they are going to carry on doing so for the worst-affected homes. Of course, the Deputy Mayor will go along to those visits as well.

Andrew Dismore AM: Thank you.

Nicky Gavron AM: You have set a target for London to be zero-carbon by 2050. Can you say how your London Plan and the Environment Strategy are going to help us reach that target?

Sadiq Khan (Mayor of London): It is the Environment Strategy and the London Plan, but also the Transport Strategy has a role to play as well. They are all linked in relation to making sure we get there.

The Environment Strategy has important information in relation to the five-year carbon budgeting and the Energy for Londoners programme. Bearing in mind I remember that my visit to Paris during the summer was with you, the good news is that the C40 has certified that our Environment Strategy is compatible with the goals of the Paris Agreement --

Nicky Gavron AM: That is excellent.

Sadiq Khan (Mayor of London): -- which is really important. We need to have our homework being marked by somebody else and therefore that is reassuring to us.

The draft London Plan has further information about how we can work to go beyond the Government's building regulations, extending the existence of carbon targets for homes to new non-domestic buildings for the first time, with ambitious energy-efficiency targets as well for new builds.

The third part of the equation is the Transport Strategy. We have invested £800 million in the Business Plan to clean up London's air from encouraging people to walk and cycle - an 80% modal shift by 2050 - to also cleaning up buses, taxis and vehicles so that they are zero-emission-capable. It is all part and parcel of the ambition of being a zero-carbon city by 2050.

Nicky Gavron AM: To reach that target it is going to need enormous leadership from every sector of society, whether it is academia, the public sector, the corporate sector, civil society, but everyone is going to take their cue from you. I wonder. How will you lead by example? You have quite a lot of cards in your hand. You have buildings and you can refurbish how they are going to operate, and how your fleet is going to be zero-carbon or get to the zero-carbon target. What about your procurement powers? Can you say something about these things?

Sadiq Khan (Mayor of London): Yes, I will let Shirley come in to give detail, but it is all those things. We are using all the tools in the toolkit from leading by example to the procurement chain including the functional bodies, TfL, the Mayor's Office for Policing and Crime (MOPAC), the London Fire Brigade, the Metropolitan Police Service (MPS) as well. Also, it is a partnership approach with boroughs, with businesses and with Londoners as well.

I will let Shirley give the detail, but the one final part of the jigsaw is we need the Government to do more as well. In answer to a previous question, I talked about the need to retrofit buildings but also to improve minimum energy efficiency standards and also the funding devolution we need. I will let Shirley give you some reassurance in relation to us leading by example.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): As the Mayor said earlier, we have set London carbon budgets for the first time and, within that, we have set out what each sector needs to do for buildings, transportation and workplaces.

We have also identified carbon budgets for the functional bodies. For the first time, we have a carbon budget for the functional bodies, and we are asking each of those functional bodies to set out their plans for reducing carbon emissions. That could be anything, as you have pointed out, from how they move their fleets to be more zero-carbon, how they can bring in more renewable energy - solar, for example, on their roofs - what they

might do on procurement, what they might do about staff travel and so on. Those plans are being developed by the functional bodies and we will be monitoring them.

It is really important, but I should say that the function bodies themselves have done some great work from the Fire Brigade through to the MPS, bringing forward zero-emission vehicles, for example, so that they are ahead of the game for some of the zero-emission targets that the Government and we are setting through to becoming more compliant or better for our air quality as well.

Nicky Gavron AM: If we are going to lead by example, are we going to let everybody else know that we are doing it? How are we going to do that?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Of course. We will regularly report and regularly update through committees like the Environment Committee, for example. We have published an Implementation Plan and some of the actions are within that. We will, through the business planning process, report progress on how we are meeting those targets.

Nicky Gavron AM: Right.

Sadiq Khan (Mayor of London): Can I say? Do not underestimate the willingness of Londoners to be part of the solution. It is not true to suggest that Londoners do not understand the challenges or do not understand the need to move to a zero-carbon city.

Nicky Gavron AM: That is absolutely right. I was just thinking about all of those public buildings and so on and the huge convening powers you have.

I have one final question. It is really good, if I have this right, that by 2019 you will have extended the zero-carbon target to all buildings. Do I have that right?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Yes. The zero-carbon homes policy --

Nicky Gavron AM: At the moment, it is just for zero-carbon homes but you are going to extend it to all buildings?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): That is the proposal in the London Plan and that is subject to the Examination in Public, but we think that that is absolutely necessary.

