

18 June 2008

**Written Answers**

**Report No: 5**

**Subject: Questions to the Mayor**

**Report of: Executive Director Of Secretariat**

**S67 appointments**

**Question No: 1208 / 2008**

John Biggs

Have you made all your S67 appointments yet and clarified their roles?

Oral answer

**Appointment of Mayor's Advisors**

**Question No: 1126 / 2008**

Mike Tuffrey

According to your campaign press releases you state that Mayoral Advisors should have a "Clearly defined role". In which case could you clearly state why some of your advisors are called "Deputy Mayors" and others are called "Directors"? What is the objective difference between the roles and responsibilities of each job title?

Oral answer

**Relationship with the Boroughs**

**Question No: 1065 / 2008**

Andrew Boff

What is the Mayor of London doing to improve the relationships between his office and the boroughs?

Oral answer

**New Routemasters**

**Question No: 985 / 2008**

Darren Johnson

Will you make the inclusion of hybrid technology a condition of the successful design of a new Routemaster?

Oral answer

## **Illegal Minicabs**

**Question No: 1072 / 2008**

Richard Tracey

What is the Mayor doing to crack down on illegal minicabs?

Oral answer

## **Bus Services**

**Question No: 1143 / 2008**

Valerie Shawcross

How will London's bus service change over the next four years?

Oral answer

## **Kikz Programme**

**Question No: 1049 / 2008**

Steve O'Connell

Will the Mayor join with me in congratulating the hard work of those involved in the Kikz programme, that has been successful in helping disaffected young people in my constituency take up sport and help find paths to employment and training?

Oral answer

## **London Living Wage**

**Question No: 1147 / 2008**

Joanne McCartney

Do you support the campaign that all workers in London should receive the London living wage? Are you committed to ensuring that all employees within the GLA family receive the London living wage? Will you continue the campaign to persuade all employers to pay the London living wage?

Oral answer

## **Small Businesses**

**Question No: 1062 / 2008**

Tony Arbour

What is the Mayor doing to help small businesses in London?

Oral answer

## **North Harrow Station Ticket Office**

### **Question No: 1175 / 2008**

Navin Shah

Should the users of North Harrow station consider your 'postponement' of the ticket office closure programme another broken manifesto promise, as your transport manifesto 'Getting Londoners Moving' promises, in bold, to "stop the planned ticket office closures". When has the decision been postponed until?

Oral answer

## **Healthcare for London**

### **Question No: 1063 / 2008**

James Cleverly

How is the Mayor planning to respond to NHS London's finalised proposals for changing healthcare in London?

Oral answer

## **Gun and Knife Crime**

### **Question No: 1240 / 2008**

Richard Barnbrook

Can the Mayor explain what measures he and the Metropolitan Police will utilise to identify and target those individuals, gangs and groups within London communities mainly responsible for, and primarily the victims of, the epidemic level of gun and knife crime in London. With respect to gun and knife crime does the Mayor understand that there are two phenomena related to the issue. The first involves drug related violence and homicide relating to territorial disputes between gangs, the second being the slaying of innocent people when these gangs move into relatively stable and peaceful areas?

Oral answer

## **Olympic contingency fund**

Withdrawn.

## **Post Office Closures**

### **Question No: 1142 / 2008**

John Biggs

Given that the closure dates for some of London's Post Offices are before the end of this month, what are you doing to pursue any legal challenge before it is too late to save the branches?

Oral answer

## **Gants Hill Pavement Works**

### **Question No: 1076 / 2008**

Roger Evans

The Gants Hill Business Partnership is worried about the ongoing and overrunning works to the pavements outside their premises. Will the Mayor ensure that his predecessor's failure to introduce penalties for contractors who overrun is not repeated in future projects? Will the Mayor also investigate why this contract prevents work from starting before 9:30am when it is imperative that this job is done as swiftly as possible?

Oral answer

## **State of London Debate**

Deleted question

## **Designing Out Crime**

### **Question No: 1037 / 2008**

Steve O'Connell

Does the Mayor believe that more can be done to build "Designing Out Crime" principles into new and existing developments in London?

Oral answer

## **Parking regulations**

### **Question No: 1234 / 2008**

Murad Qureshi

The mish-mash of parking regulations across London is confusing many drivers. Different roads have different starting/stopping times for paid parking and the times at which bus lanes are in operation vary greatly. Further confusion is caused by controlled Zones, which are indicated by signs that often seem to contradict yellow plate signs.

Do you agree that the current situation is quite confusing and that there should be greater consistency across London?

London is a large city with parking regulations managed by TfL on the red routes and the 33 London Boroughs on all other roads. Parking regulations are designed to reflect local needs and priorities so it is no surprise that parking and traffic regulations vary. A Code of Practice on Parking Enforcement to which TfL and the boroughs subscribe has existed for many years to maintain consistency. A City Charter agreement is now in place to enable London Councils and the GLA to work together more effectively; this could well help London's local authorities finding a way to reduce confusion with parking regulations and achieving a significant degree of regulatory consistency across London for the future. I will ask TfL and the Boroughs to get together to see how this can be progressed.

## **Armoury Way**

### **Question No: 1073 / 2008**

Richard Tracey

Will the Mayor instruct TfL to take urgency in moving forward with the realignment of Armoury

Way in my constituency in order to reduce the impact of through traffic in Wandsworth High Street and the Town Centre more generally?

TfL has met regularly with officers at Wandsworth Council to discuss and review proposed modifications to the Transport for London Road Network in Wandsworth Town Centre, including converting Swandon Way and Armoury Way to two-way working, and making significant modifications to the Wandsworth Bridge Roundabout. Discussions have included outline proposals for improvements to the urban realm, particularly in the Wandsworth High Street area. TfL has also had detailed discussions with major developers in the Wandsworth Town Centre area and has been working in partnership with them to develop proposals for highway improvements. The cost of the Wandsworth Town Centre scheme would be significant, and only a proportion of the total funding necessary could be derived from developer 'section 106' contributions. TfL would be required to provide significant additional funding – currently estimated to be approximately £35M. Such funding provision does not exist in TfL's Business Plan.

