

934 / 2002 - Freedom Pass

Andrew Pelling

Assuming a start date of April 1st for the Freedom Pass for men over 60, what increase in bus ridership do you expect from such a change?

Once the take-up of permits by newly-eligible men aged 60 to 64 is fully established (which could take some months) we expect that an additional 4 million bus journeys per annum will be made. This represents about 0.25% of total bus ridership.

941 / 2002 - Pigeon Control methods

Darren Johnson

Will you be asking the GLA's Animal Protection Officer to work with animal organisations in developing humane yet effective pigeon control methods that avoid either culling or starvation?

I have authorised a number of measures to deal with the problem of bulk feeding on the Square. The large number of birds coming into the square do so in order to feed - the majority of the pigeons on the square in the middle of the day leave once the bulk feeding by the Save the Trafalgar Square Pigeon Group has ended. The objective therefore over the last few weeks has been to discourage feeding and to retrieve as much of the feed as possible. Measures to tackle this situation are required because of damage to the square's environment and the cost of dealing with this damage. The measures I agreed include: the use of klaxons to deter the pigeons; increased sweeping, including the use of 'vac' machines; the use of hawks to deter the pigeons; the creation of a byelaw to prohibit unauthorised feeding on the square.

I am pleased to say that the combination of measures appears to be having a positive effect. Greater amounts of grain are being retrieved and the hawk has been a useful tool in clearing the square. The extraordinary commitment and hard work of our wardens and cleaning staff on the square is to be congratulated. They have been doing a very unpleasant job in very difficult circumstances.

In addition to these measures, I authorised the Animal Protection Officer to work with the Save the Trafalgar Square Pigeon Group (formally the Pigeon Alliance) to see if a negotiated feeding programme could be established. Previous expert advice has indicated that a six-week period would be adequate to allow pigeons to seek food elsewhere in London. Recognising the concern of some individuals and groups, I have now extended this recommended period to six months as the basis of the proposed agreement with the pigeon feeders. I am also proposing to engage an independent scientist that will be agreed by both parties who will be employed to assess the effectiveness of this feeding programme and its effect upon the pigeon population. This will address any concerns about the welfare of the pigeons including starvation.

942 / 2002 - Congestion Charge

Andrew Pelling

What measurement of congestion are you using as a base level against which you will measure changes in congestion post the introduction of the congestion charge?

Congestion is measured by Transport for London as the additional time spent by road users above 'free flow' or 'uncongested' conditions, which would allow traffic to travel at 1.9 minutes per kilometre in the charging zone. This definition of congestion is the same as the Government's definition in its 10-Year Transport Plan.

Figures from May and June 2002 show travel rates in the charging zone at 4.2 minutes per kilometre, which indicates congestion of 2.3 minutes per kilometre. Congestion charging is aimed to reduce this to an average of 1.5 minutes per kilometre above the uncongested level.

Transport for London has provided the GLA Transport Committee with information on a number of occasions about its monitoring programme, and will publish, in March/Spring 2003, a full set of data relating to conditions before the start of charging.

943 / 2002 - Congestion Charge

Andrew Pelling

Please give your analysis of the changing rate in congestion in London since May 2000.

A full set of data relating to changes in the level of congestion in the charging zone since 2000 will be produced in Transport for London's Impacts Monitoring First Annual Report. A preview of this report will be available in January 2003, followed by the publication of the full report in Spring 2003.

944 / 2002 - Congestion Charge

Andrew Pelling

London's economy is a people business. The retail trade, hotels and restaurants, financial businesses, real estate, renting and such business activities, public administration, education and health and other social personal services account for 80% of employment in London.

In these circumstances, a tax on people's movement is an important threat to a London economy facing a significant downturn in economic growth.

What estimate have you made of a reduction in economic growth arising from the introduction of the congestion charge?

The congestion charge is not a tax on Londoners. It will reduce the burden of congestion on London's economy.

Businesses are concerned that congestion is affecting the London economy particularly in central London. Businesses will benefit from congestion charging with more reliable deliveries and easier business and taxi travel. Employees within the charging zone will also benefit from more reliable bus operations and the investment of the net revenues in further transport improvements.

The monitoring programme will look at business and economic impacts but we expect charging to have an overall positive effect on London's economy.

945 / 2002 - Contacting Business

Andrew Pelling

FRESA recognises "the importance of engaging the business community in defining and providing action frameworks for improving employment and skills action in London." How many businesses should be contacted to achieve this important aspiration?

Given the size and scale of the employer base of London, the development and implementation of the London FRESA will be through business led and business representative organisation rather than individual businesses. It would therefore be unrealistic to quantify the number of businesses that would need to be contacted to achieve the aspirations of the London FRESA.

However the LDA and London Skills Commission are particularly aware of the need to understand the different needs of a range of London's employers and will target our joint interventions by industrial sector, size of enterprise and type & location of business.

946 / 2002 - FRESA

Andrew Pelling

The London Skills Commission's document entitled 'London's Framework for Regional Employment and Skills Action' is a good document which endeavours to break through the multitude of Government initiatives on skills shortages in London. What could be done to meet FRESA's desire to make it easy for London employers to "influence the shape of the learning service"?

What should be done to meet Part III of Strategic Objective 3 of FRESA to recognise and address the unique barriers to workforce development faced by small, medium and micro enterprises?

The need for greater engagement with business to provide a market sensitive learning service is one of the key strategic objectives of the London FRESA, as well as being included in the remit of activity of the majority of London Skills Commission members. Given the size and scale of the employer base of London, the Commission will be using the business led organisation as intermediaries through which labour market intelligence can shape and inform future provision.

Work is currently underway, led by the London Skills Commission, seeking to identify these barriers and to identify positive responses to this. The implementation of FRESA will specifically look at targeting the issues relating to the barriers to workforce development for SME's and Micro businesses, with a flagships initiative seeking address ICT skills shortages.

947 / 2002 - Discrimination Against South London

Andrew Pelling

The editorial of the November Croydon Advertiser Business News stated: "There is an undoubted need for major redevelopment in East London, but he [Mayor Livingstone] proposes measures that would constrain commerce elsewhere in the capital."

"He wants the rest of Greater London to service his new city in the East, despite the inherent dangers of putting all his economic eggs in one basket."

The editorial also concluded: "We must foster a spirit of free enterprise in South London as a bulwark against well-meaning but misguided attempts to make it a dormitory suburb of the promising East."

What is your response to these comments, which reflect a further growth in concerns that you discriminate against South London?

I disagree with the editorial in Croydon Advertiser Business News that my London Plan discriminates against or constrains development in South London.

While East London is given higher priority for regeneration in the draft London Plan, this is a matter of degree and scale both in terms of relative need but also in terms of potential for development and regeneration. My plan recognises the potential contribution that South London can make both in terms of new employment and housing development. The plan includes the housing provision figures for South London based on figures provided by the boroughs as part of the GLA housing capacity study. In terms of new employment, the estimates in the plan are based on economic forecasts based partly on long term trends and partly on development capacity. The plan identifies Croydon Town Centre as an Opportunity Area for mixed use development and South Wimbledon/ Collier Wood as an Area for Intensification.

I am particularly pleased with the level of support and cooperation with which partners in South London are responding to my draft London Plan. My officers are working closely with partners in the South sub-region, especially the boroughs and South London Partnership in preparing a sub-regional development framework that is sensitive to the needs of the area, reflects the issues relevant to the

sub-region and will help make the case for the necessary level of additional inward investment to realise the sub-region's development potential.

948 / 2002 - Congestion Charge

Andrew Pelling

What assurances can you give that there are fail safe measures in place to ensure that there is no misuse of information or fraudulent use of information gleaned from the operation of the congestion charge scheme?

TfL are determined that the congestion charge scheme will operate in accordance with the provisions of the Data Protection Act 1998. Consequently, safeguards and procedures have been built into the various congestion charging systems to protect data against misuse: including limitation of access by password and audit logs that record access by individual user.

Policies and procedures are also in place to protect data, for example, on disclosure of data to third parties.

Moreover, there are contractual obligations on service providers to process data only in accordance with TfL's instructions.

TfL has appointed a Congestion Charging Data Protection Manager who is responsible for ensuring compliance with the Data Protection Act 1998 and associated legislation.

TfL has security experts carrying out tests and checks on the congestion charging systems. There will also be extensive monitoring and auditing of live operations.

949 / 2002 - Congestion Charge

Andrew Pelling

I was intrigued that at the last Mayor's Question Time you spoke of a 10 to 15 % reduction in traffic in the charge zone after the introduction of the congestion charge.

What percentage of private vehicle travellers do you expect to

- a) divert to public transport**
- b) divert around the charge zone in private vehicles**
- c) elect not to make their journey at all ?**

a) TfL have predicted that 10-20% of all private vehicle journeys terminating in the charging zone will be transfer to the public transport system. This will mean a 1-2% increase in inbound public transport patronage.

b) Through traffic currently represents about 15-20% of vehicles entering the charging zone. TfL have projected that 50-75% of private vehicles currently making trips through the charging zone may divert around the zone.

c) Surveys suggest that a few percent of people will elect not to make existing journeys to the charging zone. This is likely to be balanced by a small number of new journeys to the charging zone.

950 / 2002 - Congestion Charge

Andrew Pelling

Please could you provide your prediction of the initial percentage change in revenue you expect that businesses in the charge zone to undergo after the introduction of the congestion charge.

In round terms, the central London economy is worth approximately £100bn per year. Business will pay in the order of £100m per year in congestion charges, i.e. £1 in every £1,000 but will get more

<p>than this back in congestion benefits and reinvested revenues.</p> <p>951 / 2002 - Congestion Charge Andrew Pelling The congestion charge allows for drivers to buy access to the zone for 20 consecutive days.</p> <p>Will receipts be issued for the longer periods of access so that drivers have an easier job in recalling the date by which their access expires.</p> <p>If requested, drivers will be sent a written receipt on request when paying the congestion charge by phone or internet. In retail outlets a written receipt will be provided automatically. The receipt will detail the period for which the charge has been paid.</p>
<p>952 / 2002 - Congestion Charge Andrew Pelling By what measures should we judge the congestion charge a success?</p> <p>It is predicted that the current scheme will lead to a 10-15% reduction in traffic in central London, which in turn will lead to a 20-30% reduction in congestion levels. It is also predicted to raise some £130m a year for reinvestment back into London's transport.</p>
<p>953 / 2002 - Congestion Charge Andrew Pelling How much of a reduction in traffic should be regarded as a success for the congestion charge?</p> <p>A key criterion for judging the success of the scheme will be a reduction in traffic congestion which will follow from a reduction in traffic levels.</p> <p>TfL project that there will be a reduction of 10-15% in traffic levels within the charging zone leading to an estimated 20-30% reduction in congestion.</p> <p>However, it would be inappropriate to judge the impacts of congestion charging on traffic levels for at least six months – when changes to traffic levels are expected to have settled.</p>
<p>954 / 2002 - Congestion Charge Andrew Pelling How much of an annual revenue from the congestion charge shall be regarded as a success for the charge?</p> <p>It is estimated that congestion charging will bring the benefit of generating approximately £130 million net revenue per year once the scheme has reached steady state. By law, this revenue must be spent on transport projects.</p> <p>However, the criteria for judging the success of the scheme will be based upon a range of criteria that are being monitored as part of the extensive monitoring scheme. The main element of which will be a reduction in traffic congestion, but will also include economic and social elements.</p>
<p>955 / 2002 - Congestion Charge Andrew Pelling What will be the specific measure of congestion you will use in measuring changes in congestion after the introduction the congestion charge?</p>

Congestion is measured by Transport for London as the additional time spent by road users above 'free flow' or 'uncongested' conditions. This definition of congestion is the same as the Government's definition in its 10-Year Transport Plan.

956 / 2002 - Route 64

Andrew Pelling

I declare an interest in this matter as a user of the service.

For route 64, a new quality incentive based contract (retained by Metrobus) commenced in August. Frequency enhancements were made at that time - from every 10 minutes to every 8 minutes in the peak/daytime on Mondays to Saturdays and from every 20 minutes to every 15 minutes at other times. However peak time loadings are still such that residents have to let one or two buses pass by with no space on them to board. What can be done to tackle this problem? Is there a problem with frequencies not being maintained? Should the frequency of the T 33 be increased to take pressure of the 64?

London Buses introduced the recent enhancements following a thorough review of route 64, as part of the regular review of the entire bus network. As you say frequency and capacity on route 64 was increased by 25%.

Services are planned to provide adequate capacity. The planning data for route 64 showed that the enhanced service level would be adequate and London Buses believe this is generally the case. The route generally has satisfactory reliability.

However, specific feedback about the services is very welcome and I understand that you are already in contact with the appropriate officer at London Buses to progress this and other local issues.

957 / 2002 - Sewage Smell - Liverpool Street Station

Darren Johnson

On behalf of a constituent who has raised the complaint, can you lobby Railtrack about the obnoxious smell of sewage coming from platform 12 at Liverpool Street Station?

I would be happy to contact Railtrack about this problem if you pass on your constituent's complaint.

