

# London Assembly 2016 Manifesto

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The Christian Peoples Alliance recognises that the Mayor of London is responsible for a budget of £17bn which is used, among other things, to run transport, police and fire services, build affordable homes and promote London's economy. Part of the Council Tax levied by London's councils is set by the Mayor to help fund these services. The CPA has detailed policies which cover each area of responsibility. Under each heading we look at the responsibilities and then detail our policies in those areas. The role of the Mayor of London is fluid, so there is also a possibility that we may be able to influence policy in other areas of our national manifesto not covered here. Where we can we will.

# 1. Health

Health is one of the most critical areas for all Londoners. Through the London Health Board the Mayor works in conjunction with London Boroughs and the NHS, following the commencement of devolution of health in December 2015. The London Assembly is responsible for reviewing health and well-being on public health issues such as alcohol misuse, obesity and reviewing progress on Health Inequalities and the devolution of health responsibilities.

## CPA Policies:

To support and implement the 10 Aspirations<sup>1</sup>

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|---|---|
| 1. Give all London's children a healthy, happy start to life                                      | Ensure that all of London's children are school ready at age five.<br><br>Halve the number of children who are obese by the time they leave primary school and reverse the trend in those who are overweight.                           |
| 2. Get London fitter with better food, more exercise and healthier living                         | Boost the number of active Londoners to 80% by supporting them to walk, jog, run or cycle to school or work.  |
| 3. Make work a healthy place to be in London  | Gain 1.5 million working days a year by improving employee health and wellbeing in London.  |
| 4. Help Londoners to kick unhealthy habits  | Have the lowest smoking rate of any city over five million inhabitants.   |
| 5. Care for the most mentally ill in London so they live longer, healthier lives                  | Reduce the gap in life expectancy between adults with severe and enduring mental illness and the rest of the population by 10%.   |
| 6. Enable Londoners to do more to look after themselves   | Increase the proportion of people who feel supported to manage their long-term condition to top quartile nationally.  |
| 7. Ensure that every Londoner is able to see a GP when they need to and at a time that suits them | General practice in London to be open 8am to 8pm and delivered in modern purpose-built/designed facilities.   |
| 8. Create the best health and care services of any world city, throughout London and on every day | Have the lowest death rates in the world for the top three killers: cancer, heart diseases and respiratory illness; and close the gap in death rates between those admitted to hospital on weekdays and those admitted at the weekends. |
| 9. Fully engage and involve Londoners in the future health of their city                          | Year on year improvements in inpatient experience for trusts outside the top quintile nationally.   |
| 10. Put London at the centre of the global revolution in digital health                           | Create 50,000 new jobs in the digital health sector.  |

To seek the implementation of the remainder of the 64 recommendations of the London Health Commission

[http://www.londonhealthcommission.org.uk/wp-content/uploads/London-Health-Commission\\_Better-Health-for-London.pdf](http://www.londonhealthcommission.org.uk/wp-content/uploads/London-Health-Commission_Better-Health-for-London.pdf)

Other CPA Policies which relate to health (eg air pollution, safeguarding cyclists, provision of housing etc will be found in the relevant sections of this Manifesto)

## **2. Policing**

The Mayor's Office for Policing and Crime (MOPAC) is the strategic oversight body which sets the direction and budget for the Metropolitan Police Service on behalf of the Mayor. It ensures the Metropolitan Police Service is run efficiently and effectively, and holds it, and other criminal justice services, to account. The work of MOPAC is examined by the London Assembly's Police and Crime Committee, which also reviews the police and crime plan for London. Operational policing decisions are neither made by the Mayor, nor by the London Assembly.

### **CPA Policies:**

The CPA believes in restorative justice. Our policy will be for all offenders to meet with victims where appropriate and where the victims are willing, so that offenders understand the effect of their crimes and think about what they are doing. Simply putting people in prison, and expecting them to reoffend, is not good enough.

We will make sure that no one leaves prison without somewhere to live. At the moment too many prisoners are being released onto the streets and left with no money, expected to make a benefit claim that takes months to be processed.

We want stronger links between the Metropolitan Police, the City of London Police, the Serious Fraud Office, and HMRC, to deal with fraud issues and tax scandals, many of which are bigger theft issues than stealing on the streets. The police should be talking regularly with HMRC officials to ensure that the officials themselves are dealing with any criminal activity they become aware of, in the right way. We want London to be a corruption free city.

We want a new focus on dealing with criminal gangs more effectively, and support targeted initiatives in each area, especially those dealing with knife crime.

