

## Mayor's Question Time

16 July 2008

### Written Answers

#### Mayor's Office Vetting procedures

**Question No: 1364 / 2008**

[Mike Tuffrey](#)

Could you please describe the vetting procedures that were undertaken when recruiting your advisors under section 67 (1) of the GLA Act?

**Oral answer**

#### Cost of Consultants

**Question No: 1589 / 2008**

[Roger Evans](#)

Could the Mayor give the total cost of consultants for the last Mayoral administration?

**Oral answer**

#### Thames Gateway Bridge

**Question No: 1288 / 2008**

[Darren Johnson](#)

What are the estimated costs to Transport for London and the London Development Agency of the preparations for the second public inquiry into the Thames Gateway Bridge, following its rejection by the previous inquiry? How much of these costs have already been spent, or contractually committed?

**Oral answer**

#### Affordable housing

**Question No: 1384 / 2008**

[Nicky Gavron](#)

Are you aware of any developers reducing percentages of affordable housing within schemes submitted to the Mayor's office since your election?

**Oral answer**

## **Knife crime**

**Question No: 1596 / 2008**

[Richard Barnbrook](#)

In light of the metropolitan polices recent figures for knife crime can the Mayor recognise that 42% of knife crime is carried out by the African Caribbean community who only make up 9% of the population and what measures will the Mayor take to address this.

**Oral answer**

## **TfL Finances**

**Question No: 1551 / 2008**

[James Cleverly](#)

DELETED QUESTION

## **Mayoral Advisers**

**Question No: 1387 / 2008**

[John Biggs](#)

Will you provide an update on your recruitment and retention of Mayoral advisers?

**Oral answer**

## **London Plan**

**Question No: 1562 / 2008**

[Steve O'Connell](#)

Would the Mayor please update us on his progress in revising the London Plan?

**Oral answer**

## **Sustainability – The Word**

**Question No: 1445 / 2008**

[Murad Qureshi](#)

I understand that you have banned the word sustainability at City Hall, though I don't recall seeing the internal memo on this as yet & am wondering how it will be conveyed to staff? If this is true, would you please explain the ban and the extent to which it will be used? Are there any other words you propose to ban?

**Oral answer**

## **Blunt 2**

**Question No: 1533 / 2008**

[Richard Tracey](#)

Following the excellent results of Blunt 2 that saw 1214 people arrested for carrying knives over a 6 week period, how will Blunt 2 be taken forward and expanded as a counter to knife crime and what extra measures will be taken over the summer months for combating both knife crime and anti-social behaviour?

**Oral answer**

## **Domestic Violence Strategy**

**Question No: 1473 / 2008**

[Joanne McCartney](#)

The current, very successful, London Domestic Violence Strategy ends in September. Do you intend to commission and produce another updated strategy, and if so, what resources will you be allocating to this important area of work?

**Oral answer**

## **Velib**

**Question No: 1570 / 2008**

[Brian Coleman](#)

Further to your manifesto commitment on the introduction of the Velib, how are plans for this progressing and what is the proposed date of implementation?

**Oral answer**

## **Meeting with Ruth Kelly**

**Question No: 1336 / 2008**

[Caroline Pidgeon](#)

At your recent meeting with the Secretary of State for Transport (Ruth Kelly), which of the major transport projects currently under consideration by TfL did she indicate she would not fund?

**Oral answer**

## **Renewable Energy**

**Question No: 1588 / 2008**

[Gareth Bacon](#)

What plans does the Mayor have to increase the supply of renewable energy in London?

**Oral answer**

## **MPA Estate Strategy**

**Question No: 1370 / 2008**

[Dee Doocey](#)

In order to counter the suggestion that police stations due to be closed have been "cherry-picked" because of their size and location, i.e. where a sale price would be very advantageous, will you agree to 'ring fence' the proceeds from the sale and guarantee that the money received will be spent exclusively on providing improved police facilities in the borough where the police station has been sold?

**Oral answer**

## **Kurdish and Turkish Communities**

**Question No: 1575 / 2008**

[Andrew Boff](#)

What are the LDA, Metropolitan Police Authority and Transport for London doing to engage with the Kurdish and Turkish communities of London?

**Oral answer**

## **Half Price Bus Travel**

**Question No: 1479 / 2008**

[Len Duvall](#)

In a statement on 30 May you said you had asked TfL to consider alternative ways of funding the half-price bus travel scheme for Londoners on income support. What progress have you made so far?

**Answer from the Mayor**

I am committed to honouring the existing concession until the end of the scheme. Many Londoners felt uncomfortable that the bus operation of one of the richest cities in the world was being subsidised by one of the poorest. I believe there are better ways benefiting Londoners and Venezuelans. I have asked TfL to investigate fares concession for low income Londoners for consideration at the next fares revision.

## **Under-21s alcohol licensing**

**Question No: 1553 / 2008**

[Steve O'Connell](#)

Many bars already operate a self-regulation policy of only allowing over-21s through their doors. Off licenses, mini-marts and supermarkets though still maintain the sale of alcohol to 18-21s. Will you join with me in looking for licensees to follow the example of some licensees in Scotland and create a self-regulation scheme to only sell to over-21s?

**Oral answer**

## **London Living Wage**

**Question No: 1386 / 2008**

[Navin Shah](#)

Does the Mayor support the Living Wage for London Underground contract cleaners?

**Oral answer**

## **Heathrow Communication**

**Question No: 1532 / 2008**

[Richard Tracey](#)

What representations to the Government does the Mayor plan to take following recent press reports of mid-air near-misses caused by pilots flying aeroplanes over London who do not have the required standard of English to adequately communicate with Heathrow's control tower?

**Oral answer**

## **Rise Festival**

**Question No: 1531 / 2008**

[Jennette Arnold](#)

The dropping of the tag line has not only disappointed many people, but damaged relationships with the Trade unions, which led UNISON and Unite the Union to withdraw their funding towards the festival. How has this brought people together in any cultural sense or added to a deeper feeling of community in London?

### **Answer from the Mayor:**

I am delighted to report that we achieved a record-breaking attendance at Rise this year of 101,000 people. The tagline of Rise was changed but in essence it remains an anti-racism event. It is a celebration of what unites the diverse communities of London, not a negative event highlighting differences and focusing on grievances. We intend the festival to be an opportunity to rejoice in the origins, roots and cultures that make London unique. In light of the new emphasis, we also decided to remove overtly political or campaigning organizations - such as the Cuba Solidarity Campaign (CSC) - from the main programming of the event. However, we have offered them a stall elsewhere on the site in light of their previous involvement.

We explained these changes to the unions in reasonable time and are obviously disappointed that they have withdrawn their support. They highlighted their particular concern over the decision to remove CSC from the main programme, which is funded by the unions. We hope that this will not be a barrier to future collaboration between the GLA and the unions as we recognise the important role they play in the lives of Londoners.

## **Dial-a-Ride**

**Question No: 1566 / 2008**

[Tony Arbour](#)

Are you satisfied with the current standard of Dial-a-ride and do you accept that the level of service has deteriorated further now that journey bookings are centrally administered and IT driven?

### **Oral answer**

## **Weekly Press Conferences**

**Question No: 1396 / 2008**

[John Biggs](#)

When do you plan to start holding regular and unrestricted weekly press conferences?

### **Answer from the Mayor:**

I aim to hold a press conference every month in addition to regular events around London in which I will take questions from journalists, as well as Mayor's Question Time and People's Question Time meetings. I will be scrutinized by either the London Assembly or the media every 14 days. In addition to these press conferences and meetings I am regularly interviewed by local, regional, national and international journalists.

## **Post Offices**

**Question No: 1569 / 2008**

[Victoria Borwick](#)

Does the Mayor believe that the Government is justified in closing 11 local post offices in Brent and Harrow?

**Oral answer**

## **Western extension impacts**

**Question No: 1277 / 2008**

[Jenny Jones](#)

Will you publish the Transport for London assessment of the likely impacts on congestion, bus journey times, emissions, charging income, and on cyclists and pedestrians, of scrapping the western extension of the congestion charge?

**Answer from the Mayor:**

Yes. TfL is currently preparing for the consultation on the future of the Western Extension of the Congestion Charging zone, which will start in early September. The potential impacts will be set out in the consultation. Respondents will be able to use this information to make an informed decision about the future of the Western Extension. This will then crucially inform me of what Londoners think about the scheme. I am proud to keep the pledge made during my election campaign to hold a further consultation. Londoners can be assured that, whether they stand for or against, this time their opinions will be respected and we will abide by the results.

To make any changes or remove the Western Extension, TfL would then need to carry out statutory consultation processes, where full analysis of the impacts of the specific proposal will be provided.

## **Airport expansion (2)**

**Question No: 1256 / 2008**

[Jenny Jones](#)

Are you opposed to airport expansion in whole of the south-east or merely expansion at Heathrow? Whose advice are you taking on this issue?

**Answer from the Mayor:**

I am opposed to the Government's plans for a third runway at Heathrow airport because it will create more noise pollution and more emissions. Heathrow was a gross planning error of the 1950's, and London is unique amongst its peers in having a major international airport served by flight paths over heavily populated residential areas. A third runway would compound this error. I am not opposed to airport expansion in principle, but it must be underpinned by a solid economic need and we must carefully consider the long-term impact on quality of life. I want to lead a thorough review of long-term options for London's airports that will consider what we need in the future and what the impact would be of building a new airport in the Thames Estuary.

### Stop and search (1)

**Question No: 1251 / 2008**

Jenny Jones

Government statistics for 2005/06 show that over half of stop and searches under Section 1 of the Police and Criminal Evidence Act 1984 in London are of people of Black, Asian or other ethnic appearance, despite them representing only around 32% of the capital's population, and being less than 1% more likely to be arrested as a result of a stop and search. If the requirement on police to complete detailed stop and search or account forms were removed, how would you expect the Metropolitan Police Service to monitor and account for stop and search practices?

#### **Answer from the Mayor:**

I believe that stop & search is a key tool to support the detection of crime. It remains important to have a clear sense of how that tool is being used. However, the administrative burden associated with lengthy stop and search form filling on police officers is unacceptable.

A balance needs to be struck between effectiveness and accountability and I believe that it is entirely possible to support community confidence and trust in the police through keeping sufficient monitoring information and still achieve effective operational policing.

Improved forms are helping reduce the time required to fill them. New and emerging technology should be utilised to further reduce bureaucracy whilst still ensuring a sufficient level of monitoring.

### Stop and Search (2)

**Question No: 1252 / 2008**

Jenny Jones

Do you consider the use of Section 60 of the Criminal Justice and Public Order Act to be appropriate to carry out stop and search under Operation Blunt 2, given that this power is for use within a limited area and during a specific period of time only, yet the Metropolitan Police Commissioner and yourself have both stated that Operation Blunt 2 should be regarded as a pan-London, long-term strategy? Do you agree that it might be more appropriate to use powers under Section 1 of the Police and Criminal Evidence Act to carry out stop and search in this operation, which would include the requirement for 'reasonable suspicion', as an important safeguard on civil liberties?

#### **Answer from the Mayor:**

I do consider the use of s60 of the CJPO alongside other stop and search powers to be appropriate for Operation Blunt 2. S60 provides a useful enforcement element in discouraging young people from carrying and using weapons, which can maim and kill others.

The increased use of s60 stop and search powers is in direct response to calls from all sections of London's communities for increased police intervention to tackle the terrible scourge of violent gun and knife crime. The MPS are working very closely with all sections of the community to ensure that community trust and is maintained and strengthened. It would do no favours to those communities who suffer the brunt of violent crime to weaken the Blunt 2 initiative, which since it started on 19 May to 7 July, resulted in 32,395 searches, 1,437 arrests for possession of offensive weapons and 731 knives seized.

## **Crime and young people (1)**

**Question No: 1253 / 2008**

[Jenny Jones](#)

Do you agree with the findings of the recently published MPA Youth Scrutiny Report that stop and search remains a key concern for many young people, and that a single negative encounter with the police can result in a negative impression of the entire service?

### **Answer from the Mayor:**

I welcome the findings from the MPA Youth Scrutiny report, which highlights the positive activities the police have developed in order to engage and consult with young people. I agree that we need to maintain positive relationships with young people.

The MPS have mechanisms in place to address potential concerns such as Community Monitoring Group weeks, which seeks to address complaints made about stops and searches and to ensure that the police are accountable for their actions.

The MPS is also engaging in many other ways with young people to encourage them not to carry knives, to report knife crime and to have confidence in policing. The GLA Peer Outreach Group, who work closely with the MPS, will help ensure the voice and concerns of young people are heard and acted upon.

## **Crime and young people (2)**

**Question No: 1254 / 2008**

[Jenny Jones](#)

What discussions have you had with the Metropolitan Police Commissioner to convey the importance that police tactics adopted as part of Operation Blunt 2 do not result in the alienation of young people, which would be counter productive?

### **Answer from the Mayor:**

I have liaised with the Commissioner on this key issue and my officers are working closely with the MPS and the MPA to ensure that there is an effective reassurance and engagement plan underpinning the tactics within Operation Blunt 2.

It is well understood that these tactics need to be supported by effective youth reassurance and engagement activities to ensure that young people are not alienated. An example is the workshop between young people and Territorial Support Group officers at the recent MAP Stop and Search conference.

I have been informed that the tactics the MPS uses in Operation Blunt 2 are intelligence led and are supported by a dedicated intelligence unit. The MPA youth scrutiny found that young people who are often victims of knife crime considered stop and search to be a useful tactic.

## **Airport expansion (1)**

**Question No: 1255 / 2008**

[Jenny Jones](#)

I understand that you are opposed to expansion at Heathrow Airport. What actions have you taken to date to voice your opposition? How often have you met with the relevant Government ministers to put forward your case against expansion? How often have you met with local campaign groups on this issue?

### **Answer from the Mayor:**

I am firmly opposed to the Government's plans for a third runway at Heathrow airport. On the 9th July I published 'Planning for a Better London' which set out my approach to planning

issues and explains the key areas I will want to address in revising the London Plan. This document re-iterates my opposition to the Government's expansion proposals.

I have had one meeting with the Secretary of State for Transport where I expressed my opposition to the Government's expansion proposals for Heathrow.

I, and my staff, are working closely with the local authorities opposing expansion. I will shortly be meeting with the Leader of the London Borough of Wandsworth - the co-ordinating borough for the 2M Group opposing expansion.

### **Airport expansion (3)**

**Question No: 1257 / 2008**

[Jenny Jones](#)

Will you support HACAN's NOW campaign, which focuses on improving the current situation around Heathrow Airport, with seven demands, including banning night flights, extending runway and flight path alternation and retaining a flight cap of 480,000 flights a year?

#### **Answer from the Mayor:**

I will consider the seven issues raised by HACAN in a review of long-term options for London's airports. I want to engage with London's business, environmental and amenity organisations, neighbouring regions and other stakeholders in identifying other options to maintain and develop London's global air links.

### **Air Quality (1)**

**Question No: 1258 / 2008**

[Darren Johnson](#)

The previous Mayor stated in a press release in February this year, that the Low Emission Zone, along with other measures, would mean that by 2012 the number of Londoners that live in areas that register levels of air pollution that are dangerous to health will be reduced from 1.3 million to 400,000 for oxides of nitrogen, and from 500,000 to just 70,000 for the most dangerous pollutant, fine particles. Will you please publish the analysis and/or report on which this was based?

#### **Answer from the Mayor:**

The figures quoted were published in the Scheme Description and Supplementary Information document, which formed part of the Public and Stakeholder Consultation on the LEZ Scheme Order, in November 2006.

These figures were based on the independent Health Impact Assessment, which TfL commissioned from AEA Technology in 2006. All of these documents are available on the TfL website.

## **Air Quality (2)**

**Question No: 1259 / 2008**

[Darren Johnson](#)

Will you make available the material sent to the Government by the Greater London Authority in support of the case for a Low Emission Zone, specifically regarding the likelihood of London's meeting the European Union's air quality limit values?

### **Answer from the Mayor:**

All of the information provided to the Department for Transport by TfL on the LEZ is already available on TfL's website. This is in the form of consultation documentation and five independent Impact Assessments published in advance of the consultation on the LEZ Scheme Order in November 2006.

Information on the European Union's air quality limit values and London's projected exceedence of these was also included in this documentation.

## **Air Quality (3)**

**Question No: 1260 / 2008**

[Darren Johnson](#)

Thank you for your positive response to Question 1004/2008. Will you therefore oppose any Government attempt to apply for a five-year extension to the 2010 deadline to achieve European Union air quality standards? Will you support legal action against the U.K. Government, if there is clear evidence that London does not meet the conditions for an extension, as outlined in the Annex referred to in clause 3 of Article 22 of the Air Quality Directive?

### **Answer from the Mayor:**

It is very disappointing that the UK government have to apply for a 5-year extension to meet the EU air quality limit values.

In order to secure an extension the government has to present plans to the European Commission showing how they will meet the limits within the 5-year extension. The government's plans will be subject to full public consultation. I will review the plans to ensure that they are sufficient to deliver the essential improvements to London's air quality.

I will not oppose the time extension entirely as this would lead to government facing infraction costs without any additional benefits for London's air quality. If the government fails to meet the conditions of the Air Quality Directive I will not dispute the commission taking the necessary action.

## **Air Quality (4)**

**Question No: 1261 / 2008**

[Darren Johnson](#)

Are you aware of any Government plans which would enable London to achieve its European Union targets for the amount of oxides of nitrogen in London's air by 2010? If no action beyond the current measures is taken, how many of the existing London air quality monitoring sites do you estimate will exceed these 2010 targets? How many of the existing sites do you estimate will meet the nitrous oxide target, plus 50%, which is allowed for in the Directive's policy on extensions?

### **Answer from the Mayor:**

I am aware that central Government is working on plans to meet the EU air quality limit values. When these plans are available for consultation I will review them to ensure that they are

sufficient to deliver the necessary improvements to London's air quality.

Current evidence indicates that without controls that go beyond those set out in the 2007 National Air Quality Strategy (such as accelerated take up of lower emission vehicles and reductions in the levels of background pollution entering London) the limit values will not be met in the vicinity of Heathrow and major roads in London by 2010.

It is possible that air quality near a few major roads in central London may not meet the air quality limit value plus the maximum margin of tolerance (50%) as specified in the Directive. I will continue to keep this under review.

## **Air Quality (5)**

**Question No: 1262 / 2008**

[Darren Johnson](#)

Are you aware of any Government plans which would see London achieve its European Union targets for the amount of particulate matter 10 in London's air by 2008? How many of the existing sites do you estimate will meet the PM10 target, plus 20%, which is allowed for in the Directive's policy on extensions?

### **Answer from the Mayor:**

I am aware that central Government is working on plans to meet the EU air quality limit values. It is possible that air quality near a few major roads may not meet the air quality limit value plus the maximum margin of tolerance (20%) as specified in the Directive. I will continue to keep this under review.

## **Hydrogen vehicles**

**Question No: 1263 / 2008**

[Darren Johnson](#)

Are you maintaining existing plans to promote technologically innovative cleaner vehicles by putting 70 hydrogen vehicles into operation in London by 2010, as set out in the London Hydrogen Partnership's Transport Action Plan? Are you retaining the target of having five per cent of all public sector fleet vehicles powered by hydrogen by 2015, or will you aim to do more?

### **Answer from the Mayor:**

TfL is focusing on the project to deliver 10 hydrogen buses to the fleet by 2010, but are not proceeding with initial batches of hydrogen cars and vans while they consider wider options for promoting innovative cleaner vehicles within the TfL fleet. I believe TfL is better placed to influence the commercialisation of hydrogen buses than cars and vans at this time; and development of the hydrogen economy will be monitored to see if the aspiration of five per cent of the fleet could be powered by hydrogen by 2015.

## **Traffic Reduction (1)**

**Question No: 1264 / 2008**

[Darren Johnson](#)

Given the urgent need to improve air quality in London, and to meet legally binding air quality targets for 2008 and 2010, will you publish a draft revised air quality strategy for consultation with the London Assembly by June 2009?

### **Answer from the Mayor:**

Yes.

## **Traffic Reduction (2)**

**Question No: 1265 / 2008**

[Darren Johnson](#)

Do you accept that the current Mayoral & Government strategy of producing cleaner vehicles is not sufficient to meet the European Union's targets for improving air quality?

**Answer from the Mayor:**

Yes. Measures in addition to vehicle pollution control will be needed if we are to meet EU Limit Values. There are many sources of both fine particulate matter and nitrogen dioxide in addition to motor vehicles. My updated Air Quality Strategy for London will consider a full range of measures to work towards the EU Limit Values.

## **Traffic Reduction (3)**

**Question No: 1266 / 2008**

[Darren Johnson](#)

Does traffic reduction have a role in improving air quality and preserving the health of Londoners?

**Answer from the Mayor:**

Yes.

## **Olympics Living Wage**

**Question No: 1267 / 2008**

[Jenny Jones](#)

How many people are currently employed on the Olympics sites, including sub-contractors? How many people working on the Olympics sites, including sub-contractors, are being paid below the London Living Wage?

**Answer from the Mayor:**

At the end of June 2008, the workforce comprised 2688 (park only), or 3488 (including off-park staff such as core ODA and CLM). The number of workers not receiving the current London Living Wage has been tracked at 3.45%.

The ODA supports the London Living Wage. As part of its procurement process it is committed to asking its contractors if they would be prepared to adopt fair employment measures, including the London Living Wage, for any work they are undertaking within an ODA contract.

## **Olympics Financing**

**Question No: 1268 / 2008**

[Jenny Jones](#)

What specific steps are you taking to protect the Olympic budget against the pressures being placed on it by the failure of private development partners to raise capital to invest in the Olympics village and, according to recent reports, the media centre?

**Answer from the Mayor:**

I am being regularly briefed by David Higgins and his staff at the ODA on the development agreements for the Olympic Village and IBC/MPC developments. Negotiations continue, and until we are closer to knowing the shape of the final proposals it is pointless to speculate about budgets.

## **Olympic Village**

**Question No: 1269 / 2008**

[Jenny Jones](#)

Will the reduction of Olympic village homes, from 4,200 to 3,300, reduce the income that the LDA can earn from this development after the Games? Will this add to pressure to generate income from sales of other areas of the Olympic Park? Could this result in more Olympic Park land being sold for development after the Games?

### **Answer from the Mayor:**

The scheme consented to deliver the Olympic Village is not being developed on LDA land, therefore the LDA would not derive a financial return from the village.

The LDA is progressing with the masterplanning process, which will inform the quantum of residential development to be delivered on its land in legacy. However, this will not result in Olympic parklands being developed for commercial or residential use. We are committed to providing 102 hectares of open space in legacy.

## **Olympic Community Benefits**

**Question No: 1270 / 2008**

[Jenny Jones](#)

Given your commitment to make it easier for London businesses, especially small and medium enterprises, to benefit Greater London Authority and Olympic contracts, what are you doing to address the failings identified on this issue by the New Economics Foundation? Will you take any specific actions in relation to the recommendations of the recent 'Fools Gold' report, including making community benefit a key criterion for all new Olympic contracts and ensuring that community facilities are transferred directly to a community development trust?

### **Answer from the Mayor:**

There is already a great deal of work underway in this area. For example, the LDA leads the 'CompeteFor' scheme, an innovative on-line brokerage system that connects registered businesses to ODA, LOCOG and LDA contracting opportunities. The ODA recently hosted a business conference for London businesses, giving them the opportunity to learn more about ODA contracts and how to access them. The ODA is also undertaking a programme of engagement specifically with businesses owned by people with a disability, BAME groups and women.

We are seeing the benefits of this work already: 70% of the contractors supplying the ODA are small or medium sized, over half are based in London and 12% are based in one the host boroughs.

Maximising the long-term community benefit of the Park and facilities is vital. The LDA, as legacy client, is working closely with the ODA on all aspects of Games and legacy design to ensure this is achieved, and with a wide range of stakeholders from the public, private and community sectors to develop delivery arrangements for the legacy park. The recommendations of the NEF report are being considered as part of this work.

## **Olympic legacy**

**Question No: 1271 / 2008**

[Jenny Jones](#)

In order to achieve your stated aim of delivering a significant sporting legacy from the 2012 Games, how are you responding to the concerns of the National Audit Office that the failure to finalise the legacy requirements for the venues and infrastructure on the Olympic Park could result in legacy objectives being compromised by the need to deliver the Games on time? By

when will a clear legacy plan be available for each of the venues which will remain after 2012?

**Answer from the Mayor:**

As legacy client the LDA has procured accountants and cost consultants to develop robust and sustainable business plans for all the legacy venues and Olympic Park. This work is consistently informing the ongoing engagement that the LDA has with ODA regarding venue design.

This financial work is being conducted alongside the physical masterplanning process that will deliver a final legacy masterplan framework, including venue business plans, in the spring of 2009 prior to the submission of an outline planning application for the Olympic site by summer 2009.

## **Olympics security costs**

**Question No: 1272 / 2008**

[Jenny Jones](#)

Given your commitment to control Olympic spending, what are you doing to address the failure to deliver a costed plan of Olympic policing and wider security needs, despite a headline budget of up to £838m for Games time costs, and £800m preparation costs? Will you be seeking to make efficiency savings from this budget, once the detailed security plans are finalised?

**Answer from the Mayor:**

I discussed Olympic security arrangements with Home Secretary, Jacqui Smith, when I met her on 10 July. We agreed that the costed plan was an urgent priority, as stated recently by both the National Audit Office and by David Ross in his report to me on overall preparations for London 2012. I have also asked that Home Office officials keep me and my Olympic Board colleagues fully informed as the detailed plan emerges, in order to ensure that a safe and secure Games can be delivered as efficiently and effectively as possible.

## **Olympics Policing**

**Question No: 1273 / 2008**

[Jenny Jones](#)

Are you aware that the total cost of policing the Olympics would pay for all the Safer Neighbourhoods Teams in London for over 6 years? Does this expenditure reflect your priorities for policing in London?

**Answer from the Mayor:**

The final costs for policing the Olympic and Paralympic Games have not yet been confirmed. The MPS and the Home Office are working on detailed budgets and a costed security plan is expected by the end of the year. The cost of policing the Games is a shared responsibility between the MPS and the Home Office.

My priority is to ensure that the Games are a success, that they are safe and secure, and that there is transparency and openness about their cost, with Londoners not paying a penny more to fund the Games than has already been agreed. Safer neighbourhoods review is a key priority for me but this is not connected to the need for good security at the Olympics.

## **Accessible Olympic Transport (1)**

**Question No: 1274 / 2008**

[Jenny Jones](#)

What assessment has been made of the impact that the Metronet failure could have on the aim to make 25% of the underground network step-free by 2012? Can you provide specific details of how progress at Southfields, Green Park, and Baker Street stations could be affected?

**Answer from the Mayor:**

London Underground is aiming to have 25% of the Underground network (69 stations) step-free by 2010. 52 stations are already step-free and progress is being made regarding the 17 required to meet this target. Of these only three are being delivered entirely by Metronet (Hainault, Ladbroke Grove and Pinner) and these are still expected to be delivered by 2010.

Progress on improvements to step-free access to stations important to transport for the London 2012 Olympic Games and Paralympic Games (Southfields, Green Park and Baker Street) will be delivered by 2012.

## **Accessible Olympic transport (2)**

**Question No: 1275 / 2008**

[Jenny Jones](#)

Will Olympic spectators whose impairments mean that they can only travel to 2012 venues by car or dedicated road transport service be able to use the Olympic Route Network?

**Answer from the Mayor:**

The ODA is currently working with key stakeholders to develop plans for how the Olympic Route Network will operate and be enforced. Once plans for the Olympic Route Network become more defined the ODA will consult on its plans with its Accessible Transport Panel and Access Forum.

## **Velodrome wood**

**Question No: 1276 / 2008**

[Darren Johnson](#)

What sustainability criteria will be applied to the wood used for the 2012 velodrome track? Will the wood comply with the Central Point of Expertise on Timber standard currently being applied to Olympic wood, or with the more stringent Forestry Stewardship Council standard?

**Answer from the Mayor:**

The timber used for the Velodrome track must be "Picea Abies", which is known under a variety of names including Siberian Pine, Northern Pine or Baltic Pine. It will be procured from a sustainable source in Northern Finland or Northern Siberia.

The ODA will work closely with its track designer and contractors to ensure that, if possible, the timber complies with Central Point of Expertise on Timber.

## **Western extension consultation**

**Question No: 1278 / 2008**

[Darren Johnson](#)

When you announce the results of the consultation on the western extension of the congestion charge, will you differentiate between responses from those living within the extension zone, and those living outside the zone? Will you state clearly, in advance, what extra weight you intend to give to residents within the zone, compared to the responses from other Londoners?