The odour of sewage in part of Liverpool Street Station arises because the longer distance trains using platforms 11 to 14 do not have retaining tanks to collect discharge from their toilets. The track ballast has therefore become increasingly contaminated over the years. In recent months this has become a particular problem and Railtrack are working with the Corporation of London's Environmental Health Department to address the matter.

Over the Christmas period, Railtrack are taking samples of the ballast to assess how badly contaminated it is and to see how seriously the sub-surface, below the ballast, is affected by contamination. Serious contamination could lead to replacement of the track bed. Such a solution would be expensive and disruptive. In the New Year Railtrack will be trialing trays laid on the track bed to collect any discharge from the trains' toilets and later in the year, the train operating company concerned starts the introduction of new stock that does have retaining tanks.

958 / 2002 - Londoner Newspaper

Darren Johnson

Was any consideration given to providing a Londoner supplement in the numerous borough newspapers and magazines?

I will ask officers to look into this proposal as it would allow the GLA to reach Londoners on a weekly, fortnightly or monthly basis, depending on the borough.

959 / 2002 - Crystal Palace

Darren Johnson

I have been asked by local residents if you would be prepared to visit the Crystal Palace site soon and see the current state of the top site since it has been fenced off. Are you willing to make such a visit?

My diary commitments are such that I will not be able to visit the Crystal Palace site in the near future. However, I have asked my staff to look for a future opportunity for me to visit as I have not visited this site personally for some time and I am keen to do so. However, I do expect my planning staff to keep abreast of events at Crystal Palace. I understand that part of the top site was fenced off by Bromley Council as a temporary measure for security reasons.

As you are aware, my previous intervention in this area helped to prevent a totally unsuitable and unsympathetic redevelopment of the top site for bars, nightclubs and cinemas. My officers are now working closely with local residents and others to bring forward new proposals for the top site, and I hope that it will be possible to reach agreement with Bromley Council in 2003 to secure a permanent solution to the problem of dereliction that has blighted the site for nearly seventy years.

960 / 2002 - Previously Developed Land

Darren Johnson

Is the Mayor committed to reducing the quantity of vacant previously developed land in London and, if so, by how much over what period?

What steps is the Mayor taking to identify and address the regulatory, fiscal and other barriers that property developers experience in the acquisition and redevelopment of vacant previously developed land in London?

I am committed to reducing the amount of brownfield land in London that is lying vacant. Through the GLA's planning division we are helping wherever possible to ensure that quality development schemes are brought forward on brownfield land. Through the London Development Agency, we have a policy of intervening, particularly in opportunity areas where there are obstacles to the development of potential sites.

The London Development Agency has made significant site acquisitions of brownfield land, which require remediation, over the past two years. A number of other significant purchases are in the pipeline. The LDA, by brokering site development with public and private sector landowners, can bring forward land for development. In the event that this not possible, the Agency is committed to either doing it itself using its own funds, or in partnership with the private sector where that is appropriate.

The London Plan envisages substantial mixed-use development on brownfield land in the Thames Gateway. The annual target for the LDA in the year 2002/03 is to bring forward 30 hectares of land. This figure has already been achieved and surpassed. In addition, through schemes and developments supported by the LDA a recent catch-up analysis has been compiled, which illustrates that over the past two years over 100 hectares of brownfield land have been brought forward for development. This is a very significant figure and we hope that the pace will be maintained.

In terms of the regulatory, fiscal and other barriers that property developers experience in the acquisition and redevelopment of land, in addition to the work by the LDA described above, I am busy making the case to Ministers for the need for additional public transport investment, that would allow higher density developments, thereby releasing more profits to support remediation and decontamination works. I am also keen to see tax incentives and other measures that would make the

development of brownfield land easier and more attractive. This includes pressing Government at least to equalise VAT rates on Greenfield and brownfield development, and at best to make Greenfield rates higher to discourage development there.

961 / 2002 - Housing densities in the Thames Gateway

Darren Johnson

What is the average residential density of new housing developments in the London part of the Thames Gateway that is likely to be required in order to achieve the Mayor's objective of 50,000 new dwelling units within that area over the next fifteen years.

What is the average residential density of housing developments and proposals in the Thames Gateway that have received planning permission since the Mayor came into office?

The draft London Plan sets a target for 54,600 new dwellings in the London Thames Gateway area over the next fifteen years. For the six East London boroughs of which the Thames Gateway is a part, the total target is 97,600. This figure was based on the 1997 Housing Capacity Study, which identified over 380 large housing sites in these boroughs, with the capacity to accommodate a total of around 40,600 housing units. The average density forecast by boroughs for these sites was 46 dwellings per hectare (dph), though a wide range of densities underlies this figure. The Study estimated that a further 57,000 units could be accommodated on smaller sites, conversions, vacant dwellings and windfall sites. This figure was calculated by the boroughs in line with their existing policies and reasonable expectations.

New Government guidance seeks all housing development to be above 30 dph. The draft London Plan refines this guidance for London, relating density to the site's location, the public transport accessibility and car parking standards. For areas with excellent access to public transport, densities of between 240 and 435 dph should be achieved, depending on local context and design issues. For areas with very good accessibility, the range is 50-275dph, for areas with moderate accessibility, the range is 30-150dph and for areas with low accessibility, densities of between 30 and 50 dph are appropriate.

The average density of housing development in Thames Gateway boroughs in 2000 ranged from 30 dph in Bexley to 107dph in Tower Hamlets, based on figures from the Office of the Deputy Prime Minister. These developments of course were mostly given approval before the GLA was set up. I cannot say what the average density of all London Thames Gateway housing developments given planning permission since 2000, as regrettably local authority returns to the GLA's development monitoring system are currently incomplete. An improved monitoring system is currently being developed in conjunction with the ALG and boroughs.

However, my officers are currently undertaking work jointly with the Thames Gateway London boroughs to review the availability of large sites and assumptions about densities in the London part of the Thames Gateway. Initial work shows that we may have underestimated capacity in large sites there and that with the right level of government investment in transport and social infrastructure, around 80,000 housing units could be achieved on large sites alone. Discussions with government about this work are ongoing and I hope to produce more accurate figures in the near future.

Where planning applications have been referred to me, I have negotiated densities in line with the draft London Plan density ranges. To give an example, I have supported two high density schemes that have recently received planning permission on the Isle of Dogs. 41-43 Millharbour included 352 units on a 0.5ha site, which equates to a density of 700dph. At 31-39 Millharbour I granted planning permission for 279 units at a density of 560dph. Both of the densities achieved are above the SRQ matrix but given the excellent public transport accessibility of the site these densities are considered entirely appropriate. I am also currently negotiating a number of other high density schemes on the Isle of Dogs in line with the Sustainable Residential Quality approach of my draft London Plan, but

these have not yet reached application stage.

962 / 2002 - Red Cross Volunteers

Andrew Pelling

Red Cross volunteer drivers find themselves using their own cars to ferry patients to hospitals within the congestion charge zone.

Can Red Cross volunteer drivers be exempted from the charge or be reimbursed from the £3 million you have mentioned as being passed to the NHS for recompense to NHS-related vehicle movements into the charge zone?

Red Cross volunteer drivers as a category are not exempt from the congestion charge. However, certain NHS patients are eligible for reimbursement of the congestion charge. Therefore, a volunteer driving an eligible patient could be recompensed for their payment of the charge.

In addition, Blue Badge holders can nominate up to two vehicles per day to receive a 100% discount, including vehicles in which they travel as a passenger.

The reimbursement for certain NHS patients applies to patients who receive assistance from the NHS for their travel to NHS appointments and have compromised immune systems, require regular therapy or assessment or require recurrent surgical intervention; and where the patient is clinically assessed as too ill, weak or disabled to travel to an appointment on public transport. Charges will have to be paid for these vehicles by the individuals concerned who will then claim them back from the relevant NHS Trust. TfL will refund to the NHS Trust the charges incurred.

963 / 2002 - 64 Bus Service

Andrew Pelling

I have taken the opportunity in the past to express concern about what will happen to car drivers displaced onto public transport when there is no space to get on buses that I use in the morning (I thus declare a personal interest in this matter).

Subsequently, London Buses arranged for increased frequencies on the 64 bus route. However, the T33 and 64 buses are once again running at full loading in rush hours so that passengers are unable to join the service. Will you consider upgrading the frequency of the 64 bus service again?

As I noted in my answer to your previous question on route 64, London Buses believe that the enhanced service levels introduced recently on route 64 generally provide adequate peak capacity to cater for the numbers of passengers using the service.

However, London Buses will certainly investigate the issues raised.

964 / 2002 - Terence Higgins Trust

Darren Johnson

Would it be possible for the GLA to take part in the toner and inject cartridge recycling scheme launched as a fundraising venture by the Terence Higgins Trust?

The GLA currently has a collection and recycling arrangement for toners and cartridges with an environmental company. However we are not tied to this service. I would be very interested in

exploring the venture launched by Terence Higgins Trust and if you could let me have the details, I will ask officers to investigate this option.

965 / 2002 - Arsenal

Darren Johnson

In The Londoner for December 2002 the Mayor is quoted as welcoming the new Arsenal stadium and stating that the scheme includes £60m towards transport improvements, education and healthcare. What transport improvements are planned and what will each project cost and how much is funded from the Arsenal scheme? What education improvements are planned and what will each project cost and how much is funded from the Arsenal scheme? What healthcare improvements are planned and what will each project cost and how much is funded from the Arsenal scheme?

The Londoner omitted the fact that the waste recycling centre was part of the substantial package of benefits that was delivered through co-operation between Islington Council and my officers in the GLA, TfL, LDA on my behalf. The waste recycling centre element will cost some £50m (made up by the value of the land, land swap and construction of the building). The transport element of the Section 106 Agreement package alone comes to £7.5m (to be financed completely by Arsenal FC), incorporating improvements to Holloway Road tube station to double its capacity (estimate of up to £5m); improvements to Drayton Park station subject to service level improvements up to a ceiling of £2m; some £300,000 towards the Finsbury Park station central area project (safety package); pedestrian and bus lane enhancements on Holloway Road (full payment of the costs of improved crossing facilities and a short additional stretch of bus lane).

Arsenal FC is also committed to the extension of the Controlled Parking Zone schemes, subject to the agreement of Islington residents (i.e. the extension of the CPZs). A stadium travel plan further allows for the identification of additional public transport measures to be covered by unspent money.

The educational improvements include the use of the Arsenal media centre for retraining purposes for unemployed local residents; the continued provision of after school homework clubs; provision of the use of the new pitch for local schools' finals; information/learning centre within the new waste recycling centre; two new children's nurseries and training opportunities for retraining in association with the new jobs (estimated at 900 jobs) that will be created locally.

The healthcare improvements include the provision of four building shells to accommodate those facilities with the local health trust equipping the buildings at its own cost. The floor area of the four buildings is around 4,500 square metres. The rental levels are according to the applicant some £90 per square metre lower than the rentals than can be achieved for open market B1 premises, thus equating to a public/social benefit of £450,000 annually.

In addition to the above social benefits of the package that my officers negotiated on my behalf is the substantial amount of affordable housing that will be delivered over the construction period of this significant mixed-use development proposal in North London.

966 / 2002 - Mayors for Peace

Darren Johnson

Will you be attending or sending a representative to the Mayors for Peace Forum on January 16th, hosted by Leeds City Council with the support of Nuclear Free Local Authorities, the Hiroshima based International Mayors for Peace and the Geneva based World UN Peace Messenger Cities?

I was approached to attend this event but have unfortunately had to send my apologies due to diary

constraints.

I will not be sending a representative to this event, but I wish the organisers and delegates well with this event.

967 / 2002 - Bus Lane Kew Bridge

Tony Arbour

Under what circumstances will you withdraw this unpopular bus lane?

The Kew Bridge bus lane will be removed if it becomes clear that on balance the lane is not providing sufficient benefit to buses.

TfL Street Management has identified more work that will be done to improve the current situation. In particular, they will improve the lane signing at the northern end of Kew Bridge. This should maximise through traffic by indicating that both northbound lanes can be used at the stop line, which will help reduce queuing further south. Since October there has been an increase in the amount of traffic using Kew Bridge because of maintenance works on Chiswick Bridge.

Once the improved signing is in place and the Chiswick Bridge works are completed, TfL Street Management expect significant improvements. In February and March 2003, when traffic patterns have settled down, they measure the effects of the bus lane. This data will assist them to take a decision on the future of the bus lane.

968 / 2002 - Buses to Kingston Hospital

Tony Arbour

Will TfL vary the routes of the 285 and 281 to include Kingston Hospital?

Has TfL carried out viability tests for new hospital buses to Kingston Hospital from North of the Thames?

No, London Buses would not wish to vary either of these services at this time.

Diverting the 281 to serve the Hospital would lengthen journey times for the significant number of passengers travelling to Surbiton and Tolworth. Journey times would also increase for passengers crossing Kingston town centre. Extending route 285 is also likely to have a negative impact on existing passengers. The route is already long and a further extension could adversely affect reliability.