## **Metropolitan Police overt surveillance techniques**

### **Question No: 1099 / 2008**

Dee Doocey

Do you think that the Metropolitan Police should be allowed to film young people who have committed no crime just in case a crime is later committed? If so, under what circumstances?

Oral answer

## **Housing**

### **Question No: 1035 / 2008**

Steve O'Connell

What plans does the Mayor have to help first time buyers, especially in these uncertain economic times?

I am very concerned that the high costs of home ownership in London puts it out of reach for many first time buyer Londoners. The 'credit crunch' is making this an increasingly difficult time for first time buyers. I have already committed to building 50,000 new affordable homes over the next three years, many of which will be targeted at first time buyers. In particular, I intend to shortly launch a First Steps Housing scheme, providing low cost home ownership opportunities for more first time buyers, including those currently excluded from existing government schemes. I plan to meet the new Chief Executive of the Homes and Communities Agency, Sir Bob Kerslake, to discuss how we can get this off the ground as soon as possible.

## **Motorbikes in bus lanes**

### **Question No: 986 / 2008**

Jenny Jones

What evidence do you have to support your policy of allowing motorcycles to use bus lanes?

Oral answer

## **St George's Estate**

### **Question No: 1066 / 2008**

Andrew Boff

What is the Mayor's view of planning applications such as the one on the St George's Estate in Tower Hamlets (Tower Hamlets planning reference PA/08/00146) where of the 193 proposed new dwellings only 34 provide three bedrooms or more?

This planning application has not been referred to me and it would not be appropriate for me to make specific comments on it. However, it does raise an issue of great concern to me - the provision of more affordable family homes. I am intending to revise the draft Mayor's Housing Strategy to incorporate the commitments I made during the election, and this will include a strong emphasis on more new family homes across London. I also intend to make revisions to the London Plan, and the associated Housing Supplementary Planning Guidance that will also deal with this point.

## **Tube upgrades and maintenance**

### **Question No: 1103 / 2008**

Caroline Pidgeon

Do you believe that public sector London Underground is a body fit for the purpose of managing the upgrade and maintenance of two-thirds of the Tube network?

London Underground's delivery record has been excellent in recent years. LU is now carrying more passengers each day than ever before - a number equal to the entire national rail network. This is at a time when LU is managing more and more closures on the network as it works to upgrade each of the Tube lines and many stations. In spite of this disruption, LU's customer service satisfaction survey scores remain high.

## **PwC and Forensic Audit ('Wheatcroft review')**

### **Question No: 1209 / 2008**

John Biggs

What are the terms of engagement of PwC employees as a part of this review? What are the total costs to date and total anticipated costs to the GLA family of this review?

Andrew Gordon, Independent Expert Advisor to the Panel, is providing his services for free. It is very difficult by the very nature of this type of 'due diligence' exercise to predict or estimate the potential costs of this exercise. PwC have agreed that their fee will not exceed £50,000 culminating in the Panel's final report. This represents a reasonable cost for this complex and intensive piece of work. Andrew Gordon will be signing a confidentiality agreement and providing a register of interests, the same as the full Panel members.

## Questions for Written Answer

### Thames Gateway Bridge

#### Question No: 987 / 2008

Darren Johnson

When will you instruct Transport for London to withdraw their planning application for the Thames Gateway Bridge?

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 current scheme does not demonstrate that it can fulfil these criteria. Until this can be shown to be the case I cannot fully support these proposals.

### Kyoto Treaty

#### Question No: 988 / 2008

Darren Johnson

Do you accept that the Kyoto Treaty has an important role to play in the reduction of carbon emissions from world cities, such as London? If so, will you take this opportunity to retract your previous view that George Bush was right to reject the treaty when he did, in the interests of maintaining the United States as the global economic and military superpower?

The Kyoto Protocol and the United Nations Framework Convention on Climate Change under which it sits represent the cornerstone of international efforts to tackle climate change. I am fully signed up to the process for creating a successor to Kyoto, a post 2012 treaty. Like many politicians, including my predecessor, my thinking on this issue has evolved as the scientific evidence has hardened over recent years. Through initiatives such as the C40 Cities network, I am working towards reductions of greenhouse gas emissions not only in London, but in cities around the world. I will be attending the Seoul C40 Summit in May 2009, which will bring together the mayors of all the C40 cities committed to taking action on climate change.

### Congestion charging finance

#### Question No: 989 / 2008

Darren Johnson

What will be the total financial cost, including loss of income, to Transport for London of not introducing emissions related congestion charging? How will these costs be met?

I said in my manifesto that I would not proceed with the £25 CO2 Charge. I expect to make an announcement on this shortly.

TfL estimate that the cancellation of the scheme would save further development costs of around £8m to implement co2 charging. Also operating costs would be some £2m lower per year. No additional income for co2 charging was catered for in the business plan published in December 2007.

## **Congestion charging finance (2)**

### **Question No: 990 / 2008**

Darren Johnson

What will be the total financial cost, including loss of income, to Transport for London of scrapping the western extension to the congestion zone? How will these costs be met?

I am working with TfL as a matter of urgency to establish how the consultation on the future of the western extension will be taken forward and I hope to make an announcement shortly.

Subject to the outcome of the consultation, removing the western extension would have financial implications, as well as other implications, for example traffic levels.

## **Code for Sustainable Homes**

### **Question No: 991 / 2008**

Darren Johnson

Will all of the 50,000 new affordable homes that you plan to deliver in the 2008-2011 Housing Corporation investment programme meet at least level three of the Code for Sustainable Homes?

No, because some of the 50,000 homes that will be delivered in 2008-2011 were originally funded in the previous investment round, which had no requirement to deliver to Level 3 of the Code for Sustainable Homes.

## **Household insulation (1)**

### **Question No: 992 / 2008**

Darren Johnson

Are energy companies under an obligation to invest in household energy efficiency improvements in London specifically, rather than in the UK as a whole? How will you persuade those choosing to invest elsewhere in the UK to focus on London?

No, Energy companies' obligations are not regions specific, they apply to Great Britain. There are two key obligations.