We want more focus on tackling drug and alcohol dependency at its root with education and awareness. We would devote resources to make sure that human trafficking is eliminated in London.

We will foster an atmosphere of personal responsibility and good manners in London beginning in the schools so London is a welcoming city to everyone who comes here.

We totally support making the London Underground alcohol free, and where alcohol related crime is substantial, we will extend that to other places.

### 3. Transport

Transport in London is managed by Transport for London (TfL). The Mayor sets the budget and appoints the board of TfL. The Mayor develops the strategy for transport across London and looks at the ways Londoners get about in the capital. The London Assembly holds TfL to account, reviewing its budget and performance. The Assembly also oversees the operation and budget of London Travel Watch, the capital's transport users' committee.

#### **CPA policies:**

A major priority for the CPA will be the building of a new hub airport for London in the Thames Estuary. This will be a large international airport with 6 runways and linked to the Tube Network and to Crossrail. All the work has already been done on design and costing for this airport by TESTRAD (the Thames Estuary Research and Development Company)<sup>2</sup>. It has been costed at £47bn. Bearing in mind the "costly mistake" HS2 railway has been estimated at £42bn by the Department of Transport<sup>3</sup>, and £80bn by the Institute for Economic Affairs<sup>4</sup>. We completely fail to understand why the London Britannia vision for the Thames Estuary is not being given priority. Bearing in mind the Channel Tunnel project cost £4.36bn, £12bn in today's money<sup>5</sup> and at the time it was considered impossible, we can and will deliver this project with private money as well as with public money in support. We will be offering both shares in the project and also a Bond to those who want to loan money to the project. When it is built Heathrow will be scaled down and/or redeveloped. There has to be one major hub airport for London. The decision on what we do cannot be delayed further. Expanding Gatwick or any other airport is not the answer. This project will be integrated with the renewal of large parts of East London.

As a matter of urgency we want to see further measures to make cycling safer. We will be having discussion with cycling groups as to how this can be done, and allocate resources to increase physical separation between cyclists and vehicles; have safer left-hand turns where required; introduce traffic light priority for cyclists; look at introducing additional lorry driver/cyclist training and further lorry design so as to eliminate blind spots. As with other road users (eg motorcyclists having helmets, car passengers wearing seat-belts) cyclists also have responsibilities for their own well-being and we will consider ways of requiring appropriate safety helmets and jackets for cyclists in London. To recognise the importance of cycling throughout London along with other forms of transport (whilst keeping rebranding costs to a minimum) we will rename Transport for London Transports for London.

Now ticket offices are being closed we will seek more people, including on a volunteer basis, to help people around the system. Since people can pay using debit cards on the London Underground, visitors to London are paying the same price as London residents. The discount an Oyster card once gave has been diminished. We now propose a new Oyster for London residents (at a small charge) that will include a whole range of discounts for London residents including a young person's Oyster for those 18-21 and a Family Oyster for those who travel with children. These will carry substantial discounts from the tourist fare. It will be possible for people who live elsewhere in the UK to buy the cards that offer discounts. We want London to be tourist friendly, but tourists should expect to pay a higher price than those who use London transport constantly and live here.

The CPA believes a new Thames Gateway bridge at Thamesmead is long overdue and should now be built as a priority. This will be a toll bridge priced at the same price or cheaper than the Dartford crossing, but paid for the same way. This will enable those who live in postcodes around the bridge to be given free travel.

Capital projects will sustain and strengthen London, which is the engine room for the whole British economy. Under the CPA they will be well planned and delivered.

Air pollution is a major killer in London. 9,416 early deaths (2010) were due to NO<sub>x</sub> and PM<sub>2.5</sub><sup>6</sup>. The CPA would bring forward and extend the Ultra-Low Emission Zone from its current 2020 implementation requiring cars and small vans to be included. We would consult on introducing the 'red, yellow, green' sticker system of car pollution identification and monitoring, which has been shown to move motorists from high pollution cars (red stickers) to low pollution (green stickers)<sup>7</sup>

In order to minimize car journeys into London and cut pollution, we will introduce larger new Park and Ride schemes from the major M25 exits (consulting where they should be), so that people can drive to an M25 park and get a train into the centre of London or to other parts of the capital, without driving there. This policy should then help us make London's roads safer and less congested. Once these are in place we will look to extending the congestion charge to a wider area to give people, especially those from outside London, a greater incentive to use the new schemes. In addition to those currently exempt, which includes residents of the zone, we will include those who work for registered charities.