The London Bus network is regularly reviewed to ensure it continues to meet passenger needs. However, London Buses have to consider the overall best use of resources and it is not possible to provide a direct link for every journey. In this case London Buses believe that there is currently a sufficient set of links to the Hospital. In addition, the service level between Kingston and the Hospital is very high frequency, making the interchange in the town centre as smooth as possible.

969 / 2002 - Twickenham Rugby Ground

Tony Arbour

How has TfL sought to cater for the increasing number of patrons seeking to use the facilities of the RFU at Twickenham?

TfL and the London Borough of Richmond upon Thames are currently discussing the planning application for the expansion of the RFU's ground. In terms of public transport provision to cater for match day crowds, the possibilities being discussed include:

- improvements to Twickenham Station;
- revisions to and an expansion of the shuttle bus operated to other stations in the area.

TfL has recently granted a London Service Permit for enhancements to the shuttle that operates between the ground and Richmond Station, including a variation that links the ground with Osterley Station to help spread the crowds on big match days.

TfL and the borough are investigating the case for providing improved service levels at other times to cater for the expansion of the other facilities at RFU.

970 / 2002 - PPP Contracts

Roger Evans

How much money are you planning to allow for the costs related to your EU challenge on the PPP contracts?

TfL lawyers estimate that their costs will be in the region of £350,000 based on their current understanding of what will be involved.

971 / 2002 - London Underground Integration

Roger Evans

Are you still planning to include funding for LU integration in next year's budget?

As explained in the budget consultation document issued on 16 December, the budget for consultation does not make provision for expenditure on London Underground.

972 / 2002 - Motorcyclists

Roger Evans

What progress have TfL officials made in developing a strategy for motorcyclists in the capital?

Good progress has been made through the London Motorcycle Working Group, which was established by TfL last year, to progress initiatives aimed at powered two wheelers (mopeds, scooters and motorcycles). The group, which includes representatives of the motorcycle industry, the Metropolitan and City Police and the ALG, has been working with TfL on:

- The introduction of three pilot schemes allowing powered two wheelers (mopeds, scooters and motorcycles) into bus lanes in London. These pilot schemes were introduced in September & October 2002 on the A41 Finchley Road, the A13 East India Dock Road and the A23 Streatham High Road/Brixton Hill. The schemes will be monitored closely to determine their impacts on casualties, vehicle speeds, journey times and usage, and will be reviewed next summer.
- A cinema campaign aimed at reducing powered two wheeler casualties. The advertisement which is running in cinemas throughout London for the next 6 months aims to encourage riders to be more aware of other road users and to recognise their vulnerability.
- Working with the Metropolitan and City Police to develop a London-wide Bikesafe initiative which will offer training for powered two wheeler riders to reduce casualties and improve road skills.
- On the Transport for London Road Network (TLRN) additional secure motorcycle parking bays have been installed in a number of locations and TfL is continuing to investigate suitable sites for more secure motorcycle parking.
- Research is being undertaken on the impact of changing numbers of powered two wheelers on congestion, together with more detailed road safety analysis on the causes of crashes in London and the types of additional activity that could be undertaken to reduce them.

The main objectives for powered two wheelers are set out within the Transport Strategy and I hope you will agree that considerable work is underway to address issues related to powered two wheeler usage in London.

973 / 2002 - Motorcycle Parking Time

Roger Evans

Have you been encouraging boroughs to make extra provision for motorcycle parking in time for the introduction of congestion charging?

On the Transport for London Road Network (TLRN) we have already introduced additional secure motorcycle parking bays in a number of locations and we are continuing to investigate suitable sites for more secure motorcycle parking.

However, it is on the remaining 95% of roads that are managed and enforced by local authorities that the majority of motorcycle parking bays are found and where the scope for reviewing the number of bays is greatest. The boroughs are required to have regard to my Transport Strategy when considering parking policies and developing Parking Plans. While these plans should consider the parking needs of all users, including motorcyclists, it is for the boroughs to determine their priorities taking into account local circumstances - although if TfL disagrees with any policies this will be raised with the borough.

More generally, TfL is looking at all aspects of motorcycle use in London. They have set up a Motorcycle Working Group last year that includes the representatives of motorcycle campaign groups both in London and nationally, to improve motorcycle facilities and safety in London. Borough representatives have been involved in this Group.

TfL Congestion Charging Division has a budget of £100m for traffic management measures that complement the introduction of congestion charging. The selection of these measures lies primarily with the Boroughs. A bid for funding the preliminary design and consultation for powered 2-wheel vehicle parking facilities in LB Southwark has been received by TfL and approved. TfL will be undertaking in-depth monitoring of congestion charging when it is introduced in February. They will be liaising with the Boroughs in the central London area to manage facilities and ensure that any possible changes, including an increase in motorcyclists, can continue to be catered for, and to seek adequate secure parking provision for motorcyclists in appropriate locations.

974 / 2002 - Cross Boundary Bus Services

Roger Evans

Are you considering requesting that cross boundary bus services that operate under LSPs meet the standards that you require of the TfL fleet?

Not in the short term. My current guidance, issued earlier this year, requires that all vehicles running on LSP services must meet emissions standards equivalent to Euro 1 by October 2005. TfL has started work on reviewing this requirement, especially in the context of the ongoing feasibility study on Low Emission Zones.

TfL will be contacting all operators of LSP services early in the new year to inform them of the grants that are currently available to upgrade vehicles to meet Euro 1 and 2 standards. This approach, in addition to the possible tightening of the requirements, should ensure that withdrawing services does not become the only viable option for operators (many of these services are only marginally profitable for them). This is especially important on the commuter coach network, which TfL want to develop in line with my Transport Strategy.

975 / 2002 - Free Visits to London Zoo

Roger Evans

Can you supply me with a breakdown of the costs of the free visit to London Zoo scheme? Can you also provide me with a borough by borough breakdown of the number of schools that have taken advantage of this scheme?

I am happy to provide figures on the Free Visits to London Zoo scheme. The breakdown of costs for the current Financial Year are: staff costs £140,897; marketing the scheme to schools £31,000; upgrade of building, repair and purchase of equipment £35,000; and income adjustment £165,203. The income adjustment is chiefly to compensate for the London schools who would have expected to visit in a normal year.

A breakdown by borough of the number of schools visiting is available and will be sent to you. Full statistics are only available for 2001/2; this was the first year of the scheme, which began in September 2001. Children from 670 London schools visited the Zoo through the scheme between April and July 2002 but statistics for the current year are not yet complete.

976 / 2002 - National Farmers Union

Roger Evans

I noted in a response given at last Mayor's Question Time that you have not met with representatives of the National Farmers Union. Do you have plans to meet with any farming representatives, and if not, why?

I have no plans to meet with representatives of the National Farmers Union because they have not requested a meeting.

977 / 2002 - RMT

Roger Evans

Have you carried out any investigations into allegations that the RMT have purchased shares in the PPP companies?

No.

978 / 2002 - A12 Wanstead

Roger Evans

What action are TfL planning to take to prevent objects from being thrown from the footbridge over the A12 at Wanstead, putting the lives of drivers in danger?

TfL inform me that that they were not aware that this had been a problem.

There are many bridges crossing roads in London. As you will appreciate, it is very difficult to prevent such anti social behaviour. If there is shown to be a problem at this location then there are a number of possible options open to TfL and Waltham Forest to deal with this.

980 / 2002 - Congestion Charge

Angie Bray

Given the Mayor's stated comment that he would be prepared to scrap the congestion charge after two months if it proved to be a disaster, how much allowance is the Mayor making in his budget plans for this event?

My budget proposals which have been issued for consultation do not include any provision for this event.

981 / 2002 - Car Parking Area, Olympia

Angie Bray

Are you planning to call in St George's development plans for the car parking area at the back of Olympia/at the corner of Sinclair/Maclise Road since they propose a development big enough to fall under your remit?

I have no powers to call in development plans, or even planning applications. My powers are clearly delineated in the Greater London Authority Act and the accompanying Circulars and Orders, and I am surprised that Assembly Members have not yet informed themselves of these matters.

If a planning application of potential strategic importance is made for the Olympia car park site, it will be for Hammersmith and Fulham Council to refer it to me under Article 3 of the Town and Country Planning (Mayor of London) Order 2000. It is entirely in the borough council's hands to meet this requirement. I have no powers to call it in.

983 / 2002 - Crime Reduction Scheme

Angie Bray

Would the Mayor be interested in visiting a highly innovative crime reduction scheme in North Kensington in which by the simple painting of the underside of the Westway crimes at night have been reduced. The lead on this is a local Labour councillor, Des O' Neil and I know he will be thrilled to get your support for extra resources to fund more of the same.

Thank you for bringing this initiative to my attention. I have asked officers to report back to me on the initiative and its impact on local crime levels.

As part of my programme of borough engagement I visited Kensington in September and therefore am unlikely to return as part of that programme in the near future. However when officers report back on the initiative I will decide whether a further visit would be helpful.

984 / 2002 - Mayoral Strategies

Eric Ollerenshaw

Why does it take more people to chase the implementation of Mayoral strategies than actually to design them?

There is no direct correlation between the staff resources required to produce a strategy and those needed for implementation. The latter clearly depends on the content of the particular strategy; who is responsible for delivering the measures proposed; the availability of existing resources; and the legal requirements placed on the GLA by the Greater London Act 1999. Moreover, strategies are long-term and resource needs are likely to change over time.

My Budget proposals represent my view of currently foreseeable resource requirements, consistent with the need to prepare, consult on, implement, monitor and review strategies.

985 / 2002 - GLA Functional Bodies

Eric Ollerenshaw

Does the Mayor feel that there has been any economies of scale in the bringing together of the GLA Functional Bodies?

I feel that there have been economies of scale in bringing together the GLA Functional Bodies, however far more could be achieved if they were brought together into a single GLA organisation.

A good example of economies of scale is GLA Economics Unit which I have created. It is jointly funded by the GLA, TfL and the LDA and will allow economic information to be shared across the GLA Group at a cost less than if it was individually funded by the organisations in the Group.

Similarly the GLA is leading on the purchase of Ordnance Survey data for itself, TfL and the LDA, and the newsletter "The Londoner" is being funded by all.

In addition, the Transport Policing Unit is an example of where I have brought together parts of the GLA Group to deliver a service much improved on that which could be delivered by TfL and the MPS individually.

My feeling is that these type of initiatives will become more numerous as the GLA Group develops and I will continue to encourage them where it results in a more efficient service for London.

986 / 2002 - Metropolitan Police Service

Eric Ollerenshaw

Does the Mayor feel that the MPS has delivered the full range of efficiencies possible?

The Metropolitan Police Service (MPS) have already delivered efficiency savings to the value of £88m, £18m in 2001/2, £60m in 2002/3 and a reduction in actual overtime of £10m in 2002/3.

As part of this process the first year of my efficiency and effectiveness programme identified financial benefits to the MPS of over £46m, £21m of these benefits have already been delivered.

I am sure that the Metropolitan Police Authority will be working with me in the next few years to work towards making the MPS a more efficient organisation and to deliver further efficiencies and service improvements as part of the budget process.

987 / 2002 - Police Numbers

Eric Ollerenshaw

Where does the Mayor stand in the debate about total numbers of Police and the idea of an operational policing measure?

I am convinced London needs more police officers. However although the total number of police is an important measure of available policing, my view remains that maximising actual operational and visible policing strength is the key method to reducing crime and the fear of crime. To this end I have pressed the Metropolitan Police Service (MPS) to minimise the numbers of police officers serving in non-operational roles and for the Service to develop a valid measure of operational policing.

For this reason I continue to support the development of an operational policing measure and through this the development of a measure of visible policing and I welcome the recent agreement of the MPA to support work on this issue.

In addition, I feel that the employment of Police Community Support Officers in the MPS allows the debate on operational and visible policing numbers to be broadened out to include these officers and to consider their role as a uniformed presence on the streets of London.

988 / 2002 - London Resilience

Brian Coleman

What extra budgetary provision has the Mayor made for London resilience in the event of a major emergency, following the events of September 11th?

This is a national priority which should be met from national taxation and therefore as explained in the budget consultation document issued on 16 December, it is assumed that the Government will fund the increased capacity requirement (up to £15m) in 2003-04. However this is being kept under review, pending a response from Government.

989 / 2002 - Public Spending in Outer London Boroughs

Bob Neill

Can you please supply a borough by borough breakdown of public spending in the outer London Boroughs?

The GLA does not have this information. Whilst spending by the local government sector is available by borough, many public services are the responsibility of central government or of other agencies and no borough-by-borough breakdown is available.

990 / 2002 - Litter Song

Darren Johnson

How much of the GLA's budget was spent on the production, promotion and distribution of the "Pick it up" song on CD? Has your Policy Director on Waste and Environment gone into the music production business on a permanent basis or is this a one-off venture?

The total budget required for production, promotion and distribution of the Pick it Up song and booklet was £56,400. Of this, the GLA budget allocation was £31,400. The Capital Standards Partnership, including 27 London boroughs, contributed £25,000. The booklet and song have been distributed to over 1,500 primary schools in London (some 450,000 pupils) and 300 libraries. They have been very well received and we are being asked for additional copies by some schools for which a charge will be made to cover our costs.