- The Carbon Emissions Reduction (CERT) 2008 – 2011 requires gas and electricity suppliers to achieve targets for the reduction in carbon emissions generated by the domestic sector.
- Energy suppliers have agreed with BERR to ramp up their voluntary collective expenditure on social assistance programmes to £100 million this year, rising to £150 million in 2010/11.

In my manifesto, I committed to:

- Encourage London boroughs to work with energy companies to offer Council Tax rebate schemes to their residents
- Work with London boroughs to start an annual 'Your Rights' information campaign when Council Tax bills go out so that Londoners can access the benefits to which they are entitled. (Benefits can be the gateway for low income households to accessing free energy efficiency measures from CERT and other schemes.)

My team are investigating the best way to deliver this.

## **Household insulation (2)**

### **Question No: 993 / 2008**

Darren Johnson

How many London homes do you aim to insulate through your council tax rebate scheme?

Energy Saving Trust figures indicate that the potential for energy savings from loft and cavity wall insulation in London are still significant – approximately 154,000 unfilled lofts with no insulation at all, and a further 736,000 that can receive top-up insulation and 872,000 empty cavities (approximately half in flats). I will do all I can to ensure that these properties are improved, and I believe that Council Tax rebates are powerful incentives.

## **Merton Rule**

### **Question No: 994 / 2008**

Darren Johnson

As well as supporting the Merton Rule, will you also robustly enforce policy 4A.7 of the London Plan, which adopts a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on site renewable energy generation?

I will seek to ensure that all three stages of the London Plan's hierarchy to minimise emissions of carbon dioxide, including policy 4A.7, are enforced. This has been the case for all planning decisions made since I have been Mayor.

## **Planning applications**

### **Question No: 995 / 2008**

Darren Johnson

Have all planning decisions referred to you since you took office reduced their CO2 emissions by at least 20% from on-site renewable energy generation?

All planning applications referred to me since I took office have been fully tested by officers against the London Plan energy hierarchy, which prioritises the reduction of energy use and decentralised energy measures before the use of renewable energy.

Final decisions have so far been made on 17 referred applications and they all contain measures to reduce energy demand and incorporate sustainable energy technologies well in excess of building regulations requirements. These measures have been secured following negotiation with GLA planning officers. Schemes that do not meet the 20% target are led by low carbon CHP systems and meet the policy test to justify a lower provision.

## **Low Emission Zone**

### **Question No: 996 / 2008**

Darren Johnson

What would be the benefit, in terms of air quality and carbon emissions, of extending the London Low Emission Zone to include heavy vans (those exceeding 1.205 tonnes in unladen weight) and minibuses in 2010? What criteria will you apply when deciding whether to go ahead with this part of the scheme?

I am committed to improving air quality and have a legal responsibility to work towards the Government's air quality targets.

The benefits of the LEZ have been modelled over the lifetime of the scheme so it is not possible to quantify benefits for 2010 alone. I will take the opportunity to review the details of the proposals in order to ensure that the benefits are delivered; whilst the impact on organisations and individuals is understood and managed appropriately.

## **Sir Simon Milton**

### **Question No: 997 / 2008**

Darren Johnson

How will the GLA's Code of Ethics apply to Sir Simon Milton, given that he has no formal contractual relationship with the Greater London Authority?

The GLA Code for staff will not apply to Sir Simon Milton, as he is not under any contract of Employment with the GLA, as he is not an Assembly Member the Code of Conduct does not apply

Sir Simon Milton has agreed to sign a confidentiality agreement, and as this is an informal arrangement, there is no formal process which covers ethics and probity.

There is a protocol between Westminster and GLA and Sir Simon Milton covering issues around giving informal advice on any Westminster matter or planning matter where Westminster holds a substantial interest

## **Functional body appointments**

### **Question No: 998 / 2008**

Darren Johnson

Are you concerned that, following your appointment of Tim Parker to the Chair of Transport for London; Brian Coleman to the Chair of the London Fire and Emergency Planning Authority; Harvey McGrath as interim head of the London Development Agency; and eventually yourself to the Chair of the Metropolitan Police Authority, no women or black and minority ethnic Londoners will be heading any arm of London Government?

I was elected to represent all Londoners, and that is what I intend to do.

## **Half price bus fares (1)**

### **Question No: 999 / 2008**

Darren Johnson

In the light of growing economic difficulties for many Londoners, will you consider indefinitely continuing the provision of half-price bus travel for those on income support?

Many Londoners face growing economic difficulties at the moment but I believe this can best be addressed by keeping the overall level of bus fares as low as possible.

I do not believe that an extension of the Venezuela funded scheme can be justified. As I have already said, I think many Londoners felt uncomfortable about the bus operation of one of the world's financial powerhouses being funded by the people of a country where many people live

in extreme poverty. I simply think there are better ways of benefiting Londoners and better ways of benefiting Venezuelans.

## Half price bus fares (2)

### Question No: 1000 / 2008

Darren Johnson

How many Londoners in each borough have taken advantage of the offer of half price bus fares for those in receipt income support?

I am committed to honoring the existing concession until the end of the scheme. The table below shows the breakdown of existing cardholders by borough. The total number of cardholders represents less than 20% of all those claiming income support in London. I therefore do not consider this to be an efficient way of assisting low income Londoners with their travel costs. I have therefore asked TfL to investigate more suitable forms of fares concession for low income Londoners for consideration at the next fares revision.

<b>Borough</b>	<b>Number of photocards</b>
Barking and Dagenham	1864
Barnet	2307
Bexley	778
Brent	3233
Bromley	995
Camden	2640
City of London	49
Croydon	2726
Ealing	3374
Enfield	3517
Greenwich	2502
Hackney	4540
Hammersmith and Fulham	2068
Haringey	4256
Harrow	1195
Havering	671
Hillingdon	1563
Hounslow	2062
Islington	3323
Kensington and Chelsea	1217
Kingston-upon-Thames	542
Lambeth	4464
Lewisham	2735
Merton	954
Newham	4035
Redbridge	2056
Richmond upon Thames	619
Southwark	3178
Sutton	710
Tower Hamlets	3270
Waltham Forest	2572
Wandsworth	2383
Westminster	2170

## **Thames Water (1)**

### **Question No: 1001 / 2008**

Darren Johnson

Thames Water has reportedly given you a commitment to use 100% renewable energy to power its proposed desalination plant. Can you detail how and where this energy will be produced, how any surplus will be used, and how any deficit will be met?