Nicky Gavron AM: I would agree with that, but one of the things anecdotally that we have heard already with the zero-carbon homes is that not all of them but many of them are finding it quite difficult, actually. They are struggling with the carbon assessments and the energy assessments. They talk about a 35% reduction in carbon above the building regulations and that is beforehand and then, afterwards, they have to say how much energy is saved on completion.

A one-word answer will do, but can you find a way of helping boroughs to do this? Otherwise, we are going to have another generation of buildings that are energy inefficient.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Yes, we will look for that.

Nicky Gavron AM: OK. You will find a way.

Sadiq Khan (Mayor of London): Two more words: public practice. With the work we are doing with town halls with sending experts in and stuff, we are optimistic.

Tony Arbour AM (Chairman): All right. Thank you very much. I promise to be part of the solution by not travelling anywhere by aeroplane. Assembly Member Prince?

Keith Prince AM: Thank you, Chairman. Mr Mayor, as you quite rightly pointed out, you were kind enough to meet with me and other fellow Members in relation to the Tube noise. I have asked for a meeting with officers. I am not asking you to attend that meeting, Mr Mayor; I understand you are busy, although of course you are more than welcome if you want to spend more time with me.

What I am asking is whether you would just use your offices to encourage that meeting to take place as soon as possible, please.

Sadiq Khan (Mayor of London): Yes. Actually, I found the meeting really useful and thank you for organising that, Keith, because it is really important to listen to residents whose quality of life has been affected. You did a good job articulating those, but you cannot beat a face-to-face meeting with the residents.

My understanding is that Assembly Member Devenish met with the team last week. Whatever request is made will be expedited, but I will chase up what is going on with your meeting.

Keith Prince AM: Thank you.

Dr Onkar Sahota AM: Good afternoon, Mr Mayor. I recognise and congratulate you on wanting the greatest city in the world to be the greenest city in the world also. In this context, how will the Environment Strategy work towards making London a National Park City?

Sadiq Khan (Mayor of London): Thank you for your comments, but can I just say? The challenge we have is not simply to be more ambitious going forward but to keep what we have because there is pressure being brought upon us to build on green land, to take down trees, to go backwards. That is why simply enhancing what we have is a challenge, protecting, maintaining and enhancing, but we have to be ambitious going forward.

In July [2018], as part of our National Park City bid but also as part of us being good citizens, we are bringing together those groups, communities and individuals who are keen and what to join the National Park City Plan that we have. We are convening all those people in July for a week's worth of hyperactivity, which is really exciting. We are doing stuff around green spaces, clean air, clean waterways, encouraging people to walk and cycle.

The way I describe it is this. The Environment Strategy provides the framework to strengthen the London Plan, to protect green spaces, to provide urban greening, and to make sure that we can have a greener city. Today's announcement of the £2 million worth of funding, which impacts all part of London - outer and inner, water and parks - is an example of what can be done. We need assistance from the Government. By ourselves, it is going to be really tough, but the good news is that there is a huge appetite from councils of all political persuasions and therefore I am optimistic that we will get there.

The ask is that 50% of London should be green by 2050. That is why the London Plan is important: green roofs, green walls. It is really important to use all the tools in the toolkit.

Dr Onkar Sahota AM: Making London 50% green by 2050 seems like a long way off. What targets are there on the way and how do we know that we are making good progress in reaching those aspirations?

Sadiq Khan (Mayor of London): We will have the right interim targets in place, but, firstly, we are not quite clear of the scale of things and therefore we are doing some work using some really exciting digital stuff to map where we are now. That is taking place now, is it not?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): That is right, yes.

Sadiq Khan (Mayor of London): Do you want to explain what we are doing?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): We are using satellite imagery. We are working with a company that has tried to get a much finer analysis of how much green there is in London. What we worked with before was very rough data imputed. We already are pretty green in London, probably greener than most people would expect, but we think we will get better data, which will provide a better baseline.

Then, in terms of moving forward, we have talked about how we will use, for example, London Plan policy to drive more greening through a green roofs policy, through the urban greening factors the Mayor has mentioned, through sustainable urban drainage and more green infrastructure - 200 hectares there - and so on. We have a number of interim targets set out in the Strategy, not just in this Strategy but also in the London Plan that will help that.