My Policy Director on Waste and Environment is at the moment in discussions with a major theatrical producer on Broadway to produce a musical of the Pick It Up song. (I should point out that's Cricklewood Broadway!)

991 / 2002 - Mini Cabs

Jennette Arnold

Have you considered promoting private legislation to enable the branding of licensed mini cabs in London?

I plan to make regulations in the first half of next year that will implement various requirements under private hire vehicle licensing.

The issue of how licensed private hire vehicles are to be identified, and what signage should be permitted, will be addressed in the second public consultation document on private hire licensing to be issued shortly. This is likely to be the most contentious issue out of all those related to vehicles.

At the conclusion of this final stage of the consultation process I will, in the light of responses, decide on this matter. The proposed regulations will reflect those decisions.

992 / 2002 - Night Buses

Jennette Arnold

Will you take steps to ensure that the Transport Policing Initiative operates on night bus routes?

The Transport OCU is intelligence-led and is responsive to specific problems on the agreed priority bus corridors, including those problems that are found to occur at night.

A major aspect of the proposal for the next phase of the Transport Policing Initiative is to develop a 24/7 capability to respond to issues as intelligence information suggests. Therefore, those night buses that are identified as having specific problems, will be targeted by the Transport OCU.

993 / 2002 - London Zoo

Jennette Arnold

Does the Mayor think that the Greens opposition to his policy of subsidising entry to London Zoo for school children is reasonable?

My objectives for biodiversity include involving Londoners in a greater understanding and enjoyment of nature. My scheme allows a far greater number of London's children to benefit from the educational facilities at London Zoo. This includes the Web of Life exhibit, which is one of the finest exhibits on biodiversity conservation in the country. Since September 2001, 70,000 children have benefited from free educational visits under this scheme.

Through my scheme, many London children who would otherwise have missed out will have the opportunity to visit this world-class Zoo, and to benefit from its education programme. In my reply to Question 669 from Darren Johnson, I already made clear that funds for the scheme are separate from the biodiversity budget. My draft Biodiversity Strategy, containing proposals for the Zoo scheme, was launched in January 2001 at the Zoo by my then Environment Advisor, Darren Johnson. He stated that he had no hesitation in giving his whole-hearted support to this draft strategy. I do not think that the Greens' current opposition to this scheme is reasonable.

994 / 2002 - Victoria Line Extension

Jennette Arnold

Following his commitment to the principle of extending the Victoria Line to Northumberland Park at the last Mayoral Question Time, will the Mayor be meeting with representatives of Network Rail and the Strategic Rail Authority to discuss a possible scheme?

TfL are continuing to pursue improved rail services in the Lee Valley with the SRA, including options that would serve Northumberland Park.

TfL will continue to liaise with London Underground on the issue of a Victoria Line extension to Northumberland Park and are discussing the possibility of undertaking a joint feasibility study with LUL. Clearly, this would also involve discussions with the SRA and Network Rail.

995 / 2002 - Victoria Line Extension

Jennette Arnold

Will the Mayor enter into a dialogue with Tottenham Hotspur FC about the possible extension of the Victoria Line to Northumberland Park and how the Football Club can contribute to the regeneration of Tottenham High Road?

I have not been approached to date by Tottenham Hotspur Football Club, but would of course be happy to engage in a dialogue about these matters.

996 / 2002 - Minicab Licenses

Jennette Arnold

Who will pay for the training that will be required for people who wish to become licensed minicab drivers?

The cost of any training associated with private hire driver licensing will be borne by the drivers in the same way that taxi drivers bear the cost of any training they choose to undertake in order to pass the Knowledge of London assessment.

Within the first 3 years of commencing licensing, the PCO will be introducing a requirement for new drivers to produce evidence of having achieved a specified standard for topographical skills. The PCO will not prescribe training and it will be for each applicant to make a personal decision as to whether they need any training in order to meet the required standard.

997 / 2002 - Seven Sisters Interchange

Jennette Arnold

British Transport Police are being funded locally to provide an additional uniformed police presence on the Seven Sisters Road/Finsbury Park, what plans do you have to fund similar initiatives around transport interchanges in other parts of the Capital?

The BTP are providing two police officers at Finsbury Park via SRB funding. This trial is being conducted under the supervision of the Home Office for a period of two years. The officers shall utilise the Problem Orientated Policing approach whereby they will be directed by the community and not the BTP. If the trial proves to be successful the Home Office may look to roll out this approach to community policing across other areas of London.

TfL is also undertaking seven trial projects to improve 'Personal Security at Transport Interchanges' (PSATI) in partnership with the British Transport Police, Metropolitan Police, local boroughs and other local stakeholders. The high levels of crime around the Seven Sisters Interchange led it to become one of those trials.

The project encourages local stakeholders, to take responsibility for personal security within their area of control. It also seeks to deliver physical improvements and to establish an interchange agreement between all of the local stakeholders to improve co-ordination and co-operation of day-to-day operational & management issues.

Should the trial projects prove successful, I will seek to roll-out the PSATI scheme at interchanges across London. Any expansion of PSATI could also consider the provision of additional police to boost security at transport interchanges.

998 / 2002 - WAGN Trains

Jennette Arnold

What efforts has TfL made to encourage WAGN trains and the SRA to improve reliability and upgrade security, staffing, lighting and the environment at stations in the north of London?

TfL is meeting regularly with representatives of WAGN Railway and the SRA to review opportunities for improving standards on the routes in north London through the proposed Greater Anglia franchising currently under development. As part of the existing franchising framework, the SRA are also able to impose penalties on operators if their performance falls below agreed standards.

TfL is in the process of developing a set of standards for stations within the London area, based on those set out for the South London Metro pilot proposals. These include improvements to passenger

security and to the station environment generally. Implementation of these standards has been discussed with the potential bidders for the new franchise. TfL is also working with the London Lee Valley Transport Working Group to identify improvements at stations in their area and to secure funding for the work from a variety of sources. This follows on from the earlier DRILL Report (Developing Rail Improvements in the London Lee Valley).

TfL have also made funding available to improve interchange facilities at Edmonton Green. Network Rail also propose to carry out improvements at this location under their MFAS (Modern Facilities At Stations) programme. The TfL Interchanges team is also actively engaged with WAGN on improving interchange facilities on the Chingford branch (particularly at Walthamstow Central) and at Finsbury Park. The budgeted spend at these sites – including work for London Bus Services Limited and subject to final approvals and detailed design work – exceeds £10m.

999 / 2002 - Regeneration of Tottenham High Road

Jennette Arnold

Will the Mayor support David Lammy MP's campaign to pursue plans to regenerate Tottenham High Road?

The LDA has identified the Upper Lee area as one of our key strategic locations with areas of need side by side with areas of opportunity. A planning group involving the GLA, LDA, TFL, Haringey Council and other local partners has identified a long-list of key sites in the area. This includes the regeneration of Tottenham High Road.

My officers have joined forces with Haringey Council and will jointly prepare a Development Framework covering regeneration in and around Tottenham Hale. I share David Lammy's view that the regeneration of this area is a high priority and have identified Tottenham as one of London's strategic Opportunity Areas for significant new growth and transport investment. My planners have formed a good working relationship with Haringey Council and will be working hard with all partners to deliver a special regeneration project that benefits the people of Tottenham, the borough and London.

Initial proposals include: integrating Tottenham High Road to the planned developments at Tottenham Hale, exploring how to build on recent redevelopment in the area to develop an urban small business quarter for the Upper Lee Valley and maximising the local benefits of the Bernie Grant Centre. A holistic approach to regeneration, which includes improvements to the environment, business support and start-up programmes as well as skills for local people will be developed.

This will need funding from a variety of sources. LDA Single Programme Investment will be available for the area from April 2003 and feasibility work to take forward is underway. This investment will be joined up with other major investment in the area including European Objective 2 funds, Neighbourhood Renewal funding, New Deal for Communities as well as mainstream public funding.

In addition, Michael Ward, Chief Executive of the LDA, recently met with David Lammy to discuss his concerns. He will be visiting Tottenham with David Lammy in the New Year to see some of the issues at ground level.

1000 / 2002 - Congestion Charge repayments

John Biggs

How many requests for prepayment of the congestion charge have been a. received and b. processed and how many staff are employed to process them?

To date (as of 12 December 2002) there have been **276** requests for prepayment overall.

Of these 276 requests, a total of **276** have now been processed leaving **0** outstanding.

There are currently **215** members of staff employed at the Contact Centre as a whole. These staff will process these requests in addition to fielding all telephone enquiries.

It is noted that due to the various means of payment available to the Customer we have included all staff working within the Contact Centre.

1001 / 2002 - Road Congestion

John Biggs

Does TfL support the principle of High Occupancy Vehicle Lanes or of lane tolling and if so are any pilots proposed?

London's roads are generally not suited to the 'high occupancy vehicle' traffic lane arrangements found in many American cities. Such schemes have tended to be introduced in areas with wide roads and where there is a predominant car culture. In London the aim is to provide priority and protection for buses in order to deliver the vision of creating a reliable, quick, safe, convenient and accessible public transport system for the Capital.

However, as single-occupancy car journeys currently account for more than 80% of the commuter journeys by car or van in London, there is clearly scope to reduce the numbers of vehicles coming into London and to make sure that available road space is used more efficiently.

1002 / 2002 - S106 Payments

John Biggs

If the cost to developers of contributing through S106 payments towards your aquarium leads to a loss of potential affordable housing will this be for the greater good of London?

The Silvertown Dock development upholds the principle that I hold dear of a mixed-use development. A substantial amount of affordable housing will be produced in the scheme, as well as a community centre, which will put a heart into this important part of London. The original development brief called for a serious visitor attraction and I believe that the aquarium will deliver this objective.

The proposed aquarium will be a world-class visitor attraction building on a new DLR station at Silvertown Dock. Some of the site value will be foregone to help bring forward this world-class aquarium, but then value will also be foregone for the provision of infrastructure, open space and schools. The retail provision, open space, community facilities, schools and the proposed aquarium will create activity and bring life to the area, and are vital components in creating a vibrant and sustainable development.

1003 / 2002 - Congestion Charging Adverts

John Biggs

Which publications were chosen by TfL for congestion charging adverts and how were these selected? Were any local authority newspapers chosen?

TfL has advertised in the Evening Standard and Metro newspapers and local press comprising 65 newspapers within the M25. These were selected on the basis that they were the most cost-efficient

way to tightly target our main audiences (e.g. blue badge holders, charging zone residents, frequent and infrequent drivers and other drivers eligible for an exemption or discount from the congestion charge).

The press and radio elements of the campaign have run from 14th October. There have been two advertisements each week in the Evening Standard and the Metro and one advertisement in each of the 65 titles that make up the local press package. On radio we have aired advertisements across 13 radio stations.

TfL has worked closely with local authorities to include information about congestion charging as editorial in their publications, but has not placed advertisements in them.

1004 / 2002 - TfL Spending Decisions

John Biggs

Can the Mayor explain or identify what level of spending decisions within TfL can be made without the approval of its Director of Finance? Is it true that TfL sections are not allowed to spend already approved budgets without further permission from Corporate Finance and is it true that this is holding up vital work being carried out?

Transport for London, as a body which receives a substantial amount of public money through Transport Grant and precept, has a responsibility to ensure that its funding is properly spent and achieves value for money. TfL's standing orders outline a scheme of delegated authority for spending decisions on projects. Most projects are approved by the responsible TfL senior manager or Chief Officer.

For more expensive projects, the standing orders require approval from the Managing Director, Finance and Planning, the Commissioner, or the TfL Board, depending on project cost. I have full confidence that staff at TfL approve spend for vital works in a timely manner, whilst ensuring that the public's money is spent wisely.

1005 / 2002 - TfL Recruitment

John Biggs

Why are TfL continuing to advertise certain positions with International Headhunters and not through the usual process? There are several positions being advertised with Michael Page Group Plc. Can you specify these posts and explain why this route to recruitment was chosen?

TfL's usual process of recruitment is to advertise all vacancies internally to its staff and externally through the Internet. It is also common practice to advertise specific jobs externally in the relevant professional media or to use executive search agencies for roles where the required skills and experience may be difficult to find.

Michael Page is one of four Executive search Agencies used and they are currently helping TfL with sourcing applicants for the new organisational structure to come into existence once LU transfers to TfL. These posts are advertised internally as usual to existing TfL staff and externally in the professional media. These specific roles have not been advertised on the TfL Internet pages as the four Executive Agencies are dealing with all of the applications directly.

1006 / 2002 - TfL Travel Cost

John Biggs

How many flights to and from America have been paid for by TfL for managers who are US Citizens since they started working in the UK? What has been the cost of these flights and on what basis were they paid for? For comparison, how many flights to and from other

destinations abroad have been paid for by TfL either directly or as part of a contract?

TfL has 6 members of staff at senior level in the organisation, 5 of whom are US citizens, who have, as part of their terms and conditions of employment, entitlement for a specified number of return air fares to be paid by TfL. The other specific information requested about costs and total number of flights is not readily available.