Thames Water's commitment to run the desalination plant in the Thames Estuary entirely on renewable energy is contained within the Section 106 agreement. Current proposals are that an onsite generator will be fuelled with bio-diesel and the desalination plant will only be used when essential. Thames Water is also seeking to maximise opportunities to use other sources of renewables, particularly recycled fats, oils and greases.

Thames Water have also given a commitment, at my request, that they will ensure any biodiesel used conforms to the guidelines set out in the Government's Renewable Transport Fuels Obligation (RTFO) Sustainability and Carbon Reporting Requirements and Guidance.

Thames Water will supply my office with monthly reports detailing the operation of the plant.

## **Thames Water (2)**

### **Question No: 1002 / 2008**

Darren Johnson

What powers exist to ensure that Thames Water keeps its commitment to use 100% renewable fuel for its proposed desalination plant?

The commitment by Thames Water to use 100% renewable fuel for its proposed desalination plant is the subject of a legally binding unilateral undertakings under Section 106 of the Town and Country Planning Act 1990.

Thames Water will supply me with monthly reports detailing the operation of the plant.

## **Thames Water (3)**

### **Question No: 1003 / 2008**

Darren Johnson

Can I have a copy of any documents sent to you by Thames Water outlining commitments made regarding the proposed desalination plant and a pilot scheme to reduce the impact of water-related road works?

I am pleased to make available the exchange of correspondence on 9 May 2008 between David Lunts, Executive Director Policy & Partnerships and Richard Aylard, External Affairs and Sustainability Director at Thames Water.

GLA officers will be meeting Thames Water shortly, and I will then be meeting David Owens, Thames Water's Chief Executive, to agree how these measures are to be implemented.

## **Heathrow expansion**

### **Question No: 1004 / 2008**

Darren Johnson

The government has given a commitment that any increase in Heathrow capacity, including mixed mode runway use, will not go ahead unless European Union air quality standards can be met. Will you challenge any attempt by the government to delay the date by which those standards apply to the United Kingdom?

The area around Heathrow has some of the poorest air quality in London and it is not expected to meet the NO2 EU air quality limit value by the target date of 2010. I do not consider it appropriate for the Government to put forward a request to the EU to delay the target date to meet European Air Quality Standards, whilst at the same time proposing to increase the capacity of this airport.

## **Thames Gateway airport**

### **Question No: 1005 / 2008**

Darren Johnson

What studies are you commissioning to investigate the potential benefits and impacts of developing a new airport in the Thames Gateway?

I will ask the Government to reconsider the alternatives and undertake a review of alternative airport locations in the south east.

## **Transport projects**

### **Question No: 1006 / 2008**

Darren Johnson

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

1. How much has patronage and revenue increased on the London Overground since it was taken over by TfL?
2. What is the present status of the Cross River Tram project?
3. What is the present status of the Oxford Street Transit project?
4. What is the present status of the Croydon Tramlink Extension project to Crystal Palace?
5. What is the present status of the East London Transit project?
6. What is the present status of the Greenwich Waterfront Transit project?
7. What is the present status of the Thames Gateway Bridge project?

### **London Overground**

Data from Oyster and national rail systems shows that in the first five months of Overground operations, passenger revenue increased by 17% and journeys by 29% compared with the same period of last year. Growth reflects the take-up of Oyster PAYG which represents best value for most Overground journeys.

### **Cross River Tram**

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.

#### Oxford Street Transit

TfL has decided it would be prudent to review current feasibility projects to ensure that they are properly aligned with my position on large scale infrastructure works. It is within this context that TfL have taken the decision to put on hold the feasibility activities for the Oxford Street Transit Scheme.

#### Croydon Tramlink Extension

There is currently funding in TfL's Business Plan up until 2010 to develop the scheme. This 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 CTLE and form a view on the best way forward.

#### Thames Gateway Bridge

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 current scheme does not demonstrate that it can fulfil these criteria. Until this can be shown to be the case I cannot fully support these proposals.

### **Red light running**

#### **Question No: 1007 / 2008**

Darren Johnson

How many fixed penalty notices were issued to motorists for contravening red lights in each London borough for each of the last 5 years?

It has not been possible to collate the data that you have asked for in the time available. However my officers will write to you directly with the answer to your question when the data has been compiled in due course.

### **Youth offer (1)**

#### **Question No: 1008 / 2008**

Jenny Jones

Your predecessor pledged to maintain and increase the current 2-year £79m London youth offer, when it runs out in 2010. Will you also seek this additional government funding or will you rely instead on your Mayor's fund?

The £79 million London Youth Offer is comprised of £59 million allocated by DCSF to Boroughs over the next three years as part of the Positive Activities for Young People and Youth

Opportunities and Capital Fund programmes, with the additional £20 million provided by the GLA (via the LDA) adding value to these programmes, initially until March 2010. Over the next 12 months, discussions will be held between myself, London Councils, the third sector and DCSF to determine effective and achievable methods to deliver youth programmes across London on a long term and sustainable basis.

## **Youth offer (2)**

### **Question No: 1009 / 2008**

Jenny Jones

Will you support the £5m Young Londoners Fund, established by the previous Mayor to allow voluntary & community sector groups to apply for funding to work with disadvantaged young people at risk of being drawn into crime?

I am firmly committed to supporting the £5 million Young Londoners' Fund as a necessary and effective way of helping to prevent young people drop out of education or get involved in crime. It is also intended to encourage and support the third sector by adding value to the excellent work being undertaken in this field by the Boroughs. The application process is ongoing and a programme board consisting of young people, the third sector and the GLA has been developed to make recommendations on applications to the LDA Corporate Investment Panel.