Dr Onkar Sahota AM: Given that we have a need to build 66,000 new homes in London every year, how will you ensure that the high levels of house-building will not result in a reduction of green spaces and green parks in London?

Sadiq Khan (Mayor of London): That is really important. The 66,000 target is an objective assessment of the needs of our city. Frankly speaking, we are not going to get there without Government help and therefore that is the objective. Without Government help, we are not going to get there. We are going to make sure that we do not, in our quest for more homes, inadvertently cause problems by felling trees or concreting over gardens and therefore the draft London Plan is quite clear about the expectations if you want permission given.

The boroughs have to use the London Plan. It should be published after the inquiry by 2019. That will be really important. Let me give you an example that cuts across even house-building. If TfL has to fell a tree, it will replace it with two. There are things we are doing to make sure we use all the functional bodies at their maximum, but it is the boroughs that give permissions for small developments. They do not even come to us. That is why the London Plan is therefore important.

However, you are right. We may inadvertently, in their interest to have more homes built, make London less green. That is why we have to be ambitious to make sure we do not lose with the left hand while we are trying to gain with the right hand.

Dr Onkar Sahota AM: Thank you, Mr Mayor.

Tony Arbour AM (Chairman): Assembly Member Shah?

Navin Shah AM: Thank you, Chairman. Mr Mayor, I commend your action to date in terms of tackling plastic waste recycling in London. When you look at the figures - and this is very important - each year, Londoners buy around 1.2 billion single plastic bottles and only one third of plastic is recycled in the home.

Now, given this situation, can you tell us what more you can do to reduce plastic usage and increase recycling across the capital?

Sadiq Khan (Mayor of London): Thanks for your question and your comments. Assembly Member Gavron hit it on the head when she talked about providing leadership. It is really important to provide leadership. I am really pleased that, for example, we recycle 80% here in City Hall. We should be really proud of that as we lead by example.

The refill scheme is potentially quite exciting. So far, 1,500 businesses have signed up. They give you free water. Actually, it is more than 1,500 because some have two, three, four, five or six shops or branches across London.

We are starting to install now fountains across London. I saw one in Croydon when I was there last week, an example of the free water available at publicly accessible points. That is really important. On top of that, we plan to roll out a network of water fountains over the coming years.

We are trying to set a minimum level of service for household recycling collections by London boroughs. With 32 boroughs, there are probably 32 different systems in place. We think all households must be provided with a weekly collection of the six main dry recyclables and separate food waste. The problem is this: some councils are already in contracts and we have to wait for the contracts to come to an end. That may be some years down the road. When those contracts come to an end, councils know what our expectation is from City Hall.

We are also doing work around London Waste and Recycling Board (LWARB) as well. We cannot be prescriptive to the councils because that is not the way the London devolution contract works, but we can work with the councils to make sure they change their behaviour. Sometimes we can set targets they have to abide by.

The last thing is this: we do need the Government to assist more. Let me give you some examples of how they can assist us more. Councils tell us that what would help them is some financial support in relation to investing in recycling infrastructure. If the Government was to give us our share in percentage terms of the amount we contribute towards landfill tax receipts, that would pay for councils to do the stuff they need to do. What we are saying to the Government is to devolve to London our share of the landfill tax receipts, encourage minimum standards of design for reuse and recycling, strengthen producer responsibility requirements for packaging materials, and also there should be minimum recycling standards for commercial waste in the Waste Strategy as well. All these things will help us to deal with the issue you are talking about.

Navin Shah AM: Yes. You mentioned water fountains in your response. Are there any plans you have to install those on the TfL network?

Sadiq Khan (Mayor of London): Absolutely. The work is almost finished in relation to those stations where it will be very easy to have a tap available, and therefore we are doing that work now. We are almost finished and we will be able to get moving this summer.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): We have asked TfL to map what is possible on their sites. We have a number of overground Tube stations as well as underground. As Sadiq has

mentioned, there are some new stations that nearing completion and we are asking TfL to have a look at installing drinking water fountains there. We should have an analysis of what is possible shortly and then we will be starting to look at how we might roll that out.