1007 / 2002 - TfL Staffing
John Biggs

What has been the staff turnover at TfL in the last two years?

In the financial year 2001/2 a total of 313 employees left the organisation. Between April 2002 and October 2002 (the most recent figures available) 174 employees have left.

1008 / 2002 - TfL Redundancies
John Biggs

How much money has TfL so far paid in redundancy throughout the organisation in each financial year since its creation?

TfL has not had cause to make any of its staff redundant since its creation.

1009 / 2002 - Transport Occupational Command Unit
John Biggs

Is it true that in fact Transport for London have no control over the day to day activities of the police with regards to the Transport OCU and despite paying £25million per year under the contract, cannot require the police to undertake any specific activities or meet the performance indicators as laid out in the contract?

The objectives of the Transport Operational Command Unit are clearly set out in the Special Services Agreement (SSA) between TfL and the MPS and align with the needs of TfL. In addition, the SSA clearly sets out the supporting services the MPS will be undertaking to achieve these objectives and a range of performance indicators to measure the effectiveness of these services.

The SSA has been set up in line with the Police Act 1995. In accordance with the requirements of this Act the 'Operational Discretion' of the MPS Commander has been preserved as part of this agreement. If this were not the case, the agreement would be unlawful.

At an operational level TfL and MPS officers have developed an excellent operational working relationship, which promotes full consultation and joint working between the two organisations. Should the MPS undertake activities that are not in line with the services set out in the SSA then the provisions of the agreement mean that TfL will not be charged for these services.

1010 / 2002 - Transport Occupational Command Unit
John Biggs

How many tickets have been issued by the Transport and Traffic OCU for obstructing bus stops and for other red route offences since the start of the Transport OCU? Please provide Transport and Traffic OCU statistics separately.

Transport OCU

The total number of tickets issued by Transport OCU staff since the operations began in June 2002 to the end of November 2002 is 20,333. The breakdown of this is as follows:

- 1,831 Red Route offences at bus stops
- 3,145 Red Route offences in bus lanes
- 12,218 Other Red Route offences
- In addition, 3,139 tickets have been issued for obstruction offences on the Borough roads

By March 2003, the Transport OCU will provide policing and enforcement on 20 key bus corridors across London. The results presented above are from the 12 corridors that have gone live to date (12 December 2002).

Traffic OCU

The Traffic OCU is an MPS unit, whose primary objectives are road safety issues and casualty reduction. They do issue parking tickets but they are submitted through the Boroughs and therefore no information can be provided on this unit.

1011 / 2002 - Transport Occupational Command Unit

John Biggs

How many of the tickets issued by the Transport and Traffic OCUs have resulted in fines being paid?

As stated in response to question 1010, the Transport OCU staff have been highly effective in issuing parking tickets to deter illegal parking in those areas affecting bus movement. To the end of November 2002, 20,333 Fixed Penalty Notices had been issued.

All tickets issued by MPS staff are processed by the Central Driving Offences Unit (CDOU) and the processing of these tickets is a complex process with many outcomes, some are resolved within weeks and other months.

At this time, the CDOU are able to produce data indicating the numbers and type of offences that the Transport OCU has issued tickets for. Accurate data around fines paid is not currently available

The Traffic OCU does issue tickets. However they are submitted through boroughs and therefore no information can be provided in relation to this unit.

1012 / 2002 - Transport Occupational Command Unit

John Biggs

How many of the Traffic Wardens in the Transport OCU were compulsorily drafted in from other Operational Command Units?

Following a review of the Traffic Warden Operational Command Unit, which identified that it was exceeding its budgeted headcount by 138 wardens, 43 wardens were compulsorily transferred to the Transport OCU in June 2002.

These transfers were made in full accordance with the relevant Metropolitan Police Service Human Resources policies and in full consultation with the Traffic Wardens involved. As you would expect the Traffic Wardens can move back into the Traffic Warden OCU if they so desire.

The transfers were made because Traffic Wardens form a key aspect of the Transport OCU operating model. They ensure the efficient movement of buses by reducing illegal parking and have been recruited into the Transport OCU on an incremental basis as each of the corridors has gone 'live'

Morale of Traffic Wardens in the Transport OCU is currently high and this is reflected in high productivity and low sickness levels.

1013 / 2002 - Transport Occupational Command Unit

John Biggs

Will the Mayor properly investigate the impact of the Transport and Policing Initiative before any more money is invested into the scheme?

With TfL and the MPS, I am fully committed to ensuring that the Transport Policing Initiative delivers the maximum benefit for the money that is being invested.

To monitor the performance of the Transport OCU against the objectives, a set of jointly agreed performance measures have been established and both TfL and the MPS have employed full time Contract Managers to develop these further. In addition to these processes, detailed analysis of a range of performance figures is undertaken by officers in both organisations and will be considered in detail before final budget decisions are made in the New Year

On the evidence available up to now I feel that the current Transport OCU operation is making a valuable contribution to making London's transport system a safer place and that the 2003/4 proposals will build upon this.

TfL has also commissioned staff and customer satisfaction surveys to assess the fear of crime on the chosen bus corridors and the public perception to the initiative. They are being carried out before and after the Transport OCU activities commenced and the first true comparative report (before and after) will be available by the end of February 2003.

In the future, TfL will be commissioning a major review by independent experts, to assess the effectiveness of the Transport Policing Initiative. The review will be tendered in the next couple of months and will start in 2003/4 to run over a period of approximately 18-24 months (in order to make an accurate assessment of bus performance changes). The findings will be made public via the normal TfL board processes.

1014 / 2002 - PSComm

John Biggs

Can the Mayor let us know how much money has so far been awarded to PSComm by TfL? Can the Mayor let us know any previous transport experience held by any members of PSComm? How many employees of PSComm are working as consultants for TfL and what are their duties?

- TfL has paid PSComm £429k for consultancy services in this financial year (2002/3) including; preparation of a feasibility study for the Transport Policing Initiative, the development of a transport policing and enforcement strategy, a review of the British Transport Policing effectiveness on the Underground and assisting with the development of operating procedures for the Transport Policing Initiative.
- PSComm were appointed by TfL to provide transport enforcement consultancy services to TfL for the implementation of the new Transport Policing Initiative. The PSComm contract was tendered through the OJEC system and PSComm were selected because of the depth of knowledge and previous experience (including areas of particular expertise) in the area of transport enforcement.
- There are three employees of PSComm currently working as consultants for TfL. They are Bob Wasserman as project director, Crystal Simon as staff associate to Bob Wasserman and Richard Aborn. Mr Aborn has been reviewing the effectiveness of the tactics used by the British Transport Police on the London Underground.
- Previously under this contract William Bratton has provided invaluable advice to TfL. Mr Bratton is the current Chief of Police for Los Angeles and former Police Commissioner of New York City and prior Chief of Police for the New York City Transit Authority and the designer of the world-renowned CompStat process. Mr. Wasserman and Mr. Aborn have previously worked closely with Mr. Bratton on transportation enforcement initiatives. Mr. Wasserman was also formerly Director of Public Safety for the Massachusetts transport authority and is a well-known expert on transit

policing and enforcement issues.

TfL is in the process of recruiting the senior management team for the new Transport Policing & Enforcement Directorate. In the interim, Mr Wasserman is covering this role.

1015 / 2002 - BTP

John Biggs

On 20 November you said that TfL was making provision for 100 extra BTP Officers on the tube once the tube is transferred to TfL, why have you not already made extra provision for policing on the DLR and Tramlink?

The proposed addition of 100 new BTP officers is dependent on the transfer of London Underground and it is not possible at this stage to include this in my budget proposals for next year.

However, if this proposal was to be implemented it would directly benefit the DLR. Officers policing the DLR are under the same command as those policing the underground. Overall resources are swiftly deployed as necessary across both railways and many investigative functions are shared.

Arranging policing for Tramlink is the responsibility of the Concessionaire, Tramtrack Croydon Limited (TCL), and its operator, First Tram Operations Limited (TOL).

TOL has a service agreement with BTP that provides for 9 officers to be deployed on the Tramlink system. The Concessionaire is responsible for all costs associated with the operation, including security. TfL provides no subsidy in respect of its operating costs, which are entirely met from revenue.

In addition to the police presence, there are 'on tram' security staff to patrol the system with particular emphasis on problem times and locations. This is under review and the Concessionaire is considering implementing alternative arrangements that will enhance the visibility and effectiveness of the security staff in their support role to the BTP.

1016 / 2002 - Airport Expansion

John Biggs

Will the expanded terms of the Government's consultation on airport expansion change the substance of your submission to the DfT?

Following the recent High Court ruling, the Government has agreed to include Gatwick as one of the options considered for expansion. I welcome this decision.

As you will be aware, the consultation period has been extended to accommodate this change. As a result I have delayed my formal response to Government. The GLA will be reviewing in detail the new proposals and will comment on them in our submission.

1017 / 2002 - Euro

Len Duvall

Is the Mayor aware of the Green's opposition to the Euro and does he still believe the Euro is important for London. Are the Greens wrong?

I am aware of the Green Party's opposition to European Monetary Union and the single currency.

I believe the Euro is integral to creating and sustaining a European market of 291 million people,

which requires a system of fixed exchange rates if it is to have sufficient stability. Without it, there would be likely to be the kinds of capital flows that would disrupt economies and encourage the kind of capital flight the Greens are concerned about.

Joining the Euro would help all parts of London's economy. Manufacturing and services – which continue to suffer the effects of overvaluation of the pound – would benefit from ending exchange rate risks, from the market stability it would bring, and from the ability to plan long-term. These issues were a factor in Ford's decision to cease car assembly at Dagenham and to expand their production in Belgium. Only last month it was estimated that London stood to gain an additional £117 million a year from overseas tourism if Britain were to join the Euro, as the end of currency barriers would make Britain a more attractive destination for travellers from the Continent and North America.

The Euro would also help sustain the City of London's position as a leader in financial and business services. If London remains outside the Euro-zone, other financial and business centres will develop within it, perhaps in Berlin or Frankfurt. Over time, the City would risk becoming marginalised.

It follows that I continue to believe that joining the Euro is crucial to supporting London's continued prosperity and the jobs and opportunities this brings for Londoners. It would help prevent economy-distorting capital flows, and by helping to support a high level of employment and job creation, will help address problems of social and economic exclusion.

1018 / 2002 - South London Metro

Len Duvall

In your answer to MQ 838 / 2002 you said that you intend to develop a Metro style rail service, but TfL officers have indicated that the £7.7 million earmarked for upgrading the South London Metro has been axed, which position is correct? And were you misleading the Assembly or are you not in control of what TfL does?

It is incorrect that £7.7million was originally required for the South London Metro in 2003/4. The actual figure was around half a million. This has been included in the budget and will be used to deliver the scheme.

My intention is still to develop a Metro-style service for London with improved standards at stations and service frequencies at or above a defined level to promote the 'turn up and go' concept. However the funding of support for national rail services to implement these improvements will need robust co-operative arrangements with the SRA as the intention is that these will be taken forward on a partnership basis. There is also a need to secure value for money and to ensure that London does not fund improvements that should be delivered through the franchise process or commercial arrangements.

TfL are at present concluding a partnership agreement with the SRA which will govern how the two organisations will work together with special regard to funding arrangements including the need for close liaison on the franchising process and its effect on London's rail services.

Once this has been agreed TfL intend to work with the SRA, identifying improvements suitable for co-funding on a case by case basis, primarily through the franchise renewal process but also through other means such as the Rail Passenger Partnership scheme. Once the schemes and their costs have been identified we will then be in a position to earmark funding for schemes which pass TfL's investment criteria.

However, TfL are continuing to invest, where justified, in improved interchanges and bus facilities of which several are at SLM-served stations e.g. Vauxhall.

1019 / 2002 - Defence Related Employment

Len Duvall

How much employment is provide in London by the armed forces, MoD and defence contractors?

There were 11,000 people employed in these activities in 1999, to the best of our ability to estimate these. Updated numbers for 2000 will not be available until later this month.

The categories covered are:

administration, supervision and operation of military defence affairs and land, sea, air and space defence force such as:

- . combat forces of army, navy and air force
- . engineering, transport, communications, intelligence, material, personnel and other non-combat forces and commands
- . reserve and auxiliary forces
- . provision of equipment, structures, supplies, etc.
- . health activities for military personnel in the field
- administration, operation and support of civil defence forces
- support for the working out of contingency plans and the carrying out of exercises in which civilian institutions and populations are involved

1020 / 2002 - Oxleas Wood

Len Duvall

Will the Mayor give an absolute undertaking that new east London river crossings will not impinge on Oxleas Wood?

There is no intention to link the bridge by road to the A2 near Oxleas Wood. I have given a pledge on previous occasions that the new crossing would not impinge on Oxleas Wood, Woodlands Farm or Plumstead Common and I reaffirm this now. My Transport Strategy and draft Spatial Development Strategy are totally consistent with this.