## **Hybrid buses**

### **Question No: 1010 / 2008**

Jenny Jones

What increase in CO2 emissions will result from your decision to deliver 500 hybrid buses in London by 2012, as opposed to your predecessor's policy of delivering 500 hybrid buses by 2010, with all new London buses being hybrids by 2012?

It was always TfL's plan to deliver 100 hybrid buses by 2010, 200 by 2011 and 500 by 2012. This has not changed.

## **Youth provision**

### **Question No: 1011 / 2008**

Jenny Jones

Will you support the charity Connections Communications Centre, which delivers video and digital training to disaffected young people who are not in formal education? The charity is experiencing a £200,000 funding shortfall that may prevent it from delivering its programme from October 2008.

Owing in part to changes in the way that European and other funding has changed over the last 12 months, there are many charities and worthwhile causes in a similar situation to the Connections Communications Centre. The Young Londoners' Fund is a £5million pot intended to support development of projects and charities that seek to encourage young people into positive educational activities, reducing educational exclusion and preventing the slide into criminal activity. The forthcoming Mayor's Fund will also look to help organisations in the third sector that are working towards these goals. Organisations such as the Connections Communications Centre are welcome and indeed, encouraged to apply for these funds, as well as those from other funders such as the Big Lottery Fund.

## **Mayoral appointments**

### **Question No: 1012 / 2008**

Jenny Jones

When will you be appointing an environment and climate change Deputy Mayor?

As I explained during the most recent Question Time, I will be making an announcement on this in due course upon completion of an extensive recruitment process.

It is precisely because I attach such importance to this issue that I am looking long and hard for the very best candidate, with the appropriate expertise of what is quite a technical subject.

This does not mean I have postponed consideration of these issues.

## **Emissions related congestion charging (1)**

### **Question No: 1013 / 2008**

Jenny Jones

Would the congestion and CO2 reduction benefits of an emissions based congestion charging scheme be greater if the exemption for free entry to the zone was only given to band A vehicles? Will you ask TfL to provide any analysis done on this issue?

I said in my manifesto that I would not proceed with CO2 Charging and expect to make an announcement on this shortly. I therefore do not consider it useful to undertake any further analysis on this proposal.

## **Emissions related congestion charging (2)**

### **Question No: 1014 / 2008**

Jenny Jones

When you scrap the proposed emissions based congestion charging scheme, do you plan to continue indefinitely the congestion charge discount for alternative fuels?

I said in my manifesto that I would not proceed with CO2 Charging. I expect to make an announcement on this shortly.

If CO2 Charging does not go ahead, the existing scheme with the alternative fuel discount will still be valid. It is important to note that TfL keeps discounts to the Congestion Charging Scheme under review and no discount is in perpetuity.

## **Safer Transport Teams (1)**

### **Question No: 1015 / 2008**

Jenny Jones

How will the Metropolitan Police Service make £2.1m available for your expansion of Safer Transport Teams? Will all officers and PCSOs serving in the teams be new staff, or will they have been re-deployed from elsewhere in the service? If so, from where?

The Metropolitan Police Service will be funded by Transport for London to provide the additional staff for the Safer Transport Teams.

Both the police officers and the PCSOs are additional to current borough strengths. The police officers allocated are within the current planned staffing model for the MPS and are not taken from any existing unit. The overall number of PCSOs will increase by 252 to provide an additional uniformed presence on the transport system. The additional Safer Transport Teams will be established over the next year.

## **Safer Transport Teams (2)**

### **Question No: 1016 / 2008**

Jenny Jones

How much money will be contributed to your expansion of Safer Transport Teams from efficiencies in Transport for London's marketing budget? What marketing and/or public information provision will not take place as a result of these efficiencies? How will Transport for London make the remaining funds available?

A contribution of £9.2 million has been identified for the current (2008/9) financial year. This will cover the full cost of expanding the Safer Transport Teams in this fiscal and TfL aim to achieve this by:

	£000's
Budget reduction - ad hoc research projects	650
Efficiencies in the Oyster overseas distribution process	500
Changes to Oyster marketing	250
Budget reduction - Personal Travel Plans programme	200
Budget reduction - Travel Awareness programme	200
Budget reduction - London Rail	200
Cancellation of the Londoner	1500
Stopping TfL's annual contribution to GLA marketing	2800
Cancellation of the £25 Congestion Charge marketing programme	2900
TOTAL	9200

## **Traffic lights (1)**

### **Question No: 1017 / 2008**

Jenny Jones

Will you commit to an investigation of the impact of your policy of re-phasing traffic lights on pedestrians?

Yes. TfL always seeks to provide a safe and appropriate balance in any adjustments to traffic signals. It already audits the effect of changes to traffic signals on all road users, and will continue to do so.

## **Traffic lights (2)**

### **Question No: 1018 / 2008**

Jenny Jones

Will you commit to not removing any existing pedestrian signals from traffic lights?

TfL has no plans to remove existing pedestrian signals from traffic lights. My approach to tackling congestion is to ensure traffic flow in London is smoother to reduce vehicle emissions and to minimise delays, while seeking a safe balance appropriate to the competing demands of all road users.

I have asked TfL to examine ways in which traffic lights in London can be re-phased to reduce congestion, on this basis.

## **Cross-river tram**

### **Question No: 1019 / 2008**

Jenny Jones

If government does not provide the funding for the implementation of the Cross-river tram, will you cancel the project?

There is currently funding in TfL's Business Plan up until 2010 to develop the Cross River Tram (CRT) proposal. However as you are aware the Government's 2007 spending review allocation of funds to TfL to 2017 did not provide for the implementation of CRT.

Before reaching a conclusion on the way forward for the CRT, I need to review the transport, economic and environmental implications of CRT.

## **Bio-fuels**

### **Question No: 1020 / 2008**

Jenny Jones

Do you support the use of bio-fuels by London's bus fleet? If so, what sustainability criteria will you apply?

I was concerned to read the reported findings of the Gallagher Report, due to be published shortly, which included a link between an increased demand for bio-fuels and current food shortages in the same parts of the world.