### **Answer from the Mayor:**

I pledged in my manifesto to have a genuine consultation on the future of the western extension and to listen to the views of Londoners.

The consultation, which will take place in September, aims to encourage anyone with comments on the Western Extension to give their views. This includes residents of the Congestion Charging Zone; those who work there; those who do business there and those who feel in any way they have something to say.

Alongside the consultation there will also be a wider representative survey. There are likely to be options presented in the consultation: to change aspects of the scheme, to keep the western extension or to completely remove it. This will be an opportunity for everyone to communicate their ideas.

I will listen to these views and will need to balance the many different views that will inevitably come through this process.

Any formal proposals to remove or to change the scheme would then be brought forward with detailed impacts assessments and would be subject to further consultation.

### **Emissions charging (1)**

#### **Question No: 1279 / 2008**

[Darren Johnson](#)

Your response to my question 989/2009 did not answer the question. What net revenues did TfL estimate would accrue from the introduction of the emissions related congestion charge scheme? What expenditure has already been made or committed to introducing the emissions related charge? What will be the net loss in estimated revenue, between April 2008 and April 2012, of cancelling the scheme?

#### **Answer from the Mayor:**

TfL had made some projections of the potential short-term revenues from CO2 Charging. TfL's Report to the Mayor following the consultation on CO2 Charging estimated the revenues that could be raised from the proposals in 2009 to be in the range of £29m to £49m and in 2010 to be in the range of £18m to £61m. Inevitably, any additional charging income would have declined over time as drivers switched to lower emitting vehicles. Given this and the uncertainties involved in terms of the precise effects of the scheme, TfL had not assumed any revenues from CO2 Charging in its Business Plan published in December 2007.

A number of costs associated with CO2 Charging had already been incurred, totaling approximately £10m. This includes some development costs and the costs of consultation and public information. Costs saved by not proceeding are £8m in order to implement CO2 charging and £2m annual operational costs.

### **Emissions charging (2)**

#### **Question No: 1280 / 2008**

[Darren Johnson](#)

In a Transport for London statement from March this year, your predecessor committed to reinvesting projected income from the emissions related congestion charge to walking and cycling projects. Following your cancellation of the emissions related congestion charge, how do you intend to make up the short fall in the planned £500m programme of investment in walking and cycling between now and 2015?

#### **Answer from the Mayor:**

Promoting walking and cycling is one of my key priorities and I am planning to invest over £500m until 2017/18 to take these forward. These will be funded through making efficiency

savings within TfL.

## **Congestion charging (1)**

**Question No: 1281 / 2008**

[Darren Johnson](#)

How many vehicle models are as polluting, or less polluting, than the Lexus Hybrid LS600h, which has a 100% congestion charge discount but emits 219g/km CO<sub>2</sub>, putting it in the second highest vehicle excise duty band? Should this luxury car receive a congestion charge discount?

### **Answer from the Mayor:**

I considered that the £25 charge punitive and that the 100% discount for low CO<sub>2</sub> cars would lead to more vehicles in central London, which would worsen congestion.

The effect is that the current scheme will be unchanged including the current 100% Alternative Fuel Discount.

To be eligible for the Alternative Fuel Discount, the vehicle type or conversion supplier must be listed on the PowerShift Register. This requires that the vehicle is powered by an alternative fuel and has significantly lower air pollutant emissions than specified by current legislation. The Alternative Fuel Discount focuses on air pollution, which is caused by pollutants such as Nox and PM10 rather than CO<sub>2</sub>. In addition, while there are other vehicles with lower CO<sub>2</sub> emissions, vehicles on the PowerShift Register represent considerable emissions savings compared with their petrol or diesel equivalents of a similar size and weight. The PowerShift Register lists the other vehicles that meet the criteria, which currently includes the Lexus Hybrid LS600h.

Nevertheless TfL keeps discounts to the Congestion Charging Scheme under review, and no discount is in perpetuity.

## **Congestion Charging (2)**

**Question No: 1282 / 2008**

[Darren Johnson](#)

Following your cancellation of the emissions related congestion charge, will you ask Transport for London to implement their original proposal to replace the Alternative Fuel Discount with a discount for band A & B vehicles?

### **Answer from the Mayor:**

As I announced on 8 July, I will not proceed with CO<sub>2</sub> Charging. I have agreed with claimants who had sought a Judicial Review of the charges and the Court that the decision taken in February 2008 to implement CO<sub>2</sub> Charging should be quashed by means of a consent order. I was concerned that the £25 charge was punitive and that the CO<sub>2</sub> discount would encourage more vehicles into central London and so lead to increases in congestion

The effect of this is that neither the £25 charge nor the 100 per cent discount will be implemented and the current scheme will be unchanged, including the 100 per cent Alternative Fuel Discount.

The primary aim of Congestion Charging is to tackle congestion and encourage drivers to shift from private vehicles to public transport, and walking & cycling. As always, Transport for London monitors the scheme's impacts and keeps policies under review. It is important to note that no discount is in perpetuity.

## **Traffic signals (1)**

**Question No: 1283 / 2008**

[Jenny Jones](#)

When will you know which traffic lights you will be re-phasing, and how you intend to re-phase them? When will you make the detail of this policy public?

**Answer from the Mayor:**

TfL is exploring what options are available for traffic light control that can make a significant impact on congestion and in a manner that would not materially disadvantage other road users. The available options will require dialogue with, and the support of, the Department for Transport and London's 33 boroughs when this has been completed I will make this public.

## **Traffic signals (2)**

**Question No: 1284 / 2008**

[Jenny Jones](#)

By when will Transport for London report to you on its examination of ways in which traffic lights in London can be re-phased to reduce congestion? Will you make the reports findings public?

**Answer from the Mayor:**

Please see my answer to your question 1283/2008.

## **Walking and cycling**

**Question No: 1285 / 2008**

[Jenny Jones](#)

Why have you stopped the consultation with stakeholders, including local authorities, over Transport for London's ambitious plans to increase walking and cycling by 2025?

**Answer from the Mayor:**

I have not stopped the consultation as you suggest. TfL was planning a stakeholder engagement event on the previous Mayor's package of walking and cycling schemes. I have my own views on what needs to be done to improve walking and cycling in London and have already begun discussing these with key stakeholders. There will of course be further consultation and engagement with stakeholders on my proposals as they emerge.

## **Walking budget**

**Question No: 1286 / 2008**

[Jenny Jones](#)

Following your welcome announcement that this year Transport for London will invest £55m in cycling, can you confirm the total Transport for London investment in walking for 2008/09?

**Answer from the Mayor:**

TfL will invest £20m in walking schemes in 2008/09. There will also be investment of £7m in accessibility schemes in 2008/09, which while designed primarily to deliver improvements for disabled people, will also provide significant benefits to pedestrians (for example through the replacement of footbridges with surface-level road crossings). More generally, improved conditions for walking will also be derived from a wide range of TfL's programmes and TfL-funded Borough programmes, area based schemes, interchange improvements and footway maintenance and renewal programmes.

## Central London Pedestrian Zone

**Question No: 1287 / 2008**

Jenny Jones

Following your support for the idea of pedestrian 'ramblas' from Regent's Park to the Mall, will you ask Transport for London to consider a proposal I put forward last year for a series of pedestrian routes linking London's parks and squares with the river?

**Answer from the Mayor:**

You will be aware of my "Priority Parks" programme which aims to make many of the Capital's green spaces cleaner, safer and more attractive places to be. With regard to your earlier proposal, TfL is in the process of mapping existing, planned and proposed pedestrian schemes in Central London. This exercise also includes aspirational schemes, which will help inform future programmes of work in the light of emerging priorities and budgets.

## Safer Transport Teams

**Question No: 1289 / 2008**

Jenny Jones

In response to question 0812/2008 you stated that: "the cost of these new [safer transport] teams will be £11.3m... The Metropolitan Police Service contribution within this figure is £2.1m with Transport for London contributing £9.2m". In response to question 1015/2008 you stated: "The Metropolitan Police Service will be funded by Transport for London to provide the additional staff for the Safer Transport Teams." Is it therefore true to say that Transport for London will fund the full £11.3m cost of your new safer transport teams? If so, from where will Transport for London find the additional £2.1m for these teams?

**Answer from the Mayor:**

The funding for the new hub teams/safer transport teams (an additional 440 uniformed officers on the bus network) will be provided via the existing successful contractual relationship with the MPS for enhanced policing. This provides both a pre-existing legal framework for the provision of services and ensures that the resources are focused on and around the transport system and on agreed objectives. This will ensure transparency, accountability and value for money.

In this financial year, TfL's contribution will be £9.2m towards funding of the additional 440 officers (this is in addition to its contribution towards the existing Safer Transport Teams). The MPS will be contributing resources to the value of £2.1m, making a total project cost in 2008/9 of £11.3m.

## Green Belt

**Question No: 1290 / 2008**

Jenny Jones

According to the Campaign for the Protection of Rural England, London's Green Belt boundaries are being reviewed in 18 different places with a view to accommodating new housing development. Can you explain what action you will take in each of these 18 cases in order to fulfil your manifesto pledge of "ensuring that no development takes place on green belt and Metropolitan Open Land"?

**Answer from the Mayor:**

The CPRE campaign to which you refer is reporting on the whole Metropolitan Green Belt much of which lies outside London. However, I do agree that it is important to protect and improve the Green Belt in London and I support these policies in the existing London Plan. In 'Planning for a better London' published last week, I set out my planning priorities. These include using my planning powers to prevent inappropriate development of open spaces, including Green Belt. I will also consider whether there is a need to strengthen London Plan policies to ensure

they provide the firm protection needed.

## **Affordable Retail**

### **Question No: 1291 / 2008**

[Jenny Jones](#)

When will you amend the London Plan to encourage borough councils to use a section 106 agreement to secure a proportion of affordable units for small independent retailers when approving large retail developments? How long do you envisage it will be before this presumption becomes part of London's planning regime?

#### **Answer from the Mayor:**

Last week I launched the 'Planning for a better London' document. It sets out proposals for altering and revising the London Plan and seeking comments on these proposals. It suggests bringing forward proposals to enable planners to use section 106 agreements to require developers to make provision for affordable small shop units in major retail schemes. Over the next eight months or so we will start the process to alter the London Plan to consider how to deal with this and a number of other issues. It is likely these alterations will be in place for formal publication towards the end of 2010.

## **Garden grabbing**

### **Question No: 1292 / 2008**

[Darren Johnson](#)

When will you write into the London Plan a presumption against residential development on domestic gardens, which you pledged in your manifesto to incorporate "as a matter of urgency"? How long do you envisage it will be before this presumption becomes part of London's planning regime?

#### **Answer from the Mayor:**

Last week I launched the 'Planning for a better London' document. This sets out proposals for altering and revising the London Plan and seeks comments on these proposals. Over the next eight months we will start the process to alter the London Plan to consider how to deal with this issue among others. It is likely that these alterations will be in place for formal publication towards the end of 2010.

In the interim, officers are examining the extent to which supplementary planning guidance can give boroughs advice about how existing London Plan policies can be applied to secure maximum protection against such development.

I expect that this will provide a firm basis for working with boroughs to protect gardens, as they will be able to take planning decisions knowing they have my policy backing on this issue.

## **Planning decisions**

### **Question No: 1293 / 2008**

[Darren Johnson](#)

Despite Transport for London stating that the redevelopment of the former TA site at 245 Warwick Road could be a car-free development, your office has allowed the planning application to proceed with 227 car parking spaces. How do you justify this decision given Transport For London's view "that traffic generated by the development may have a significant adverse impact on the Transport for London Road Network" and "is likely to degrade the operation of the [nearby] junction"?

#### **Answer from the Mayor:**

There have been a number of discussions between TfL, the GLA and the Royal Borough of

Kensington & Chelsea on this application. The applicant had been resistant to any reduction in car parking and the Council made it clear that they were unlikely to refuse the planning application on these grounds. It was finally agreed that the level of car parking was not in itself a sufficient reason to direct refusal of the planning application, as the parking provision does not exceed the maximum London Plan parking standards. A new clause has been added to the Section 106 agreement, which provides some scope to reduce car parking if the consequent detailed traffic impact assessment identifies major problems at the nearby junction of Warwick Road with West Cromwell Road. The Section 106 agreement also includes a financial contribution towards highway schemes in the area, which primarily consist of pedestrian and cycle improvements.

## **Transparency and openness in planning**

### **Question No: 1294 / 2008**

[Darren Johnson](#)

Why have none of the documents relating to planning applications referred to, or decided by, your office you since you became Mayor been placed on the GLA website, as was standard practice under your predecessor?

#### **Answer from the Mayor:**

I am committed to complete openness for all planning decisions either taken by myself or GLA officers under delegated authority. The agreement to publish all planning decisions on the GLA website still applies and my officers are now ensuring the backlog of decisions are made available immediately. May decisions are now uploaded and June and July decisions will be available in the next two weeks.

## **Sir Simon Milton**

### **Question No: 1295 / 2008**

[Darren Johnson](#)

Will you ask Sir Simon Milton to voluntarily commit himself to be bound by the content and procedures of the Greater London Authority's Code of Ethics and Standards for Staff?

#### **Answer from the Mayor:**

I have nominated Sir Simon Milton to become a permanent appointment. If that is approved, then he will be required to be bound by the GLA Code of Conduct.

## **A cabinet for London**

### **Question No: 1296 / 2008**

[Darren Johnson](#)

Have you had any meetings of your 'Cabinet for London', which you committed to in your manifesto. If so, have the full agenda papers been put on your website, as you also committed to doing in the interests of "a more open and transparent decision making process, which will help restore Londoners' trust in City Hall"?

#### **Answer from the Mayor:**

I have decided to start holding Cabinet meetings when I have made all my key appointments. Once such meetings are held, the full agenda papers will be published, as per my election commitment.

## **LGBT history month**

**Question No: 1297 / 2008**

[Darren Johnson](#)

How will the mayor celebrate Lesbian Gay Bisexual Transgender History Month in 2009?

**Answer from the Mayor:**

I support the aims and objectives of the annual LGBT History Month project and encourage Londoners to take part in events during February 2009. I welcome suggestions and will consider suitable opportunities for support nearer the time.

## **Value for money pigeon control**

**Question No: 1298 / 2008**

[Darren Johnson](#)

Does the annual cost of around £30,000 to control up to 140 pigeons in Trafalgar Square with a hawk represent good value for money? Will you investigate other options for controlling the number of pigeons at this iconic landmark?

**Answer from the Mayor:**

As I said in my reply to Question No: 1198 / 2008 the pigeon control programme is a combination of signage, intervention by the square's wardens to prevent feeding and hawk flying to deter pigeon's.

In terms of costs: the equation should be the control of up to a potential 4,000 pigeons at peak (as previously counted numbers), set against the significant savings on the costs of cleaning the site and conservation of statues.

As further demonstration of value for money, the improvements to public health and health and safety need to be appreciated.

Before arriving at the hawk as part of the strategy for pigeon control extensive research of potential solutions was undertaken.

## **276 Bus service**

**Question No: 1299 / 2008**

[Darren Johnson](#)

A constituent has complained that the 276 bus rarely arrives within the scheduled 8-12 minutes, and that they often run over 20 minutes apart. In addition, the bus often terminates halfway through the journey. Can you look at improving this service in accordance with its schedule?

**Answer from the Mayor:**

TfL have informed me that it was necessary to reroute the 276 along a lengthy diversion from 8 April until very recently, to allow for construction works at Manor Road, Newham. This may have caused buses to run later than timetabled, which may have led the operator to terminate some journeys part way through, to regulate the service. TfL apologies to any passengers who were delayed during this time.

The operator recently amended the route schedule, to ensure a sufficient amount of time is available. Generally speaking the route now runs reasonably well.

## **Bus Schedules**

**Question No: 1300 / 2008**

[Darren Johnson](#)

What measures are there for ensuring that buses run according to their scheduled times and

scheduled regularity?

**Answer from the Mayor:**

TfL has introduced a range of initiatives to protect buses from congestion and ensure that they run reliably. These include:

- Introducing Quality Incentive Contracts to provide operators with an incentive to meet tough reliability targets.
- The introduction of more dedicated bus lanes to protect buses from traffic.
- Improved enforcement of traffic and parking regulations through the introduction of the Transport Operational Command Unit (TOCU).
- Reductions in bus boarding times by encouraging bus passengers to use pre-pay tickets.
- Increasing the number of service controllers to better manage bus services.
- Providing robust bus schedules that are more resistant to disruption.

TfL regularly monitors the network, and publishes the results on its website. The results are also discussed with operators, and operational problems are discussed so that resolutions can be sought.

Although there are occasions when buses are unable to run to the scheduled timetable, the performance of the bus network has improved dramatically over recent years. Overall, the bus network is now more reliable than at any time in the last 25 years.

## **Train Horns**

**Question No: 1301 / 2008**

[Darren Johnson](#)

What will you be doing to tackle the inappropriate use of loud, high-pitched train horns on the Northern Line? (which are reportedly often sounded to acknowledge people standing on footbridges such as Lovers Walk in Barnet)

**Answer from the Mayor:**

Train whistles are designed to be sounded to alert someone who may be in the path of an oncoming train, which is why they have to be set at a level of sound above that of a moving train.

London Underground has clear guidelines to determine when whistles should be used and train operators are regularly reminded of these guidelines.

Specifically in the case of the 'Lovers Walk' bridge, LU has already taken a number of measures to remind train operators not to sound the train whistle unless it is for safety reasons.

## **Green schools programme**

**Question No: 1302 / 2008**

[Darren Johnson](#)

Would you consider setting up a 'Green Schools Programme' to provide an equivalent service to the 'Green Homes Programme' but tailored for schools and including an equivalent 'Green School Concierge Service'?

**Answer from the Mayor:**

The Department for Children, Schools and Families announced on 18 June a new £110 million programme to work towards zero carbon schools nationally along with the establishment of a zero carbon schools task force. Schools are also eligible for funding support for renewables under the national Low Carbon Buildings Programme. Utilities also run programmes specifically

aimed at supporting carbon reduction and energy efficiency in schools. I will continue to work with these programmes in supporting carbon reduction in schools.

## **Biodiversity in London parks**

**Question No: 1303 / 2008**

[Darren Johnson](#)

What are you doing to promote biodiversity in London parks, in particular in parks that are dominated by football pitches or ones that are highly managed and do not have designated wild areas to support indigenous plants, bees and various wildlife?

### **Answer from the Mayor:**

My Priority Parks Programme will improve run-down parks, making them safer, cleaner and more pleasant places. These enhancements will, where appropriate, include areas of attractive landscaping with wildlife interest. I will continue to encourage improvements in parks identified in the London Plan Implementation Report Improving Londoners' access to nature. My staff will work with stakeholders and funding bodies to secure funding to improve biodiversity in London's parks, including working with Natural England to make sure London gets a fair share of the Big Lottery Fund's national "Access 2 Nature" programme.

## **Virtual business meetings**

**Question No: 1304 / 2008**

[Darren Johnson](#)

In order to reduce carbon emissions by London's business flyers, would the mayor promote new computer communication technologies for business meetings, in place of conventional face to face meetings that required either short or long haul flights that were also costly and time consuming?

### **Answer from the Mayor:**

There is a strong business case to be made for the use of new technologies, such as video conferencing, in place of traveling long distances for face-to-face meetings. Such technologies allow businesses to save both time and money while enabling them to operate more efficiently, however we recognise that not all meetings can be conducted this way.

Therefore we will work to encourage the use of new technologies as an alternative to face-to-face meetings, where appropriate.

## **Lea Valley heritage museum**

**Question No: 1305 / 2008**

[Darren Johnson](#)

Will you follow the endorsement of the previous mayor to working with the local community to help develop plans for a Lea Valley Heritage Museum?

### **Answer from the Mayor:**

I believe it is important that we celebrate our industrial heritage; unfortunately the GLA is not a funding body so the support we are able to offer is limited. However I would be very happy for officers to meet with community groups and offer advice as appropriate and I wish the museum the very best of success.

## **Redbridge underground stations**

**Question No: 1306 / 2008**

[Darren Johnson](#)

With over 300 signatures received on the Downing Street e-petition website supporting a campaign for the redesignation of Wanstead, Snaresbrook, and Redbridge central line underground stations (presently having Zone 4 status) into Zone 3, would you ask Transport for London to look into this and consider re-designation?

### **Answer from the Mayor:**

I see no case for asking TfL to consider re-zoning these stations, the designation of which has been unchanged and not a matter of controversy for 25 years.

Taking journeys to Oxford Circus as an example: the distance from Snaresbrook (the closest to central London of the three stations in question) is 16.4km; while the distance to typical Zone 3 stations such as Walthamstow, Stonebridge Park, Hanger Lane and Ealing Broadway is between 12km and 14km.

## **Herbert Road bus stops**

**Question No: 1307 / 2008**

[Jenny Jones](#)

Following my request for a bus shelter on Herbert Road SE18, at last month's Mayor's Question Time, I have been contacted by another local resident, who has been campaigning for an additional bus shelter to be installed on the same road since 1999. An additional bus shelter would greatly aid local residents, many of whom are elderly. The local resident would also like to know why bus shelters are not provided at all the bus stops along Herbert Road, given that this would be feasible if one of the bus stops was re-sited to avoid blocking people's driveways. I would therefore be grateful if you could follow this issue up with Transport for London as a matter of urgency.

### **Answer from the Mayor:**

I understand that TfL has now written to you about this.

Of the six stops on Herbert Road, four are already fitted with shelters. Unfortunately, TfL has found that there is insufficient space at the remaining stops to allow for a shelter to be installed. The pavements at these locations are too narrow to allow for a shelter to be provided without blocking access for pedestrians.

Re-locating the stops as suggested would not resolve this issue, as there are no other locations on Herbert Road where the footway is sufficient width to allow a shelter.

## **Sex encounter establishments**

**Question No: 1308 / 2008**

[Jenny Jones](#)

In response to question 0831/2008 you stated you would support London's councils to implement clause 23 of the 10th London Local Authorities Bill. However, this clause merely irons out a technical issue relating to existing licences. It does not empower local communities in the licensing of new lap dancing clubs. Will you lobby for lap dancing clubs to be re-categorised as sex encounter establishments, a measure which will achieve this?

### **Answer from the Mayor:**

I welcome the recent step by the Licensing Minister, Gerry Sutcliffe MP, to write to the Chief Executives of all local authorities seeking feedback on whether there are issues relating to lap dancing and similar entertainment which are not sufficiently controlled by existing licensing laws or laws relating to planning or public decency.

This process will include consideration of whether or not lap-dancing clubs should be placed under the category of "sex-encounter" establishments under Section 3 of the Local Government (Miscellaneous Provisions) Act 1982.

As each local authority has until 15 August to reply to the Minister's letter, I would encourage all boroughs to contribute to this process so that their views on this important issue into account when Ministers consider their response.

## **Bikes on buses**

### **Question No: 1309 / 2008**

[Jenny Jones](#)

Are cyclists allowed to take bikes on bendy buses at non-peak times?

#### **Answer from the Mayor:**

Cyclists may take folding bikes onto buses at any time, providing that there is room to accommodate them within the designated luggage area and as long as it does not block the gangway. Bikes that cannot be folded cannot be taken on board.

## **City Hall bike parking**

### **Question No: 1310 / 2008**

[Jenny Jones](#)

There is insufficient bike parking for GLA employees in the basement. Will you install secure bike parking at the back of City Hall, as at Finsbury Park station?

#### **Answer from the Mayor:**

The cycle parking at the back of City Hall is owned, provided and managed by More London as a resource for the estate. CCTV covers the cycle parking and More London Estates security regularly patrols the area.

Transport for London is working in partnership with Southwark Council, On Your Bike Holdings Ltd and others on the London Bridge Cycle Park. The Cycle park is currently under construction next to London Bridge Station and will have capacity for 450 bikes. This cycle park will significantly increase the amount of secure cycle parking in the area, aiding those who are working and visiting the offices and leisure facilities or travelling by rail to the area.

## **North Circular Road**

### **Question No: 1311 / 2008**

[Jenny Jones](#)

Can you answer the following questions from a member of the public?

1. When will empty homes owned by Transport for London, and surplus to requirements, along the A406 be sold? Is there a schedule for the sales?
2. When will the rented homes owned by Transport for London and surplus to requirements along the A406 be sold? Is there a schedule for the sales?
3. When will the sub-let (to housing associations, Co-opertives and London Borough of Enfield) homes owned by Transport for London and surplus to requirements along the A406 be sold? Is there a schedule for the sales?
4. When homes along the A406 are sold can the Mayor guarantee that they will be re-furbished and lived in within 6 months of sale? Local people fear a property developer will purchase the homes at a rock bottom price and leave them empty until the housing market picks up.

5. When will the homes owned by Transport for London and subject to Section 106 agreements be refurbished and let?

6. Does Transport for London plan to manage the letting of these homes or to pass that responsibility to the London Borough of Enfield?

**Answer from the Mayor:**

Transport for London is awaiting the decision from the Secretary of State following a public inquiry, held in March 2008, into the proposed A406 Bounds Green to Green Lanes Safety and Environmental Improvement Scheme, before finalising a strategy and programme for the sale of any surplus properties.

Transport for London is already in discussions with London Borough of Enfield over the management of the disposal of the properties. Enfield Council is currently in the process of developing an Area Action Plan and TfL will look to manage the disposal of the surplus properties not required for a road scheme in a way that assists the borough in delivering their vision for the area. TfL will work with both the Borough and any purchaser to try and minimise any delay in achieving occupation of vacant properties.

In addition TfL is reviewing with the Borough how best to manage the properties that are covered by the S106 to give effect to the Borough's aspirations while providing a long-term answer for these properties. TfL has been undertaking a programme of refurbishments and, on receipt of the Minister's decision will review with the borough how best to take the properties covered by the s106 forward.

## **20mph limit**

**Question No: 1312 / 2008**

[Jenny Jones](#)

Is it the mayor's intention to continue his predecessor's policy of encouraging and supporting Boroughs that wish to introduce a 20mph speed limit in all residential areas? If not, what is his alternative proposal to ensure the safety of vulnerable road-users such as cyclists and pedestrians?

**Answer from the Mayor:**

I support borough initiatives to implement 20mph zones, where it is considered appropriate.

There are future aspirations to implement 20mph zones using wireless camera technology; namely time over distance cameras, which would remove the reliance on traditional traffic calming measures, such as road humps- although these may still be used as a complimentary measure in some areas. We are currently awaiting Home Office approval to use this equipment, but please be assured that TfL will continue to finance the introduction of self-enforcing 20mph zones that are supported by the local community.

## **343 bus route**

**Question No: 1313 / 2008**

[Jenny Jones](#)

I have received complaints from a constituent that the number 343 bus frequently exceeds the 20 mph speed limit on Jerningham Road, SE14. Will you honour your predecessor's commitment to pilot speed limiter technology in buses and black cabs, and use the 343 route as part of that trial?

**Answer from the Mayor:**

It is disappointing to hear complaints that some route 343 buses may be exceeding the 20mph speed limit. I have asked for this matter to be looked into by TfL.

TfL London Road Safety Unit is continuing development of an ISA system for London, and once

the in-vehicle equipment has been developed and tested, will look at the feasibility of fitting the equipment into London Buses.

## **Oxford Street**

### **Question No: 1314 / 2008**

Jenny Jones

What is your vision for Oxford Street? Does it include a pedestrian environment and if so how will you achieve this?

### **Response from the Mayor:**

My vision for Oxford Street is that it continues to improve on its status as being already a world-class retail street. I will work with all stakeholders, not least Oxford Street businesses themselves, the New West End Company and Westminster City Council to achieve a shared vision. Improving the experience for pedestrians is important to that and I will want to look at all the options, within the overall context of improving the West End in the run up to the Olympics and later with the advent of Crossrail.

## **Kings Cross station**

### **Question No: 1315 / 2008**

Jenny Jones

Will you support the campaign to keep all entrances to Kings Cross station open, ensuring the station is permeable for the whole community as well as other station users? Network Rail is planning to close all current entrances and replace them with one entrance on the western side. This would mean many residents would have to walk three times as far as usual to access local amenities in the station, such as food shops and chemists.

### **Answer from the Mayor:**

I am keen to ensure there is good access to King's Cross St Pancras station and I was concerned to hear about your suggestion that there were proposals to close some of the entrances to the station.

I understand that the exits at the southern and western sides of the station will remain open, however Network Rail does plan to close two entrances to York Way to facilitate the construction of an additional platform and control access to the platforms for revenue protection.

Whilst the proposal to have an additional platform will increase the capacity of the station, I am concerned that the closure of accesses to York Way will worsen interchange links to the bus stops on York Way and local residential area. To address this problem I understand Network Rail are investigating a potential new pedestrian bridge to give direct access from York Way to the platforms as part of the conditions on the planning consent. Network Rail has submitted the study report on the bridge to LB Camden for consideration. TfL will keep working with Network Rail on this proposal, together with LB Camden and LB Islington, to find an acceptable solution.