Navin Shah AM: I have one last question, Mr Mayor. We should not be just leaving the onus for recycling on consumers. Manufacturers should also be made to take responsibility for recycling their packaging and their products. What conversations are you having with London's businesses on this area to reduce the use of single-use packaging?

Sadiq Khan (Mayor of London): London businesses realise the consumer interest. Consumers are very savvy now. We saw this in the past in relation to fair trade and organic. They are very savvy in relation to waste and plastic. The Government's announcement a few weeks ago was welcome. Businesses realise that they have to get ahead of the game. You are already seeing, proactively, some businesses announcing less use of plastic and single-use in particular.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Through the LWARB, which is a partnership between the Mayor and the boroughs, we have been funding a number of areas, like technical advice to how they might increase recycling, particularly in flats - over half of London's [housing] stock is flats and therefore it is very difficult to recycle there - and also funding activity in the new circular economy approach, which is about how businesses turn to a more resource-efficient way of recycling, essentially.

Navin Shah AM: Thank you.

Tony Arbour AM (Chairman): Assembly Member Boff?

Andrew Boff AM: Mr Mayor, on 23 February [2018] in a press release --

Alexa: According to Wikipedia, February 23 is the 54th day of the year in the Gregorian calendar. There are 311 days remaining until the end of the year.

Andrew Boff AM: Gosh. That is amazing.

Navin Shah AM: Let her answer the question.

Andrew Boff AM: Mr Mayor, on 23 February you issued a press release and you said:

"London boasts an incredible array of green spaces that I want to protect and improve as we aim to become the world's first National Park City. By making our city one of the greenest on earth, we can improve air quality, conserve wildlife and develop a green infrastructure to benefit all Londoners."

I see nothing wrong with that statement at all, but how does that sit with the removal of the protection against back-garden development in your draft London Plan?

Sadiq Khan (Mayor of London): There has been some intentional or unintentional misunderstanding of our plans in relation to gardens. The Government already allows, through permitted development (PD), homeowners to build on up to 50% of the total plot on their land without the need for planning permission and therefore a homeowner could extend his or her home over the back garden, concrete over it without the need to replace any of the back garden, knock down trees not covered by tree preservation orders (TPOs) and not have to replace the trees.

What the draft London Plan says is that if a developer goes through the planning route to build, for example, a home on the surplus land in a big back garden, they will need to replace every piece of green land lost like-for-like and replace every piece of greenery lost like-for-like. We have also made sure that the quality of new homes by design are superior than those that homeowners can build via PD.

Andrew Boff AM: Before the London Plan protection was brought in, the London Wildlife Trust estimated that 500 gardens or parts of gardens were being lost a year due to housing development. That is equivalent to about six hectares a year. How does the potential removal of six hectares of garden space a year correspond with your claim to want to make London one of the greenest cities on earth? I understand what you have said about all the other qualitative contributions that the London Plan has on any application, but it is still a removal of protection for those green spaces.

Sadiq Khan (Mayor of London): No, because, previously, you could build on this without the need to replace at all. Now --

Andrew Boff AM: Only if you extended, Mr Mayor. A new building was protected. If you extended, there were certain permissions that you were allowed to do.

Sadiq Khan (Mayor of London): No, the rules in play before were not adequate to replace like-for-like. What we are saying is that if you now build on that piece of land, on which you could have built before without the need for any replacement, the expectation is that there is going to be like-for-like replacement so that there is no loss of green space.

Andrew Boff AM: You are talking about extensions, Mr Mayor. You are not talking about new builds. You are going to remove the protection that there was in the previous London Plan for new builds.

Patrick Feehily (Assistant Director for Environment): Just for clarification, what the Mayor is talking about is the small sites policy in the London Plan, which means there is no net loss of green cover. Permitted development is referring to extensions.

Andrew Boff AM: What is the effect going to be of your removal of protection for back gardens? How much garden space will be lost as a result of the removal of that protection?

Sadiq Khan (Mayor of London): None.

Patrick Feehily (Assistant Director for Environment): That is the intention of the small sites policy and a protection on no net loss of green cover so that the sum total of a development is not a loss in green cover.

Andrew Boff AM: You can say to me now that there will be no net loss of garden space as a result of your London Plan proposals?

Sadiq Khan (Mayor of London): Yes. If the boroughs follow our advice.