The new Thames Gateway Bridge is a very different proposition from the previous plans for a river crossing in East London. It will not link to the A2, it has a dedicated public transport link and is tolled to manage traffic demand. Its function is to support regeneration in the Thames Gateway and link up people with local jobs and amenities on the other side of the river – which they cannot currently easily access.

1021 / 2002 - Green Party Policies

Samantha Heath

Given your disagreements with the Green Party over the Euro, river crossings, London Zoo, the Londoner, the London Plan and aviation policy why do you think it appropriate to include Green Party members in you cabinet?

I did not appoint my Cabinet advisors on the basis that they would always agree with me on every policy. I appointed them because of their interest, expertise and experience in various areas of importance to London.

As my Advisory Cabinet is not a decision-making body, the members are not bound by collective responsibility for my decisions, and though I welcome and respect their opinions, am not I bound to accept their advice.

The role my Cabinet advisors, whether elected politicians or experts in their profession, is to work to a shared progressive agenda and a commitment to the issues of key importance to London such as improving transport in the capital, tackling poverty, support for public services, promoting equalities and creating a sustainable city. Victor Anderson is one such member. We share many views and I

value his continuing contribution to my Advisory Cabinet.

I am of course disappointed that in his capacity as leader of the Green Group, Darren Johnson has taken a much more negative approach to working with my administration than his colleagues.

1022 / 2002 - Credit Unions

Meg Hillier

What new action will you and the LDA be taking to ensure the sustainable growth of credit unions in London?

The LDA funded a three-year comprehensive programme of support for credit unions. The project was designed as a capacity building programme for the sector rather than a long-term subsidy. As an exit strategy, the London Plan for Credit Unions (a strategy for future sustainable credit union development) has been developed, which the Chair of the LDA has signed up to. There are a number of individual SRB projects that are currently funding credit union activities.

The LDA recognises that financial exclusion is a key barrier faced within deprived communities. Given the strong economic and enterprise focus of the LDA we have decided to prioritise future support towards Community Development Finance Institutions (CDFIs) - offering finance to new and established enterprises that are denied mainstream finance.

1023 / 2002 - Hall Farm Curve

Meg Hillier

What will you be doing to ensure the re-instatement of the Hall Farm Curve, so the success of Stratford - including its possible role in a London Olympic bid - will be shared with the rest of north east London?

Services from the Chingford Line to Stratford via a re-instated Hall Farm Curve are one of several options for service development along the Stratford to Tottenham Hale section of the Lee Valley, designed to provide improved access to Stratford, Docklands and the wider Thames Gateway. Its re-instatement is not within SRA or TfL's current programmes but Transport for London have given a commitment to include the Hall Farm Curve amongst infrastructure improvements to be modelled in work for the Rail Plan for London.

1024 / 2002 - London Plan

Meg Hillier

How will the final London Plan support vibrant cultural and entertainment facilities in local town centres, and will it claim a role for the Mayor in potentially problematic change-of-use decisions?

My draft London Plan contains a number of policies which support 'vibrant' cultural and entertainment facilities in local town centres. Policy 3D.4 encourages boroughs to designate and develop cultural quarters, which can help maintain or improve the vibrancy of town centres and assist with regeneration. A number of cultural quarters have already been developed in London, such as in Stratford (Newham) and in Deptford (Lewisham). Paragraph 3D.25 of the Plan stresses the importance of local cultural facilities such as theatres and libraries, and particularly encourages new provision in town centres where there are current deficiencies.

Policy 3D.4 also supports evening and night-time entertainment activities in major town centres because of the economic benefits that these activities can bring. However, I recognise that these activities can cause problems and have therefore recommended that Entertainment Management Zones (EMZs) are established so that co-ordinated action by a range of agencies can effectively manage the impacts of late night entertainment. Paragraph 3D.27 states that larger town centres and some commercial areas should be further developed to complement the concentration of

entertainment activities in central London.

I will only get involved in 'potentially problematic change-of use decisions' if the change of use relates to a planning application referred to me under the Town and Country Planning (Mayor of London) Order 2000. Strategic referrals will be assessed against all relevant policies in the draft London Plan, together with government guidance and other material information.

1025 / 2002 - Pedestrian Facilities

Meg Hillier

What planning is underway to take account of the need for extra pedestrian facilities, including crossings, around bus stops?

Significant work is being undertaken by TfL and the boroughs to improve the quality of the pedestrian environment. These improvements are being taking forward under a range of programmes including:

- **Major Schemes** - such as Vauxhall Cross, Shoreditch, Coulsdon, King's Cross, Finsbury Park and the World Squares for All improvements at Trafalgar Square.
- **Road Safety** - such as pedestrian crossing facilities, safer routes to school, traffic calming and 20mph zones.
- **Specific pedestrian improvements** - such as the introduction of new Pelican and Puffin crossings near bus stops and innovative new measures like diagonal crossings at signalised junctions.
- **Accessibility improvements** - such as the introduction of accessible bus stops, dropped kerbs and tactile paving.

The provision and enhancement of pedestrian facilities is being progressed on several fronts, in support of my objective of creating a world class pedestrian friendly city. However, such facilities have to be balanced against other potentially competing policies and proposals. The impact of each proposal on other priority traffic, such as buses, is therefore a key consideration.

1026 / 2002 - Publicity

Toby Harris

How much is spent on each of the following:

- 1. TfL Press Office**
- 2. TfL Marketing**
- 3. Core GLA Press Office**
- 4. Core GLA Marketing**

TfL Press Office

TfL Press and Media Relations are estimated to cost £691,000 in 2002/2003.

TfL Marketing

TfL Communications and Public Affairs are estimated to cost £2,831,000 in 2002/2003. As a group, i.e. including Transport Trading Limited, TfL is estimated to spend £35.5 million on advertising and publicity.

Core GLA Press Office

The Authority's Media Relations Group within the Chief Executive's Office provides my Press Office function, the Press Office function for the Authority as a public organisation, a media monitoring service for the whole Authority including the Assembly and provides the support for the State of London Debate. This is budgeted to cost £799,000 during 2002/03 of which £108,000 is for media monitoring and £32,000 for the State of London debate.

In addition the Assembly has its own dedicated Press Office as part of the Secretariat. This is budgeted to cost £337,000 during 2002/03.

Core GLA Marketing

The Marketing Group within the Chief Executive's Office provides various services including co-ordinated publicity on the performance of the GLA Group, advertising of statutory strategies and issues of interest to Londoners such as the Saving Londoners Lives campaign, a GLA presence at party and other conferences, London Day and Peoples Question Time. The budgeted cost of the GLA Marketing Group, net of sponsorship and other income, is £1,500,000.

1027 / 2002 - Transport Operational Command Unit**Trevor Phillips****How many route mile sin each London borough are covered by the TPI?**

It is not possible to give a figure for bus mileage specifically by borough along each of the corridors enforced by the Transport Police Initiative. Bus routes, by their nature, cross borough boundaries and very few routes run wholly within one borough. Therefore, London Buses does not hold bus mileage information by borough. The nature of London's bus services is also one of the reasons why bus *corridors* were used when defining the objectives for the Transport OCU.

1028 / 2002 - Transport Operational Command Unit**Trevor Phillips****How many a) fines b) convictions have there been as a consequence of the TPI?**

The following information is provided by Transport for London:

To the end of November 2002 the work of the TOCU has resulted in 750 arrests and 20,333 Fixed Penalty Notices (FPNs).

The arrests made by the TOCU are initially processed at the local Borough police station and entered onto the MPS crime reporting system (CRIS) in that Borough. Therefore, data regarding TOCU arrests exists across the 32 Boroughs and the MPS systems do not currently support London-wide extraction of this data for TOCU purposes.

The MPS are planning to upgrade CRIS in early 2003, which should assist the TOCU in gathering this information.

Those arrests made by the TOCU, which have resulted in legal proceedings, have entered the Criminal Justice System, in accordance with standard Home Office guidelines. Like all police initiated prosecutions, numerous factors influence the final disposal of a case and the TOCU cannot influence these proceedings past the point of arrest, investigation and charge.

1029 / 2002 - Begging**Trevor Phillips****What instructions have you issued to TfL staff and contractors regarding beggars on the DLR, Croydon Tramlink and the bus network?****DLR**

There have been no particular problems with begging on DLR. All trains have a Passenger Services Agent (PSA) on board who moves through the train checking tickets, assisting passengers etc. This in itself acts as a deterrent. The PSAs are in radio contact with our Control Centre who can summon additional resources if necessary to help remove beggars should they not leave when requested.

Buses

London Buses has not identified begging as a major issue on its services. All users of bus services should have the correct ticket or cash for their journey before boarding a bus. Due to the initial

purchase, bus services are undoubtedly unattractive for beggars.

All buses are equipped with two-way radios. In the event of begging being observed by, or reported to, operating staff assistance can be summoned to the vehicle if a beggar does not leave when requested to do so.

Tramlink

Tramtrack Croydon Limited (TCL) provides Tramlink services under a Concession Agreement with TfL. The management and control of begging on the system is an operational matter for which responsibility lies entirely with the Concessionaire. TfL has not issued instructions to TCL in respect of operational matters. We are unaware that a particular problem with begging on Tramlink services exists but would welcome any feedback on this issue.

1030 / 2002 - Housing in Barnet

Trevor Phillips

Will the Mayor join me in condemning Barnet Council for refusing to match the 50% affordable housing target?

I will condemn any council that does not seek to maximise affordable housing potential within existing policy constraints. In this regard, I have been working closely with boroughs like Barnet to ensure that their affordable housing policies in their Unitary Development Plans (UDPs) more closely reflect policies and targets in my draft London Plan. As you know, I have set a strategic target to increase the provision of affordable housing in London, which would result in a minimum of 10,000 affordable homes per year. This is equivalent to approximately 50% of all additional new dwellings being affordable. My draft London Plan requires boroughs in their UDPs to set an overall target for the highest reasonable number of affordable homes to be provided taking account of local and regional housing need, the promotion of mixed and balanced communities and potential sources of supply.

I have assessed the Barnet UDP which is currently under review and broadly welcomed the introduction of a policy on affordable housing which seeks a range of 30% to 50%. Boroughs that seek to review their UDP affordable housing policies at levels significantly below those set out in my plan run the risk of not being issued with a certificate of general conformity, thereby preventing the UDP becoming adopted.

Also, I am ensuring that strategic planning applications that are referred to me involving significant housing developments are negotiated more in line with my affordable housing policies. Once my draft London Plan has passed through next years Examination in Public and finally becomes adopted boroughs will have to take it into account when determining strategic housing applications and reviewing UDPs.

1031 / 2002 - 151 Bus Route

Andrew Pelling

I am concerned about the arrangements for the 151 bus route at heavy loading times when Nonsuch High School students join the service.

Overloading and an inability to join the service has led to frustration amongst all passengers. Problems arise when so many school pupils want to leave Cheam at the same time and endeavour to join the single deckers on the 151 route. Could an increased capacity be found at the end of the school day on route 151?

London Buses restructured route 151 at the end of 2001 following a thorough review, as part of the regular reviews of all routes in the network. The planning data at that time showed that the service level provided would be adequate and London Buses believe this is generally the case.

London Buses have not received any indication of this particular problem on route 151, either from the operator or from the regular liaison meetings with the local authority.

However, demand at school times can change rapidly, not only from one school year to the next but also from one term to the next. London Buses will be conducting surveys early in the new year to establish the extent of any loadings issues.

1032 / 2002 - Bus Shelter Design

Brian Coleman

I understand Lord Richard Rogers has designed new bus shelters for London. When will the proposed designs be made public?

London Buses and its partner, Adshel, have indeed been working with the Richard Rogers Partnership on a new bus shelter design.

The project is currently in the engineering evaluation phase, which will assist us in determining manufacturing methods and costs. It is then intended to construct a prototype in the new year. This is the time when the designs will be made public.

1033 / 2002 - Orbirail

Victor Anderson

The Transport Committee heard on 21 November that there was no budget in the current 2003-2004 TfL Business Plan for improvements to the North London Line and South London Metro.

a) How does this stand with your assertion that the TfL remain committed to the Orbirail concept?

b) Will you be pushing TfL to reconsider allocating funds to train and platform improvements to ensure that Orbirail is developed as soon as possible?

c) In view of the lack of budget, what is the current timeframe for these improvements and the development of new stations on the West London Line, another important part of the orbital route?

I can confirm that TfL remain committed to the Orbirail concept. TfL are currently commissioning a study into various issues relating to the North London Line, including the best options for carrying out improvements to train services, extending platforms to permit the operation of longer trains and the provision of better passenger facilities.

However, this work will need to be carried out in partnership with the SRA and the train operator. TfL are at present concluding a partnership agreement with the SRA which will govern how the two organisations will work together with special regard to funding arrangements including the need for close liaison on the franchising process and its effect on London's rail services.

Once this has been agreed TfL intend to work with the SRA, identifying improvements suitable for co-funding on a case by case basis, primarily through the franchise renewal process but also through other means such as the Rail Passenger Partnership scheme. Further, operation of longer and more frequent trains also requires a review of the electrical power supply arrangements to ensure that there is sufficient capacity to cope with the additional demand. Once the appropriate solution has been identified and costed, TfL will then be in a position to develop a robust business case for identifying the level of contribution to the funding of improvements. It is hoped to develop proposals in conjunction with the SRA in the first half of 2003.