## **Advisor on women's issues**

### **Question No: 1316 / 2008**

Jenny Jones

Will you be appointing an advisor on women's issues? If not, who will be advising you on women's issues?

### **Answer from the Mayor:**

Please refer to my answer to 1185/2008

## **Female Deputy Mayor**

**Question No: 1317 / 2008**

[Jenny Jones](#)

Will you be appointing any female Deputy Mayors?

**Answer from the Mayor:**

I will be making announcements on my remaining appointments once the recruitment process is complete.

## **Capitalwoman conference**

**Question No: 1318 / 2008**

[Jenny Jones](#)

The capitalwoman conference has taken place every year since it started in 2001, with 3,000 people attending in 2008. The conference was organised by the former Mayor of London and enabled women to question the Mayor, policy makers and women's representatives directly on issues such as childcare, education, workplace issues and travel safety. Will you continue to organise this conference?

**Answer from the Mayor:**

As women make up 52 per cent of London's population, ongoing engagement with women and listening to their views will be vital in informing my future policies.

## **Freewheel**

**Question No: 1319 / 2008**

[Jenny Jones](#)

What steps will you take to ensure that this year's Freewheel inspires even more Londoners to cycle regularly, and how would you wish this event to develop in the future?

**Answer from the Mayor:**

In 2008 Freewheel will have a capacity of 45,000 registered riders, some 7,000 more than in 2007. Despite the increase in registered riders my administration has delivered budget savings of over £400,000 on the cost of the event.

The 2008 event is a key part of TfL's summer cycling campaign, which was launched this week and has already had 13,000 pre-registered cyclists, which is a testament to its popularity, which I intend to build on this year.

For 2009 and beyond my officers are looking at the possibility of combining Freewheel with the Tour of Britain road race on the same weekend to create an amazing weekend of cycling events for London.

## **Share the Road**

**Question No: 1320 / 2008**

[Jenny Jones](#)

With mutual respect so visibly lacking between London's road users, will you consider extending support for the nascent Share the Road initiative that has proved so effective elsewhere in the world?

**Answer from the Mayor:**

Share the Road is an important initiative. It allows representatives of all London's road users to work together to develop practical ways of promoting mutual respect and reducing conflict between different road users.

The Share the Road group is currently undertaking a review of its objectives, priorities, activities and structure, with support from TfL and the GLA. This review has included research into similar initiatives around the world. Once completed, the review will help to define a focused programme of activities that could be taken forward under the Share the Road banner. It will also allow an informed view to be taken of what resources would be required to undertake these activities and how these resources could be secured, including through sponsorship and other partnerships.

## **Mayor's Fund 1**

### **Question No: 1321 / 2008**

Mike Tuffrey

How much do you expect the Mayor's Fund to raise and over what time period? When do you expect the Fund to make its first grant and how much do you expect it to disburse net of running costs?

### **Answer from the Mayor:**

The Mayor's Fund for London is an independent charity of which the Mayor is a patron. It is the trustees of the Fund, in consultation with the Mayor, who will decide on the fundraising target. The Fund is in its initial period of consultation and therefore the target has not yet been confirmed. The timetable and allocation of grants is also to be confirmed based on the outcome of this consultation. It is not the intention of the trustees to formally consult the Assembly however the Mayor welcomes the interest of the Assembly in the Fund and looks forward to its support.

## **Mayor's Fund 2**

### **Question No: 1322 / 2008**

Mike Tuffrey

Will you consult the Assembly on the criteria to be used by the Mayor's Fund to decide which organisations will get grants? Do you anticipate it making say three-year grants or just single payments?

### **Answer from the Mayor:**

The Mayor's Fund for London is an independent charity of which the Mayor is a patron. It is the trustees of the Fund in consultation with the Mayor who will decide on the criteria by which organisations will be chosen to receive funding. The criteria and method of grant giving is yet to be confirmed and will be based on the outcome of the Fund's consultation period. It is not the intention of the trustees to formally consult the Assembly however the Mayor welcomes the interest of the Assembly in the Fund and looks forward to its support.

## **Olympic contracts**

### **Question No: 1323 / 2008**

[Dee Doocey](#)

Can you confirm which failed bidders are entitled to have their bid costs reimbursed? How much money has been paid (or is due to be paid) to unsuccessful bidders by: the ODA; LOCOG; the LDA and others?

### **Answer from the Mayor:**

As a rule the LDA has not offered payments to failed bidders. However the procurement strategy for the LMF consultants identified a need for a £5000 honorarium at the invitation to tender stage in order to encourage smaller organisations to participate. The honorarium was offered to the 6 firms/consortiums of which 4 have accepted the honorarium payment. The short listed 6 firms/Consortiums were;

Consortium led by EDAW·  
Consortium led by Arup ·  
Consortium led by Urban Practitioners·  
Kees Christiaanse Architects and Planners·  
Office for Metropolitan Architecture·  
Wetherford Watson  
Mann

The ODA procurement policy is not to award bid costs. The ODA has paid an honorarium fee in specific circumstances such as the development of design work for the Velopark. This was incorporated as part of the competition and 7 unsuccessful bidders were paid £15,000 each

LOCOG does not provide reimbursement to failed bidders.

## **Olympic park security**

**Question No: 1324 / 2008**

[Dee Doocey](#)

Do you have confidence in the security of the Olympic Park, and in particular, what procedures are in place to ensure that every employee is fully vetted before they are allowed to set foot on the site?

### **Answer from the Mayor:**

The ODA has been working closely with the UK Borders Agency to ensure those working on site are legally entitled to do so.

Since moving to construction phase, the ODA and UK Borders Agency have been working together on-site to ensure that robust processes are in place to screen all employees at the Olympic venues. It is expected that these screening procedures will be robust without placing a disproportionate burden on employers and potential employees.

The safety and security of the site is a high priority and the ODA, its contractors, the UK Borders Agency, and the Metropolitan Police are working to achieve this.

## **Olympic security**

**Question No: 1325 / 2008**

[Dee Doocey](#)

Why has overall responsibility for the security of the Olympic and Paralympic Games been taken from the Metropolitan Police and given to the Home Office? Do you have confidence that civil servants will understand the security requirements as well as the Met?

### **Answer from the Mayor:**

The Home Secretary is responsible for Olympic security, which is a UK-wide issue that brings together the work of several agencies including fire, ambulance and security services as well as the Police. Of course, the Met Police are working very closely with the Home Office in preparing the plan, ensuring that their expertise, and their role in delivering security for the Games, is fully reflected. I have also agreed with Home Secretary Jacqui Smith that her officials will work closely with me and my Olympic Board colleagues to develop the plan. We can and must agree a plan that reflects the priorities and requirements of all the partners in this vital and complex project.

## **Metropolitan Police estate strategy**

**Question No: 1326 / 2008**

[Dee Doocey](#)

What steps will you take to ensure that the latest police consultation on their estate strategy will fully engage with all Londoners and take account of their views?

**Answer from the Mayor:**

Over the summer period, the Metropolitan Police Authority will be looking at the Estate Strategy, including the development plans that were consulted on, and will consider how communities can be further engaged.

## **Cross River Tram**

**Question No: 1327 / 2008**

[Caroline Pidgeon](#)

In your address to the Local Government Association Conference on July 2nd, you cited the example of conflict between London County Council and London Borough Councils over electric trams as an example of pointless conflict between layers of government that had adversely affected Londoners. Will you therefore stop your predecessor's prevarication over the Cross River Tram, which is backed by Southwark, Lambeth, Westminster, the City of London and Camden, and commit to seeing delivered the Transport and Works Act, which is required to allow the scheme to proceed?

**Answer from the Mayor:**

There is currently funding in TfL's Business Plan up until 2010 to develop this scheme. Work is continuing on assessing the traffic, environmental and economic impacts, selecting a preferred route and seeking the views of stakeholders and the public on this route and its impacts.

Currently, there is no Government funding for implementation. I intend to review the transport, economic and environmental implications of CRT and form a view on the best way forward.

## **Potters Field**

**Question No: 1328 / 2008**

[Caroline Pidgeon](#)

You were recently quoted in Southwark News saying that 'it would be wrong of me to get involved in too much detail' in plans to develop the Potters Field site. In this spirit, will you withdraw the threat of a Compulsory Purchase Order made by your predecessor?

**Answer from the Mayor:**

The applicant, Berkeley Homes, and Southwark Council have agreed to work up a new scheme that will provide the same quantity of development as that previously permitted on appeal, but which will avoid the design aspects that the Council was opposed to. If this process produces a scheme that is satisfactory to all parties there will be no need for a compulsory purchase order.

## **Rotherhithe Congestion**

**Question No: 1329 / 2008**

[Caroline Pidgeon](#)

The cost of tackling congestion on Jamaica Road and Lower Road in Rotherhithe through alterations at the Rotherhithe roundabout was recently estimated at £500,000. Will you please instruct TfL to allocate the necessary funds to carry out the much needed works and improve the lives of thousands of residents in Rotherhithe?

### **Answer from the Mayor:**

An improvement scheme was implemented at the roundabout in 2005 to improve traffic flows and reduce bus delays. A safety review of the operation of the roundabout was undertaken in 2007 and this identified that safety at the roundabout could be improved. Investigations will commence shortly. Congestion issues will also be looked at to determine the extent of the problem and whether or not there is an affordable scheme that can be implemented.

## **Rotherhithe Congestion**

**Question No: 1330 / 2008**

[Caroline Pidgeon](#)

The cost of tackling congestion on Jamaica Road and Lower Road in Rotherhithe through alterations at the Rotherhithe roundabout was recently estimated at £500,000. Will you please instruct TfL to allocate the necessary funds to carry out the much needed works and improve the lives of thousands of residents in Rotherhithe?

### **Answer from the Mayor:**

Please refer to my answer to 1329/2008, of which this question is a duplicate.

## **Social Care Funding Flaws**

**Question No: 1331 / 2008**

[Caroline Pidgeon](#)

Will you make representations to the Government regarding its use of the Relative Needs Formula to determine the level of social care need in inner London authorities? Southwark council and London Councils have raised concerns that the formula is withdrawing millions of pounds of vital funding from London council budgets because of inaccurate data and the use of a flawed formula. London Councils estimate that the new adults' social services formula implied a loss of funding to London of £150 million, just under 20 per cent of its previous share of funding. 32 of London's 33 councils lost out from the introduction of this new formula.

### **Answer from the Mayor:**

I am aware of the potential impact of the Relative Needs Formula on London authorities. I understand that the Government damped the formula so that no authority suffered actual cash reductions, but over time there will be a gradual erosion in resources relative to other parts of the country if the current formula remains in place. I will continue to monitor the impact of this on London.

However, I also understand that London Councils wrote several weeks ago to the relevant Minister, Ivan Lewis, asking for the younger adult grant formula which was introduced in 2006-07 to be included on the Government's formula review work programme. Their aim is that a new formula could be then developed to take effect in 2011-12 since the current three-year settlement comes to an end in 2010-11. If this is unsuccessful I will happily consider joining with London Councils to see whether further pressure can be brought to bear.

## **London population estimates**

### **Question No: 1332 / 2008**

Mike Tuffrey

Will you support the call by the Local Government Association and the Equalities and Human Rights Commission for the government to provide a £250million contingency fund for councils in order for them to cope with the demands of growing populations not recognised by flawed official government population estimates?

#### **Answer from the Mayor:**

The Local Government Association's role is to lobby Government on behalf of local councils across the UK.

My job is to ensure that London gets its fair share of funding. I understand that London Councils have frequently raised their concerns regarding the validity of population numbers with the Government and I would be happy to work with them to ensure a fair funding deal for London.

## **Jamaica Road**

### **Question No: 1333 / 2008**

Caroline Pidgeon

Will you back the removal of the 24 hour bus lane on Jamaica Road, Bermondsey?

#### **Answer from the Mayor:**

The bus lane on Jamaica Road has benefited passengers using routes 47, 188, 381, C10, N47 and N381 for many years, as well as providing significant benefits for the many cyclists who use this section of the LCN+.

It is the view of TfL that the effect of the bus lane on general traffic movement is insignificant, having regard to the capacity restraints at adjacent signalised junctions and on the approach to Rotherhithe Tunnel.

In view of this advice, I see no overwhelming case for removing the bus lane on Jamaica Road at the present time.

## **Housing Targets**

### **Question No: 1334 / 2008**

Mike Tuffrey

Once a borough has signed up to a demanding target to increase the amount of affordable housing in its area, would you support relaxing the rules that require full on site replacement of all affordable council homes which are demolished by a local authority during a redevelopment scheme?

#### **Answer from the Mayor:**

The current London Plan policy does not require full on site replacement of all council owned homes and I do not intend to change it to make any such requirement.

## **Fraud**

### **Question No: 1335 / 2008**

[Mike Tuffrey](#)

Do you believe that the police should prosecute people who fraudulently claim council housing?

#### **Answer from the Mayor:**

You will be aware that council housing and investigation of fraudulent claims for social housing are primarily a matter for the relevant local authority. Boroughs will judge each case on its merits and where appropriate, seek advice from the Police, the Crown Prosecution Service or the Council's Legal Services Team. In my view it is important to tackle such fraud firmly, particularly given the shortage of housing in London for those with legitimate claims.

Similarly, I believe social landlords should use all the powers available to them, including legal action, to tackle and prevent such abuses.

## **Air conditioning for the Tube**

### **Question No: 1337 / 2008**

[Caroline Pidgeon](#)

Please give an update on London Underground's plans to provide air-conditioning for Tube trains and an indication of what is now planned to mitigate high temperatures on the deep lines. What costs are indicated so far? Has an environmental impact assessment been done on the plans, and if so, what does it tell us?

#### **Answer from the Mayor:**

Passengers travelling on the Circle, District, Hammersmith & City and Metropolitan lines will benefit from the first ever air conditioned trains on the Underground, which will come into service from early 2010. LU's environmental impact assessment for the introduction of the new trains projected that they will consume the same or less energy per customer than the current trains.

It is much harder to cool trains and tunnels on the deep Tube lines. LU is currently investigating a number of energy efficient solutions that will tackle temperatures on the deep lines. All these solutions are assessed for their environmental impact, and progressed accordingly.

Over the next few years, plans are underway to upgrade all ventilation fans along the Victoria line, which will improve airflow and increase air distribution capacity providing the required cooling for the Victoria line. A number of other solutions are also being investigated for other areas along the network and will be implemented if they prove successful.

Currently £178m funding has been allocated until 2010 to cool the Tube, with funding beyond that date, yet to be confirmed.

## **Live-interactive bus-tracking system**

### **Question No: 1338 / 2008**

[Caroline Pidgeon](#)

What progress has been made towards the installation of a live-interactive bus-tracking system across London's bus network? What indications do you have about the cost and timescale for this work?

#### **Answer from the Mayor:**

TfL is currently rolling out its £117m iBus project, providing live bus-tracking of bus services for service control and emergency response coordination. The implementation is on a garage-by-garage basis and will include all buses in the fleet. So far, almost 50% of buses have been fitted

and the completion is due in early 2009.

TfL will tender for a new system that will provide bus arrival information for passengers through a number of media delivery channels such as on street displays, the Internet and mobile phones. The aim is to deliver this over the period 2010 to 2012.

## **Orbital bus routes**

### **Question No: 1339 / 2008**

[Caroline Pidgeon](#)

Will you ask TfL to consider introducing an orbital limited stop bus route between Wembley and Ealing via Park Royal, which is claimed to be Europe's largest single industrial estate?

#### **Answer from the Mayor:**

There have been many improvements for bus passengers in the Wembley and Ealing areas in recent years, including new and enhanced services, better reliability and bus priority enhancements delivered by the Boroughs.

This work continues, including discussions between TfL, the Boroughs and the Park Royal Partnership about suggestions for enhanced links between Wembley, Park Royal and Acton. The appropriate scale and timing of any further enhancements will depend on the level of benefits they could deliver, their feasibility and of course on the availability of funding.

## **Response Times**

### **Question No: 1340 / 2008**

[Caroline Pidgeon](#)

Your letter of 20 May 2008 to Borough Councillors invited them to contact you on issues they would like to raise. What is your current average response time to letters sent to you by (a) councillors (b) Assembly members?

#### **Answer from the Mayor:**

It is the aim of my office and staff to respond to all correspondence in a timely manner, and in line with the authorities service standard of 20 working days. However, due to the substantial increase in correspondence received following my election, it is proving quite challenging to respond to all the correspondence as quickly as we would like.

I am committed to responding to all correspondence received from Councillors, Assembly Members and Londoners alike, and every effort is being made to ensure that you receive a response as quickly as possible.

## **Future of 'Bendy' Buses**

### **Question No: 1341 / 2008**

[Caroline Pidgeon](#)

Given the considerable challenge of replacing 388 "bendy" buses with 540 new Routemaster Mark 2 buses before 2012, will you prioritise withdrawing 'bendies' from routes involving narrow roads and sharp turns? Can you itemise your objections to operating articulated buses on long straight routes where there is high demand, such as the Old Kent Road, the Mile End Road, and Uxbridge Road?

#### **Answer from the Mayor:**

You seem to have misunderstood my commitment- articulated buses will not be directly replaced with 21<sup>st</sup> Century Routemasters as the process of phasing them out will not necessarily be coterminous with the delivery of a new Routemaster. TfL is planning to replace articulated buses with standard double deckers in line with my manifesto commitment on a route-by-route

basis as their contracts come to an end. This is the most cost effective approach to replacing this vehicle type and avoids amending existing contracts with the various operators, which would be a costly exercise. It also ensures that appropriate options for double-deck services can be designed and consulted on before implementation, in the usual way.

This strategy will be revisited when the new design of bus becomes available.

## **Cameras in bus shelters**

**Question No: 1342 / 2008**

[Caroline Pidgeon](#)

Do you support the installation of CCTV in the next generation of bus shelters?

**Answer from the Mayor:**

Any new bus shelters will be designed so that they can accommodate CCTV equipment, although TfL has no plans to install it in shelters across the network, at this stage.

## **Hybrid buses**

**Question No: 1343 / 2008**

[Caroline Pidgeon](#)

In view of your response to Question 1010 / 2008, can you clarify whether the 540 Routemaster Mark 2 buses you will require (in order to deliver the same capacity as the existing 388 "bendy" buses) will be delivered as part of TfL's plan to deliver 500 hybrid buses by 2012, or will be subsequent and additional to that plan?

**Answer from the Mayor:**

I expect the new bus for London to be fit for the 21st century, to make the most of environmental-friendly technology on offer and to form part of TfL's on-going vehicle replacement programme. The actual number of buses required will become clear following approval of the final design.

## **Personal travel plans**

**Question No: 1344 / 2008**

[Caroline Pidgeon](#)

Further to your answer to Question No: 1016 / 2008, and in view of the fact the Personal Travel Plans have been known to reduce car use by almost as much as congestion charging, can you explain what will be the results of the budget reduction you have announced?

**Answer from the Mayor:**

The funds were identified following a careful review of the results from the PTP programme to date, and the decision being taken to proceed with more targeted and efficient PTP activity in the London Borough (LB) of Hounslow in March 2009.

TfL is also developing targeted pilot activity in LB Sutton, which will involve capitalising on key change moments in people's lives, such as moving home. The pilot, planned for September, involves efficient partnership work with local estate agents, Sutton Borough Council and social housing developers in the area.

It is intended that the lessons learnt from Hounslow and the Sutton pilot will be used to create a more cost effective and targeted PTP programme within the forthcoming Richmond Smarter Travel programme.

## **Fares rise London Overground**

**Question No: 1345 / 2008**

[Caroline Pidgeon](#)

Further to your answer to Question 1106/2008, is it the case that the cost of a standard return between West Brompton and Hackney Central has risen from £3.40 to £8 (135 per cent) for a passenger paying for an individual journey in cash? Is it also the case that the cost of a return journey for that passenger between Wembley Central and Clapham Junction has increased by 50% from £4 and £6? If either is true, do you find this acceptable and will you act to change it?

### **Answer from the Mayor:**

Cash fares of £3 single and £6 return between Clapham Junction and Wembley Central today compare with £4.00 single and £6.60 return in 2005; and £4.30 single and £6.90 return in 2006.

Cash fares of £4 single and £8 return from Hackney Central to West Brompton today compare with £3.40 single and £5.80 return in 2005; and £3.70 single and £6.00 return in 2006.

Since last November, Oyster PAYG has also been available at £1 single and £2 return for these journeys.

In 2007, prior to the creation of the Overground, Silverlink substantially reduced a number of fares, making comparisons with that year unreasonable.

Even so, overall, given the introduction of PAYG, fares on the Overground today are better value than ever before.

## **Emergency summit with train operating companies**

**Question No: 1346 / 2008**

[Caroline Pidgeon](#)

Has the “emergency” summit with train operating companies that you announced in your Written Answer to Question No. 1152 / 2008 taken place, and if so, what outcomes do you have to report?

### **Answer from the Mayor:**

The summit has yet to take place. I will announce a date shortly.

## **Bus capacity for north Lambeth**

**Question No: 1347 / 2008**

[Caroline Pidgeon](#)

TfL acknowledge in your Answer to Question 1107/2008 that they are aware that the performance of the no. 3 bus route [Oxford Circus – Crystal Palace] is not to the standard they expect, and north Lambeth residents also report long queues and overcrowded buses on the no. 59 route [Streatham Hill – Euston] and no. 159 bus route [Streatham – Marble Arch]. Will you review bus service levels for north Lambeth?

### **Answer from the Mayor:**

Yes. TfL will be reviewing routes 59 and 159 in September this year in consultation with stakeholders. My previous answer set out steps being taken to improve reliability on route 3.

## **Thames Gateway Bridge**

**Question No: 1348 / 2008**

[Caroline Pidgeon](#)

Has TfL now demonstrated to you that their Thames Gateway Bridge proposals safeguard the environment and promote the use of public transport? If not, will you instruct them to cease

preparing a case for a further public inquiry, and withdraw their planning application for the Bridge?

**Answer from the Mayor:**

I support in principle the need for an extra river crossing downstream from Tower Bridge to ease congestion and aid economic growth. However, any scheme will have to deal with the issues on both sides of the river in terms of traffic management, safeguarding the environment and public transport usage. I am concerned that the scheme that went to inquiry does not demonstrate that it can fulfil these criteria. Until this can be shown to be the case I cannot fully support these proposals. I have therefore asked TfL to review these issues, discuss them and the scheme with the affected Boroughs and report back to me in the autumn.

**Barnet Council: clearing litter**

**Question No: 1349 / 2008**

[Mike Tuffrey](#)

As Barnet Council has failed in its responsibilities to clear Mill Hill Circus roundabout and the reservations of the A41 of litter on a regular basis, will you intervene and persuade the Council to fulfil its duties under the Environmental Protection Act 1990?

**Answer from the Mayor:**

I do not have power of intervention over street cleansing and Local Environmental Quality issues. Intervention powers afforded to me around waste are restricted to Part II functions of the Environmental Protection Act (EPA) 1990. The duty to keep the highways clear of litter is a function under Part IV of the EPA 1990.

I am aware of this problem in Barnet. Transport for London are working with Barnet Council and are helping to resolve the problem by providing traffic management, primarily as part of their block closure programme. Improvements have been made and Transport for London will continue to work closely with the borough until this issue is fully resolved.

**Western Extension**

**Question No: 1350 / 2008**

[Caroline Pidgeon](#)

Please set out the criteria you will use to judge the outcome of the consultation on the Western extension of the Congestion Charging Zone. Will special weight be given to the views of residents within the current Western extension? If the majority view of other Londoners conflicts with those of Western extension residents, whose view will you respect?

**Answer from the Mayor:**

I pledged in my manifesto to have a genuine consultation on the future of the western extension and to listen to the views of Londoners.

The consultation aims to encourage anyone with comments on the Western Extension to give their views. This includes residents of the Congestion Charging Zone; those who work there; those who do business there and those who feel in any way they have something to say.

Alongside the consultation there will also be a wider representative survey.

There are likely to be options presented in the consultation: to change aspects of the scheme, to keep the western extension or to completely remove it. This will be an opportunity for everyone to communicate their ideas on the extension.

I will listen to these views and will need to balance the many different views that will inevitably come through this process.

Any formal proposals to remove or to change the scheme would then be brought forward with detailed impact assessments and would be subject to further consultation.

## **Congestion charging**

**Question No: 1351 / 2008**

[Caroline Pidgeon](#)

Given the success of TfL's 'tag and beacon' technology trials in Southwark, and of the efficiency of similar systems in Singapore and Oslo, with the convenience they afford to drivers in ending the risk of penalty charge notices, can you tell us when TfL will be able to roll out this technology for the Central Congestion Charging Zone?

### **Answer from the Mayor:**

No practical application of tag and beacon technology is likely to be feasible in central London before late 2010 at the earliest.

I have stated my intention to implement account-based congestion charging and I am keen to see automated payment for users introduced as soon as possible, which is likely to be through the existing camera network.

## **Driverless Tube trains**

**Question No: 1352 / 2008**

[Caroline Pidgeon](#)

With advances in train technology, it is possible for Tube trains on certain lines to be operated without a driver, as on the highly successful and popular DLR. Is it your aim, in the medium or long term, to move towards driverless Tube trains?

### **Answer from the Mayor:**

Only the Victoria and Central are already automatically operated. All trains on these lines have a train operator in the cab to ensure safe and reliable operations. In some cases – including emergencies or if there is a technical problem – there may be a need to switch to manual operation. Train operators also have a key role in managing each station stop – ensuring safe and prompt opening and closing of doors, boarding and alighting of passengers, and departure of the train. They also provide information, re-assurance and, where necessary, assistance to passengers.

Although DLR trains are 'driverless' they do, of course, continue to have a member of staff on board every train. There are currently no plans to move to any form of 'driverless' operation on the Tube, which has very different operating characteristics from the DLR and much longer trains, many of which operate deep below ground. However, LU will continue to ensure that it evaluates all developments in railway technology and practice that could improve Tube services.

## **Pedestrian crossing: Clapham Common**

**Question No: 1353 / 2008**

[Caroline Pidgeon](#)

What will be done to deliver the promises made to local people by TfL and others for a pedestrian crossing at the junction of Cavendish Road and Clapham Common Southside?

### **Answer from the Mayor:**

A study of this junction, undertaken by TfL in 2006, concluded that the implementation of the desired crossing of Cavendish Road would have a significant negative impact on traffic operations, to such an extent that a business case could not be made.

TfL has reviewed the previous work and current junction operation and has concluded there to be no practical and affordable alternative to delivering this measure without unduly impacting traffic operations.

## **Gyratory system: Clapham South**

**Question No: 1354 / 2008**

[Caroline Pidgeon](#)

When will TfL consult local people and their councillors on how to change the gyratory system at The Avenue in Clapham South, which is an increasing irritant for local people suffering from rat-runners who wish to bypass it?

### **Answer from the Mayor:**

The current system of operation for traffic circulation at the A24 Clapham Common Southside/Balham Hill and A205 The Avenue/Cavendish Road is designed to ensure that traffic circulates optimally and safely through this busy junction complex. The network currently operates well and TfL has no immediate plans to make any significant change at this location.

## **Reduced DLR service**

**Question No: 1355 / 2008**

[Caroline Pidgeon](#)

Since Monday 30 June until Bank Holiday Monday 25 August DLR services between Lewisham and Crossharbour have been significantly reduced to a frequency of every 10 minutes. The DLR is at capacity at peak times and many passengers are unable to use the service. Should not TfL be required to provide adequate and competent alternatives for commuters who need to reach Stratford from Lewisham?

### **Answer from the Mayor:**

To help accommodate ever-increasing passenger numbers, DLR is enhancing its network to enable longer three-carriage trains to operate, providing a fifty per cent capacity increase on some parts of the DLR network. To allow these works to be carried out DLR need to run a reduced service between Crossharbour and Lewisham. Work is being carried out over the summer as DLR sees a 9% reduction in passenger numbers during this time. A full service is set to resume on 25 August.

The DLR has run a major marketing campaign that began in January to explain why the works are necessary and how to make alternative journeys

## **Free Travel for Injured Veterans**

**Question No: 1356 / 2008**

[Mike Tuffrey](#)

The BBC reported on the 27th of June that 2,600 veterans, war widows and widowers under 60 would save on average £200 a year thanks to your policy of giving them free travel on the London's Transport Network. A quote from your spokesperson in the same report states that this will cost TfL about £900,000 in total. We strongly support your efforts to help ex servicemen and women but could you please:

- a) explain how the average saving of £200 was calculated?
- b) explain how the total cost of £900,000 was calculated?
- c) give a breakdown of the £900,000 costs referred to?
- d) state if anyone other than TfL will be providing funding for this scheme?