Andrew Boff AM: Any application that comes in in the future to build on a garden will be rejected if it does not provide green space?

Sadiq Khan (Mayor of London): These are small sites. They do not come to the Mayor. They are sites that decided by local boroughs. At the moment, before the draft London Plan, boroughs can give permission

without the need to replace, as we are suggesting they do. Once the London Plan is published, if an application goes to a council and if it decides to grant permission, it has to make sure there is a like-for-like replacement.

Andrew Boff AM: When those councils were granting permission under plans that had to be in general conformity to the London Plan, there was protection for back gardens in that London Plan. They were being guided by a London Plan that protected back gardens and that protection is now no longer there. Well, it is not as a result of your proposals in the London Plan.

Sadiq Khan (Mayor of London): I do not think that that is right.

Andrew Boff AM: It is right, Mr Mayor.

Andrew Boff AM: You have no figures whatsoever for the likely result of that change in policy and how many gardens are going to be lost as a result?

Sadiq Khan (Mayor of London): We are in danger of going down the “seven questions, seven answers” route, but as I have said, the expectation is --

Andrew Boff AM: I have to do this. This is my job.

Sadiq Khan (Mayor of London): The expectation is that this will lead to protection of green land because, before permission is granted, you have to make sure that a developer is replacing like for like.

Andrew Boff AM: What I am astounded at, Mr Mayor, is that you do not even recognise that this will result in a reduction in that garden space. Removal of protection from back gardens is going to result in back gardens being developed. Surely that is something you understand.

Sadiq Khan (Mayor of London): Are we talking about green spaces or back gardens? Some back gardens have been paved over and therefore it depends what you are comparing. That is why we are doing this piece of work in relation to the digital stuff that Shirley mentioned. You could have a back garden that is concreted over or you could have a back garden that is lush with a lawn and with trees and all the rest of it. If an application is made to build a home on that garden with the trees and the green space, the council will say that the expectation is there should be like-for-like replacement on any green space lost. Now, at the moment, a homeowner can build on up to half the plot without the need to go to the local authority --

Andrew Boff AM: They can extend; they cannot build.

Sadiq Khan (Mayor of London): -- and that lawn can be built over and concreted over without a like-for-like replacement. This policy means that there has to be a like-for-like replacement, which is a protection and then an enhancement.

Andrew Boff AM: Mr Mayor, that is an extension you are talking about, not a new build. Yes, there are permissions for certain degrees of extension, but new build --

Sadiq Khan (Mayor of London): They both lead to green space being lost. That is the point.

Andrew Boff AM: Absolutely, they lead to green space being lost. Is your failure to protect back gardens and the contribution that they make to the environment of outer London not just another assault in your war on the suburbs?

Sadiq Khan (Mayor of London): No, it is not.

Andrew Boff AM: No, it is not? Very good. Thank you.

Shaun Bailey AM: I just want to go back and talk about food waste in particular. How will you encourage boroughs that do not already do it to deliver your weekly separate food waste collection service?

Sadiq Khan (Mayor of London): The problem that some boroughs have is that they are in long contracts of 10 years and therefore we are encouraging them to renegotiate with the private company that is providing the contract. If they are not willing to do so or if they cannot do so, then, at the end of that contract, they will need to negotiate a new contract and make sure that that is part of it.

Shaun Bailey AM: Have you provided a sort of template to lead their negotiations?

Sadiq Khan (Mayor of London): Yes. We are talking to them, yes.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Through Resource London, which is part of the LWARB, we have been working to encourage boroughs and give them advice on how they might improve food waste recycling. We have set a tougher target in the Strategy and therefore there is now a 50% reduction target for food waste and a requirement that boroughs should collect food waste separately. The idea is that we want food waste to be collected from households but also now from the businesses so that we can up the amount of food waste that could be collected across London.

In terms of how we might encourage boroughs to collect food waste, about two thirds of boroughs already do. Through Resource London, through the LWARB and through the policies that the Mayor has set in the Environment Strategy, we are seeking that the rest of the boroughs also do the same. This is what residents want. They want to collect their food waste and recycle it, compost it and so on.

Shaun Bailey AM: Two thirds already collect on a weekly basis?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): I would have to check whether it is weekly, but they certainly collect. Two thirds collect food waste already and we are asking them to move to weekly collections.