We will pilot a car sharing lane on the M25 which can only be used where there are 3 or more people in the car, and see if it is effective in reducing the number of cars on the road.

We will also seek to introduce a coach scheme going round the M25, connecting each park and ride park, which should reduce the number of cars and greatly increase the capacity of the M25 without road works.

Subject to research on lifecycle analysis, and the cleanness of London power generation, we would greatly increase the number of charging points in London for electric cars (EVs). When these are in place, we would require all new buses and taxis in London to be electric, in order to cut pollution. This would be a condition of all new taxi licences. We understand it will take time to move to 100% electric taxis and we will allow for that, but the process of transfer would start from Day 1. We would also like to see a fleet of electric cars for use for rental in the city of London.

## 4. Housing

The Mayor is responsible for developing a housing strategy and investing in London's housing – including for new affordable homes – to meet the needs of London's growing population. The housing strategy also addresses issues such as homelessness, social housing, landlords and renting. The London Assembly reviews the Mayor's housing strategy, recommends improvements to it and tests the efficiency and effectiveness of its delivery.

### **CPA policies:**

There are still many people living on the streets or evicted from their homes with nowhere to go. We would propose as a major plank of our housing strategy for London paying for night shelters in every area where there is a need which will include somewhere to sleep, a hot meal and shower facilities. This will be available for anyone who needs it who is not involved with drug abuse or alcohol abuse. People in this latter category will be given specialist support to assist them. It's time for London to stop turning its back on the poor and leaving care to charities.

We will seek to increase socially rented and affordable homes by encouraging self-build schemes together with encouraging full implementation of such units being provided in larger schemes and full implementation of Community Infrastructure Levy on smaller schemes. It cannot be right that the gap in housing provision continues to grow at the expense of those who have least.

Rents are far too high on the western side of London. One reason we want a new airport in the Thames Estuary is to shift the balance back so that the east shares more in the prosperity of London. This is already happening with Canary Wharf, but the process must continue with careful planning. As areas in the east are cleared, we want a housing strategy that will make the east of London an attractive place to live, including green open spaces as well as new technology centres and new commerce centres.

As shopping in traditional shopping centres is replaced by large out of town shopping facilities, such as Westfield or Bluewater, we will seek to rebuild traditional shopping centres to include housing provision, to restore life to them, and to reduce the necessity for housing on green sites. In particular we will seek to locate good quality sheltered housing close to town centres with full access to shops. We will also bring in capital improvement grants for retailers, to convert unused floor space above shops into living accommodation, to ensure that accommodation above commercial centre shops is used for housing. We will encourage the use of Empty Dwelling Management Orders and lobby for these to be extended to those properties that remain empty for 12 months, even if not causing a 'nuisance', with compulsory purchase powers to be used where necessary so as to increase the availability of low cost housing.

## **5. The Environment**

The Mayor develops strategies to address environmental issues in London, such as air quality, water, noise, climate change, and public spaces. The Mayor appoints members of the board of the Royal Parks Agency, and is directly responsible for Trafalgar Square and Parliament Square. The London Assembly reviews the Mayor's environmental strategy, recommends improvements to it, and tests the efficiency and effectiveness of its delivery.

### **CPA policies:**

The cleanliness of electricity depends on how cleanly it is produced and where. At the moment London gets most of its electricity from the national grid, too often sourced from coal, but efforts are underway to produce more locally from renewables. We support these efforts and will speed up their development<sup>8</sup>.

London has some wonderful green areas in its heart, and a green belt surrounding it. We are committed to preserving these and to see large new parks being developed in the East of the City. We want a network of greenways to be developed, where possible, to encourage enjoyable walking and running routes throughout the city.

We will do a complete review of public toilet facilities in London, and see how these can be re-established safely and improved for the benefit of all, especially tourists.

We will do a review of the effectiveness of street signs in the capital, and see what improvements can be made.

## **6. Planning and Development**

The Mayor develops a planning strategy for London which sets out a vision for the development of the capital for decades to come. In certain cases, the Mayor may act as the planning authority for London, with the power to approve or reject planning applications for large developments. The London Assembly reviews the Mayor's planning strategy, recommends improvements to it, and tests the efficiency and effectiveness of its delivery.

### **CPA policies:**

Planning rules must be exercised fairly and equally. Steps must always be taken to encourage commercial development and job creation, but only in a way that is sensitive to the development of the city. There will be a major focus on the east and south east of the city, as this is where the largest changes are taking place.