### **Answer from the Mayor:**

The 2,600 figure relates to London residents who will be eligible for the new concession who do not already get free travel with a Freedom Pass. The compensation paid by the London Boroughs for a Freedom Pass is around £200 per pass holder, based on the travel made.

The same figure has been assumed for the 2,600 London veterans and their widows/widowers, which gives an annual loss in fares of around £500,000.

The concession will also be available to non-London veterans. The above estimate has been scaled up to allow for this, increasing the estimated loss to £750,000.

The remaining £150,000 of the £900,000 covers card issuing and processing costs. No external funding is being provided for this scheme.

The Train Operating Companies have generously agreed to participate in the scheme in the London area without compensation on the same travel conditions as for Freedom Pass holders.

## **Delegation of Planning Powers**

### **Question No: 1357 / 2008**

Mike Tuffrey

Given the enormous importance to Londoners of the planning decisions made by the GLA, will you reconsider your decision to delegate your planning powers en masse to an unelected employee, albeit one personally appointed by you under section 67(1) of the GLA Act?

### **Answer from the Mayor:**

As I announced to the Assembly on 16<sup>th</sup> July, I intend to take back the power to make planning decisions.

## **Cost of Transition Consultants**

### **Question No: 1358 / 2008**

Mike Tuffrey

MD17 states that the cost of consultants pending the appointment of employees pursuant to section 67(1) of the Greater London Act 1999 will be not above £425,000. Can you please state the relationship between the cost of these consultants and those in your transition team? Is this the same group of people? If so does this team correspond directly with the section 67 (1) appointments you plan to make in future?

### **Answer from the Mayor:**

I now expect the total cost of the consultants providing direct support to me not to exceed £213,000 over a six-month period. This has been revised down from the previous figure of £425,000 as InHousePR and the following individuals have now ceased providing services to the GLA on a consultancy basis: Nick Boles, James McGrath, Dan Ritterband, Laura Blake, James Horrax and Tom Greeves. The following are continuing to provide consultancy services to the GLA: Richard Blakeway, Alex Crowley, Clare Foges, Ben Gascoigne, Sophie Sharpe and Sara Cadisch. These do not correspond directly to section 67(1) appointments I may make in the future.

There is a separate team of six people who together form the GLA's transition team: Jeff Jacobs (Director of Transition), Charlie Adan (Assistant Director of Transition), Richard Brown (Consultant), Tom Middleton (Operations Manager), Paul Rickwood (Co-ordinator) and Lorna Fernandez (PA). The team is expected to be in place for up to six months and its total cost is not expected to exceed £274,000.

Jane Saint has been appointed for a period of up to six months to be a Transition Consultant providing advice directly to Tim Parker on the review of GLA functions he is currently undertaking. The cost to the GLA of Jane Saint's work is not expected to exceed £78,000.

Further appointments under 67(1) of the Act will be made in due course.

## **Housing and Homelessness Unit**

**Question No: 1359 / 2008**

[Mike Tuffrey](#)

Could you please give more detail about the changes mentioned in MD47? From what and to what will the budgets be reallocated? What programmes of work will be curtailed? What policy priorities are informing these changes? Can you please provide information on the effect of these changes to staff in the team?

### **Answer from the Mayor:**

Budgets have been reallocated from projects associated with delivery of the old draft Mayor's Housing Strategy (MHS) to those associated with preparation of the new draft London Housing Strategy and the delivery of my policy priorities as set out in my manifesto (eg First Steps Housing and reducing empty homes). The only programme of work that has ceased is on the buy to let market, which in current market conditions is no longer a priority issue. The reallocation has no effect on staffing in the team.

## **London.gov.uk**

**Question No: 1360 / 2008**

[Mike Tuffrey](#)

According to DD21 the cost of the contract to revamp the London.gov.uk website will be £40,000. Will this be the complete cost of the website relaunch? If not, could you provide details of any other costs associated with the project?

### **Answer from the Mayor:**

The London Portal project has been under development for the past 18 months. It aims to work with London Boroughs and members of the GLA Group to build a "one-stop-shop" website for Londoners.

I feel it is essential to redress the substantial lack of investment in our digital communications. I intend to initiate an ongoing programme of investment in London.gov.uk throughout my administration, to build a web site that supports my ambition to create an open and transparent City Hall - that effectively engages with all Londoners. An effective digital strategy will deliver significant cost savings on print and promotion; whilst simultaneously engaging more effectively with larger parts of the city.

Marketing Team expenditure to date is approximately £322,000. Further spend will be required to ensure an efficient communication with Londoners.

## **"Cinema Style" advertising Screens on the Tube**

**Question No: 1361 / 2008**

[Mike Tuffrey](#)

How much energy will the giant "Cinema style" advertising screens, announced in your Mayor's Report, use per month? For how many hours each day will they be operational?

### **Answer from the Mayor:**

The total energy required to power 150 cross track projector (XTP) units for one month is around 50,000 kWh. Each XTP will consume the same amount of electricity as just over three 32" widescreen LCD televisions.

The advertising screens will be operational throughout the Tube opening times (typically 05.30 to 01.00 Mon-Sat and 0700 to 2330 Sunday).

The use of digital advertising will reduce the amount of paper wet-posted onto tunnel walls, which cannot be recycled (due to the paste applied), for advertising on our stations. This will save an estimated 4 tonnes of waste that would go to landfill sites per year.

## **South West Trains**

**Question No: 1362 / 2008**

[Caroline Pidgeon](#)

Now that you have, rightly, decided not to proceed with plans to withdraw staffing from 40 ticket offices on London Underground, please will you write to South West Trains to explain that their plans to reduce staffing levels, and in some cases close, ticket offices at stations on their network is wrong and can only lead to increased anxiety from passengers about security at these stations?

**Answer from the Mayor:**

Yes.

## **Re-zoning Suburban Rail Stations**

**Question No: 1363 / 2008**

[Caroline Pidgeon](#)

During the recent election campaign you pledged support for Edward Davey MP's campaign to see Kingston and Surbiton stations re-zoned from zones 6 to 5. Can you tell you me on what date you plan to announce that you have honoured this pledge, and these stations will be moved in to Zone 5?

**Answer from the Mayor:**

Whilst I support greater fairness for all travellers, I do not have the power to alter the zoning of these South West Trains stations. This is a matter for SWT and the Department for Transport-although I do intend to raise this at the summit I will be holding with the Train Operating Companies.

## **Impact of Falling House Prices**

**Question No: 1365 / 2008**

[Mike Tuffrey](#)

As property prices go down so do developers' enthusiasm for building new homes, which in turn could reduce the number of affordable homes built until house prices recover. How can you achieve your commitment of 50,000 new affordable homes given a lack of appetite from developers to start new projects? What specific policies have you put in place to combat this difficulty?

**Answer from the Mayor:**

I am meeting Sir Bob Kerslake, the Chief Executive (designate) of the new Homes and Communities Agency (HCA), on a regular basis to develop approaches to enable the 50,000 affordable homes target to be met in current market conditions. These approaches will be set out in my draft London Housing Strategy to be published in November 2008 and taken forward with the establishment of the HCA in December 2008, the London Board of which I will chair.

## **Changes to the Housing Market**

**Question No: 1366 / 2008**

[Mike Tuffrey](#)

Since you wrote your housing manifesto there have been significant changes in the housing market in London. What changes have you had to make to your policies and priorities to reflect the changes in the market?

**Answer from the Mayor:**

I have made no changes to my policies and priorities specifically to reflect changes in the

market. My planning policies already take account of the need to ensure that commercial viability is taken into account when appraising planning applications, and this should ensure that market conditions are taken into account. I intend to produce a draft Housing Strategy in November this year, for consultation with the Assembly, which will take the state of the housing market into account in its conclusions.

See also the answer to 1365/2008.

## **TfL's "Annual Contribution to GLA Marketing"**

### **Question No: 1367 / 2008**

[Mike Tuffrey](#)

Your answer to question number 1016/2008 states that TfL's "annual contribution to GLA Marketing" will be ended to pay for your expansion of Safer Transport teams. Could you please provide answers to the following questions:

- a) Could you inform me if the £2.8m referred to is the value of advertising space on the underground, buses etc. provided by TfL for GLA advertising and information campaigns?
- b) If so, will the GLA now be paying market rate for any campaigns they wish to advertise on the tube or buses?
- c) When will this change come into effect?
- d) What increase in costs to the GLA do you expect will be caused by this change?

### **Answer from the Mayor:**

This was a cash contribution that TfL was required to make from its budget towards the GLA's own marketing activity. This is not connected with the value of advertising space on the Tube or bus networks.

The change came into effect at the start of the 2008/9 fiscal year, i.e. April 2008. I do not anticipate any increased costs to the GLA as a result of this change.

## **Mayor's Office Advisors**

### **Question No: 1368 / 2008**

[Mike Tuffrey](#)

You state in answer to questions 1185/2008 and 1211/2008, that you do not wish to "trivialise" women's and equalities issues by appointing advisers to address them. Yet you have also said David Morris is your advisor on disability issues (answer 1181/2008) and you have given Richard Barnes a remit for equalities (including women's) issues. Given the huge diversity of needs among London's communities, please provide a definitive statement about how you personally will address diversity and equality and set out the systems and accountabilities you will put in place to deliver your objectives.

### **Answer from the Mayor:**

As you will know, there is now a substantial legal framework, which applies to the GLA that establishes formal accountability for addressing these issues. As I said in my answer to 1185/2008, I expect all members of my administration to take these important issues into consideration.

I was elected on a platform to serve and stand up for all Londoners, and that is what I intend to do.

## **Cultural Olympiad**

**Question No: 1369 / 2008**

[Dee Doocey](#)

With the start of the UK's Cultural Olympiad just weeks away, can you provide me with a list of schools, and local arts groups (by Borough), who have so far arranged to take part together with details of how they will be contributing.

**Answer from the Mayor:**

The GLA does not hold this level of detail about work in individual schools in each borough, however, I have asked officers to get as full a picture as possible from key organisations such as London Councils and LOCOG.

## **Police stations – 24 hour opening**

**Question No: 1371 / 2008**

[Dee Doocey](#)

Do you have any plans to increase the opening hours of police stations in London?

**Answer from the Mayor:**

There will always be at least one police station in every borough that is open for public enquiries 24 hours a day. In addition, there will be other station receptions open according to locally determined need, so that there is a minimum of a second station in every borough open during the day. In addition, contact information kiosk facilities are also being researched for out of hours use.

I believe that the real need lies in providing a better quality of service, rather than necessarily increasing opening hours. Increases in dedicated Station Police Community Support Officers (SPCSOs) on duty at peak times can improve service quality and also will release officers for operational duties.

Use of additional staff from the Met Volunteer Programme (MVP) can supplement services and extend them beyond police stations into community buildings to meet locally identified needs. Police station reception services are part of a wider public access model currently being developed by the MPS.

## **Olympic Stadia – legacy**

**Question No: 1372 / 2008**

[Dee Doocey](#)

The previous Mayor agreed to provide £10 million a year following the Games for the upkeep of the Olympic park? Can you confirm you will continue this commitment?

**Answer from the Mayor:**

The London Development Agency, as legacy client, has employed accountants and cost consultants systematically to review all costs associated with the Olympic Park Legacy. I will reserve judgement on funding requirements and how they should be met until this important work is completed and I have all the relevant information at my disposal.

## **Childcare**

**Question No: 1373 / 2008**

[Dee Doocey](#)

When are you planning to produce your childcare strategy and will it include the Childcare Affordability Programme?

### **Answer from the Mayor:**

I will be asking the LDA to review the existing Mayor's Childcare Strategy for London to reflect recent changes in national childcare policy and to meet the needs of families in London building on the success of the Childcare Affordability Programme.

It is vital that we tackle the barriers preventing people from entering work, such as access to quality, affordable and flexible childcare.

I note that in 'Going Forward: Towards a Contract Out of Poverty', government commits to extending this work and I am keen for the LDA to continue to deliver the Childcare Affordability Programme working in partnership with DCSF and London boroughs.

## **Met Police**

### **Question No: 1374 / 2008**

[Dee Doocey](#)

Are you concerned by reports that fully warranted police officers are being taken off the streets in order to do the backroom jobs normally done by special constables and civilian staff who are on holiday or attending training courses?

### **Answer from the Mayor:**

I have been informed that such reports are untrue. A very small number of MPS Special Constables have been redeployed away from their station reception roles. They have been posted to support Operation Tyrol, which aims to increase safety at transport hubs. In limited instances police station reception cover has been required from other officers.

The redeployment of specials as part of Tyrol is not altering police presence in London – specials are fully warranted officers and moving them from reception to transport hubs does not reduce the number of officers on the streets.

It is important to note that the station reception role is not a 'backroom' job and is a public facing role that brings the public into direct contact with the police.

## **Tourism**

### **Question No: 1375 / 2008**

[Dee Doocey](#)

Can you confirm that the National Maritime Museum will not have to be closed for any length of time to accommodate the media centre?

### **Answer from the Mayor:**

LOCOG is currently carrying out a series of on-site assessments at Greenwich Park. When these are complete detailed plans for the preparation and staging of Equestrian events will be shared with stakeholders and the local community. I do not know of any plans to close the National Maritime Museum.

## **Olympics Security**

### **Question No: 1376 / 2008**

[Dee Doocey](#)

How have you reacted to the report by the National Audit Office that "limited progress" was made during 2007 in developing an overall costed security programme for the Olympics?

### **Answer from the Mayor:**

The National Audit Office report expresses similar concerns to those put forward by David Ross in his recent report to me on the overall preparations for London 2012. I have already discussed this issue with Home Secretary Jacqui Smith and we both agree that urgent progress must be

made on the costed security plan if we are to avoid cost increases or disruptions to the overall Games programme.

## **Olympic Boulevard**

### **Question No: 1377 / 2008**

[Dee Doocey](#)

Do you agree with the decision by the LOCOG, not to allow Tower Hamlets to rebrand the A13 which runs through East London to the Olympic site in Stratford as the Olympic Boulevard?

#### **Answer from the Mayor:**

The 'Olympic Boulevard' was the working title for an initiative to improve the local environment around one of the major routes into the Olympic Park, the A11. There was no intention to re-brand the route; indeed, it is important that the current and historic street names - Whitechapel Road, Mile End Road and Bow Road – remain.

## **Young Londoners' Fund**

### **Question No: 1378 / 2008**

[Dee Doocey](#)

Of the 400 organisations that expressed an interest in the Young Londoners' Fund, how many have previously received LDA funding?

#### **Answer from the Mayor:**

The organisations that responded with Expressions of Interest for the Young Londoner's Fund were not asked to indicate if they had received LDA funding on their Expressions of Interest form.

The organisations that are invited to and do submit an application for the Young Londoners' Fund will as part of the assessment process be subject to a due diligence exercise, including issues arising from any previous LDA funding.

## **Young Londoners' Fund**

### **Question No: 1379 / 2008**

[Dee Doocey](#)

What criteria will be used to judge the successful recipients of funding for the Young Londoners' Fund?

#### **Answer from the Mayor:**

The first stage of the process was to invite Expressions of Interest from third sector organisations that had been in operation for at least 2 years, and who would be required to submit as part of the process audited accounts.

Over 400 Expressions of Interest were received amounting to circa £132m of funding. The appraisal process has resulted in 57 organisations being invited to submit full applications for a total funding pot of £5m. The appraisal criteria scored the Expressions of Interest as follows:

Quality of proposal to meet YLF criteria = 50%

Evidence of capability to deliver = 30%

Equalities and use of funding = 20%

## Young Londoners' Fund

**Question No: 1380 / 2008**

[Dee Doocey](#)

How many young Londoners do you expect to benefit from the Young Londoners' Fund?

### **Answer from the Mayor:**

The Young Londoners' Fund prospectus identified the following outcomes:

- 1) Targeting 8-19 year olds who face barriers to improving their life chances
- 2) Targeting 19-25 year olds who are disabled, have learning difficulties or are leaving care
- 3) Providing both groups with positive activities to develop their personal, social and emotional skills and prepare them for education, training or employment

It is too early in the process to state the number of young Londoners we expect to benefit from this fund.

## East Dulwich Police Station

**Question No: 1381 / 2008**

[Caroline Pidgeon](#)

Over 4,000 residents in East Dulwich have signed a petition opposing the decision to close their local police station. The three local Councillors have put together a proposal that would deliver a new police base on that site and still realise a capital receipt for the police. Will you agree to meet with me, Kit Malthouse, and the three Councillors to discuss their proposals?

### **Answer from the Mayor:**

I understand that the Borough Commander has already met with the councillors to discuss this issue and explained that the current plan includes the provision of a Safer Neighborhood Base (with a front counter) in the vicinity of the existing East Dulwich police station.

All options are still under consideration and the Borough Commander, Southwark Council Head of Community Safety and MPS Property Services officers are arranging to meet with the councillors to discuss their proposals. Through the MPA, Deputy Mayor Kit Malthouse will be kept informed of progress.

## Holland Park School

**Question No: 1382 / 2008**

[Mike Tuffrey](#)

How do you reconcile what you said in your recent Daily Telegraph article of July 1, 2008 about children and sport - "we should stop the sale of school playing fields" - with the actions already taken by your administration in not intervening in the decision by the Royal Borough of Kensington and Chelsea about the redevelopment Holland Park School which involves a significant loss of total play space and the construction of luxury flats in place?

### **Answer from the Mayor:**

As confirmed by Sport England, there is no playing field at Holland Park School. However, the school has use of Battersea Park with agreement of the London Borough of Wandsworth. Overall, the current application will increase the amount of open space, as follows (in square metres):

	<b>EXISTING</b>	<b>PROPOSED</b>	<b>CHANGE</b>
Hard surface games	6163	7532	+1369

Informal and social	4853	8844	+3991
Habitat	10446	7016	-3430
Access, servicing and parking	3781	3135	-646
Building footprint	7918	6634	-1284
Total (north and south sites)	33161	33161	0

Sport England has written to Kensington & Chelsea Council supporting the current application, which, in its opinion, resolves the issues that had led it to object to the original application. In particular, it supports and welcomes the increase in space for hard surface games. It has also written to the Camden Hill Residents Association explaining this.

## Mayoral Advisor's Register of Interests

### Question No: 1383 / 2008

[Caroline Pidgeon](#)

According to the staff code of conduct "Staff must make a declaration of interest on any issue on which they are advising the Mayor or Assembly which affects an interest held by them, or any person related to them or with whom they have a close personal relationship". As Ian Clement will be advising the Mayor on housing and planning can you confirm he has declared any interests he has in any land or property in London and that if he did declare any such interests the borough(s) where these are located would be published on the GLA website?

### Answer from the Mayor:

Ian Clement has declared relevant interests. Currently he has delegated planning powers.

If an issue arises in relation to a specific planning issue where he is advising the Mayor and where he has an interest in property he will declare the fact that he has a personal interest at that time.

The current form for declaring staff interest is due to be revised so it can encompass potential future interests rather than those only currently existing.

## Accepting the Olympic Flame

### Question No: 1385 / 2008

[Nicky Gavron](#)

At the closing ceremony of the Olympic Games, you will accept the Olympic Flame from the Mayor of Beijing on behalf of London as the next host city. Your colleague Mr Coleman accused me of having "hands dripping with blood" for carrying out a similar diplomatic function. Do you therefore decry the comments of Mr Coleman, or do you think that he is right?

### Answer from the Mayor:

As I said during the election campaign, I believe that the scrutiny the Olympics brings has the potential to have a great influence on China's leaders and I believe in engagement rather than boycotts.

## **Reversal of smoking ban**

**Question No: 1388 / 2008**

[John Biggs](#)

Have you changed your views regarding your election statement about wanting to reverse the smoking ban in London?

**Answer from the Mayor:**

I recognise there is broad public support for the smoking ban. In addition, I believe that pubs and clubs are better places since the ban was introduced and welcome the fact they are healthier places for staff and visitors.

My statement during the election period reflected my view that decisions about many issues, such as where people can smoke, are best made by local authorities. The legislation on smoking in public places is now in force and I will not seek a referendum on this issue since it has already been determined. I will, however, continue to make the case for increased devolution of decision-making.

## **Cronyism**

**Question No: 1389 / 2008**

[John Biggs](#)

What is your definition of cronyism?

**Answer from the Mayor:**

I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. Indeed, I have gone further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the spirit of openness, transparency and accountability.

Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.

## **Zimbabwe**

**Question No: 1390 / 2008**

[John Biggs](#)

Do you agree with David Cameron that individuals with "any dealings" in Zimbabwe should examine their conscience? Can you confirm if any of your Mayoral team or advisers hold shares (either personally or in trust) in companies that trade in, or with, Zimbabwe?

**Answer from the Mayor:**

The declarations of interests of all my appointments are a matter of public record.

## **Advice**

**Question No: 1391 / 2008**

[John Biggs](#)

What advice did you take before accepting your senior political adviser's resignation and from whom did you take it? Your first move was to back him. What made you change your mind?

**Answer from the Mayor:**

I take advice from a wide variety of experienced professionals, and I take decisions based on all the facts known to me at the time.

## **New Protection Squad**

**Question No: 1392 / 2008**

John Biggs

What is the reported 'New Protection Squad' you've set up, going to do exactly?

**Answer from the Mayor:**

Bob Wigley, Chairman of Merrill Lynch for Europe, Africa and the Middle East, has brought together leading practitioners in financial services and related industries to develop a set of forward-looking practical recommendations, covering both short- and long-term aspects of London's attractiveness as a leading global financial and business services centre. His City review group will report by Christmas. The City of London Corporation will act as the group's secretariat.

## **Half Fares**

**Question No: 1393 / 2008**

John Biggs

Will half fares for those on income support end when the Venezuelan subsidy arrangement finally ends or are you looking for alternative funding for this excellent initiative?

**Answer from the Mayor:**

I refer you to my answer to MQ1479.

## **Pay Increase Percentages**

**Question No: 1394 / 2008**

John Biggs

In what circumstances would a 60% pay increase be justified?

**Answer from the Mayor:**

As your question has no obvious context, I cannot give an informative answer.

## **100 Day Review**

**Question No: 1395 / 2008**

John Biggs

What has happened to your 100-day review of City Hall finances.

**Answer from the Mayor:**

As you will be aware, the Forensic Audit Panel reported their findings on Wednesday 16<sup>th</sup> July and I shared the findings with Assembly members.

## **Cabinet Meetings**

**Question No: 1397 / 2008**

John Biggs

When will you hold your first cabinet meeting? Will it meet in public? What will be its purpose, other than to create the appearance of power and activity, and a media story?

**Answer from the Mayor:**

I have decided to start holding Cabinet meetings when I have made all my key appointments. Once such meetings are held, the full agenda papers will be published, as per my election commitment.

## **Consumption of alcohol on public transport**

**Question No: 1398 / 2008**

[John Biggs](#)

How many incidents involving the consumption of alcohol on public transport have been recorded since the ban was introduced? Are staff being encouraged to adopt a pro-active or a softly softly approach?

**Answer from the Mayor:**

The approach taken by staff and other officials enforcing the ban is to make polite, courteous and non-confrontational requests to refrain from drinking or carrying open containers. Staff point out the new regulations and seek in most cases voluntary compliance with what is a civil matter. For this reason, TfL has not required front line staff to record every time they have reminded passengers of the alcohol ban. This would require establishing a system of form filling and paperwork, which would take uniform staff away from their primary role in providing a service for the customer.

Feedback suggests that the public are complying with the ban and behaviour is changing.

## **Different Administration**

**Question No: 1399 / 2008**

[John Biggs](#)

In what, other than minor and cosmetic, ways does your administration differ from your predecessor's? When will Londoners hear what plans you have for them?

**Answer from the Mayor:**

There are a number of important differences. For example, I have not struck financial deals with dubious foreign dictators, I have made the details of all my advisers public, I have begun a new relationship with London's 32 Boroughs and I have honoured commitments I gave during the election campaign including, but not limited to;

- Banning the consumption of alcohol on public transport
- Scrapping the £25 charge on large family cars
- Committing £60 million to freeing up empty homes for those on waiting lists
- Launching a new scheme to preserve and enhance green spaces
- Launching a consultation on the Western Extension of the Congestion Charge
- Launching a competition to design the new Routemaster
- Increasing the police presence on the buses
- Increasing resources to tackle illegal minicabs

## **LEZ**

**Question No: 1400 / 2008**

[John Biggs](#)

From July this year, the LEZ will affect lorries weighing between 3.5 and 12 tonnes. Has consideration been given to the impact this may have on lorries used in various festivals, for example the Annual Pearly Kings and Queens' Harvest Festival to be held at the Guildhall in September and also the Lord Mayor's Show in November. Would the Mayor consider exemptions for vehicles taking part in such events.

**Answer from the Mayor:**

I have asked TfL to review the impact that the scheme has on operators, including organisations running and taking part in events, whilst ensuring that it still meets the objectives of improving air quality and the associated health benefits.

Any changes to the scheme would be subject to consultation and would be communicated well in advance of any change being made

## **Park Grants**

### **Question No: 1401 / 2008**

[John Biggs](#)

How will you avoid Councils substituting your parks grants for their own funding? Or would that be acceptable?

#### **Answer from the Mayor:**

My Priority Parks Programme is intended to deliver additional funding for parks, and not to substitute for boroughs' existing funding. We will require boroughs to provide evidence relating to recent and planned expenditure on parks, to demonstrate that the Priority Parks funding is additional.

## **Thames Gateway Bridge**

### **Question No: 1402 / 2008**

[John Biggs](#)

How has your thinking progressed on the Thames Gateway Bridge? Do Transport for London staff have a clear steer in preparation for the reopened public inquiry?

#### **Answer from the Mayor:**

I support in principle the need for an extra river crossing downstream from Tower Bridge to ease congestion and aid economic growth. However, any scheme will have to deal with the issues on both sides of the river in terms of traffic management, safeguarding the environment and public transport usage. I am concerned that the scheme that went to inquiry does not demonstrate that it can fulfil these criteria. Until this can be shown to be the case I cannot fully support these proposals. I have therefore asked TfL to review these issues, discuss them and the scheme with the affected Boroughs and report back to me in the autumn.

## **Post Offices**

### **Question No: 1403 / 2008**

[John Biggs](#)

Have you now washed your hands of London's post offices?

#### **Answer from the Mayor:**

I will continue with every enthusiasm to support the people of London who are campaigning against local post office closures across the city.

On 26 June I wrote to the Secretary of State for Business, Enterprise and Regulatory Reform, John Hutton calling on him to take immediate action to save London's post offices. This follows the rejection of my application to the High Court for a judicial review designed to stop the closure of 162 post offices across London.

## **Recovery of monies**

**Question No: 1404 / 2008**

[John Biggs](#)

What steps are you taking to recover money owed by 'chiselling little crooks'?

### **Answer from the Mayor:**

I assume you are referring to the previous Mayor's reference to the Ambassador of the United States Government, which I consider to be an unhelpful comment.

TfL has held discussions with the Foreign and Commonwealth Office and a number of embassies about payment of the Congestion Charge. As a result of these discussions, a number of previously non-paying embassies are now paying the Charge.

We continue to have engagement with non-paying embassies about this matter and will continue to do so.

## **Headline Budget Guidance**

**Question No: 1405 / 2008**

[John Biggs](#)

What is this year's headline budget guidance?

### **Answer from the Mayor:**

Formal Mayoral budget guidance is currently being prepared and will be issued to the GLA and functional bodies later this month.

## **Inner London Status**

**Question No: 1406 / 2008**

[John Biggs](#)

Do you support Newham's claim for Inner London status?

### **Answer from the Mayor:**

I am fully aware of Newham's persistent lobbying of the Government to achieve Inner London status.

Whilst I admire the tenacity of their campaign, my responsibility is to London as a whole and I would want to be assured that a change in the Government's view on whether Newham is in Inner or Outer London for their funding purposes would not be at the expense of other London boroughs.

## **Population Estimates**

**Question No: 1407 / 2008**

[John Biggs](#)

Are you making any progress with better understanding London's population estimates in order that we do not lose out in Government funding?

### **Answer from the Mayor:**

My staff are highly regarded by the Office for National Statistics (ONS) and are included in the ONS list of experts of migration and population projections. As such they are in regular contact with the ONS in regard to improving local migration estimates and also getting more understanding of the issues of short-term international migrants, who are not at present included in official population estimates if they intend to be in the UK for less than a year.

Following initial analysis done for the GLA, Leeds University is being funded by the ESRC to prepare a New Migrant Databank at local authority level across the country. My staff have already received a comprehensive briefing on the development and will be hosting a national stakeholder meeting in the autumn. The ONS is also a major stakeholder in this project.