Shaun Bailey AM: I wonder, Mr Mayor, what conversations you are having with boroughs in the background because, in a recent Environment Committee - and let me try to get these words right - it was suggested by your Deputy Mayor [for Environment and Energy] that you would use a Mayoral Direction to force boroughs to do it. Is this policy that important to you that you would say to a borough, "You have to do it this way", and then use those powers?

Sadiq Khan (Mayor of London): These targets are there. I suspect that that refers to when new contracts are beginning in a number of things. It is unfair to pay for a contract to be bought out of and therefore it is not fair for us to pay for a council to buy out a contract from a private company. What we are saying to councils is, "See if you can renegotiate. If you cannot, the expectation is that when a new contract begins, you have to make sure you do this".

Shaun Bailey AM: What will you do when your expectation is not met? It may not be met. The thing I am thinking of is that London is vastly different and different boroughs have different challenges. What if one borough decides that it is just too much for them? Are you prepared to support them financially in order to mitigate having to use this power or will you just go to this power?

Sadiq Khan (Mayor of London): We are lobbying the Government for more resources for local authorities in relation to this area and other areas. Local authorities - and you will know this - are stretched.

Shaun Bailey AM: Yes, we can agree on that.

Sadiq Khan (Mayor of London): They are struggling and stuff. The good news is that the experience of the two thirds that do it is that it is not necessarily more expensive. We think it is a good way to address the issue. If they are going to meet the targets, I am not really sure how else they are going to do it without doing that, but we understand if they cannot do it straight away and therefore we are being reasonable about saying when the contract comes to an end. The expectation is that in a new contract, food should be collected and the six separate dry recyclables.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): There is some good practice already. The South London Waste Partnership has come together –

Sadiq Khan (Mayor of London): the South East as well.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): -- and has had some amazing savings across the four boroughs for collection and disposal, which they can recycle back into the service. They are seeing some very good results in that borough.

Shaun Bailey AM: I see that. What I am trying to narrow in on is how important this is to you, Mayor. At what point will you say to a borough, "You have to do this. It is part of my strategic plan"? Have you spoken to borough leaders about this? Is it something that your team is discussing? It is possible that a borough for umpteen different reasons might say no. When would you use that power? Borough leaders would want to understand that.

Patrick Feehily (Assistant Director for Environment): That is one that we can take. We are in constant contact with the boroughs and, so far, it just has not been necessary. It is one where we have worked together and we have worked successfully with the City of London, Bromley and Waltham Forest and the West London Waste Authority to embed these principles into the new contracts when those contracts come up for renegotiation.

Shaun Bailey AM: I accept that --

Sadiq Khan (Mayor of London): It is a power of last resort. We do not want to use it.

Shaun Bailey AM: This is what I am trying to understand because, of course, there is the low-hanging fruit, the boroughs that already do it and there are the boroughs that have seen the light and are ready to do it, but there will be some boroughs that will not do it. I am just trying to establish, knowing how important this is to you, but --

Sadiq Khan (Mayor of London): You have hit the nail on the head. It is addressing the concerns and the obstacles there are for a local authority as to why they would not do it. We are trying to understand that. We

do not think any of those obstacles are insurmountable and that is why we have the conversations. You have seen some of the names of those who have come on board recently, which is very encouraging.

Shaun Bailey AM: Thank you for that. Ultimately, it would probably come down to cash. If it is a mayoral policy, should not the Mayor pay rather than ask the Government to pay?

Sadiq Khan (Mayor of London): That is a Government policy and therefore I will pass on to the Government Minister when I see him later on that Shaun Bailey said --

Shaun Bailey AM: Please do.

Sadiq Khan (Mayor of London): -- that it is Government policy that the Government should pay for it.

Shaun Bailey AM: No, I am saying it the other way around. You are a strategic body. If you are saying, "I want you to do it this way" --

Sadiq Khan (Mayor of London): Sorry, you want them to pay for it?

Shaun Bailey AM: -- at what point would you consider financially helping a borough to do that?

Sadiq Khan (Mayor of London): The short answer is that we do not have the money to do so, and therefore we have to make sure that we persuade local authorities to do so. However, I have taken on board your point about how money follows policy and I will be making that point to Michael Gove later on today.

Shaun Bailey AM: I did not make that point but you can say anything you like to Michael Gove. Thank you, Chairman.