Any proposed alterations to train services are subject to the agreed procedure for timetable changes on the National Rail network. It is unlikely that any service improvements could be introduced

before the summer of 2004.

TfL Interchanges are actively engaged at a number of sites on the future South London Metro and Orbirail routes to improve interchange facilities. This work is led and part-funded by TfL. These sites include Twickenham, Vauxhall and Greenwich and the budgeted spend (subject to final approvals and detailed design work) is in excess of £10m.

The two new stations currently proposed on the West London Line and supported by TfL and myself are to be funded by developer contributions. A timetabling study that will look at the allocation of train paths on the WLL to various services, including freight, is likely to conclude that local services will be able to stop at both these stations during the peak periods.

1034 / 2002 - New Year's Eve

Graham Tope

Does the Mayor realise that London is mocked internationally for not being able to organise a major event on New Year's Eve, when other capital cities do it as a matter of routine?

As you know, plans for a New Year's Eve celebration in 2000 had to be abandoned because, as the Assembly Scrutiny found, the plan transferred to the GLA by the government was deeply flawed and London Underground and the rail Train Operating Companies said that they would close London's rail services in the early evening many hours before midnight. This year in relation to Trafalgar Square, safety concerns have arisen from the works to pedestrianise the north side of the square.

For future years I would like to see New Year's Eve marked appropriately with transport services and have asked my office to pursue achieving this.

1035 / 2002 - Social Responsibility

Mike Tuffrey

How is the Mayor ensuring that the GLA family set an example in terms of social Responsibility when awarding contracts?

The GLA internal environmental policy sets out very clearly that the GLA will not encourage the use of products of companies whose trading policies are unethical. There are many ways of corroborating evidence, for example from Amnesty International and the Ethical Consumer website. The Procurement officer in the GLA has been working with his counterparts in the functional bodies to apply our procurement strategy as consistently as possible across the group within the confines of procurement law. We have just had a best value review of procurement across the Group and I am pleased that the Audit Commission recognized and has praised the collaboration across the group and in particular our environmental and sustainability policies and how they are being taken forward. It will take more effort to make a further impact on this area across the family and we will need to set out further measures to assess social responsibility in the contract letting process but I am confident that the work is being progressed.

1036 / 2002 - Crossrail and the Olympics

Lynne Featherstone

Is Crossrail the essential element of any successful London bid for the 2012 Olympics? In your view what are the other essential elements?

Crossrail is a key piece of infrastructure for London with or without the Olympics. An early Government decision on Crossrail allowing us to be sure of delivery in time for the Games would be a huge boost for any bid.

When I agreed to support the British Olympic Bid I said that the Games should be centred in East London where they will have a lasting legacy benefit to the communities in that part of London and the games should have the crosscutting theme of diversity. It is also important that any legacy is

well thought out and deliverable. One of my conditions for supporting the games is therefore that a dedicated team needs to be set up not only to bid for the games but to deliver them. The most essential element of all is that of teamwork where the public and private sectors come together with the Government and London Authorities to produce a lasting benefit as was the case in both Sydney and Barcelona.

1037 / 2002 - The future of Crossrail

Lynne Featherstone

What action can you take or will you take to ensure that the Crossrail project does not collapse because of lack of funding?

Crossrail is a significant project for London. It is at the top of my agenda to enhance the public transport network serving London and I take every opportunity to promote it. I am confident that an affordable, fundable scheme can be brought forward. TfL, the SRA, and the Department for Transport are working together through the Cross London Rail Links (CLRL) organisation to provide such a scheme. Ultimately, however, the scale of the project means that only central Government can give the requisite guarantees to secure its financial viability.

The feasibility, design and statutory consents work being undertaken on Crossrail lines 1 and 2 by CLRL is funded by a ring-fenced budget provided to TfL and the SRA by the Department for Transport. This work is not affected by the financial situation facing the railways highlighted in recent statements made by the Chairman of the SRA.

1038 / 2002 - Funding of University Education

Graham Tope

Do you believe that students in London should have the same opportunities and access to education as those in other parts of the UK? What representations have you made to government on the issue of university top-up fees?

I do believe that students in London should have the same opportunities and access to University Education as those in other parts of the UK.

However two documents that I published in April 2002 show that there are many factors in London that exacerbate student hardship.

For example, fewer London students are able to gain a place in university accommodation (18% compared to 24% nationally) and institutional rents are 41% higher in London than elsewhere. Private sector rents are 44% higher.

56% of London students take on paid work in term time compared to 46% in the rest of the UK.

There is growing evidence that a combination of the high cost of living in London and the abolition of maintenance grants is pricing poorer students out of studying in London.

Top-up fees would only exacerbate this situation and further entrench a two-tier system of education. In a progressive society gaining a better education should be encouraged and rewarded, not penalized. I am also opposed to other new methods of charging students that have been mooted as possible outcomes of the government's funding review, such as a graduate tax. I am in favour of higher taxes on high earners, but graduates should be taxed like everyone else - on the basis of what they earn, not how they earned it.

I have consistently argued that the government was wrong to abolish grants and introduce tuition fees. I wrote to Estelle Morris, then the Minister for Education and Skills and to the Minister for Higher Education and Lifelong learning, submitting the two documents that I published earlier this year to the government's higher education review to reiterate this point.

1039 / 2002 - TB in London

Lynne Featherstone

What steps have you taken to raise concerns with the government about rates of TB in the

capital, which in some parts (for example Brent) are 10 times the western European average?

The NHS is responsible for prevention and treatment of TB and a number of initiatives are planned which, when successfully implemented, are likely to better equip London to deal with the rise in cases of TB. I am continuing to work closely with the London Directorate of Health and Social Care and other NHS partners on a range of health issues, and intend to raise the issue of TB at my next meeting with the Department of Health's Director of Health and Social Care (John Bacon) and the London Regional Director of Public Health (Sue Atkinson). I am pleased to note that in the London NHS Modernisation Plan, TB has been already been identified as a public health priority, in addition to those priorities identified by central government.

Where appropriate, I also respond to consultations from central government on proposals and issues likely to impact on the health of Londoners. For example, we responded to their consultation on "Tackling Health Inequalities", welcoming the focus on health inequalities, but recommending that more needs to be done in several important areas if inequalities are to be dealt with effectively. I have also raised with central government my concern that new regulations regarding the entitlements of asylum seekers – due to come into effect in January – are likely to have a significantly negative impact on individuals and communities. One of the specific issues I shall be raising with them is the effect of the new policy on individual's access to medical assessment and treatment, which is of particular relevance to those with TB who require lengthy treatment and appropriate support throughout.

1040 / 2002 - Christmas Presents

Sally Hamwee

What is on your Christmas present list for London?

My main hope for the coming twelve months is that the fears we all have that London may be targeted in a terrorist attack do not prove to be correct.

1041 / 2002 - New Year's Eve and public safety

Graham Tope

How have you informed Londoners that there will be no New Year's Eve Event this year in Trafalgar Square or anywhere else in the capital? What discussions have taken place between the GLA the MPA and LFEPA around public safety on the night?

I issued a press release on the 22nd October 2002 to send a clear message that Trafalgar Square would be less accessible this year to revellers on New Years Eve due to the building works currently underway on the Square which have reduced the space for large gatherings. The release stated my message regarding the availability of other venues:

"So please don't come to the Square on New Year's Eve - you'll have more fun at home or at one of the thousands of organised parties taking place across the city."

GLA officers have held meetings to discuss the planning of New Years Eve 2002 with representatives of Westminster City Council (Special Events and Press Office), MPA (Public Order Branch, Press Office and Emergency Planning Advisors), and London Tourist Board.

1042 / 2002 - Remarks made by the Sec. Of State for Transport

Lynne Featherstone

Was the Secretary of State for Transport, the Rt. Hon Alistair Darling MP, correct in

telling viewers of BBC London news on December 4th that in September you told him (the Sec of State) that you would take no further action in trying to halt the PPP for the London Underground?

I told the Secretary of State that I would like to see a rapid and orderly transfer of the Tube to TfL and that required resolving three issues: the £1.5 billion funding gap; transitional management arrangements; and the issue of any further legal action.

1043 / 2002 - Green Procurement Code

Graham Tope

On November 13th your Waste Advisor told the Assembly that the London Borough of Sutton had not signed up to the Green Procurement Code. As the L.B of Sutton had in fact signed up to the Code in September of this year, will you and advisor apologise to Sutton for providing incorrect information? What steps will you also put in place to ensure that you, or your advisors, don't in future mislead the Assembly?

Please be assured that neither my advisor nor I intended to mislead the Assembly.

Both I and my advisors are happy to appear in front of the Assembly to answer your questions, and indeed do this on a regular basis. However, the increasing volume of information requested by the Assembly requires increasing time to prepare detailed written answers. For instance, I have received over one thousand questions from the Assembly this year at Mayor Question Time (not counting those received as Chair of TfL). In addition, my Policy Director (Best Value and Partnerships) was recently asked to appear before the Assembly for one hour and 76 questions were tabled. In preparing answers for this session, our small health team of two officers were ostensibly stopped for a week from carrying out the main functions of their role of working to improve the health of Londoners, as their energies went into providing answers to questions which were inevitably not going to be answered at the meeting.

So, bearing in mind these substantial resource implications, it is not unthinkable that on occasion accidental errors are made. However, my officers, advisors and I take our accountability to the Assembly very seriously and make every effort to provide full and accurate information. I am happy with the arrangements I have put in place to ensure that information provided to the Assembly is correct. I am less happy with the amount of time officers are expected to spend preparing answers – particularly when the information is freely available in other places.

Maybe Assembly members would care to advantage of the forthcoming break to think about the value of the questions they submit, and use their best judgement to ensure that their use in the scrutiny process is not disproportionate to the costs in terms of staff time and resources which should be spent on working to deliver improvements for our city.

1044 / 2002 - Southwark's UDP

Mike Tuffrey

Would you join me in condemning the decision of the Conservative and Labour Councillors in Southwark to force a vote defeating the Liberal Democrat administration's plans to set a target of 50% affordable housing in the Borough's draft Unitary Development Plan?

I certainly believe that the proportion of affordable housing sought in Southwark should be significantly higher than the 25% proposed in the draft Southwark Unitary Development Plan. I note that the proposal put forward by the Liberal Democrat group on Southwark Council of 50% would be consistent with the 50% overall London-wide target in the draft London Plan.

I have not yet provided my response to Southwark Council on their revised UDP. I will be doing so in early January 2003. My officers will be having further discussions with L B Southwark to clarify the intention of their current proposal in relation to their Affordable Housing Supplementary Planning guidance adopted by the Council last February. This guidance stated that the 25% level should be

provided by the developer, rather than with recourse to public subsidy. In exceptional cases where housing was to be provided off site, the total should be for 33% of the development.

The evidence of London's severe housing shortage is well documented and the need for additional homes, particularly affordable homes, is the single most pressing land use problem in London. This is why I believe that a combination of developer contributions and public subsidy is necessary to maximise the affordable housing supply. I do not accept that the full cost should be met by developers.

In my response to Southwark's First Deposit UDP I will be seeking the Council to set a borough wide affordable housing target within the plan as required in policy 3A.7 of the draft London Plan. The borough target should be based on achieving the highest reasonable number of affordable homes taking account of regional and local assessments of need, economic viability, the promotion of mixed and balanced communities and all potential sources of supply.

The Three Dragons Nottingham Trent University study published by the GLA – Affordable housing in London (SDS Technical report 1) concluded that for sites in Southwark with average costs, that 50% affordable housing should be achievable. I recognise that on some low value sites, 25% may be the limit of what is achievable without additional subsidy. However, clearly some sites in the borough, particularly on the riverside, in some parts of Bermondsey, and in the south of the borough, have significant values which could generate support for much higher levels of affordable housing than 25%, and in some cases possibly more than 50%. The potential outcome on each site will depend on the extent of available social housing grant, as well as the costs and value relating to the specific site.

1045 / 2002 - Knowing what you are getting into campaign

Sally Hamwee

What is the total cost of the cinema advertisement publicising the "Know what you are getting into" campaign? How will you judge its success?

The total cost will be some £300,000, covering production, distribution and outdoor media. 2-3 million people throughout London will see the ad.

There were over 200 reported sexual assaults on women by bogus minicab drivers in the last recorded year and probably far more unreported. It is essential that people are made aware of these dangers and make the safe choice when travelling home at night.

The ad is part of my safe travel at night initiative, which increases police action against illegal minicabs and improves night time travel options. The aim is to:

- raise awareness of the risks of using illegal minicabs, especially for women travelling alone;
- encourage people to use safer forms of transport, namely licensed taxis, night buses and licensed minicab firms;
- implement measures to improve safety.

I expect the initiative to reduce the number of sexual assaults, although this will be difficult to measure as we also want to increase reporting of attacks.

I want Londoners to enjoy a safe Christmas, but I also want to achieve a long- term reduction of this terrible crime.