Earlier this year the Data Management and Analysis Group produced a report (DMAG Briefing 2008-10: London Borough Migration 2001-06) that sets out implications of alternative international migration measures, including National Insurance and National Health Service statistics, on London's population estimates and short-term residents from overseas.

Both ONS and GLA will be doing more work in advance of the publication in 2010 of the ONS 2008-based subnational population projections that are expected to feed into the next CLG local government settlement for 2011/12 to 2013/14.

One of my Deputies has already set in motion a workstream to keep these issues at the forefront of attention and I will be writing to invite the National Statistician to meet me to discuss ways forward.

## **Community Land Trusts**

### **Question No: 1409 / 2008**

[John Biggs](#)

What steps are you taking to develop your proposal to support Community Land Trusts in London?

#### **Answer from the Mayor:**

In my housing manifesto I outlined my support for Community Land Trusts in London and more detailed plans will be set out in my new London Housing Strategy. My officers are currently working with our investment partners and meeting with organisations with expertise in this area to see how best to deliver these aims.

## **Parking Spaces**

### **Question No: 1410 / 2008**

[John Biggs](#)

Can you advise us on what development proposal the former leader of Bexley argued with the Mayor's office over 10 parking spaces? Would you agree that on some applications such an argument might raise strategic questions?

#### **Answer from the Mayor:**

The Executive Director of Policy and Partnerships, David Lunts will deal with the proposal to which you refer, under delegated authority.

## **Higher Parking Charges**

### **Question No: 1411 / 2008**

[John Biggs](#)

How are you going to stop London Boroughs charging higher parking charges for 'gas guzzlers'?

#### **Answer from the Mayor:**

Climate change is a major issue for us all and I am committed to the target of a 60% reduction in CO2 emissions by 2025.

In order to achieve this, sensible and cost effective proposals are needed, not political gimmicks that do little to reduce the emissions of greenhouse gases.

Many London boroughs have signed up to the Nottingham Declaration, which commits to tackling climate change and the decision as to how to do this in the most effective way is a matter for the local boroughs, which could include variable parking charges, if appropriate.

## Foreign Travel

### Question No: 1412 / 2008

[John Biggs](#)

What foreign travel has been carried out by any of your staff on GLA business since May 1st? How was each request authorised?

### Answer from the Mayor:

Since 1 May 2008 the following trips have been made by senior staff (Heads of Service and above)

<b>Date</b>	<b>Designation</b>	<b>Destination</b>	<b>Purpose</b>	<b>Authorisation</b>
27 to 28 May	Deputy Mayor, Government Relations and Transition Team Consultant	Brussels, Belgium	Discuss the European Regional Development Fund and to visit the London European Office	Approved by Deputy Mayor, Government Relations
25 to 30 June	Senior Policy Advisor, Health and Sustainable Development	New York, USA	New York Sister Cities Summit "Public Health and Climate Change"	Approved by the Deputy Mayor, Government Relations
5 to 10 July	Deputy Mayor, Government Relations	Peking and Shanghai, China	Preparation for Mayor's visit to China during the Olympic and Paralympic games	Approved by the Interim Chief of Staff
9 to 11 July	Head of Housing and Homelessness	Paris, France	Attend 2 day event to learn about large scale development and regeneration schemes in Paris.	Approved by Deputy Mayor, Government Relations
12 to 16 July	Head of Environment	Bangkok, Thailand	Deliver a key note speech at the World Bank, Green Cities Conference on climate change and disaster risk management in urban areas	Approved by Deputy Mayor, Government Relations

## **Works at Tower Gateway Station**

**Question No: 1413 / 2008**

[John Biggs](#)

Can you find a way to accelerate the works at Tower Gateway station and so reduce the length of the closure?

**Answer from the Mayor:**

I am aware that the Tower Gateway works has a material impact on a number of passengers. DLR is reviewing a package of measures in conjunction with its construction partner Taylor Woodrow to identify ways to accelerate the programme of works at Tower Gateway. If a quicker delivery date can be delivered TfL will inform passengers as soon as possible.

## **Mr. McGrath**

**Question No: 1414 / 2008**

[John Biggs](#)

Why did you sack Mr McGrath if he wasn't at fault? Do you not accept that you give an ambiguous message to Londoners, and is this deliberate?

**Answer from the Mayor:**

James was a loyal, committed and highly professional colleague. I will always be grateful to him for his skills, advice and support in helping elect me as Mayor of London.

Unfortunately, his remarks in a conversation with an Internet journalist, made it impossible for him to continue in that role.

James's remark was taken out of context and distorted, but he recognised the need for crystal clarity on a vital issue like this. We both agreed that he could not stay on as my political adviser without providing ammunition for those who wish to deliberately misrepresent our clear and unambiguous opposition to any racist tendencies.

## **Olympic Memorandum of Understanding**

**Question No: 1415 / 2008**

[John Biggs](#)

Have you now overcome your existential crisis and acquainted yourself with the Olympic memorandum?

**Answer from the Mayor:**

I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. Indeed, I have gone further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the spirit of openness, transparency and accountability.

Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.

## **Neonatal Beds in London**

**Question No: 1416 / 2008**

[John Biggs](#)

What steps are you taking to secure more neonatal beds in London?

**Answer from the Mayor:**

I have written to the Secretary of State for Health, Alan Johnson, to raise my concerns about the availability of neonatal beds in London. In addition, I have had an initial meeting with Ruth Carnall to discuss NHS London's plans for securing better healthcare services for London. Despite having no direct responsibility for health services, I will continue to lobby on behalf of Londoners and to support proposals likely to improve access to health services and challenge those likely to be to Londoners' detriment.

**Polyclinics****Question No: 1417 / 2008**

John Biggs

Do you have a clear position on polyclinics?

**Answer from the Mayor:**

I recently met NHS London to discuss the introduction of polyclinics in London, and made clear that the introduction of polyclinics should not impact adversely on local general hospital services. More generally, I am committed to reducing health inequalities in London, including a greater commitment to public health funding and prevention.

**Poor Advice****Question No: 1418 / 2008**

John Biggs

Do you accept that your adviser, Andrew Gilligan's, proposals on how you could save £500million was poor advice?

**Answer from the Mayor:**

It is inaccurate to describe Andrew Gilligan as my adviser.

**Well-motivated Work Force****Question No: 1419 / 2008**

John Biggs

Do you support the Unite trade union's campaign to protect bus workers wages and conditions and do you recognise that a well-motivated bus workforce is essential for providing a good service for Londoners?

**Answer from the Mayor:**

I certainly recognise the importance of ensuring bus drivers are motivated, trained and supported to provide a good level of service to Londoners.

On the 10th July I announced that I would increase the Living Wage for London to £7.45 per hour which is nearly 35 per cent higher than the national minimum wage set by Government and recognises the particularly high and rising costs of living in the capital. This new figure will apply to all Greater London Authority Group staff and also to all new contracts as soon as possible.

This is not only morally right but also makes good business sense contributing to better recruitment and retention of staff, higher productivity, and a more loyal workforce with high morale.

## **Olympics Changes**

**Question No: 1420 / 2008**

[John Biggs](#)

How have your interventions changed the direction of the Olympics?

**Answer from the Mayor:**

I have no desire to change the direction of London 2012. There are a number of issues on which I place particular priority, including cost control, security arrangements, sports participation and the Olympic Park legacy, and I have sought to urge progress on these matters where progress is needed. The fundamental aims of the Games - to stage a world-class event, and leave a lasting and life-changing legacy for London and the UK - need no changing.

## **Tim Parker**

**Question No: 1421 / 2008**

[John Biggs](#)

Have you told Tim Parker yet that the job you gave him isn't quite the one you told him you were giving him?

**Answer from the Mayor:**

Tim Parker will be a valuable addition to my team, and I believe London will benefit from having someone of his considerable experience at turning failing companies around and delivering a service that provides genuine value for money.

One of the clear messages from the electorate during the campaign was a desire to see a Mayoralty that provided value for money- people of Tim's caliber will help me deliver that.

## **Spin or Substance**

**Question No: 1422 / 2008**

[John Biggs](#)

Is your approach to the job a triumph of spin over substance?

**Answer from the Mayor:**

I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. Indeed, I have gone further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the spirit of openness, transparency and accountability.

Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.

## **Homeland Defence**

**Question No: 1423 / 2008**

[John Biggs](#)

Where was Richard Barnes Homeland Defence speaking engagement referred to in your report?

**Answer from the Mayor:**

The Homeland Defence event was in Paris. Richard traveled there by train at no cost to the Authority.

## **Reversal of Policy**

**Question No: 1424 / 2008**

[John Biggs](#)

In referring to your consent order of 13th May would it not have been clearer English to refer to this also as the reversal of the policy to charge a higher congestion charge for gas-guzzlers with high emissions? Should you not at the same time as making this order have issued an apology to those Londoners, particularly the young and old, with respiratory difficulties whose health is adversely affected by the emissions of these vehicles? Will you publish the advice you took in reaching this decision given that clearly it must have rebutted each of the reasons used by your predecessor to justify the original policy?

### **Answer from the Mayor:**

You are confusing the stated purpose of my predecessor's policy. The £25 charge on family vehicles was labeled the 'CO2 charge', despite TfL's own admission that it would have little impact on CO2 emissions. I do not believe it was ever a policy designed to tackle air quality. In fact, I believe it would have had a negative impact on air quality, as it would have allowed many smaller vehicles into the zone for free- thus creating congestion that is proven to worsen air quality.

I have already demonstrated my commitment to improving air quality by retaining the Low Emission Zone, and I will be carefully monitoring the outcomes of this policy to ensure we meet our air quality targets.

In addition, my policy of re-phasing traffic lights to ensure a smoother flow of traffic is also designed with air quality improvement in mind.

## **Child Road Deaths**

**Question No: 1425 / 2008**

[John Biggs](#)

In welcoming the reduction in child road deaths and serious injuries do you commit yourself to the same policies as your predecessor in this area? If not, which ones will you drop?

### **Answer from the Mayor:**

The safety of children travelling on London's roads is of great importance to me, and I am looking to build on the 65% reduction in children killed or injured achieved by the end of 2007, compared with the average for 1994 - 98. This will be through continuing with a range of initiatives and measures delivered by key stakeholders including TfL, the London boroughs and the Metropolitan & City Police Forces. However, these will be subject to review to ensure they are still valid and delivering the objectives.

## **100 Public Squares Project**

**Question No: 1426 / 2008**

[John Biggs](#)

In launching your £6m parks and green spaces package are you abandoning the previous Mayor's 100 public squares project? Or will this continue?

### **Answer from the Mayor:**

I am committed to improving London's public spaces and making them safe and enjoyable. The quality of our parks, streets and squares make a massive contribution to the quality of life for Londoners and towards making London a place where people choose to live and work.

The 'Priority Parks' funding that I announced in July to improve London's rundown green spaces is one way that this will be achieved. The 100 Public Spaces programme is a

complementary initiative launched by the previous Mayor that aims to bring improvements to many different types of public spaces including parks, streets and squares across the city. I refer you to my answer from June (1165/2008) regarding progress.

## **London Gypsy and Traveller Unit**

**Question No: 1427 / 2008**

[John Biggs](#)

Will you be happy for the London Gypsy and Traveller Unit to continue to hold its meetings in City Hall? And will you honour the previous Mayor's commitment to the (formerly) Clays Lane travellers for a post Olympic move if requested into a site in the legacy park?

### **Answer from the Mayor:**

The London Gypsy and Traveller Forum, hosted by the London Gypsy and Traveller Unit, is a valuable way in which my office engages with London's Gypsy and Traveller communities. I am happy for meetings to continue being held at City Hall and officers will progress this.

The LDA has worked closely with the Clays Lane Travellers on their move to a new site in October 2007 and I am aware that there are ongoing negotiations about a further move post 2012. I am keen for the Clays Lane Travellers to maintain dialogue with the Olympic Delivery Authority around opportunities arising in the legacy park post London 2012.

## **City Charter**

**Question No: 1428 / 2008**

[John Biggs](#)

Is the City Charter worth the paper it is written on?

### **Answer from the Mayor:**

The City Charter for London has not yet been written.

I signed the Memorandum of Understanding with Cllr Merrick Cockell as Chairman of London Councils on 10th June 2008. This outlines some principles for working together more closely with the London boroughs in particular, but also other public bodies that are in the business of delivering services to Londoners.

I am completely committed to developing the City Charter with boroughs and making sure that it is a worthwhile document that will enable public bodies in London to work together in a more productive manner and deliver change for the people we all serve.

## **Half price travel**

**Question No: 1429 / 2008**

[Murad Qureshi](#)

Last month you announced that you are scrapping the oil deal with Venezuela and half price travel for the more than 80,000 Londoners on income support benefiting from it. You were quoted as saying 'I simply think there are better ways of benefiting Londoners and better ways of benefiting Venezuelans.' Can you give us an indication of what those better ways might be?

### **Answer from the Mayor:**

I refer you to my answer to MQ1479.

## **Venezuela Office**

**Question No: 1430 / 2008**

[Murad Qureshi](#)

Will any of the £67,000 a year that you are saving by closing the Caracas office be invested on reducing fares for London's poorest? If not, what are you planning to spend the money on?

**Answer from the Mayor:**

This represents a saving of £67,000 to London fare payers and taxpayers and will help to deliver the transport policies that Londoners elected me to deliver.

## **Rise Festival**

**Question No: 1431 / 2008**

[Murad Qureshi](#)

Did you use the money that you are saving by closing the Caracas office to cover the £60K gap in funding caused by the withdrawal in funding by the unions? If not, how was this year's festival funded?

**Answer from the Mayor:**

As answered in MQT1132/2008 last month, the expanded production element for Rise, and associated expanded budget, is determined by the sponsorship commitment to the event. However, in the eventuality of committed sponsorship not being honoured/received - which has been the case with the withdrawal of union funding - budgets across the department would be reviewed to ensure there were no wider implications to GLA resources. The Rise festival has also been scaled accordingly in order to minimise the impact of the loss of this funding.

## **Youth games**

**Question No: 1432 / 2008**

[Murad Qureshi](#)

Why is it that Inner London Boroughs on average do so badly in the annual London Youth Games?

**Answer from the Mayor:**

London Youth Games is a very important event in the capital, encouraging young people to develop their talent and build their aspirations, particularly in the lead up to the Olympic and Paralympic Games. This is why I have confirmed ongoing support from the GLA in the form of an annual grant of £25,000. This funding together with the long commitment from Balfour Beatty has secured the future of the London Youth Games for years to come. The London Youth Games are committed to ensuring equality of opportunity for all of London's young people and with this in mind they offer a number of incentives to all Boroughs including plans to support those sports associated with inner London, such as Amateur Boxing.

They also offer a specific competition for inner London Boroughs, culminating in the award of the Inner London Boroughs Trophy, this year being awarded to Lewisham. In addition, they are currently negotiating with some of the smaller sports governing bodies to look at how the injection of funding can go towards closer working with those Boroughs that currently do not compete in a particular sport and it is anticipated that direct intervention by the sports themselves will have a more positive affect on long term participation levels.

## **Playing fields 1**

**Question No: 1433 / 2008**

[Murad Qureshi](#)

You have said your Mayoral agenda includes protecting playing fields, and in your Telegraph

column on July 1st, you again said “we should stop the sale of school playing fields.” Will you therefore use your Mayoral powers to intervene to stop the Royal Borough of Kensington & Chelsea selling off the playing fields of Holland Park School to luxury developers?

**Answer from the Mayor:**

I refer you to my answer to Question 1382.

## **Playing fields 2**

**Question No: 1434 / 2008**

[Murad Qureshi](#)

Are you planning to develop a playing fields strategy and, if so, will you be taking note of the recommendations in the Environment Committee’s report on the loss of playing fields?

**Answer from the Mayor:**

I will be looking at the best ways to use my planning powers to prevent inappropriate development of open spaces including playing fields, possibly including supplementary guidance on existing London Plan policies.

The open space strategy approach advocated in the London Plan provides a robust framework for the protection of playing fields and supports the provision of new open space facilities where a deficiency has been identified. Such strategies should be based on an audit of the existing provision of all types of open space, including playing fields, and an assessment of the needs of the community. The GLA and the London Parks and Green Spaces Forum (which the London Plan team hosts) completed an audit on the progress of borough open space strategies, which was provided to the Assembly for its report.

## **Business Waste Management**

**Question No: 1435 / 2008**

[Murad Qureshi](#)

In your election manifesto, you pledged to ‘work with local councils to improve our record on recycling...’ There appears to be a huge unawareness among small and medium sized businesses in Westminster about the waste recycling possibilities offered by the council. Do you agree that a compulsory recycling scheme or offering more incentives to recycle would create greater awareness?

**Answer from the Mayor:**

Research undertaken for the London Assembly last year and by the government’s Business Resource Efficiency & Waste (BREW) programme this year shows that a lack of recycling services and advice from their local authority are what is holding businesses back from recycling more. Therefore, rather than making recycling compulsory (which is outside the remit of either the Mayor or local authorities) or offering incentives, the most important changes required are for local authorities to provide readily accessible information and advice and competitively priced recycling services.

The Mayor’s draft Business Waste Management Strategy seeks to address the research findings: one of its policies is to ensure provision of waste management and recycling information, advice and services. Furthermore, the strategy would like to see London boroughs offer and actively promote competitive waste and recycling collection services for local businesses.

## **Poverty**

**Question No: 1436 / 2008**

[Murad Qureshi](#)

Considering the levels of poverty in London, is it not time that there was a coherent borough-wide strategy to deal with it? This could include proper funding for advice agencies that are in the forefront of anti-poverty measures and could be measured annually by the Mayor and be subject to agency/user involvement, do you agree?

### **Answer from the Mayor:**

I don't think we need another strategy – what we need now is action. The GLA and London Councils are supporting the London Child Poverty Commission (LCPC), which published its recommendations in February 2008 and is now working with key partners to make sure action is carried forward. I will expect clear commitments from all relevant partners by the time of the London Child Poverty Summit with Ministers and London Councils in the autumn. Amongst other outcomes, the LCPC's work has contributed to around two-thirds of the boroughs adopting child poverty as a priority for their Local Area Agreements. The LCPC has also part-funded a toolkit created specifically to help local authorities tackle child poverty.

Work is the best route out of poverty so improving Londoners' employment prospects is the focus of much of the LDA's activity, and that of the London Skills and Employment Board. It is vital we tackle the barriers preventing people from entering work such as access to good quality, flexible and affordable childcare. I have therefore made the continuation of the Childcare Affordability Programme a priority.

I am also committed to taking forward my manifesto commitments to a take-up campaign to encourage older people claim all the benefits to which they are entitled and for the London Skills and Employment Board to run a campaign to promote age equality in the work place. Finally, I have endorsed the London Living Wage campaign and will continue to encourage employers across London to adopt it.

## **Fuel Poverty**

**Question No: 1437 / 2008**

[Murad Qureshi](#)

What is the extent of the increase in fuel poverty anticipated in London since the recent global increase in energy prices, and how will this impact on Londoners?

### **Answer from the Mayor:**

Our latest data show that in April 2008 there were 760,000 fuel poor households in London based on the disposable income definition (where household income is assessed after housing costs have been met) and 318,000 fuel poor households based on the full income definition (where household income includes housing subsidies such as housing benefit and income support for mortgage interest). Predictions are that energy prices may rise by a further 40% this year, adding to this number. Fuel poverty is linked to ill health and that is why I am working through the London Energy Partnership fuel poverty task group and with energy suppliers to increase the uptake of home insulation and to look at income maximisation services in London to combat this problem.

## **Congestion Charging Scheme**

**Question No: 1438 / 2008**

[Murad Qureshi](#)

How does the Mayor intend to retain & build on the benefits of the current Congestion Charging Scheme?

**Answer from the Mayor:**

The change in service provider to IBM in November 2009 should enable greater flexibility in the operation of the scheme. This will allow the introduction of enhancements such as payment by account, which will make the charge easier and fairer to pay.

As you know, I have announced a consultation on the future of the western extension. This will consider whether the extension should remain as it is, be removed, or be changed.

## **Increased Traffic Levels**

**Question No: 1439 / 2008**

[Murad Qureshi](#)

Considering the predicted increase in London's population in the next decade, how does the Mayor propose to tackle the inevitable pressures of congestion coming from increased traffic?

**Answer from the Mayor:**

Over the last 10 years London's population has risen by an estimated 540,000. Over this period, vehicle traffic in inner London has decreased, but congestion has been rising. This has been as a result of taking road space away from vehicles and the significant increase in utilities works.

We are concentrating on several measures to tackle this, including:

- traffic signal re-phasing to get traffic flowing more smoothly
- deployment of trained people to direct traffic at incident scenes
- reviewing the loss of road space
- real time control of the network
- coordination of streetworks

Clearly the attractiveness of public transport is also an important factor in encouraging modal shift from the car, and the improvements already made to the bus network will be supplemented with further programmes, for example the delivery of the iBus project to provide 'Next Stop' journey information. TfL also intends to continue to encourage growth in walking and cycling.

The Traffic Management Act gives TfL powers to control timing and coordination of works, notably those of utility companies. TfL's Traffic Manager uses these powers on a regular basis in conjunction with borough colleagues to minimise the impact of works. TfL's Traffic Manager has already given Fixed Penalty Notices to utility companies for working without giving notice and for inaccurate noticing information. I look forward to the introduction of permits, which will require the active agreement of highway authorities before works start.

The implications of the continued growth in population and other factors are being considered as part of the process of keeping under review the Mayor's Transport Strategy. In due course I will announce my plans to update the Strategy

## **Western Extension Consultation I**

**Question No: 1440 / 2008**

[Murad Qureshi](#)

If the consultation on the Western Extension delivers a no vote, will the Mayor then be consulting the good people of West London to ask them what in fact he ought to do to tackle

congestion or does he already have a Plan B to reduce it?

**Answer from the Mayor:**

This will not be a referendum. The consultation on the future of the Western Extension will be an opportunity for all Londoners to let me know their views. There will be a number of options besides simply keeping or withdrawing the Western Extension. No doubt Londoners have a range of views about what else we should be doing to tackle congestion, and I am looking forward to hearing their opinions.

Tackling congestion is an extremely important issue and the task is not limited to Congestion Charging alone. There are a number of projects already in place aimed at making traffic flow more smoothly, such as TfL working in partnership with boroughs and utility companies to limit the number and duration of works that necessitate digging up the roads. I am also keen to look at the potential for reducing congestion by re-phasing traffic lights. The overall approach to congestion – including the implications of the consultation on the Western Extension – will be considered as part of the ongoing review of the Mayor’s Transport Strategy.

## **Western Extension Consultation II**

**Question No: 1441 / 2008**

[Murad Qureshi](#)

If the consultation on the Western Extension delivers a no vote, will the Mayor hold a further consultation to consider scrapping the original CCS?

**Answer from the Mayor:**

No. The consultation on the future of the Western Extension reflects a manifesto commitment to listen to the views of Londoners.

I am committed to tackling congestion and to making the Congestion Charge fairer and more effective. For example, I have asked TfL to look at introducing account based charging as soon as possible to make paying the charge more convenient and reduce the burden of fines on Londoners.

## **More Consultations?**

**Question No: 1442 / 2008**

[Murad Qureshi](#)

How many of the previous Mayor’s initiatives does the current Mayor propose to consult on?

**Answer from the Mayor:**

I made a promise to re-open the consultation on the Western Extension and I am pleased to have honored that commitment.

## **Foreign Embassies**

**Question No: 1443 / 2008**

[Murad Qureshi](#)

How does the Mayor propose to recover the unpaid Congestion Charge Scheme fines owed by foreign embassies?

**Answer from the Mayor:**

TfL has held discussions with the Foreign and Commonwealth Office and a number of embassies about payment of the Congestion Charge. As a result of these discussions, a number of previously non-paying embassies are now paying the Charge.

We continue to have engagement with non-paying embassies about this matter and will

continue to do so.

## **Largest Debtor**

### **Question No: 1444 / 2008**

[Murad Qureshi](#)

What are you doing to pursue the largest debtor and other embassies to TfL for outstanding congestion charging fees?

### **Answer from the Mayor:**

Please refer to my answer to 1443/2008.

## **Punishment**

### **Question No: 1446 / 2008**

[Murad Qureshi](#)

What alternative to the word sustainability do you propose be adopted at City Hall and what punishment will be meted out to staff that defy the ban? Will this ban also apply to Assembly Members? Do you feel your position on this is sustainable, and that you will be simply driving supporters of it underground and create sustainable extremists?

### **Answer from the Mayor:**

I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. I am not aware that the banning of words is a statutory function exercisable by the Mayor, and I would oppose it if it were. Indeed, I have gone further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the spirit of openness, transparency and accountability.

Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.

## **Environment Committee**

### **Question No: 1447 / 2008**

[Murad Qureshi](#)

I would like the Environment Committee to consider doing a report on the sustainability of City Hall, and include a staff survey to supplement this. How does the Mayor suggest we word our survey and how should staff respond?

### **Answer from the Mayor:**

That is clearly a matter for members of the Environment Committee.

## **Hierarchy 1**

### **Question No: 1448 / 2008**

[Murad Qureshi](#)

Kulveer Ranger has said that from now on TfL will assume no hierarchy of transport modes or users. Is this initiative at your direction, or is this part of Mr. Ranger's advice to you as your Director for Transport Policy?

### **Answer from the Mayor:**

My transport Director was referring to the fact that there should be no predefined hierarchy of modes, as we all need to use different modes for different journeys. At certain locations it is sensible for pedestrians to be the dominant mode and hence have greater priority, as at others it

would be for vehicles.

We wouldn't expect pedestrians to be the dominant mode on the M40; likewise we wouldn't want to encourage additional car traffic through semi-pedestrianised streets.

## **Hierarchy 2**

### **Question No: 1449 / 2008**

[Murad Qureshi](#)

Kulveer Ranger has said that from now on TfL will assume no hierarchy of transport modes or users. I can foresee a complete free-for-all with pedestrians pitching themselves against cyclists and delivery vans vying for position with double deckers. How will this work in practice and will this be across the whole network?

### **Answer from the Mayor:**

See answer to 1448

## **Simon Milton**

### **Question No: 1450 / 2008**

[Murad Qureshi](#)

Do you agree with your planning advisor that licensing reform has had no impact on reducing crime?

### **Answer from the Mayor:**

Sir Simon Milton's comments were made in the context of a recent LGA survey, which reviewed the impact of the 2003 Licensing Act. I agree with Sir Simon that we have a deep-rooted social and cultural problem about the way that we view alcohol. I am encouraged that the LGA survey found that police and primary care trusts are working more closely to tackle these issues, as I believe a range of measures is needed to tackle the complex issues of alcohol misuse and its links to crime.

## **CCTV**

### **Question No: 1451 / 2008**

[Murad Qureshi](#)

How effective do you think the use of CCTV has been in reducing crime in London?

### **Answer from the Mayor:**

I see CCTV as a useful tool to reduce and detect crime across London. The use of CCTV compliments the work of Blunt 2 task Force in allowing them to arrest harmful and dangerous people in London.

My concern is that as a crime reduction tactic, CCTV will only prevent crime if it is shown to detect crime. Therefore I support the MPS Operation Javelin, which works in partnership groups within London to maximise the publicity of offenders caught as a result of CCTV.

I have been informed that trained and dedicated MPS staff are working with partners across London to develop the way CCTV evidence is being dealt with, and ensure that it becomes as mainstream as other forensic disciplines.

## **Raising Parking Revenue**

### **Question No: 1452 / 2008**

[Murad Qureshi](#)

Do you think Westminster Council's use of CCTV to raise parking revenue is the best use of this

method of surveillance, and should such technology be used for this at all?

**Answer from the Mayor:**

The use of CCTV to identify those who breach parking regulations is established practice across many local authorities, and this is a matter for boroughs.

## **Mela**

**Question No: 1453 / 2008**

[Murad Qureshi](#)

Can you confirm the amount of funding allocated to the Mela at Gunnersbury Park this summer and how this compares with last year's package?

**Answer from the Mayor:**

The funding allocation to the London Mela 2008 in Gunnersbury Park totals £130,000, which is exactly the same as 2007.

## **Greenhouse Gas Targets**

**Question No: 1454 / 2008**

[Murad Qureshi](#)

What measures do you believe London as a whole and Londoners individually will have to adopt to meet our international greenhouse gas targets?

**Answer from the Mayor:**

I am committed to reducing London's carbon dioxide emissions by 60% by 2025, a goal that takes us beyond current international greenhouse gas reduction targets. The programmes that will deliver these emissions savings are set out in the Climate Change Action Plan including transport, energy, retrofitting homes and commercial buildings, tackling new build and behavioural change. I will publish a full set of measures and programmes to deliver greenhouse gas reductions in my forthcoming Climate Change Mitigation and Energy Strategy, as mandated by the GLA Act 2007.