Given the current concerns about whether the global demand for biofuels can be met from sustainable sources, I will seek to use and promote only the best performing biofuels from a carbon intensity and sustainability standpoint, and oppose the use of all other biofuels. Therefore I am working to set specific sustainability criteria and minimum emission reduction targets where applicable.

It is not possible to avoid buying fuels which contain biofuels, as these are often not marked as such in the marketplace, and this includes the bus fleet. I will however instruct TfL to contact all the fuel companies who currently supply fuel to the London bus operators to advise them that I only support the use of sustainably sourced biofuels that deliver good greenhouse gas savings, and ask them to report on the origin of their fuels (using the Renewable Transport Fuel Obligation criteria), including the emissions and sustainability impacts. I will also ask the UK Renewable Fuels Agency for further information on these issues and impacts.

## **Olympic construction workers' catering (1)**

### **Question No: 1021 / 2008**

Jenny Jones

Do you agree that the lack of a sustainable catering policy for the construction phase of the 2012 Games is a wasted opportunity for advancing the sustainable food agenda and for promoting small and medium regional food producers and businesses?

The ODA is in the early stages of developing its sustainable food criteria. This will aim to meet

the highest possible food sustainability standards, including seeking to increase tenders from small and medium sized businesses.

Each individual venue, utility and infrastructure contractor will provide their own site catering facilities. A separate catering contract will be let to provide catering services for the ODA and Delivery Partner staff.

The organisations contracted to provide these 'satellite' catering facilities will use a sustainable agenda in formulating their catering and supply policies.

## **Olympic construction workers' catering (2)**

### **Question No: 1022 / 2008**

Jenny Jones

Will you ask the Olympic Delivery Authority to follow the advice of 'London Food', the Mayor's advisory body on food, regarding the minimum sustainability criteria for the catering provided to construction workers at the Olympic site?

The ODA is in the early stages of developing its sustainable food criteria. The ODA will liaise with 'London Food' to ensure that the criteria aim to meet the highest possible food sustainability standards.

Each individual venue, utility and infrastructure contractor will provide their own site catering facilities. A separate catering contract will be let to provide catering services for the ODA and Delivery Partner staff.

The organisations contracted to provide these 'satellite' catering facilities will use a sustainable agenda in formulating their catering and supply policies.

## **Transport crime (1)**

### **Question No: 1023 / 2008**

Jenny Jones

How many crimes were recorded on the London Underground in 2004/05 and in 2007/08?

In 2004/05, the total number of recorded crimes on the London Underground and DLR was 18,399. In 2007/08 this had reduced to 16,445; However, there are significant concerns regarding anti social behaviour on the tube. I have already introduced the alcohol ban on the Underground as one measure to address this.

## **Transport crime (2)**

### **Question No: 1024 / 2008**

Jenny Jones

How many crimes were recorded on London's bus network in 2004/05 and how many in 2007/08?

In 2004/5 the total number of recorded crimes on the bus network was 33,374. This increased to 39,142 in 05/06 following the introduction of free travel for under 16s. It has since returned to 2004/5 levels and in 2007/8 there were 33,125 recorded crimes.

However, there are significant concerns regarding anti-social behaviour on buses, which has become a serious problem. This is why I am introducing a range of measures to tackle this

problem including 440 additional police and the requirement that all 11-16 year olds carry a zip card.

## **Police numbers (1)**

### **Question No: 1025 / 2008**

Jenny Jones

How many police officers, PCSOs and special constables were employed on the London Underground in 2004/05, compared with the number employed in 2007/08?

In 2004/5, there were 681 police officers and 57 special constables employed on the London Underground. In 2007/08, there were 710 police officers, 78 special constables and 22 PCSO's making a total of 810.

## **Police numbers (2)**

### **Question No: 1026 / 2008**

Jenny Jones

How many police officers, PCSOs and special constables were employed on London's bus network in 2004/05, compared with the number employed in 2007/08?

In 2004/5, there were 398 police officers and 440 PCSO's employed on London's bus network. In 2007/08, there were 463 police officers and 840 PCSO's making a total of 1303. This is an increase of 55.5%.

For 2008/09, an additional 440 officers are being rolled out to patrol the bus network. TfL and the MPS are currently piloting how these additional officers will have the greatest impact on public reassurance through Operation Tyrol, working in three hubs - Wood Green; Canning Town/Plaistow on the Barking Rd and West Croydon. The additional 440 officers will be fully integrated within existing MPS Safer Transport Teams and the Metropolitan Police Service (MPS) Transport Operational Command Unit, British Transport Police and TfL Revenue Protection staff.

The significant rise in PCSO's from 2004/05 to 2007/08 is due to the phased introduction of Safer Transport Teams at the beginning of 2007.

Special Constables were previously not part of a dedicated bus network resource although occasionally they may now become engaged in bus related activities.

## **Police budgets**

### **Question No: 1027 / 2008**

Jenny Jones

What is the Metropolitan Police Service budget for PR, press, and marketing in 2008-09? What was the budget in 2000?

I am informed that the MPS Directorate of Public Affairs (DPA) budget for the, 2008/09 is £6.1m. The DPA budget in 2000/01 was £6.18m.

## **Advanced stop lines**

### **Question No: 1028 / 2008**

Jenny Jones

What measures will you use to enforce Advanced Stop Lines, to make cyclists safer?

TfL and the London boroughs have proposed a clause in the London Local Authorities and

Transport for London (No. 2) Bill which will make it easier to enforce Advance Stop Lines using camera technology.

## **Policing and disability (1)**

### **Question No: 1029 / 2008**

Jenny Jones

Is the Metropolitan Police Service aware of disability awareness cards, which can be issued to members of the public for them to carry explaining their disability? Better general awareness could provide particularly useful information for officers making arrests when a person is suffering from a 'hidden' disability such as autism.