1046 / 2002 - Roads Czar

Sally Hamwee

Have you any plans to meet with the Secretary of State for Transport to discuss his idea of a "roads czar" for London, and if you do, will you press for this 'czar' to in fact be under the direction of a directly elected Mayor for London?

TfL have met John Spellar MP, Minister for Transport, and made clear that while assistance from government in controlling the ability of utilities to dig up the road would be much appreciated, control of traffic in London must remain with TfL.

1047 / 2002 - PPP

Lynne Featherstone

If the Mayor received the Government's guarantee that they would meet the £1.5 billion shortfall for financing PPP for the Tube, would he agree to withdraw all outstanding legal actions relating to the PPP?

I believe that would be the single most important step towards resolving the situation.

1048 / 2002 - North London Line

Lynne Featherstone

What plans does the Mayor have to work with the rail operator Silverlink to upgrade the North London line to Metro standards and to end the unacceptable anomaly of having a single station (Hampstead Heath) in Zone 3 on what is otherwise a Zone 2 line?

Part of my strategy for the National Rail network is to develop a Metro style 'turn up and go' service. One of the core supporting elements of this is to improve stations to an agreed standard with an improved level of passenger facilities including standards of passenger information, help points, CCTV and improvements in the basic condition of the stations.

TfL are already working closely with Silverlink to improve station standards on the line, and also looking at service improvements, where frequency falls below 4tph and measures to improve capacity with Silverlink and the SRA.

The SRA's capacity utilisation strategy is likely to have significant impact on this route.

The Inter Borough Rail Improvement Group (IBRIG), which consists of the Boroughs along the North London Line of the route, Silverlink, Railtrack, SRA and TfL, meets on a regular basis, and is formulating a programme of necessary work to upgrade the stations and approaches, with a view to a possible RPP bid for funding.

TfL are looking at ways to integrate North London Line services more fully into London's transport network and this will include a review of existing zoning arrangements.

1049 / 2002 - Middle Park Estate in Eltham

Lynne Featherstone

Vandalism, stone-throwing and attacks on bus drivers on the Middle Park Estate in Eltham have led to Stagecoach withdrawing bus services from the estate after 6pm in the evening. Since incidents of this kind have been recorded over a two year period, can the Mayor account for the total failure of the Metropolitan Police and the Transport Operational Command Unit to police this neighbourhood effectively?

Both The Metropolitan Police Service (MPS) and Transport for London (TfL) Transport Operational Command Unit are committed to working together to combat vandalism and other acts of anti-social behaviour. However this relies upon prompt reporting of incidents to police to enable swift action to be taken when appropriate. There is acknowledgement that in the past communication on these issues has been poor between the various responsible agencies.

Many of the attacks on buses in the Middle Park Estate were not immediately made known to the police and this hampered effective action. Following a productive meeting last week, joint action by the local police, Transport OCU, London Buses and the operator is underway. Arrangements are

now in place to ensure prompt support and assistance is available to the bus drivers. Systems are also now in place for information referral on serious incidents in the Middle Park Estate area. I am pleased to report that the service resumed on Tuesday 10th December and has been operating normally since.

1050 / 2002 - Blackheath Hill

Lynne Featherstone

How does the Mayor defend the situation that a major trunk road [A2] has now been closed at Blackheath Hill for nine months, inflicting disgraceful congestion levels on Blackheath village, and causing severe financial losses to local business in the immediate vicinity of the closure?

The A2 Blackheath Hill hole was a consequence of the extensive 16th century quarrying that took place both sides of the A2, down to a depth of some 20m. TfL's extensive ground investigation, covering the whole length of the hill, revealed that an 180m length of road is susceptible to the same problem. Grouting is now under way to stabilise the sub soil over this length before the road is repaired and reopened.

The investigation was necessarily thorough to understand the problem affecting the road and adjacent buildings. TfL's working method for grouting also needs to ensure that no damage is caused to those buildings.

The traffic diversion routes were set up in partnership with the Metropolitan Police, and both Lewisham and Greenwich Councils, the latter agreeing suspension of the town centre 7.5 tonne weight restriction for the duration of the Blackheath Hill closure. The routes adopted are not ideal, but all parties agree that they are the best available, with Kent bound traffic diverted through Greenwich town centre and London bound traffic through Blackheath Village and Lewisham.

I have much sympathy for the people who have been affected by this unexpected event, be it people deprived of their homes, businesses suffering loss of passing trade or those experiencing increased traffic on the diversion routes. TfL are working extremely hard to co ordinate the works to reinstate the road, sewage pipes and BT manholes damaged in the collapse, and reline the water mains which is proceeding alongside the continuing grouting work.

1051 / 2002 - Road Traffic Accidents

Sally Hamwee

Have there been fewer road traffic and pedestrian accidents at the sites of TfL road works projects such as Trafalgar Square, Vauxhall Cross and Shoreditch during the period that work has been in progress and traffic has been moving much more slowly?

The amount of data available for these sites is relatively limited; normally 3 years before or after figures would be used to test the impact of any change. Consequently, the changes are not statistically significant although, overall, the accidents appear to have decreased.

The following table shows the change in the number of accidents involving vehicles only and those involving pedestrians at the sites of the TfL major projects. Information in the table is based on the *Stats 19* data for personal injury road traffic accidents reported to the Metropolitan Police held by TfL.

A comparison of the average monthly rate is given for the three years *before* the start of works and the period *during* the works for which accident data is available (currently to 30 September 2002). The information shown in the tables is for the area covered by the works associated with the project.

Project	Start of works	Accident type	Monthly accident rate		Percentage change (%)
			Before works	During works	
Shoreditch	Apr 2002	Pedestrian	0.67	0.67	0%
		Non-pedestrian	3.50	1.33	-62%
Trafalgar Sq	Nov 2001	Pedestrian	3.00	1.18	-61%
		Non-pedestrian	5.25	4.36	-17%
Vauxhall Cross	Jan 2002	Pedestrian	0.64	0.78	+22%
		Non-pedestrian	4.94	4.56	-8%

1052 / 2002 - Yellow Buses

Graham Tope

Has the Mayor made arrangements to monitor the pilot scheme by the First bus company to operate 'yellow buses' for school runs in Runnymede, and does he have plans to carry out similar pilots within Greater London?

No, I have not made any special arrangements to monitor this particular experiment. There are no plans to carry out similar pilots in London at this stage.

TfL plans bus services so that there will be adequate capacity on each route for all passengers, and most school children travelling by bus in London use the network of standard routes.

National statistics show that London's bus network carry the highest proportion of scholars of any urban area in the country, with journeys to school made by bus (children aged 11-16 on both public and private services) at 34% in London, compared to 23% in the English Metropolitan Counties. This is due to our success in creating a high frequency, comprehensive network with low fares and good ticketing products.

TfL does not believe that the 'yellow school bus' concept is appropriate for London. The vehicles cost the same as ordinary buses but are less comfortable and inaccessible, excluding some children from using them. This directly contradicts all the Mayoral, Assembly and TfL policies of equality and accessibility, and would detract from the achievement of making all buses (excluding Routemasters) accessible by the end of 2004.

Through Peter Hendy, who led the yellow school bus project for his previous employers, TfL are keeping in touch with progress nationally to ensure that we are aware of any elements that may be suitable for London and represent value for money.

1053 / 2002 - Public Carriage Office's Conditions of Fitness

Lynne Featherstone

Does the Mayor still have confidence in the Public Carriage Office's Conditions of Fitness for black cabs which exclude the possibility of licensing converted MPVs like the Peugeot Euro 7 which have been licensed as cabs by many Metropolitan Boroughs outside London?

The Conditions of Fitness are currently being reviewed to establish whether they continue to be appropriate. The Transport Research Laboratory has completed its study, including extensive consultation, and reported to the PCO.

The PCO is now considering the findings. I expect to announce revised Conditions of Fitness in May.

It is too early to say whether alternative vehicles such as the Peugeot Euro 7 will meet the revised Conditions and be eligible for licensing in London.

1054 / 2002 - Construction work on Terminal 5

Mike Tuffrey

Given that the British Airports Authority claim that the building of Heathrow Terminal 5 will require 6,000 construction workers for five years, what are you doing to ensure that there will be sufficient workers to carry out the major construction projects outlined in the London Plan and beyond?

Construction has been identified as a key sector for targeted action in the London Framework for Regional Employment and Skills Action (FRESA) and supporting plans to address the issues you raise are currently being developed. The needs and demands for skills and employment in the construction industry is an area where the London Skills Commission will be developing a flagship initiative that will link the local labour schemes and training programmes across London.

1055 / 2002 - Jobs for Londoners

Mike Tuffrey

What steps will you, or can you take to ensure that new construction jobs go to Londoners rather than those brought in from elsewhere?

There are a number of positive steps that can be taken to ensure that the new construction jobs go to Londoners in the first instance. The development of local labour schemes linking the local community with headline construction schemes at Wembley, White City and Kings Cross will be part of the approach. As will encouraging employers to recruit and work with communities and groups in London who have not traditionally been employed in the Construction industry.

However given the transient nature of the Construction industry and the use of a subcontracted workforce there will always be some leakage of new construction job opportunities.

1056 / 2002 - Technical variations to Congestion Charging

Sally Hamwee

What consultation is taking place on the technical variations to the Congestion Charging Scheme

There are currently 3 Variation Orders that have either just completed or currently undergoing public consultation.

In all cases the 33 London Boroughs and the ALG are consulted. The list of other consultees is drawn up taking account of legal advice and is relevant to the content of the Variation Order.

Consultation on these orders lasts for 21 days. Consultees are sent details of the proposed variation and invited to respond. In addition a notice is placed in the London Gazette and on the TfL website that outlines the details of the proposal and how to submit a representation should anyone so wish.

I am given copies of all representations and objections as part of TfL's final report/recommendation before he decides whether or not to confirm the order with or without modifications as a result of the representations.

1057 / 2002 - Early Registration for Congestion Charging

Sally Hamwee

Do the waivers you have granted for early registration for the Congestion Charging Scheme indicate that you have concerns the technical systems will be overloaded when Congestion Charging is introduced on February 17th 2003?

The waiver is to encourage early registration to smooth out the registrations over this period. This will assist in achieving the high level of customer service for the whole of the registration process.

People must register by 26 January to receive a discount on day one. The waiver will also help encourage people to register early, so they will not miss out on their discount from the start of the scheme.

1058 / 2002 - Blue Badge holders and Congestion Charging

Sally Hamwee

Will Blue Badge holders who have already tendered payment for the CCS now receive a refund?

Blue Badge holders who have registered for a discount will not have paid £10 to register because this has been waived for registrations received on or before 24 December 2002.

1059 / 2002 - East London Line

John Biggs

Do you join with me in expressing the view that the closure of Wapping Station would not be an acceptable option for the development of the East London lines? Will you support an urgent appraisal of the options that can be developed to avoid this happening?

The extended East London Line proposal is important to the communities it serves, particularly those in inner east and south east London, and to London's wider economic development. The proposal is sponsored by the SRA and the project team is indeed engaged in appraising a number of options for the future of Wapping Station within the extended East London Line proposal. I support examining all the options available to keep Wapping open.

1060 / 2002 - Reduced Fares

John Biggs

In considering whether to fund reduced fares for under 18s have you decided whether this will be dependent for funding upon a precept increase? If so, and given the other likely pressures on the precept, is this a credible proposal?

I believe my proposals for the under 18s are credible. They have the support of the Minister for Education and form part of my draft budget proposals which are currently out for consultation. Like all the proposals in my budget they will be subject to the Assembly's review, which will include consideration of the implications for the precept.

1061 / 2002 - Reduced Fares

John Biggs

In considering whether to fund reduced fares for under 18s can you advise whether this will extend to integrated ticketing across National Rail franchised services in London? What is the estimated cost of fully integrating National Rail fares in London with the TfL/LUL fares system?

My proposals for the under 18s do include the Overground railways in London.

On the wider question of fares integration, I recently discussed this with Richard Bowker and his colleagues at the SRA. TfL and the SRA will be carrying out a detailed review of potential options, including their costs, during 2003.

1062 / 2002 - Trafalgar Square Wardens

Lynne Featherstone

What advice or instruction is given, either verbally or in writing, to the Heritage Wardens in Trafalgar Square who may have contact with protesters attempting to feed the pigeons in the Square.

The Heritage Wardens are instructed to carry out their role at all times in a courteous manner. Their role is broadly to uphold the byelaws, facilitate good management of the space, and help visitors to the Square. This includes protecting the fabric of the Square by ensuring that cleansing operations can take place to maintain high maintenance standards.

The Heritage Wardens provide daily reports of any incidents that occur on the Square including the activity of protestors and any interaction with these persons. Regular monitoring meetings are held with the Heritage Warden supervisors at which time instructions are clarified where appropriate to reflect prevailing circumstances.

Charing Cross Police are also working closely with us to ensure a presence on the Square during feeding times. Should any difficulties arise in dealing with the protestors the Wardens inform Charing Cross Police Station immediately if an officer is not present on site at the time of the incident.