## **Mayor's Environmental Policy**

**Question No: 1455 / 2008**

[Murad Qureshi](#)

On the Today programme of the 6th of July, Tim Yeo declared that the Conservative Party supported the governments position on green taxes and that any other course of action would be catastrophic. How would you continue this perspective in the development of your environmental policy at the GLA?

**Answer from the Mayor:**

Taxation is only one way of influencing environment behaviour change. In my view it is better to look at incentivising change and working collaboratively to encourage all sectors, including public sector organisations, to adopt environmentally friendly policies in London.

## **Westbourne Grove**

**Question No: 1456 / 2008**

[Murad Qureshi](#)

Are you expecting the Thames water works on Westbourne Grove to be completed before the end of August and the beginning of the Notting Hill Carnival. If not, what measures can we expect TfL and Thames water to take to permit this vital access to the Notting Hill Carnival along Westbourne Grove.

**Answer from the Mayor:**

Thames Water has advised TfL that the works on Westbourne Grove should be complete on 10 August, well before the Carnival. Should it become apparent that the works might extend to potentially conflict with the Carnival, TfL will work with both Thames Water and the relevant borough to mitigate any undue impacts.

**Use of Wind Turbines within Greater London****Question No: 1457 / 2008**

[Murad Qureshi](#)

Would the Mayor consider evaluation of sites within Greater London to locate and provide wind turbines, whereby the electricity from these could be used to power electric public transport networks, such as rail, tram or trolleybus services?

**Answer from the Mayor:**

In March 2007 the London Energy Partnership published its feasibility study of the potential for stand-alone wind and biomass plants in London. A copy of this research can be downloaded from [www.lep.org.uk](http://www.lep.org.uk).

Transport for London are continuing to evaluate the potential for renewable electricity generation for their operations, as well as working to reduce their carbon emissions.

**London Living Wage****Question No: 1458 / 2008**

[Joanne McCartney](#)

At last MQT you undertook to release the GLA economics report into the Living Wage – when do you intend to honour this commitment?

**Answer from the Mayor:**

The report in question, A Fairer London: The 2008 Living Wage in London was published live on the web on 10 July and will be available in hard copy shortly.

**Half Price Travel****Question No: 1459 / 2008**

[Joanne McCartney](#)

What plans do you have to help those on low incomes get around London after your decision to end the scheme of half-price travel?

**Answer from the Mayor:**

I refer you to my answer to MQ1479.

**Bird Flu 1****Question No: 1460 / 2008**

[Joanne McCartney](#)

Have you reviewed the Pandemic Flu Response Plan?

**Answer from the Mayor:**

The plan was last reviewed in May 2008 by the GLA Group Response Plan Steering Group.

## **Bird Flu 2**

**Question No: 1461 / 2008**

[Joanne McCartney](#)

The GLA group has already purchased 100,000 doses of Tamiflu. Have you any plans to purchase stocks of Prepandix, the first vaccine to receive a licence for tackling the H5N1 strain of bird flu to protect GLA staff?

### **Answer from the Mayor:**

Our stocks of Tamiflu have a five-year shelf life, which expires in January 2010, in 18 months time. There are no plans to purchase any more antivirals.

There are no plans to purchase any vaccine. We would look to the NHS in London to provide vaccines and antivirals.

## **Wood Green Tube Station**

**Question No: 1462 / 2008**

[Joanne McCartney](#)

When is the upgrade and refurbishment of Wood Green tube station to start? Will you consider bringing forward plans to allow for step-free access during the station refurbishment?

### **Answer from the Mayor:**

Under the PPP contract, TubeLines have an obligation to refurbish Wood Green station. LU have been working with Tube Lines to develop designs for a possible step-free access scheme for Wood Green that might be programmed to coincide with the refurbishment works.

The provision of step-free access will significantly increase the scope and cost of the refurbishment work - as it will involve significant tunnelling work - and extend the programme considerably. The incorporation of step-free access is therefore subject to further review once this design stage is complete.

Refurbishment work will start on site during 2009. It is not possible to bring the date forward given the need to complete the detailed design work necessary for the scheme.

## **Enfield CPZ**

**Question No: 1463 / 2008**

[Joanne McCartney](#)

Enfield residents living close to Bounds Green tube station are suffering increased parking problems as a result of the introduction of a CPZ over the Borough boundary in Haringey. LB Enfield have not put in a recent bid to TfL for the introduction of a similar scheme, saying unreasonably that they haven't got the money to do a proper assessment and bid, meanwhile residents continue to suffer. Can you please see what can be done to sort this mess out?

### **Answer from the Mayor:**

LB Enfield has recently submitted an application to TfL for funding to implement a controlled parking zone (CPZ) for the Bounds Green area as a part of the 2009/2010 Local Implementation Plan (LIP) process. TfL will assess this along with all the other bids from the boroughs and an announcement will be made in November 2008

## **Air Quality**

**Question No: 1464 / 2008**

[Joanne McCartney](#)

What will you be doing to on behalf of London to ensure compliance with the new European

Directive on ambient air quality and cleaner air?

**Answer from the Mayor:**

I am passionately committed to improving air quality in London and will be taking bold action to work towards the requirements of the EU Air Quality Directive and the National Air Quality Strategy. This includes the Low Emission Zone (the second phase was launched earlier this month), increasing the number of hybrid buses on our streets and developing a low emission taxi. I will also encourage greater action on walking and cycling.

I am also working with the boroughs on local air quality issues and specific projects, such as promoting best practice on construction sites.

As much of the pollution Londoners breathe comes from outside London's boundaries, I am also lobbying the UK Government to help me implement key measures and encourage best practice elsewhere, and the European Commission to set stringent emission reduction targets for key sources of pollution.

## **Haringey**

**Question No: 1465 / 2008**

[Joanne McCartney](#)

With reference to Question No. 1187/2008 in which you stated you were not aware of the article in which Assembly Member Brian Coleman stated that Haringey is "ghastly", I can inform you that this was in the Hampstead & Highgate Express dated 15 May 2008. Again, do you agree with his depiction of Haringey as "ghastly"?

**Answer from the Mayor:**

No.

## **TfL owned properties on A406**

**Question No: 1466 / 2008**

[Joanne McCartney](#)

TfL owns a considerable number of properties along and around the A406 in Enfield. Most house LB Enfield tenants and housing association tenants, many of whom have lived in the properties for a number of years, and provide a valuable stock of social housing in the area. I understand TfL is planning to sell off surplus properties in the future. Can you guarantee that there will be full discussions with LB Enfield and interested housing associations about the disposal of these properties, that all will be done to ensure that those residents living in these properties are able to remain and that these properties will be retained for social housing? The worst possible scenario is that these properties are sold on the open market, social housing lost, families forced out of the area, children have to change schools and that this area is destabilised.

**Answer from the Mayor:**

I am able to confirm that discussions have taken place and are continuing between TfL and London Borough of Enfield with regard to the future disposal of surplus properties along the A406.

TfL's highway proposals, which I hope will soon be endorsed by Ministers, will help resolve the long-term future for these properties.

Please also refer to my answer for MQT 1311 / 2008.

## **Homes & Communities Agency**

**Question No: 1467 / 2008**

[Joanne McCartney](#)

Do you intend to Chair the Homes & Communities Agency for London when it comes into being? What will be your priorities for this organisation?

**Answer from the Mayor:**

It is my intention to chair the London Board of the Homes and Communities Agency when it is established. The key priority for the HCA in London will be to deliver the priorities set out in the London Housing Strategy, which I will be publishing for consultation later this year.

## **Social Housing**

**Question No: 1468 / 2008**

[Joanne McCartney](#)

Will you direct that housing stock owned by the GLA and its functional bodies should be used wherever possible as social housing?

**Answer from the Mayor:**

With the exception of TfL's inherited residential stock, virtually all housing owned by the GLA Group is for key workers, in particular firefighters and the police.

## **Promoting Electric traction**

**Question No: 1469 / 2008**

[Joanne McCartney](#)

What action is the Mayor and TfL taking or planning to take to promote the reduction in use of diesel trains operating local rail services throughout London? What are you planning to do to promote an increase in the number of regional and longer distance rail services, both freight and passenger, using electric traction to reduce CO2 and other emissions and promote sustainable power?

**Answer from the Mayor:**

TfL London Rail has produced an Energy Action Plan, which sets out actions TfL are taking to work with the rail industry to improve the energy efficiency of trains and develop the case for electrifying the Gospel Oak – Barking line if proven to be value for money. TfL is also a member of the electrification working group for Network Rail's Network Route Utilisation Strategy, which is investigating electrification of appropriate routes in detail.

## **London Rail Network**

**Question No: 1470 / 2008**

[Joanne McCartney](#)

What progress is the Mayor and TfL making to develop and promote the 'London Rail' network, following on from the initial success of TfL's take over of the 'London Overground' routes?

**Answer from the Mayor:**

TfL has been working with the DfT for some time on the specification of the new south central franchise. I am pleased that the DfT has agreed to include many of the higher Overground passenger standards in the new south central franchise starting next year.

## **London Rail Standards**

**Question No: 1471 / 2008**

[Joanne McCartney](#)

Can the Mayor set out a timetable for delivering the remainder of the London Rail Network to London Overground standards, i.e. to accept Oyster Pay As You Go and provide services, ideally every 15 minutes and not less than 20 minute intervals, at most times every day? What is TfL doing to achieve this?

### **Answer from the Mayor:**

TfL, in partnership with the train operators, DfT and Network Rail, has made many improvements to service levels over the last few years. Many have been made as franchises have come up for renewal, as will hopefully be the case with the next one, South Central. There remain small gaps in the provision of 4 trains per hour, mostly as a result of infrastructure capacity constraints. Some, such as those on the West Anglia mainline, can only be addressed in the longer term.

On the issue of Oyster Pay As You Go on National Rail, I am very keen for this to be delivered as soon as possible and it is an issue I have raised, and will continue to raise, with TOCs.

## **Affordable shop units**

**Question No: 1472 / 2008**

[Joanne McCartney](#)

Will you consider altering the London Plan to include targets for affordable shop units available to small independent retailers who are often priced out of high street and other retail developments?

### **Answer from the Mayor:**

Last week I launched the 'Planning for a better London' document. It sets out proposals for altering and revising the London Plan and seeking comments on these proposals. It suggests bringing forward proposals to enable planners to use section 106 agreements to require developers to make provision for affordable small shop units in major retail schemes. Over the next eight months or so we will start the process to alter the London Plan to consider how to deal with this and a number of other issues. It is likely these alterations will be in place for formal publication towards the end of 2010.

## **GLA Press Office I**

**Question No: 1474 / 2008**

[Len Duvall](#)

How many people were employed in: (i) the GLA press office (ii) the GLA marketing department on 30 April 2008? Please list separately for each department.

### **Answer from the Mayor:**

On 30 April 2008, the GLA employed 14.00 FTE in the press office. The GLA marketing department employed 19.75 FTE on 30 April 2008

## **GLA Press Office II**

**Question No: 1475 / 2008**

[Len Duvall](#)

How many people were employed or engaged as consultants in: (i) the GLA press office (ii) the GLA marketing department; (iii) working on media matters in the Mayor's transition team on 1 June 2008? Please list each group separately.

### **Answer from the Mayor:**

On 1 June 2008 there were no consultants in the GLA press office, and no consultants in the GLA marketing department. There were two consultants in the Mayor's transition team working on media matters on 1 June 2008.

## **Making London's Mayor Accountable (1)**

### **Question No: 1476 / 2008**

[Len Duvall](#)

In your election manifesto Making London's Mayor Accountable it states: 'We will strengthen the decision-making process in City Hall by introducing a Cabinet for London. The Cabinet will meet on a regular basis, formal minutes will be taken, and the full agenda papers will be put on the Mayor's website.' Can you now update the Assembly on whether any meetings of this Cabinet have taken place and if so what papers were produced and where are they available on the Mayor's website?

### **Answer from the Mayor:**

No meetings have yet taken place. I have decided to start holding Cabinet meetings when I have made all my key appointments. Once such meetings are held, the full agenda papers will be published, as per my election commitment.

## **Mayor's Interim Advisers**

### **Question No: 1477 / 2008**

[Len Duvall](#)

What are the payments to latest date available for each individual of the Mayor's interim advisers during the transition and what is the date to which such payments are calculated?

### **Answer from the Mayor:**

Please see table below –

<b>Name</b>	<b>Duration of Contract (Months)</b>	<b>Amount Paid (exclusive of any VAT payable) for May and June 2008</b>	<b>Maximum Amount Payable (exclusive of any VAT payable)</b>
Nicholas Boles	6 months Appointed 6/5/08 Ended 4/7/08	£24,000.00	£26,086.96
James McGrath	6 months Appointed 6/5/08 Ended 30/6/08	£19,500.00	£19,500.00
Laura Blake	6 months Appointed 6/5/08 Ended 30/5/08	£3,500.00	£3,500.00
Dan Ritterband	6 months Appointed	£19,500.00	£19,500.00

	6/5/08 Ended 30/6/08		
James Horrax	6 months Appointed 6/5/08 To end 30/6/08	£4,000.00	£4,000.00

<b>Name</b>	<b>Duration of Contract (Months)</b>	<b>Amount Paid (exclusive of any VAT payable) for May and June 2008</b>	<b>Maximum Amount Payable (exclusive of any VAT payable)</b>
Sara Cadisch	6 months Appointed 6/5/08	£7,000.00	£21,000.00
InHousePR (Katie Perrier, Jo Tanner and Dylan Sharpe)	6 months Appointed 6/5/08 Ended 30/5/08	£13,500.00	£13,500.00
Sophie Sharpe	6 months Appointed 6/5/08	£8,000.00	£24,000.00
Clare Foges	6 months Appointed 6/5/08	£5,600.00	£16,800.00
Alex Crowley	6 months Appointed 6/5/08	£7,500.00	£22,500.00
Richard Blakeway	6 months Appointed 6/5/08	£7,000.00	£21,000.00
Tom Greeves	6 months Appointed 6/5/08 To end 30/6/08	£5,600.00	£5,600.00
Ben Gascoigne	6 months Appointed 6/5/08	£5,166.66	£15,499.98
	TOTAL	£129,866.66	£212,486.94

## **Making London's Mayor Accountable (2)**

### **Question No: 1478 / 2008**

[Len Duvall](#)

In your election manifesto Making London's Mayor Accountable it states: 'The GLA Act 1999 obliges the Mayor and London Assembly to hold at least two 'People's Question Time' sessions each year...in the last eight years, there has been 16 meetings, meaning that half of London's boroughs have never had the chance to question their Mayor directly. We believe this is too infrequent, and we will increase the frequency of People's Question Times to a minimum of four and a maximum of six each year.' (p7). Have you yet decided whether there will be four or six

People's Question Time a year? When will the first of these more frequent People's Question Times take place?

**Answer from the Mayor:**

My commitment to holding four to six People's Question Times a year, will enable me to visit all 33 London boroughs during my administration, to listen to Londoners about the issues that concern them.

I am in the process of drawing up a detailed schedule, where the number of events will vary from year to year and the format for these events is currently being scoped and costed.

## **Press Conferences I**

**Question No: 1480 / 2008**

[Len Duvall](#)

Will you be reinstating weekly press conferences?

**Answer from the Mayor:**

I aim to hold a press conference every month in addition to regular events around London in which I will take questions from journalists, as well as Mayor's Question Time and People's Question Time meetings. I will be scrutinised by either the London Assembly or the media every 14 days. In addition to these press conferences and meetings I am regularly interviewed by local, regional, national and international journalists.

## **Press Conferences II**

**Question No: 1481 / 2008**

[Len Duvall](#)

Will you continue limiting your regular press conferences to half an hour?

**Answer from the Mayor:**

My regular press conferences are not limited to under half an hour.

## **Harassment of Staff**

**Question No: 1482 / 2008**

[Len Duvall](#)

Following an article that appeared in the Evening Standard on 18 June you issued a statement to the press in which you stated "The Mayor is committed to ensuring that any changes to staffing in the GLA are dealt with professionally and sensitively." However there were extremely disturbing aspects to the material supplied to the Evening Standard, including staff being individually named and in one case the photograph of a staff member used for internal GLA records was supplied. What action have you taken to find out who supplied this information to the Evening Standard what steps have you taken, or will you be taking, to ensure that all members of GLA staff going about their professional duties are not subject to such harassment in future?

**Answer from the Mayor:**

I cannot control what is reported in the media but I was obviously extremely concerned that the Evening Standard report on 18 June was both incorrect and contained personal information relating to individual members of staff. Immediate steps were taken by the Media team to correct the reports and later press coverage was corrected as a result.

It has not been possible to find out who supplied the information to the Evening Standard. What has become clear is that the reports to BMAC were out in the public prior to the meeting and that may have led to some of the information coming to light.

I have asked my Director of Communications to request that the Evening Standard refer to posts rather than refer to individuals, in order to try and prevent a reoccurrence of the situation.

In the future I have received advice that it will be appropriate for reports going to BMAC dealing with restructures to be considered under confidential papers where the report could lead to the identification of individuals.

## **State of London Debate**

### **Question No: 1483 / 2008**

[Len Duvall](#)

Will the Mayor promise that next year the State of London debate will be restored to a whole day format?

#### **Answer from the Mayor:**

The 2008 State of London Debate was held as an evening event because of the timing of the mayoral elections and in order to fulfil my statutory duties in regards to the timing of the debate and the publication of the annual report. The State of London Debate was also held as an evening event after the 2004 mayoral elections.

S.47 of the GLA Act 1999 requires the Mayor to hold a State of London Debate annually, with the debate open to all members of the public.

The GLA Act does not set out the form and procedure of the debate, other than the requirement that it must be set up in a way so as to provide members of the public to speak. In accordance with the Act, the form and procedure of the 2009 State of London Debate shall be as I determine after consultation with the London Assembly.

The 2008 State of London Debate took place just three weeks ago so proposals for the format of next year's event are still under development. However, I hope to start consultation with the Assembly on the 2009 debate before the end of the year and look forward to another successful dialogue with Londoners.

## **Sir Simon Milton**

### **Question No: 1484 / 2008**

[Len Duvall](#)

You have stated that Sir Simon Milton is unpaid. How many hours a week is Sir Simon Milton spending on GLA business?

#### **Answer from the Mayor:**

Sir Simon Milton currently spends about 16 hours a week providing support and advice to the Mayor on Planning related issues, however following a recent announcement that Sir Simon is due to resign from being Councillor at Westminster he will be interviewed for the Deputy Mayor Policy and Planning in the near future.

## **No Cars Policy**

**Question No: 1485 / 2008**

[Len Duvall](#)

Will you make a statement confirming that no cars with or without drivers will be retained by the GLA for use by staff or elected members and that both will travel by public transport or bicycle with occasional use of taxis where this is justified by a significant saving of time between appointments, very late working or other clearly comprehensible reasons?

### **Answer from the Mayor:**

I refer you to my previous answer to MQ980. As for when Assembly Members use their taxi card, this is entirely a matter for each member- although I would encourage all GLA staff and elected members to cycle or use public transport wherever possible.

## **Economy Class**

**Question No: 1486 / 2008**

[Len Duvall](#)

In light of your declaration that you will fly economy class to the Beijing Olympics, will you accept the offer of an upgrade from the airline, as is likely, and leave the rest of the party to travel economy class or will you turn it down?

### **Answer from the Mayor:**

I am not aware of any such offer being made.

## **Friends of Jubilee Gardens**

**Question No: 1487 / 2008**

[Valerie Shawcross](#)

The Friends of Jubilee Gardens are very concerned about possible plans by the BFI to build on the Metropolitan Open Land adjacent to Hungerford bridge which is currently being used as an ugly and unnecessary car park and could be integrated into Jubilee Gardens to extend this much loved facility. They have asked me to ask you the following question on their behalf: 'In your manifesto you emphasised your commitment to parks and open space. Will you now give firm support to the MOL status of the Jubilee Gardens extension site adjacent to Hungerford Bridge and the speedy extension of Jubilee Gardens across the whole site to create of a park worthy of its high profile and prestigious surroundings'.

### **Answer from the Mayor:**

I am committed to protecting the Green Belt and Metropolitan Open Land. However, there will be exceptional circumstances where this policy may be relaxed.

I am aware of the BFI's proposals for a National Film Centre on Hungerford Car Park and I will be looking at these plans in detail as they emerge.

As you will be aware, Jubilee Gardens has planning permission for refurbishment but at present this is this cannot be implemented due to funding and covenants issues. A solution to refurbishing Jubilee Gardens and unlocking the potential of the car park probably lies in looking at the sites together.

## **Croydon Tramlink**

**Question No: 1488 / 2008**

[Valerie Shawcross](#)

Please list the improvements you plan to make within the next two years to Croydon Tramlink, now you have assumed ownership of this system? Will you be continuing with the extension of Croydon Tramlink to Crystal Palace, and if so, what are the timescales of this project?

### **Answer from the Mayor:**

Our proposals for the short term are as follows:

- Off peak service enhancements – July 2008 increase services to Beckenham and Elmers End from 2 to 4 trams per hour Monday to Saturday evenings and all day on Sunday.
- Tramstop improvement - deep cleaning and repairing stops, replacing broken and defective equipment, shelters etc, improving signage and information
- Tram improvement – replacing existing seat covers and moquettes with a more durable and comfortable design. Deep cleaning the inside and outside of the vehicles, application of a new livery to improve the worn external appearance (untouched since 1999), improving signage and information on trams.
- Graffiti removal and enhanced system cleaning / litter picking
- Track repairs around central Croydon to replace defective and worn out points and curves
- Enhancements to the security and policing arrangements on Tramlink
- Improvements to the tram wash plant to prevent the build up of limescale deposits on windows etc.

There is currently funding in TfL's Business Plan up until 2010 to develop the Croydon Tramlink extension to Crystal Palace scheme. This funding includes a more detailed assessment of its traffic, environmental and economic impacts with a view to selecting a preferred route, carrying out a detailed design and public consultation in preparation for seeking the necessary powers for implementation.

Currently, there is no Government funding for implementation. I intend to review the transport, economic and environmental implications of the scheme and form a view on the best way forward.

## **Disabilities.**

**Question No: 1489 / 2008**

[Valerie Shawcross](#)

On 20th May the Disabilities Action Network (DAN) sent you a letter raising a number of concerns and asking for a meeting. As yet they have not had a reply. When will you be replying to DAN and will you meet them as soon as your diary allows?

### **Answer from the Mayor:**

I met with Mr. Killick and his colleagues with my senior policy adviser on disability and deaf issues briefly and promised to set up a meeting with my Deputy Mayor Richard Barnes, which will be happening in the very near future. In my reply to the letter I said that I was looking forward to working with Mr. Killick to meet both of our aspirations for London to be a beacon for inclusion and accessibility.

## **Tube Cooling**

**Question No: 1490 / 2008**

[Valerie Shawcross](#)

Are the new cooling fans on the underground making a measurable difference to the temperature on stations and trains? If so, how much?

### **Answer from the Mayor:**

Cooling the tube is a major engineering challenge, which will take time and innovation to deliver results. While London Underground researches long-term initiatives, it is also implementing short and medium term measures now to help tackle the heat on the Tube.

One of the short-term initiatives includes deploying up to 40 industrial sized summer fans across the network. While these will not reduce temperatures per se, they do increase customer comfort by greatly improving airflow and ventilation in stations. Following a successful trial of these fans last summer, more than 90% of passengers surveyed told LU the fans helped them feel more comfortable while travelling on the Tube.

Plans are underway to upgrade all ventilation fans along the Victoria line over the next few years, which will improve airflow, increasing air distribution capacity to allow hot air to escape more easily - the key cooling effect for deep tunnels. Work on the first four will commence later this year and once all are upgraded, they will reduce temperatures by approximately 3°C.

## **New Routemaster**

**Question No: 1491 / 2008**

[Valerie Shawcross](#)

How will you consult with disabled people on the final design of the new Routemaster bus or in fact the design of any new public transport in London whether that be bus, train or tram?

### **Answer from the Mayor:**

TfL engages with a range of representatives of disabled passengers through its 'Surface Transport Design Forum'. The Forum is held in partnership with London Travelwatch. The Forum provides TfL with the opportunity to discuss with disabled passengers their experiences of using public transport, particularly the bus network. TfL intends to engage with the Forum on the finalised design for the new bus.

## **Tall Buildings**

**Question No: 1492 / 2008**

[Valerie Shawcross](#)

Do you consider the following locations to be appropriate or inappropriate locations for tall buildings?

1. Elephant & Castle
2. Bankside
3. Waterloo
4. Peckham
5. London Bridge

\*

### **Answer from the Mayor:**

In practice, all proposed tall buildings need to be carefully assessed, whether they are in such areas or not. Factors to be taken into account include the tests set out in Policy 4B.10 of the London Plan, guidance provided by CABE and English Heritage, and recent Government

guidance relating to world heritage sites. The fact that a site is located in an area appropriate for tall buildings does not mean that any tall building proposal for that site will be acceptable.

## **Veterinary Ambulances**

**Question No: 1493 / 2008**

[Valerie Shawcross](#)

Many Londoners use veterinary services including Animal Ambulances, which have to park close to clinics to comply with health and safety and to ensure that sick animals are not further stressed. These vehicles are registered as Ambulances by the DVLA but TfL defines Ambulances more narrowly as those who transport humans and are registered with the London Ambulance Service. As a result Animal Ambulances are receiving tickets for parking outside clinics on Red Routes. Will you look into this and consider reviewing the definition of Ambulance to include those carrying animals?

### **Answer from the Mayor:**

There are few exemptions to the red route regulations, although emergency "blue light services" such as police, fire brigade and ambulances are exempt. Whilst some veterinary ambulances may be registered as such with the DVLA, this does not exempt them from the regulations.

I understand you have already raised this issue directly with TfL, and they will be in contact to discuss this matter with you shortly.

## **Child rate bus fares**

**Question No: 1494 / 2008**

[Valerie Shawcross](#)

The Information Commissioner has criticised TfL for 'collecting data without clear purpose' for the Young Peoples Photocard, and there may be many parents who decide not to supply their child's personal data by applying for a card. Will you reintroduce child rate bus fares, saver tickets and season tickets for 11-16 year olds who do not have a Zip card whether for this reason or perhaps because they do not use London buses regularly e.g. visitors?

### **Answer from the Mayor:**

The Information Commissioner's statement was made without consultation with TfL. TfL has now written to the Commissioner explaining what information is collected and why this is essential for the scheme.

Visitors to London can apply for a child Photocard on-line to be collected at a Travel Information Centre. Alternatively, One Day child Travelcards are available from £1.00 without ID. All children under 11 travel free without needing ID on the buses and on the Tube if accompanied by an adult. Therefore, at this time I do not see a case for re-introducing child rate bus fares.

It is important to remember why Zip cards were introduced in the first place. Many Londoners have serious concerns about the levels of anti-social behaviour and low-level disorder on the buses, and photo ID cards provide one way of properly enforcing the Behaviour Code on the buses. This is not, therefore, 'collecting data with no purpose'.

## **East London Line Phase 2 (1)**

**Question No: 1495 / 2008**

[Valerie Shawcross](#)

What is the deadline for securing funding for phase 2 of the East London Line Extension if the work is to be completed by the target opening date of December 2011?

### **Answer from the Mayor:**

TfL needs to agree funding for the East London Line extension to Clapham Junction within the next few months to ensure the scheme can open by December 2011. I am continuing to discuss funding with the DfT on this matter.

## **East London Line Phase 2 (2)**

**Question No: 1496 / 2008**

[Valerie Shawcross](#)

What was the outcome of your discussions with Ruth Kelly regarding the funding of phase 2 of the East London Line extension?

**Answer from the Mayor:**

During the meeting I set out in detail the benefits of delivering this project by December 2011, and I am hopeful that a positive conclusion can be reached.

## **Transport Strategy**

**Question No: 1497 / 2008**

[Valerie Shawcross](#)

When will you publish your draft Transport Strategy?

**Answer from the Mayor:**

Timescales are not yet finalised but we are working towards having a draft available for consultation with the London Assembly and GLA Functional Bodies by the end of 2008. This will be followed by wider public consultation next year.

## **Half price bus fares**

**Question No: 1498 / 2008**

[Valerie Shawcross](#)

Have you asked TfL to explore alternative sources of funding to allow the continuation of half-price bus travel for Londoners on income support?

**Answer from the Mayor:**

I refer you to my answer to MQ1479.

## **Cross River Tram**

**Question No: 1499 / 2008**

[Valerie Shawcross](#)

When will you form a view on the best way forward for the CRT project? Will you consult Londoners before you form your view?