Yes. The MPS is aware of these cards and other similar schemes and welcomes them. They can be issued to people with specific medical, disability or mental health issues. It acknowledges the assistance these provide for all staff in the course of their duties. It also recognises that such cards help to spare any unnecessary distress for those who are victims, witnesses or suspects, at the stage of police encounter from incident reporting, initial arrest, through to transportation, access and detention within custody suites. Such cards have assisted in the development of MPS staff training, policy development and standard operating procedures aimed at handling people with physical disabilities and people with hidden disabilities (e.g. mental illnesses, Autism, Aspergers Syndrome & learning difficulties). Specific reference to these cards is made within the MPS' Diversity & Citizen Focus agenda, which explores how to improve service provision to the diverse profile of victims, witnesses, suspects and the general public being served. The MPS' ongoing engagement with disabled people also enables it to learn from the views of relevant communities so as to further improve its position to gauge their levels of participation in, and responses to, the use of such schemes.

## **Policing and disability (2)**

### **Question No: 1030 / 2008**

Jenny Jones

Does the MPS have its own handbook to provide staff training in dealing appropriately with a person's disabilities when making an arrest?

The MPS has developed a Policing Diversity Online resource, which is an updated version of the policing diversity handbook that was last published in 2002. This new version has been prepared in the spirit of the original. The online facility offers a wider scope of resources such as links and contacts to other sites, both internal and external. A hard copy of any page or pages may be printed off. A wide range of training and development opportunities designed to support officers across the MPS and its wider police family in the course of their duties and consistently improve the service provided to all Londoners – including those with disabilities - supports this facility.

## **Policing and disability (3)**

### **Question No: 1031 / 2008**

Jenny Jones

Does the MPS have a procedure in place to deal with situations where an arrested person is the carer of a child or vulnerable adult? Can members of the public request to see this policy?

The MPS informs me that no written policy currently exists to deal with the situation where an arrested person is the carer of a child or vulnerable adult. To date such matters have been dealt with in a practical manner both at the point of arrest and during detention according to the prevailing circumstances.

There is a clear duty of care from the officer towards those arrested. In practical terms, if the suspect has pressing caring responsibilities, officers will consider whether arresting the person there and then is both proportionate and necessary in the circumstances. If an arrest has to be made the officers would seek alternative caring assistance by asking the suspect who else is available to assist. Failing that, Social Services would be contacted. An alternative may be to postpone the arrest, or to arrest and use "street bail"\* to secure that persons attendance when more convenient.

Current training for officers includes sections on "decision-making and discretion", with regard to arrests.

\* "street bail" is defined as granting bail at other than a police station - where it is deemed not necessary to take an arrested person to a police station.

## **Bicycle security**

### **Question No: 1032 / 2008**

Jenny Jones

By when do you hope to achieve your commitment to deliver £2m worth of new secure cycle stands? How many and what type of cycle stands will you provide, and how will you choose the locations for them?

The cost of providing cycle parking facilities varies greatly depending upon such factors as the type of parking provided and the manner of its delivery, risks and cost of mitigation.

The scheme will be informed by an understanding of demand and priorities and will be developed in association with a range of delivery agents including TfL, the London Boroughs and major property owners. I shall be asking TfL to work up a proposal for a £2million programme which achieves value for money and takes account of local need, existing partnerships and delivery mechanisms.

## **Cycling in Ealing (1)**

### **Question No: 1033 / 2008**

Jenny Jones

Ealing Council has pioneered an award winning approach to providing direct support for cyclists, which was cut back under the previous Mayor. Do you agree that Transport for London should be doing more, not less, to support innovation in cycling and, where successful, roll out new projects, such as those established in Ealing, across London?

TfL is supporting a wide range of innovative and successful cycling projects and interventions across London including elements of the Ealing scheme. These are helping to create and sustain London as a dynamic cycling city. I am keen however to consider fresh ideas and will be asking TfL to advise me on how they consider we might best enable London Boroughs to develop cycling in their areas and widen out the benefits to more people.

## **Cycling in Ealing (2)**

### **Question No: 1034 / 2008**

Jenny Jones

Can you tell me whether Transport for London are seeking to roll out comprehensively the

following cycling projects, which have been pioneered in Ealing: bike buddy escorts for new cycle commuters; the provision of wet weather gear and minor cycle accessories to the unwaged who make an ongoing commitment to changing to cycling as an everyday form of transport; the provision of estate lockers and subsidised residential parking for people assessed on their commitment to everyday cycling and their ability to store bicycles at home?

Targeting social inclusion is an integral part of the London Cycling Action Plan and TfL is addressing a range of inequalities through this Plan with support from a number of cycling partner programmes. For example, TfL is benchmarking local cycling related initiatives in twelve boroughs. In the London Borough of Hackney, TfL is undertaking a trial of an estate locker management scheme. TfL has also undertaken research into the scope for a bike recycling scheme which would offer skills and training opportunities.

You will also be aware of the success of the TfL-funded Community Cycling Fund for London scheme, the administration of which is undertaken by the London Cycling Campaign (LCC), in providing funds to promote grass roots cycling in diverse communities. This has provided the platform for further outreach. The fund assists with local projects that meet local needs and addresses barriers to cycling, whether resulting from cultural, social or physical issues or through limited opportunity. The grant scheme is now in its fourth year and has assisted over 200 projects across London. A recently agreed increase in grant funding to LCC has provided additional resources to the Campaign to better assist with the development and delivery of local projects.

## **London Plan**

### **Question No: 1036 / 2008**

Steve O'Connell

Does the Mayor have an estimated timescale for when a new version of the London Plan, with his suggested amendments, will be published?

As I stated at the last Mayor's Question Time, work is under way to identify those of my policy objectives that require altering the London Plan. I intend making an announcement shortly about my general approach to, and detailed proposals for, planning; this will indicate the timescales that will be involved in reviewing and altering the Plan.

## **Family Homes**

### **Question No: 1038 / 2008**

Steve O'Connell

What plans does the Mayor have to increase the supply of family homes in London?

I will substantially increase the number of family sized homes built in London. I expect that, by the end of the Housing Corporation's 2008-11 spending programme in London, 42% of the new social rented homes and 16% of the new intermediate homes will have three bedrooms or more. This is up from around 25% and 8% respectively in 2006/07.

## **Historic Croydon**

### **Question No: 1039 / 2008**

Steve O'Connell

Do you agree with me that Croydon has a fine history to be recognised both as a modern borough and an ancient town mentioned in the Domesday Book with palaces, royal connections and the country seat of many archbishops over the centuries?