Tony Arbour AM (Chairman): Assembly Member Cooper?

Leonie Cooper AM: Thank you very much, Chairman. I was very tempted to ask you about plastic, the introduction of water fountains, the National Park City and a number of other initiatives, but I got gazumped by some of my colleagues and so --

Tony Arbour AM (Chairman): No question, then?

Leonie Cooper AM: No, but I am going to ask you because I do not think they quite understand the All London Green Grid, which sounds very technical and in one sense is, but does speak very strongly to some of the points that have been made by Assembly Members during this debate and in discussion of the Strategy about the need for trees and tree cover and making sure that London is a place that is a healthy city.

I just wondered if you could tell us a little more about when the update to the All London Green Grid is going to be with us because this is such a key document, tying together so many aspects of what we are trying to achieve in terms of making life really liveable for Londoners.

Sadiq Khan (Mayor of London): Yes, and you are right in relation to its importance. My understanding is that this is seen as a Supplementary Planning Guidance (SPG) to the London Plan. The examination-in-public of the draft London Plan is later on this year and next year. The London Plan should be published in 2019 and therefore we are going to begin work on the Grid later on this year in preparation for it being an SPG to the London Plan in 2019. Is that right?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): That is right, but in the meantime, we are doing some work and then publishing various maps and other data that will help people in the meantime. We are trying to make sure that through our funding programmes like the green space funding that was announced today and other funding programmes, we embed all of those great approaches to biodiversity and land management through those funding programmes as well.

Leonie Cooper AM: It is really useful to know that the green infrastructure maps are going to be coming out soon for people to get engaged in that process. Could you tell us a bit more about the criteria for identifying what might be considered to be the priority areas?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): It is largely around areas of deficiency in public open space. What we are trying to do is to make sure that although we are very green in London, within the accessibility for people to publicly accessible open space, there are gaps across London. What we are trying to do is to map those. There is an indicative map in the Strategy but also in the London Plan. As we start moving forward, for example, we have just used that map as part of our criteria for the green space funding programme that we announced today. When we start looking at Opportunity Areas and new housing developments, we will start to understand if they are in an area of deficiency. One of the things we will be asking them as part of this approach in the London Plan for an urban greening factor for biodiversity net gain is what might they do to contribute to alleviating that deficiency and what more might they do to help to meet the Mayor's targets on green infrastructure.

Leonie Cooper AM: One of the things that the Mayor did very soon after arriving at City Hall was to uncover the hidden report about the problems and issues of air quality around some of the schools. Are you going to be incorporating demographic data into the work that you are doing on identifying these priority areas because of the worst air quality hitting the Londoners who suffer the most? Are we going to be able to use that same approach in terms of green infrastructure improvements, which are so essential?

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Definitely. A number of factors are taken into account, but that is definitely a consideration.

Sadiq Khan (Mayor of London): On that, as a consequence of that data, we undertook 50 separate school audits to see what we could do for these 50 schools around London to address the issue of poor air quality in those schools. The idea is for that to cascade to other schools and using some of the Local Implementation Plan (LIP) money from TfL and the transport budget for local councils working with the schools, parents and local communities to improve the air around their schools. You are right that there are certain communities - our poorer communities - that suffer the worst air and there are children who are walking to school, doing the right thing, playing the playground and breathing in this toxic air. The idea behind the school audit is to give schools an idea of what they can do to make their communities have better-quality air.

Leonie Cooper AM: Thank you very much, Mr Mayor. I am going to be very shortly out of time, but also for the mental health side of things for Londoners and access to green space, we had Mental Health Awareness Week just last week and so many people say that a tranquil green space is really important for them.

Sadiq Khan (Mayor of London): It is not just mental health. I was with some of those affected by dementia earlier on today in City Hall and a number of those affected were saying about the importance of parks and green spaces. It is really important that we realise that we are the greatest city in the world but we need to be the greenest as well. That is the plan.

Leonie Cooper AM: Thank you.

Tony Arbour AM (Chairman): Thank you very much. Thank you, Mr Mayor. Thank you, Deputy Mayor. Thank you, Assistant Director, for attending the session. Thank you so much.

Sadiq Khan (Mayor of London): Thank you.

Shirley Rodrigues (Deputy Mayor for Environment and Energy): Thank you.