**Answer from the Mayor:**

As I have said in previous answers to questions on the Cross River Tram (CRT), the Government's 2007 spending review allocation of funds to TfL to 2017 did not provide for the implementation of Cross River Tram. Before reaching a conclusion on the way forward I intend to review the transport, economic and environmental implications of the Cross River Tram, including bids to Government for future funding. I envisage reaching a conclusion on this in the autumn as part of wider discussions on TfL's Business Plan.

## **Phase out of Bendy Buses**

**Question No: 1500 / 2008**

Valerie Shawcross

Contracts for six bendy bus routes are due to expire next year. Can you assure users of these routes that the removal of the bendy buses will not result in a loss of passenger capacity on these routes?

### **Answer from the Mayor:**

Appropriate passenger capacity will continue to be provided for the 3 routes (38, 507, 521) that are due for renewal in 2009.

## **Dial-a-Ride and Taxicard Service**

**Question No: 1501 / 2008**

Valerie Shawcross

I have been asked by users of Dial-a-Ride and the Taxicard service to put the following questions as Chair of the Transport Committee:

1. During the election campaign, former Mayor Livingstone said that he was going to remove the administration of the taxicard scheme from the London Boroughs and take it in-house, so that all Boroughs will have the same number of rides per Month/Year with the same fare structures. Will you now consider doing the same?
2. Dial-a-Ride has come in for a lot of criticism recently regarding poor quality service. For example, when users have been given a date and time for a ride only to be called by Dial-a-Ride an hour or so before the pick up time to be told they cannot now be picked up because there is no vehicle available. Clearly this kind of occurrence causes inconvenience and distress to users. Will you consult with the Transport Commissioner to see if the service can be improved to the benefit of all users?
3. Users have been told that the Dial-a-Ride service operates from 6.00am until 02.00am but they say it is impossible to get any booking before 7.30am/8.00am and after about 11.30pm. Please can this be investigated?

### **Answer from the Mayor:**

1. I have asked TfL to continue to consider their strategy whilst undertaking discussions with London Councils and will respond once this process has been completed.
2. I recognise that door-to-door services have been a consistent issue of concern for disabled and older Londoners and I am committed to addressing this through a range of enhancements to the Dial-a-Ride service. A number of improvements are underway including:

- Providing 60 new low floor minibuses this year,
- Developing a change to the booking policy which will give customers more choice about when they make their booking. Customers will be able to book trips in advance, rather than only the day before,
- Expanding the supply network to increase capacity and improve flexibility through the introduction of taxi and PHV providers across all London Boroughs

TfL is also investigating the introduction of a trip guarantee – customers will get the trip they request at the time and to the destination they want, giving them greater flexibility.

During the first 6 months of this year Dial-a-Ride have delivered, each month, up to 8% more trips through the new call centre than at the same time during 2007. TfL will continue to work with current and potential customers and groups representing their interests to ensure they provide the best possible service for disabled and older Londoners.

I will discuss this with the Transport Commissioner.

## **Greenwich Waterfront Transit**

### **Question No: 1502 / 2008**

[Len Duvall](#)

What are your views on the Greenwich Waterfront Transit – do you intend to pursue with this scheme?

#### **Answer from the Mayor:**

Greenwich Waterfront Transit will be a key public transport improvement to support regeneration in the London Thames Gateway area and will improve access for local communities to employment, education, healthcare, leisure services and major transport hubs such as the future Cross Rail stations at Woolwich and Abbey Wood.

Public consultation on the design of the funded route from North Greenwich to Abbey Wood ended in January 2008 and the detailed design is due to be completed this Autumn. Subject to planning approval and land acquisition, construction is expected to begin in late 2009.

## **New Routes**

### **Question No: 1503 / 2008**

[Len Duvall](#)

Following TfL's consultation last year on new bus links between Eltham and Horn Park and North Greenwich and Eltham – when can we expect to see these new routes in service?

#### **Answer from the Mayor:**

TfL is consulting stakeholders on a proposal to extend route 132 from Eltham to North Greenwich, and route B15 from Eltham to Horn Park. The dates by which each service would be introduced will be known once these consultations are concluded. TfL will inform you of these at this time.

## **Canadian Avenue Junction**

### **Question No: 1504 / 2008**

[Len Duvall](#)

When will light controlled pedestrian crossings be installed at the junction Canadian Avenue and Catford Road to enable safe pedestrian crossings across Canadian Avenue itself and across Catford Road to the west of the junction with Canadian Avenue and Thomas Lane?

#### **Answer from the Mayor:**

TfL currently has no proposals to introduce pedestrian facilities here. TfL is, however, in discussion with the London Borough of Lewisham regarding their long-term plans for the area.

## **Deptford Bridge Junction**

### **Question No: 1505 / 2008**

[Len Duvall](#)

When will light controlled pedestrian crossings be installed to all four arms of the junction of Deptford Bridge, Deptford Church Street and Brookmill Road?

#### **Answer from the Mayor:**

TfL is aware of the difficulties experienced by pedestrians wishing to cross at this junction, however there have been no collisions involving injury to pedestrians in the 3 year reporting

period to January 2008.

TfL had planned to investigate the design of this junction in the near future with an anticipated funding contribution from the development of the nearby Seagar Distillery site. The planning application for this development has however recently been refused, and although the application has now gone to appeal, the outcome is unlikely to be known until late summer 2008.

## **Night Bus Service**

### **Question No: 1506 / 2008**

[Len Duvall](#)

Will you instruct TfL to investigate the possibility of a night bus service between Catford and Sydenham utilising Perry Hill/Bell Green/Southend Lane as a route? Currently residents of a large triangular residential area from the South Circular to Bromley Road including large areas of Perry Hill, Lower Sydenham and Bellingham have no night bus service and face a lengthy walk home through relatively quiet roads from either Catford, Sydenham or Forest Hill town centres.

#### **Answer from the Mayor:**

Route 75, which links Catford and Sydenham by a slightly different routing, used to have a night service. However, this was withdrawn in May 2007 due to low usage.

Based on the low use of the 75 at night, TfL expect that a night bus travelling along the route you mention will attract a similar low level of demand, making the introduction of such a route difficult to justify.

## **Increasing Capacity**

### **Question No: 1507 / 2008**

[Len Duvall](#)

Will TfL consider increasing capacity on bus routes 161, 472 and 486, to North Greenwich Station during the rush hour?

#### **Answer from the Mayor:**

TfL have recently reviewed services in this area, and a number of improvements have already been made or are proposed to be introduced shortly:

1. Route 486 – This route was converted from a single deck service to a double deck service last year, which increased capacity substantially.
2. Route 472 – TfL are proposing to provide extra capacity on this route at peak times from November this year.
3. Route 132 – TfL are proposing to extend this route to North Greenwich, which will also increase capacity in this area.

## **Bus Route 202**

### **Question No: 1508 / 2008**

[Len Duvall](#)

Bus Route 202 is often overcrowded between Lee Green and Blackheath will you ask TfL to investigate increasing the frequency of this service?

#### **Answer from the Mayor:**

TfL are not aware of the overcrowding you mention. I have instructed them to contact your office to discuss the matter.

## **Improving Transport Links**

**Question No: 1509 / 2008**

[Len Duvall](#)

Will you ask TfL to investigate improving public transport links to better connect Blackheath Standard and Charlton Road areas with the Queen Elizabeth Hospital?

**Answer from the Mayor:**

Yes. TfL will write to you with their findings.

## **Improving Public Transport**

**Question No: 1510 / 2008**

[Len Duvall](#)

What are your long term plans for improving public transport south of the river?

**Answer from the Mayor:**

I am committed to improving public transport in south London and I am pleased to confirm that a number of transport schemes are already underway and further initiatives planned for this area. These include:

The East London Line: which will open in 2010 and connect the 5 boroughs south of the river to the city.

Croydon Tramlink: Now owned and managed by TfL, Croydon Tramlink continues to be a vital part of the transport network in south London and last year carried 27 million passengers. Over the next 2 years passengers will see improved services. (see 1488/2008)

The Docklands Light Railway extension to Woolwich Arsenal, due to open in February 2009, will provide a much needed river crossing between Woolwich and the area to the north.

The existing Lewisham branch of the DLR is also being upgraded to allow the operation of longer, 3-car trains adding 50% extra capacity for people who use this busy line to access Canary Wharf and east London.

The Greenwich Waterfront Transit scheme will link North Greenwich and Abbey Wood and, subject to planning permission, is due to open in 2009.

Regarding the National Rail network in London, I am hopeful that Oyster pay as you go will be able to be used on the railway south of the river from Summer 2009.

Crossrail will of course create a brand new network of services linking areas to the west and east of London including Woolwich and Abbeywood, which will greatly improve transport connections in the south-east of London.

I am continuing to discuss funding of the East London Line extension phase 2 to Clapham Junction with the DfT. I am hopeful that a positive conclusion to the negotiations can be reached soon.

My overall vision for improving transport across London will be set out in the revisions to the overall Mayor's Transport Strategy. This will address the significant transport challenges faced by London in the longer term. As ever, the scale and scope of what can be done in all areas will have to be decided in the light of overall funding that is made available for transport in London.

## **High Temperatures on Buses**

**Question No: 1511 / 2008**

[Len Duvall](#)

In addition to plans to stay cool on the tube have you given any consideration on how to manage high temperatures on buses?

### **Answer from the Mayor:**

TfL has already incorporated changes to bus design to ensure that buses remain comfortable when outside ambient temperatures are high.

All double deck buses in the fleet have been fitted with more opening windows on the top deck; all buses undergoing refurbishment are fitted with white painted roof panels; and any new buses entering the fleet have appropriately tinted windows, better insulation, and thermostats which control interior heating.

In addition, forced air ventilation systems and air-cooling systems will also be fitted to all new buses as standard.

## **Member's Special Responsibility Allowances**

**Question No: 1512 / 2008**

[Navin Shah](#)

Does the Mayor support increasing Member's Special Responsibility Allowances?

### **Answer from the Mayor:**

The GLA Act excludes the Mayor and Assembly Members (AMs) from participating in the SRA menu that is available to local authority councillors.

The 1999 Act allows a salary/pension scheme to be set by joint determination (Mayor and Assembly) - two basic levels: one for the Mayor and a second for AMs. The Act limits the possible variations for AMs to just two cases - the (statutory) Deputy Mayor and the Chair of the Assembly. All other AMs must receive a standard remuneration package.

However, legislation in 2006/07 now allows the -

- MPA (from October) to pay an allowance to an AM who happens to be Chair or Deputy Chair of that body (but to no other AMs)
- LFEPA to pay an allowance to an AM who happens to be the Chair of that body (but to no other AMs)
- LDA to pay an allowance to an AM who happens to be Chair or Deputy Chair of that body (but to no other AMs)

If ever legislation changes, it may be possible to look at differential salaries for (Assembly) committee chairs etc, but we could not 'recognise' additional responsibility deriving from activity of the Functional Bodies.

## **James McGrath**

**Question No: 1513 / 2008**

[Navin Shah](#)

Why did Conservative Central Office insist your Chief Political Advisor resign rather than you?

### **Answer from the Mayor:**

I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. Indeed, I have gone further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the

spirit of openness, transparency and accountability.

Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.

## **Woodford Court, Shepherd's Bush**

**Question No: 1514 / 2008**

[Navin Shah](#)

What does the Mayor think of the comments made by Cllr Lucy Ivimy, Member for Housing at Hammersmith and Fulham Council about the residents of Woodford Court, Shepherd's Bush?

**Answer from the Mayor:**

The comments to which you refer were clearly inappropriate, and it was the right that Cllr Ivimy has apologized for the offence that was caused.

## **Dollis Hill House**

**Question No: 1515 / 2008**

[Navin Shah](#)

Ken Livingstone promised match funding to restore Dollis Hill House in Gladstone Park. Following the successful Lottery bid for the House, is the new Mayor also committed to matching it?

**Answer from the Mayor:**

As I stated during the election campaign, I may have a role to play in any endeavours that are being made to preserve Dollis Hill House for the nation. The previous Mayor made many promises but no progress was actually made.

Ian Clement, my Deputy Mayor for Government Relations, is leading on this and is having discussions with the London Development Agency (LDA) as to what might be possible, particularly as the London Borough of Brent are not contributing any match funding. Any future support that is offered, be it funding or in-kind advice and support, must be an efficient use of public money and in line with the LDA's investment criteria.

## **Designing Public Space**

**Question No: 1516 / 2008**

[Navin Shah](#)

Given the Mayor's Routemaster competition, would it be accurate to describe this administration as subscribers to the principles of participatory design? Can creative Londoners rejoice at the opportunity to be involved in designing public space and will he be using his new relationship with councils to ensure increased opportunities for creative public participation?

**Answer from the Mayor:**

I am looking forward to some great ideas from Londoners in response to the 'New Bus for London' competition.

Public debate and the exchange of ideas are important in promoting openness, greater use and inclusiveness in the design of public space. Consulting widely with stakeholders, communities and the users of public space, helps to incorporate the broadest range of views on how spaces can be used and designed. Local knowledge and expertise also brings a sense of ownership and a real chance of a reinvigorated sense of civic pride.

I will be working closely with the local boroughs as a key way of reaching London's residents and visitors, and achieving these aims.

## **Housing space standards**

**Question No: 1517 / 2008**

[Nicky Gavron](#)

I welcome your recent announcement that you will bring back mandatory Parker-Morris style space standards for new homes in London. Are you aware that a Parker Morris +10% standard is already mandatory for homes where public subsidy is involved?

Will you extend these regulations to cover all new housing in London, both public and private?

**Answer from the Mayor:**

I am aware of the various standards for publicly funded housing and keen to improve these where necessary to ensure good space standards for all affordable housing. I will be publishing new design guidance for housing later this year, alongside my draft housing strategy.

## **Digital advertising screens on the tube**

**Question No: 1518 / 2008**

[Nicky Gavron](#)

How does the recent TfL announcement that 2000 digital advertising screens will be installed across the Tube network fit with your stated intention to reduce temperatures within the network, given that each panel emits significant amounts of heat?

**Answer from the Mayor:**

London Underground has undertaken a study on the heat impact of digital advertising media. The study concluded that the impact on platform temperatures is negligible.

The use of digital media will also reduce the amount of paper wet-posted onto tunnel walls, which cannot be recycled (due to the paste applied), for advertising on our stations. This will save an estimated 4 tonnes of waste that would go to landfill sites per year.

## **Affordable Housing – proportions, size and tenure**

**Question No: 1519 / 2008**

[Nicky Gavron](#)

Of the planning decisions taken by Mr Clement since you delegated planning powers to him, what proportion and number of homes are affordable? What is the breakdown of size and tenure of these affordable homes?

**Answer from the Mayor:**

The Deputy Mayor, Government Relations, under delegated authority, has made a decision whether or not to direct refusal on 27 planning applications of which 18 contained a proportion of residential units. He has not directed refusal on any of the 27 cases. My officers in the Planning Decisions Unit will provide a detailed breakdown of the number of affordable units, size and tenure for each application.

## **Capitalwoman conference**

**Question No: 1520 / 2008**

[Nicky Gavron](#)

Last year, the GLA's annual Capitalwoman conference brought over 3000 London women of all ages and backgrounds together to discuss the issues affecting them and give their ideas for future policy. Will you continue to hold and fund this conference?

**Answer from the Mayor:**

As women make up 52 per cent of London's population, ongoing engagement with women and listening to their views will be vital in informing my future policies.

## **Olympic village**

**Question No: 1521 / 2008**

[Nicky Gavron](#)

The housing in the Olympic Village will only reach Code Level 4 of the Code for Sustainable Homes. This commitment would comply with the level of energy efficiency that will be required by building regulations in 2013 but not the zero carbon standard set for 2016. Do you agree that the Olympic Village is an ideal candidate to be a showcase zero-carbon development, and will you ask the ODA and other actors to ensure this is the case?

**Answer from the Mayor:**

Delivering a residential development in the UK that meets the Code for Sustainable Homes level 4 is unprecedented for a development of this size.

The ODA expects the carbon emission savings from the development to substantially exceed the 44% reduction target (required to meet code level 4) through use of the CHP, biomass plant and wind turbine.

In addition, the ODA is future proofing the development through the installation of energy centres in the Park and at Stratford City. This allows the development to be upgraded to deliver zero carbon energy if, for example, gas from waste was made available.

## **The Nash Ramblas**

**Question No: 1522 / 2008**

[Nicky Gavron](#)

Will you support the exciting and timely proposal to implement a programme of pedestrianisation and public realm works between London Zoo and the Mall, as promoted by Sir Terry Farrell?

**Answer from the Mayor:**

I am aware of the renewed interest in Sir Terry's proposals and that this has arisen from funding becoming available through a large redevelopment scheme in the City of Westminster. I am also aware that English Heritage has been co-coordinating efforts with Sir Terry's office and the City Council to generate momentum behind this initiative and that there have been exploratory discussions with Design for London and with TfL.

## **War Veterans Free Travel**

**Question No: 1523 / 2008**

[John Biggs](#)

What is the estimated annual cost of free travel for injured war veterans? What would be the cost of extending this to all veterans?

**Answer from the Mayor:**

The estimated annual cost of giving free travel in London to qualifying war veterans under the Veterans Concessionary Travel Scheme is £0.9m.

Given that there are over 5m veterans in total in the UK, the estimated annual cost of extending free travel on TfL services to all of them is estimated at £20m-£30m.

## **Knife Crime**

**Question No: 1524 / 2008**

[Jennette Arnold](#)

In light of the recent tragic death of Ben Kinsella, how will the new Mayor be supporting the work of local organisations, such as the Times Amateur Boxing Club, in helping to divert young people away from knife crime.

### **Answer from the Mayor:**

Tackling youth violence is one of my key manifesto commitments, and it is a top priority to make London a safer city for young people. While I want to better support the MPS and boroughs on enforcement measures against knife and other serious violent crime, we also know that this approach should only be one of a number of solutions including a major focus on longer-term prevention and diversionary initiatives. Local provision, especially in the voluntary and community sector, does and will continue to play a vital part not only in diverting young people away from crime, but crucially improving their life chances through out-of-school sporting, cultural, citizenship and volunteering opportunities.

Key objectives to be delivered through the London Youth Offer (of £19 million of LDA funding) are to increase the participation of disadvantaged young people in positive activities and reduce the number of first time entrants to the criminal justice system. The Young Londoners' Fund part is targeted at the voluntary and community sector. I shall also want the new Mayor's Fund to play a significant part in supporting local organisations particularly targeting disaffected young people.

## **Cyclists**

**Question No: 1525 / 2008**

[Jennette Arnold](#)

There are many cyclists in Hackney, Islington and Waltham Forest who cycle for work and for pleasure and who want to feel safe when using bus lanes especially as people are being encouraged to cycle through Hackney and Waltham Forest to London 2012 events. Given that the TfL study into the safety of allowing motorcycles in bus lanes was inconclusive, will the Mayor conduct further research into the benefits or otherwise of this proposed policy as recommended in the Department for Transport's Traffic Advisory Leaflet "The Use of Bus Lanes by Motorcycles"? Will the Mayor also consult with those representing motorcyclists, bus and freight operators, taxi drivers, pedestrians, equestrians, cyclists, disabled people and the Police again as recommended in the Traffic Advisory leaflet?

### **Answer from the Mayor:**

There will be a continual review of the safety case for allowing motorcycles to use bus lanes. Further usage of bus lanes by motorcycles will allow TfL to gather sufficient data to determine conclusively the safety case.

TfL will consult on the proposal to allow motorcyclists to use bus lanes on the Transport for London Road Network. The issue of TfL allowing motorcycles into bus lanes can only unilaterally take place on bus lanes for which TfL acts as highway authority, making up only 5% of the roads in London. London's Boroughs would need to make decisions on this issue themselves.

## **Motorcycles in Bus Lanes**

**Question No: 1526 / 2008**

[Jennette Arnold](#)

It is obvious from the numbers of people who signed the petition (3500) against allowing motorcycles into bus lanes that there is a general perception that bus lanes will not be as safe

for cyclists as they are now if motorcycles are allowed in them. Whether that perception is right or wrong is open to debate, but we would need further research to decide whether such fears are justified or not. Without such research, people may well be put off taking up cycling or even stop doing it from the perception that it would not be as safe. This would obviously be counter-productive to the overall aim of increasing bicycle use in London. So will the Mayor conduct some research on the safety of allowing motorcycles into bus lanes?

**Answer from the Mayor:**

Please refer to my answer to 1525/2008.

## **Motorcycles in Bus Lanes (2)**

**Question No: 1527 / 2008**

[Jennette Arnold](#)

Powered two wheelers are currently permitted to use bus lanes on three roads in London: the A13 East India Dock Road between Leamouth Road and Butcher Row East; the A23 Streatham High Road/Brixton Hill/Brixton Road (between Streatham Common and Camberwell New Road), and the A41 Finchley Road between Marlborough Place and Platt's Lane. As the last TfL report into the safety of using motorcycles in bus lanes was inconclusive, are there plans in place to make these three roads into a pilot area to look at safety and report back on them? If not, will you undertake to complete such a study in order to produce a report on the impact of motorcycles in bus lanes?

**Answer from the Mayor:**

Please refer to my answer to 1525/2008.

## **Bus Fares**

**Question No: 1528 / 2008**

[Jennette Arnold](#)

Mr Mayor, you said you were committed to honouring the existing half price bus fares concession to those in receipt of income support until the end of the current scheme and that you would be asking TfL to look into other suitable forms of fares concession for low income Londoners. In my own area, there are 4540 people in Hackney, 3323 people in Islington and 2572 people in Waltham Forest who currently benefit from half price fares. Will the Mayor give an assurance that all low income people in the current system will not be worse off under any new fare system which may be introduced i.e. they will still be entitled to either half price fares or better?

**Answer from the Mayor:**

I refer you to my answer to MQ1479.

## **London Equalities Commission**

**Question No: 1529 / 2008**

[Jennette Arnold](#)

Is the Mayor committed to providing proper funding for the London Equalities Commission and will he also consider instituting an annual Conference so the statistics from the State of the Equality in London reports can be fully debated and the means to improve them can be formulated for London?

**Answer from the Mayor:**

The Mayor is committed to promoting greater equality and inclusion in London and is in the process of reviewing arrangements to engage key stakeholders in this. The second State of Equality in London Report is being approved and will be published later in the year.

## **Archway**

### **Question No: 1530 / 2008**

[Jennette Arnold](#)

During the recent GLA elections all parties signed up to working together to making Archway a better place. Is the Mayor prepared to meet with myself, the local MP and members of the Better Archway Forum (BAF) so that he can give us an update on the following:

The results and implications of TfL's feasibility study at Archway

The outcome of the TfL/GLA submissions on CIF bids to the Department for Transport

### **Answer from the Mayor:**

TfL is working with Islington Council on this project and has commissioned a feasibility study looking at how Archway could be improved for both the local community and users of public transport. However TfL has no funding for improvements in the area and is therefore reliant on other sources for capital funding. I understand TfL staff have agreed to meet you and other stakeholders - including Better Archway Forum and Islington Councillors - once the feasibility study is complete in September 2008.

## **Airwave**

### **Question No: 1534 / 2008**

[Richard Tracey](#)

Wandsworth Parks Police are a long-standing and dedicated organisation providing a vital service to residents and park users in the borough. As part of the development of the Met's airwave communications system discussions were undertaken for including the Parks Police in the system so that they can communicate directly with the Met but this has fallen by the wayside. Will you look at including the Parks Police so that the constabularies can talk to each other in the same way as the Met and talk to the BTP for the benefit of Londoners?

### **Answer from the Mayor:**

The decision on who is allowed access to Airwave is not one for the Mayor. Wandsworth Borough Council would need to apply to Ofcom and follow agreed procedures. A protocol with the local MPS Borough Operational Command Unit would then need to be agreed.

Genuine parks constabularies and similar local authority organisations that respond to emergencies and do what can be described as 'providing a policing service' can apply for Airwave radio 'Sharer' status. If approved by Ofcom, certain radio talk-groups can be shared with them to enable communication with police. The conditions listed below must be met for this status to be awarded. Those conditions are:

- Sharer to have specific Ofcom approval as an Airwave user
- Sharer to be in possession of a user TEA2 licence
- Sharer to have entered into non-disclosure agreement with Police Force
- Only groups protected by CCK to be shared
- Shared groups not to be used for routine Police traffic
- No primary dispatch or operational groups to be shared
- For joint operations the shared group may be patched to an operational one
- In such cases the patch to be dissolved immediately the operation/incident is over
- While groups are patched impact information and PNC data are not to be transmitted

## **Advertising on Buses (1)**

**Question No: 1535 / 2008**

[Richard Tracey](#)

Under the previous Mayor, TfL's advertising budget increased substantially. Can the Mayor provide an annual breakdown from 2000 to the present day of how many of the total number of internal advertisement spaces on London buses were taken up by commercial adverts?

**Answer from the Mayor:**

The sale of advertising space on buses is administered by CBS Outdoor Limited on behalf of bus operators. As CBS would hold this information, TfL will discuss with them and will contact you with their findings.

## **Advertising on Buses (2)**

**Question No: 1536 / 2008**

[Richard Tracey](#)

Can the Mayor provide an annual breakdown from 2000 to the present day of how many of the total number of internal advertisement spaces on London buses were taken up by TfL adverts?

**Answer from the Mayor:**

The sale of advertising space on buses is administered by CBS Outdoor Limited on behalf of bus operators. TfL has negotiated with CBS that space on buses be provided free of charge for safety, security, legal and mandatory messages, as well as for ongoing campaigns such as the 'Considerate travel' campaign running currently. CBS make available five 8" x 26" spaces on the lower deck, and three 8" x 26" spaces on the upper deck. This arrangement has been in place since 2000.

## **Advertising on Buses (3)**

**Question No: 1537 / 2008**

[Richard Tracey](#)

What is the value of a single internal advertisement space on a London bus?

**Answer from the Mayor:**

The sale of advertising space on buses is administered by CBS Outdoor Limited on behalf of bus operators. CBS publish a 'rate card' to illustrate outline costs for securing space of differing sizes, and this is attached. The final costs of this space are negotiated between the buyer and CBS, dependent upon the length of the campaign and the amount of space required. However, by way of illustration, an 'XL' type space (displaying card-mounted adverts on a runner at average head height within a bus) would be available for £83,250 for two weeks.

## **Funding of Transport Infrastructure Projects**

**Question No: 1538 / 2008**

[Richard Tracey](#)

How will the Mayor encourage developers to contribute funds to assist large transport infrastructure projects where new residents are encountering travel problems on overcrowded trains and buses?

**Answer from the Mayor:**

The mechanism for ensuring that developers contribute to public transport needs to mitigate the impact of their developments is s106 agreements or planning obligations. This is a well-established aspect of both planning policy and development control decision-making.

TfL negotiates with developers to ensure developers make appropriate contributions to public

transport and GLA planning officers are also involved on applications that are referred to the Mayor. My officers are in discussion with DCLG on how the proposed Community Infrastructure Levy will be implemented to ensure developer contributions to both local and strategic public transport needs.

## **Barking to Gospel Oak Line**

**Question No: 1539 / 2008**

[Richard Tracey](#)

The Barking to Gospel Oak Line is frequently heavily overcrowded, especially at peak times. What plans does TfL have to increase capacity on this line?

**Answer from the Mayor:**

TfL are unable to lengthen trains in the immediate term because some of the station platforms are too short. However works are planned to remedy this so that three car trains can operate on this line from 2010 instead of the 2 cars at present. TfL are also in discussion with Network Rail to increase the frequency of services in the peak.

## **Barking to Gospel Oak Line**

**Question No: 1540 / 2008**

[Richard Tracey](#)

What is the logic in introducing new 2-coach trains on the Barking to Gospel Oak Line rather than 3-coach trains?

**Answer from the Mayor:**

TfL are unable to lengthen trains in the immediate term because some of the station platforms are too short. However works are planned to remedy this so that three car trains can operate on this line from 2010 instead of the 2 cars at present. TfL are also in discussion with Network Rail to increase the frequency of services in the peak.

## **Barking to Gospel Oak Line**

**Question No: 1541 / 2008**

[Richard Tracey](#)

When does TfL plan to introduce electrification on the Barking to Gospel Oak Line?

**Answer from the Mayor:**

TfL have been working with Network Rail to build a case for the electrification on the Barking to Gospel Oak line. However, the capital cost is very high, due principally to the numerous bridges and viaducts along the route. Network Rail and TfL have therefore to date been unable to justify the expenditure compared to other projects. The proposal is being kept under review and in the meantime, TfL is working to make the diesel passenger service as good as possible, including the delivery of new trains from 2009.