A whole new structural plan will be needed to take into account the new hub airport in the Thames Estuary and related development. Central to our planning strategy across London will be access for disabled people and the safety of children, pedestrians, and cyclists. We will also ensure adequate safe play areas for children.

We want the design of buildings to be of the highest quality and to fit with the image of London that is smart and progressing well. Both private and public developments will have to meet high standards of sustainable construction, including energy efficiency, water conservation, reuse of building waste and the use of solar power and wind power. The CPA will ensure that existing buildings reach targets for cutting energy.

We will use planning and licensing powers to restrict gambling, sex shops, and sex club outlets, seeking to come back into local authority and thus democratic control.

We want proper and effective consultation on all planning matters including the right of appeal against a grant of planning permission.

## 7. Economic Development and Regeneration

The Mayor develops an economic development strategy, and champions the city at home and abroad. The Mayor works to promote a strong economy in London, to support local economies, and to help Londoners to create wealth. The Mayor works closely with businesses and London's councils, and through the London Enterprise Panel. The London Assembly reviews the Mayor's economic development strategy, recommends improvements to it, and tests the efficiency and effectiveness of its delivery.

### CPA policies:

Of major concern to the CPA is to encourage business in London to develop in an ethical manner. We are committed to routing out all forms of commercial crime and scams, and all business created and developed here must be sustainable in the long term. We are committed to the growth of the City of London and Canary Wharf as the leading finance centre in the world alongside New York, free from any corruption. This includes tax evasion, MTIC fraud, and bribery, all of which must have no place in the City of London. We will actively seek out and welcome new industries to London that are conducted ethically. Tourism is a major source of finance for London, and we will work with tour operators to make sure that tourists feel welcome and safe when they come to London, and are offered an enjoyable experience. We will always look to develop new attractions for tourists. London is already developing as a major information technology centre in the world, with new innovations. We will do all we can to promote high speed broadband and wifi (without any 'dead spots') throughout Greater London in order to support research, development, and innovation, in London.

## 8. Other Policies

Where it is possible, we will also govern London with reference to our updated national manifesto. Through the CPA, commitment to the principle of respect for life ways will be developed in promoting the hospice movement begun in London by Dame Cecily Saunders. We will support the idea of a special hospice in London for very young children with terminal illness or severe disability, similar to Zoe's Place Baby Hospice ([www.zoes-place.org.uk](http://www.zoes-place.org.uk)).

Everything we do in London will be done in partnership with proper charities (churches are charities, and we prefer this terminology to *faith groups*) who are already doing a wonderful job in many areas to help the poor and marginalised. We don't want to take over their work, but we want to support and empower them to do more, and in some case will offer greater financial support. We will seek that all our policies are in support of the family, not supplanting the role of the family. A review will be conducted of agencies funded by the Mayor or for which the Mayor is responsible to ensure that they do not promote violence, pornography, anti-life or anti-family values and policies.

### Selected References

- <sup>1</sup> London Health Commission; Transforming London's Health Care Together; London Health Care Collaboration Agreement (December 2015)
- <sup>2</sup> <http://testrad.co.uk/london-britannia-airport-2>
- <sup>3</sup> <http://testrad.co.uk/wp-content/uploads/2013/11/Thames-estuary-brochure.pdf>;  
[www.theguardian.com/uk/2013/jun/26/hs2-costs-escalate-mps-told](http://www.theguardian.com/uk/2013/jun/26/hs2-costs-escalate-mps-told)
- <sup>4</sup> [www.telegraph.co.uk/news/uknews/10249815/High-speed-rail-scheme-cost-to-double-to-80bn-economists-warn.html](http://www.telegraph.co.uk/news/uknews/10249815/High-speed-rail-scheme-cost-to-double-to-80bn-economists-warn.html)
- <sup>5</sup> [www.telegraph.co.uk/travel/destinations/europe/france/10809946/The-Channel-Tunnel-20-fascinating-facts.html](http://www.telegraph.co.uk/travel/destinations/europe/france/10809946/The-Channel-Tunnel-20-fascinating-facts.html)
- <sup>6</sup> "Understanding the Health Impacts of Air Pollution London" Walton et al Kings College London 2014
- <sup>7</sup> "Keep your clunker in the suburb: low emission zones and adoption of green vehicles" Wolff H. Economic Journal 2014
- <sup>8</sup> [www.london.gov.uk/priorities/environment/energy/energy-supply](http://www.london.gov.uk/priorities/environment/energy/energy-supply)