## **Phase 2 of East London Line Extension**

**Question No: 1542 / 2008**

[Richard Tracey](#)

Can the Mayor update the Assembly on what progress is being made regarding funding of Phase 2 of the East London Line Extension?

**Answer from the Mayor:**

TfL is continuing to discuss funding of the East London Line extension to Clapham Junction

with the DfT. I met the Secretary of State for Transport, Ruth Kelly, to discuss funding for the project and set out in detail the benefits of delivering this project by December 2011, I am hopeful that a positive conclusion to the negotiations can be reached soon.

## **Tooting Bec to Fulham Bus Route**

### **Question No: 1543 / 2008**

[Richard Tracey](#)

When will TfL be in contact with me as promised so that I may show them the high demand locally for a Tooting Bec to Fulham direct bus route?

### **Answer from the Mayor:**

I understand TfL has now contacted you to arrange the meeting you requested.

## **LEZ**

### **Question No: 1544 / 2008**

[Richard Tracey](#)

Further to your answer to question 1074/2008, since the latest stage of the LEZ came into operation what feedback has TfL received from organisations that have had delivery problems regarding the receipt of LEZ-compliant vehicles?

### **Answer from the Mayor:**

The vast majority of operators have taken action to make their vehicles compliant. A very small number of operators have reported difficulties because of installation lead times for abatement equipment. These operators may not have been compliant in time, despite having taken action prior to the LEZ affecting their vehicle. TfL issues operators of non-compliant vehicles a warning letter rather than a Penalty Charge Notice when they are first seen in the LEZ. Operators will then have 28 days to take action to make their vehicles compliant.

Even after this period operators can send TfL a representation following receipt of a PCN explaining the action that has been undertaken to make the vehicle compliant. TfL will review all representations received and be sympathetic where the operator can demonstrate that appropriate action has been taken.

## **LEZ**

### **Question No: 1545 / 2008**

[Richard Tracey](#)

Has the Mayor considered introducing financial relief for owners of older, non-compliant horseboxes on the boundaries of the LEZ?

### **Answer from the Mayor:**

There are no discounts or exemptions for horseboxes from the LEZ as there are no technical reasons why such vehicles could not comply with the scheme. Horseboxes have similar emissions characteristics to the HGVs and LGVs from which they are derived, and as such I consider that they should be subject to the same emissions requirements under the LEZ. It does not seem reasonable to distinguish between vehicles on the basis of proximity to the boundary of the zone because no matter what their operational use, they still emit the same level of pollutants per kilometre travelled.

More broadly, however, following the go-live of the second phase of the LEZ, TfL is taking the opportunity to review the details of the scheme to ensure that the benefits are delivered whilst the impact on organisations and individuals is understood and managed appropriately.

I am aware that grants for retrofitting of pollution abatement equipment have been available to

operators in some EU countries. However, I consider that offering grants, exemptions or derogations to some individuals or organisations but not others could be unfair. I consider that the issue of grants or financial assistance would be better dealt with at central government level rather than regional level.

## **London Streets**

**Question No: 1546 / 2008**

[Richard Tracey](#)

Why is TfL London Streets failing to clear and prosecute kerbside car sales from Red Route strategic roads?

**Answer from the Mayor:**

Anybody carrying out the business of selling cars and displaying vehicles on the highway is doing so illegally. However this falls under the jurisdiction of the local borough's Trading Standards Department, and is enforceable under the Neighbourhood and Environment Act 2005, which applies to London's local authorities and not highway authorities like TfL.

Needless to say, TfL will actively enforce Red Route stopping and parking controls, removing vehicles causing delays and congestion.

## **Olympic Transport Links**

**Question No: 1547 / 2008**

[Richard Tracey](#)

Is the Mayor satisfied that enough is being done to improve transport links through and into London in the lead up to the 2012 Olympic Games?

**Answer from the Mayor**

I am confident that both TfL and the ODA are delivering the agreed programme to not only deliver a successful London 2012 Olympic Games and Paralympic Games but also to deliver value for money in leaving a significant legacy of enhanced transport links in the East of London.

## **Blunt 2 (2)**

**Question No: 1548 / 2008**

[Richard Tracey](#)

Following the Deputy Commissioner's announcement at the MPA on 4th July that Blunt 2 will create a 75 strong taskforce to focus on the known gang members in London, which boroughs will be targeted as the most affected areas troubled by gang crime?

**Answer from the Mayor:**

Operation Blunt 2 is a pan-London operation incorporating a number of tactics to combat knife and weapon related crime. The task force is in addition to those resources and will focus on boroughs where intelligence informs the MPS of the priorities. The task force will be flexible enough so that affected boroughs can be incorporated within particular operational focus. Any London borough could become the focus of the task force operation, as gangs in London are mobile and can operate anywhere. As these interventions are progressed the MPS will confirm the key boroughs of focus and advise you of these in due course.

## **Blunt 2 (3)**

**Question No: 1549 / 2008**

[Richard Tracey](#)

How long will the 75 strong taskforce be deployed for and will there be extra resources made available from other areas within the Met in order to expand the taskforce both in terms of Officer numbers and areas of deployment?

### **Answer from the Mayor:**

The initiative involving the taskforce is anticipated to last for three months and will link in to other operations during which some longer-term options will be considered. The taskforce will draw on resources from Territorial Policing, Special Operations, Specialist Crime Directorate and from Central Operations to bolster the resources already being utilised from across a range of teams within the Service.

The progress of the taskforce will be reviewed and once evaluated, a decision will be taken as to whether the task force needs to be expanded.

## **Knife crime**

**Question No: 1550 / 2008**

[Richard Tracey](#)

Will the Mayor call for legislation to require hospitals routinely to report to Police any persons with knife injuries that attend for treatment?

### **Answer from the Mayor:**

Currently hospitals are required by law to report all gunshot wounds to the police, even if patients are unwilling to report it themselves. The Mayor strongly supports the introduction of such a requirement for knife injuries, which are more prevalent. This would ensure that the police gain better intelligence on serious youth violence and other types of crime that are underreported.

Work is currently underway to share depersonalised A&E admission data for gun, knife and alcohol related injuries. The Regional Public Health Group the Metropolitan Police want relevant organisations to be able to access and analyse A&E data to help improve community safety strategies. The GLA are monitoring the progress of this work.

## **Police paperwork**

**Question No: 1552 / 2008**

[James Cleverly](#)

The police currently spend a huge amount of time on stop and search and stop and account paperwork. What are the Mayor's plans to reduce this burden and help get the officers back on the beat?

### **Answer from the Mayor:**

I refer you to my earlier response made at MQ no. 1552, in which I stated that all London communities would welcome the refocusing away from form filling and towards effective neighbourhood policing.

I welcome the step toward reduced bureaucracy through the MPS new stop & account/ stop & search form. The new form is half the size of the old form and is laid out in the sequence an officer would conduct an encounter thereby reducing the inconvenience caused to the citizen. I am informed by the MPA that this new form is estimated to have a cost saving of £1.8 million and should reduce the recording of a stop and account encounter from 7 minutes to 2 minutes and stop and search from 7 minutes to 5 minutes. This saving does not include the time saved

for inputting reduced data.

I will also encourage the MPS/MPA to adopt the use of new emerging technologies that could be used to further eliminate such paperwork, whilst ensuring a robust process exists to monitor encounters. I will also be lobbying the Home Secretary that resources to fund the MPS use of such technology be made available.

## **Youth Organisations - Uniform**

### **Question No: 1554 / 2008**

Steve O'Connell

The Met Police in conjunction with Croydon Council have launched a Uniform Youth Project to encourage young people to get involved with a voluntary organisation, such as the Cadets, Boys Brigade, Guides, Scouts or St John Ambulance that can instill camaraderie and sense of positive value and impact into the lives of young people. Will you offer your support for this project and look at the option of expanding these types of community projects across London?

### **Answer from the Mayor:**

I am very aware of this positive initiative – 'Project YOU' – by a coalition of the uniform youth organisations, namely the Air Training Corp, Army Cadet Force, Boys Brigade, Girl Guides, Scouts, Sea Cadet Corp, St John Ambulance and the Volunteer Cadet Force. From their original coming together in Croydon, I understand that these organisations have now agreed to expand the Project YOU coalition to be London-wide. The Metropolitan Police Service's new Youth Strategy aims to support young people from early years to adulthood, effectively engage with young people and tackle serious youth violence. As part of their Strategy, the MPS will be supporting and developing Project YOU, specifically to ensure there are co-ordinators in each borough. For Project YOU to reach as many young people as possible, I encourage more adult volunteers to become involved and assist these organisations. I shall ensure, too, that their summer and year-round programmes and activities of Project YOU are publicised in my online Summer Activities Guide and on the Young London website respectively.

## **Offensive dogs**

### **Question No: 1555 / 2008**

Steve O'Connell

Do you have figures for the use of dogs as tools of intimidation by certain criminals and yobs as, anecdotally, there seems to be a growing usage of certain breeds of dogs to create intimidation and an aggressive threat on our streets? What can be done to counter this problem?

### **Answer from the Mayor:**

The Metropolitan Police do not record incidents of dogs being used to intimidate people. However, the police do believe the problem is getting worse. This is indicated by the number of patients aged under 18 treated for dog bites, which has more than doubled in London during the last four years. Furthermore, seizures under dangerous dogs legislation increased from 35 animals in 2005/06 to 480 in 2007/08.

Bull breeds (most commonly 'Staffies') are often associated with their owners antisocial behaviour. These dogs constitute 42 per cent of Battersea Dogs & Cats Home admissions; the home receives 30 to 40 per day.

The GLA has been working with the Metropolitan Police, three leading animal charities, and Wandsworth Council on the 'People with Dogs Project' to produce and distribute an education tool for young people Londonwide. The police are also partners in an initiative underway in Brent and other boroughs called BARK. This focuses on disrupting the activities of people using dogs for antisocial purposes and dog fighting.

## **Making Cheam Safer**

**Question No: 1556 / 2008**

[Steve O'Connell](#)

Will the Mayor join me in celebrating the work of Councillors from Cheam in Sutton in starting a local campaign called 'Making Cheam Safer' to ensure that local people's priorities are at the heart of local policing? What can the Mayor also do to ensure that localised policing priorities better reflect the will of the communities that they serve.

### **Answer from the Mayor:**

I welcome this campaign and all efforts to engage people in addressing local crime concerns to make their neighbourhoods safer. Key to that is having access to information on crime and that is why I have made it a priority to ensure that crime mapping is available at a local level and why I am encouraging Borough Police Commanders to meet with local residents on a regular basis.

I am aware that the Safer Neighbourhoods Teams in Sutton have been working with the ward community panels to take account of local priorities over the past three years, and I am sure that the ward councillors in Cheam will continue to work with the Police on this.

## **359 Bus Service**

**Question No: 1557 / 2008**

[Steve O'Connell](#)

The 359 bus service on Monks Hill operates outside of the rush hours and runs between 10am and 2.30pm. Will the Mayor instruct TfL to investigate extending this service so that residents can use this service to commute to work or take their children to school?

### **Answer from the Mayor:**

TfL investigated this previously prior to the retendering of the contract to operate the service in March 2006; but unfortunately, the numbers of additional passengers arising from running the 359 during the peak hours are not sufficient enough to justify the service at this level.

## **Infrastructure Planning Committee**

**Question No: 1558 / 2008**

[Steve O'Connell](#)

What is the Mayor's view on the Government's proposal, in the current Planning Bill, for an Infrastructure Planning Committee to consider major planning applications on a national level? How would this proposal affect the strategic planning powers and functions of the GLA?

### **Answer from the Mayor:**

The relevant borough council or councils should deal with planning applications for major infrastructure in London, with any strategic planning implications being addressed by the Mayor. My planning powers should apply in the normal manner.

I have no thoughts on how major infrastructure applications should be dealt with outside London.

## **Empty Homes**

**Question No: 1560 / 2008**

[Steve O'Connell](#)

What information does the GLA currently hold on empty and "hidden" homes in London?

### **Answer from the Mayor:**

The GLA currently holds figures for local authority, housing association, other public sector and

private sector empty homes by borough. The new Strategic Housing Land Availability Assessment, to be carried out in partnership with boroughs, will include the capacity to develop homes on publicly owned land.

With regard to infill developments on existing social housing estates, the boroughs neither collect nor publish this information in any consistent form. However, the projections for capacity on small sites agreed with boroughs in the current Housing Capacity Study would in part have been based on previous provision from such sources.

## **Design for London**

**Question No: 1561 / 2008**

[Steve O'Connell](#)

How does the Mayor see the role of Design for London in delivering his key objectives?

### **Answer from the Mayor:**

The revised London Plan will set out my objectives to protect London's unique character, while transforming it into a prosperous, better connected, safer, more environmentally responsible city that delights visitors and Londoners alike. Architecture and urban design are essential tools for making this happen. Design for London's work helps ensure that my functional bodies of the LDA and TfL, as well as the GLA, incorporate quality design in all aspects of their planning work. This includes work on new homes, places and London public spaces.

## **The Hamptons, Sutton**

**Question No: 1563 / 2008**

[Steve O'Connell](#)

Does the Mayor have any plans to intervene on the proposed expansion of The Hamptons housing development in Worcester Park, Sutton? Does the Mayor agree that any provision of new homes should not place undue pressure on local infrastructure?

### **Answer from the Mayor:**

The previous Mayor considered an application for phases 4B and 5C of the Hamptons development in Worcester Park on 31 October 2007 and raised a number of concerns. The Council refused the application on 3 December 2007. Any revised planning application or any additional proposal will be assessed against the policies in the London Plan but also having regard to the 'direction of travel' document that I have recently published. It is important that borough councils and other relevant stakeholders (such as the NHS) assess the need for social infrastructure (in line with policy 3A.18) to complement the delivery of new housing and where appropriate new development should contribute to this.

## **Early Closing of Tube Station Entrances**

**Question No: 1564 / 2008**

[Tony Arbour](#)

Will the Mayor instruct TfL to ensure that tube stations do not shut their entrances before the last train has gone?

### **Answer from the Mayor:**

London Underground does not close Tube stations until after the last train has departed and all passengers have left the station. If you know of any cases where this has occurred, please raise this with London Underground and they will investigate.

However at any time of day it may be necessary to close particular station entrances in order to manage the flow of people and ensure passenger safety inside the station. Such closures are an operational matter for London Underground station management to make at the time and

based on local circumstances.

## **Dial-a-ride Dial-a-Ride**

### **Question No: 1565 / 2008**

[Tony Arbour](#)

Is it the case that a single Dial-a-ride journey costs TfL £35?

#### **Answer from the Mayor:**

As a free door-to-door service for disabled people who cannot use buses, trains or the Underground, Dial-a-Ride is a very useful service.

TfL currently forecast that the cost would be £21.96 per trip during 2008/9. These costs include the introduction of over 60 new low floor mini-buses during the year and one-off costs associated with completing the transfer of reservations and scheduling to the new call centre.

## **Ticket Offices**

### **Question No: 1567 / 2008**

[Victoria Borwick](#)

Will the Mayor confirm that the ticket offices at Canons Park, North Harrow, Sudbury Hill and West Harrow stations, threatened with closure by his predecessor, will now be retained? Does the Mayor feel that the efforts of local councillors and campaigners have been significant in his decision to retain these ticket offices?

#### **Answer from the Mayor:**

London Underground will not be closing any ticket offices.

This was a key manifesto commitment and I am pleased to have delivered on an issue, which has already been actively promoted by councillors and campaigners.

## **Polyclinics**

### **Question No: 1568 / 2008**

[Victoria Borwick](#)

As a result of the Government's plans to introduce polyclinics in London, the average family in Brent and Harrow would have to travel an extra mile to reach their GP. Does the Mayor agree that the Government should rethink these proposals?

#### **Answer from the Mayor:**

I am advised that decisions about locations of polyclinics and other new or reconfigured health services are in the process of being determined. I would advise that rather than asking Government to rethink their proposals, we should all be taking a keen interest in these decisions as they continue to be considered locally, and we should challenge PCTs if their proposals look like reducing local access.

## **London Plan**

### **Question No: 1571 / 2008**

[Andrew Boff](#)

Can the Mayor please outline his progress to date, on fulfilling his manifesto promise to reform the London plan and abolish the self defeating 50% affordable housing quota on new residential developments? Can he please state when he expects to be able to move to the public enquiry stage of such reforms?

**Answer from the Mayor:**

Last week I published 'Planning for a Better London'. This 'direction of travel' document sets out the key areas I want to address in revising the London Plan and associated guidance. Over the next eight months we will start the process to alter the Plan to deal with a number of matters raised in my manifesto, and this will include the removal of the 50% Londonwide affordable target for new housing development. I expect the public examination of these proposed alterations to take place in early part of 2010, and we hope to complete these alterations and get them into the London Plan by the end of 2010.

**Affordable Housing****Question No: 1572 / 2008**[Andrew Boff](#)

What effect has the previous Mayor's 50% affordable housing target had on Islington?

**Answer from the Mayor:**

Islington delivered 3,123 new homes (conventional net) in the last three years for which we have full data, 2003/4 to 2006/7. This is in excess of its monitoring target of 992 new homes per annum. Of these, a total of 38% were affordable, against the borough's own 50% target, with a 53:47 social rented:intermediate ratio.

I am confident that removing the previous Mayor's one size fits all target will enable not just Islington, but all London boroughs, to deliver the level and mix of affordable housing that best meets local and London-wide need.

**Waltham Forest Visit****Question No: 1573 / 2008**[Andrew Boff](#)

When does the Mayor plan to visit Waltham Forest?

**Answer from the Mayor:**

I am committed to visiting all London boroughs. As yet, no formal plans have been made to visit Waltham Forest but I can assure you that I will be in the near future.

**Olympic Site Housing****Question No: 1574 / 2008**[Andrew Boff](#)

Will the Mayor be reviewing the master plan for the housing on the GLA portion of the Olympic site?

**Answer from the Mayor:**

The London Development Agency is preparing a Legacy Masterplan that will set out how the Olympic Park site will be developed after the Games. My relationship with the LDA and my chairmanship of the Olympic Park Regeneration Steering Group make me well-placed to ensure that housing development on LDA-owned land will meet local needs and be of a quality that Londoners deserve.

**Opportunities for Young People****Question No: 1576 / 2008**[Andrew Boff](#)

What plans does the Mayor have to increase the opportunities for young people to swim in London?

### **Answer from the Mayor:**

I am absolutely committed to increasing participation in swimming across all age groups in the capital. Of course the local authorities have a key role to play in developing policies around swimming and it is heartening to see how enthusiastic many of the boroughs are about swimming and I will support them wherever possible to improve participation figures.

In addition the government has committed to funding the refurbishments of the pools and this will help in the drive to increase take up. There are also currently a number of excellent operators running local authority leisure facilities, many of whom are running their own discounted entry schemes and I am keen to see this good practice rolled out across the capital. In addition I am currently in discussion with the ASA (the swimming governing body), and the DCMS over London-wide schemes to secure a better access to swimming for young people and for over 60.

## **Olympic Funding**

### **Question No: 1577 / 2008**

[Andrew Boff](#)

What programmes does the Mayor plan to support in order to encourage people of all ages to become involved in the Olympics through GLA funding?

### **Answer from the Mayor:**

A large number of projects aimed at involving people in the Games are already underway, including skills programmes led by the LDA, local employment initiatives within the ODA and the Cultural Olympiad programme led by LOCOG. While I have accepted overall accountability for co-ordinating the legacy and benefits of the Games for London and Londoners, much of the work being done in this field is rightly led not by the GLA group, but by our partners in agencies like the Department for Health, the Learning and Skills Council and Sport England, as well as in LOCOG and the ODA. I will continue to work with all these bodies and others to make sure that Londoners enjoy the full range of fabulous opportunities offered by London 2012.

## **Culture Publicity**

### **Question No: 1578 / 2008**

[Andrew Boff](#)

In what way can the Mayoral Office invest more money into publicising cultural events so that they reach a wider audience?

### **Answer from the Mayor:**

The Mayors Office already generates extensive publicity for cultural events through umbrella marketing, utilising the publicity platforms available through the transport system and also through media partnerships, for example with the BBC.

Initiatives such as the Big Dance, which took place last week, have reached hundreds of thousands of Londoners through this approach. However, I am continually looking for cost-effective ways to extend the reach of cultural activities to ensure new audiences are brought in, for example, recently this has included the use of more digital and web-based marketing, as well as generating increased local press coverage in the boroughs.

## **Greenwich Park**

### **Question No: 1579 / 2008**

[Gareth Bacon](#)

There has been much confusion and misinformation relating to the proposed equestrian venue in Greenwich Park. Could you ensure that the integrity of this ancient royal park which now makes up part of a world heritage site, is protected, and provide any information on the layout

of the venue that can be distributed to interested parties?

**Answer from the Mayor:**

LOCOG has a responsibility to protect the ecology and historic nature of the Greenwich Park site. With the support of the Royal Parks, it is currently undertaking a series of ecological and architectural assessments. LOCOG has signed a Venues Use Agreement with the Royal Parks in which it guarantees to return the Park to the state in which it receives it.

LOCOG will have completed on-site assessments in the coming weeks. Initial consultation with stakeholders and the local community on an outline design concept will start towards the end of the summer, with a more formal consultation process planned for late spring/summer next year.

## **Recycling**

**Question No: 1580 / 2008**

[Gareth Bacon](#)

How will the Mayor's approach to recycling differ from that of his predecessor, and what positive outcomes does he expect from this?

**Answer from the Mayor:**

I will be taking a more collaborative approach, working with the boroughs to improve waste management in London. I will also be chairing the London Waste and Recycling Board. By working closely with the boroughs I expect to see not only improved recycling rates, but also a reduction in waste to landfill through the use of advanced waste technologies producing decentralised renewable energy.

## **Recycling**

**Question No: 1581 / 2008**

[Gareth Bacon](#)

How will funding arrangements for recycling be altered under the new Mayoral administration?

**Answer from the Mayor:**

The boroughs, not the Mayor, fund recycling services; therefore there will be no substantive changes to funding arrangements under my administration.

I have agreed to chair the London Waste and Recycling Board, which will manage a £60m fund to improve London's recycling and waste infrastructure.

## **Recycling**

**Question No: 1582 / 2008**

[Gareth Bacon](#)

What will be the remit of the new London Waste and Recycling Board, and what will be the Mayor's role as chair?

**Answer from the Mayor:**

The board's remit is to "promote and encourage... the production of less waste, an increase in the proportion of waste that is reused or recycled, and the use of methods of collection, treatment and disposal of waste which are more beneficial to the environment" (s37 GLA Act 2007). The board must act in accordance with the Mayor's Municipal Waste Management Strategy and in general conformity with the London Plan.

The Mayor's role is to chair the board, which will administer a fund, through which the board can provide financial assistance for the provision of waste facilities, research into new

technologies or techniques for waste management, or assisting in securing the performance of any waste function of a London borough.

Officers are working with London Councils to develop details on how the board will operate and funding arrangements, which will be agreed by the Board when it first meets in the Autumn.

## **Green Homes**

### **Question No: 1583 / 2008**

[Gareth Bacon](#)

What plans does the Mayor have to enable London householders to improve the energy efficiency of their homes?

#### **Answer from the Mayor:**

Last week I announced plans to develop a series of Low Carbon Zones across London, that will work with householders as well as business and the public sector to improve energy efficiency and cut carbon emissions. I am also developing a council tax rebate linked home energy efficiency offer that will begin this autumn. The Green Homes Concierge service also provides tailored advice for "able to pay" households and my officials also represent the GLA on the steering group for the Energy Saving Trust's Advice Service (ESTAS) for London, providing free energy saving advice. I will also be using the Targeted Funding Stream in the London Housing Investment Programme to help vulnerable households to improve the energy efficiency of their homes and will develop a successor to the Decent Homes standard to improve the energy efficiency of social rented homes.

## **Low Emission Zone**

### **Question No: 1584 / 2008**

[Gareth Bacon](#)

From October 2010, ambulances are due to be included in the London Low Emission Zone. Does the Mayor agree that ambulances should be exempt from the LEZ?

#### **Answer from the Mayor:**

I am committed to ensuring that LEZ does not impact on the provision of ambulance services or impose additional costs on ambulance service providers, which is why I pledged to exempt them during the campaign. TfL is working on proposals to do this.

## **Solar Panels**

### **Question No: 1585 / 2008**

[Gareth Bacon](#)

What were the total installation costs of the City Hall solar panels, and what are the total operating costs? What is the typical energy output of the solar panels, and what proportion of City Hall's total energy needs do they meet?

#### **Answer from the Mayor:**

City Hall Solar panels were installed by the London Climate Change Agency

The total installation costs were £730,000; this includes a grant support from DBERR (Formerly the DTI) of £190,000. The system is still under warranty and it is anticipated that annual maintenance cost will be about £1,000 per annum; there are no other anticipated costs

PV output is described as kiloWatt peak (kWp) this is because of the variation in available light during the year, the rating of City Halls PV is 67kWp, which represents 1.5% of total energy needs of the building, this equates to approximately 28 domestic dwellings.

## **Solar Panels**

**Question No: 1586 / 2008**

[Gareth Bacon](#)

In April, City Hall was left without power for almost a week due to problems in the London Bridge area. Why were the solar panels, as installed by the previous Mayor, not able to meet this shortfall?

**Answer from the Mayor:**

The PV controls require a residual voltage from the main supply in order for them to function. As there was no power in City Hall due to the problems on Tooley Street, the control system was unable to recognise the input from the PV panels and therefore unable to produce any useable power for the building.

## **Green Business**

**Question No: 1587 / 2008**

[Gareth Bacon](#)

What plans does the Mayor have to help businesses in London to improve their energy efficiency and reduce their carbon emissions?

**Answer from the Mayor:**

Last week I announced plans to develop a series of Low Carbon Zones across London, that will work with business and the public sector as well as households to improve energy efficiency and cut carbon emissions. The Green500 and Better Buildings Partnership schemes work with commercial tenants and landlords respectively to encourage and reward business action on saving energy and cutting emissions. The London Climate Change Agency and LDA Decentralised Energy Delivery teams are working extensively with business on decentralised energy solutions and the roll out of new technologies. The C40 and Clinton Climate Initiative building retrofit programme is currently focused on the public sector (GLA Group holdings), but it is my intention to extend the approach adopted on that scheme out to the private sector in due course.

## **Ray Lewis**

**Question No: 1590 / 2008**

[Richard Barnbrook](#)

In light of the recent departure of Deputy Mayor Ray Lewis, will the Mayor now start to appoint advisors based on merit and real experience rather than what I personally consider and understand him to be doing, appointing anyone just to make up his racial quotas?

**Answer from the Mayor:**

All my appointments are based on merit, and reflect my desire to have a team that reflects- as far as possible- the people they serve.

## **Ray Lewis**

**Question No: 1591 / 2008**

[Richard Barnbrook](#)

Can the Mayor confirm how he knows Ray Lewis and who recommended his appointment?

**Answer from the Mayor:**

I got to know Ray during the election, as I was particularly interested in his unique approach to

helping kids out of crime into fulfilling lives. I will never be a Mayor that rejects good ideas and new approaches, and that is basis upon which I appointed him.

I am disappointed that Ray had to resign, but I do not believe that we should take a risk adverse approach when trying to deal with deep social problems.

## **Air Ambulance**

**Question No: 1592 / 2008**

[Richard Barnbrook](#)

Can the Mayor confirm if he will be allocating funds to the much needed air ambulance?

**Answer from the Mayor:**

I am advised the Air Ambulance is funded from a combination of NHS budgets, private sponsorship and charitable contributions. I do not believe it would be appropriate to use GLA funds for this service, but wish it continued success both in securing ongoing resources and in delivering its highly valued services.

## **Police**

**Question No: 1593 / 2008**

[Richard Barnbrook](#)

In light of the Mayors support for the ban on British National Party members joining the police force, can the Mayor explain the reasons for his opinion?

**Answer from the Mayor:**

I do not believe that subscribers of such abhorrent views can hold positions in an organization that must reflect London's population, and must treat all communities equally- particularly when exercising powers of arrest and detention.

## **Culture**

**Question No: 1594 / 2008**

[Richard Barnbrook](#)

Can the Mayor confirm what measures he will take to ensure that British culture is preserved and takes priority in London?

**Answer from the Mayor:**

London is a great metropolitan and multicultural city. I remain committed to ensuring that all aspects of our culture are celebrated - from Eid and Diwali, through to St Georges Day.

## **St Georges Day**

**Question No: 1595 / 2008**

[Richard Barnbrook](#)

Can the Mayor confirm how much funding he will be allocating to next years St Georges Day celebrations in London?

**Answer from the Mayor:**

A GLA budget allocation of £100,000, the same as 2008, and subject to approval, is currently projected for St George's Day celebrations in 2009.