I wholeheartedly agree, and look forward to working with Croydon and all London Boroughs in taking forward our agenda over the next four years.

## **East Croydon Station**

### **Question No: 1040 / 2008**

Steve O'Connell

East Croydon Station is close to capacity and is in desperate need of major redevelopment. Will the Mayor commit to working with Croydon Council to ensure that Network Rail prioritises the re-development of the station?

I recognise the strategic importance of East Croydon station and will work closely with Network Rail and the London Borough of Croydon to ensure that the proposed redevelopment of the station is progressed as swiftly as possible.

## **Godstone Road Pedestrian Crossing**

### **Question No: 1041 / 2008**

Steve O'Connell

Whilst my constituents welcome TfL's funding commitment to introduce a pedestrian crossing on Godstone Road in Kenley, can the Mayor confirm exactly when this crossing will be delivered?

TfL consulted local residents on a proposal to install a new 'puffin' pedestrian crossing outside the Kenley treatment works in February this year. Although the response to the scheme in general was positive, there were objections from residents who were likely to be most affected. TfL is currently investigating scope to mitigate the residents concerns. Subject to this, TfL has planned for the works to commence in January 2009, to avoid an impact on traffic operations in the run-up to Christmas.

## **Green Lane Traffic Light Rephasing**

### **Question No: 1042 / 2008**

Steve O'Connell

The Mayor has announced that he will consider rephasing traffic lights across London; will he give special attention to the notorious traffic lights in Green Lane, Worcester Park, which can lead to commuters taking 45 minutes to travel 200 yards?

Difficulties at the junction of Green Lane with Central Road, Worcester Park, are believed to arise as a consequence of tailbacks on Malden Road from its junction with the A3. TfL will investigate further the source of the problems and scope for action to seek to mitigate congestion in the area. This it will do in consultation with officers of the neighbouring highway authorities of Sutton and Kingston.

TfL will write to you in due course with the outcome of its investigation and to advise you of any practical action agreed with the respective highway authorities, and associated timescale.

## **A232 Congestion**

### **Question No: 1043 / 2008**

Steve O'Connell

The A232 at Carshalton Ponds, in the London Borough of Sutton, has been a perennial cause of concern; will the Mayor urge Transport for London to tackle congestion in this whole area whilst respecting the unique character of the village?

I have asked TfL to enter into dialogue with officers at Sutton Council to explore whether a practical and affordable solution could be produced.

## **Street Drinking Bans Enforcement**

### **Question No: 1044 / 2008**

Steve O'Connell

In the spirit of zero tolerance and in anticipation of your role as Chairman of the MPA, will you join me in urging the police to strongly enforce street drinking bans where they exist in Croydon and throughout London?

Yes. It is important that tools to help curb drunken behaviour are used effectively.

Street drinking bans or alcohol free zones are formally titled designated public places orders. Local authorities are responsible for consulting with the police prior to setting one up. Decisions about what is appropriate for each area need to be made at the local level.

Enforcement can be carried out by the police and by local authority officers such as wardens. The police Safer Neighbourhood Teams are well placed to assist. I would expect the relevant agencies to work together and also to seek to address underlying causes of such problems where possible.

## **School Pastors**

### **Question No: 1045 / 2008**

Steve O'Connell

It was fantastic during the campaign to witness your strong support for the Street Pastors initiative and the valuable work that they do. Will you extend the same support to School Pastors, the pilots for which are beginning in Wandsworth, Lewisham and Purley?

I am an admirer of the work of the street pastor movement that is active in many London boroughs and saw their work with young people first-hand during the election campaign. There are also many voluntary and community sector initiatives across London who are doing similar or complementary work to the street pastors, and all can play a vital part in reducing youth violence on the streets. Some of these organisations will have applied to my Young Londoners' Fund for LDA support and others will be encouraged to apply to the new Mayor's Fund.

## **URV**

### **Question No: 1046 / 2008**

Steve O'Connell

Does the Mayor support the establishment of Urban Regeneration Vehicles', as the ideal combination of public / private partnerships, a possible 'key' route for London Boroughs, and the LDA, to drive out best value from public sector land assets through ploughing the proceeds of development back into local communities to deliver much needed regeneration and housing'?

I do support the general principle of drawing on the capabilities of the private sector and of boroughs to maximise the value for the public sector. There are a range of options for this in addition to the Urban Regeneration Vehicles, and LDA are reviewing the best way to take such ideas forward.

## **LDA and Sutton**

### **Question No: 1047 / 2008**

Steve O'Connell

Now that there has been a change of administration in City Hall when will the London Development Agency start to acknowledge the existence of the London Borough of Sutton?

I am committed to significantly strengthening relationships between the LDA and London

Boroughs.

I am also aware that the Chief Executive of the LDA is meeting with the Chief Executives of all London Boroughs very shortly, Sutton included.

Whilst I am informed that the LDA has allocated a total of £298,105 to the Childcare Affordability Project in Sutton and £115,000 for the Mayor's Youth Offer in Sutton, I accept there is considerable scope to improve working relationships with all the Boroughs.

## **Sutton & Back garden development**

### **Question No: 1048 / 2008**

Steve O'Connell

The London Borough of Sutton has suffered over-development in back gardens over the past eight years thanks to a heavy-handed London Mayoralty willing to ride roughshod over local authorities, what can I tell my constituents in Sutton about the attitude of the new Mayoralty on this matter?

The London Plan does not currently provide explicit protection against development of domestic gardens. I intend to introduce such a policy. I am absolutely committed to protecting open and green spaces.

In the interim, I have asked officers to examine 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.

## **TfL Loading Bays**

### **Question No: 1050 / 2008**

Steve O'Connell

Given that Transport for London is withdrawing from all outstanding appeal cases regarding The Market Place in Hampstead Garden Suburb and is cancelling all unpaid tickets, can the Mayor instruct TfL to issue full refunds to all those who have already paid their fines?

TfL discussed this issue with the Hampstead Garden Suburb Residents Association, and agreed not to contest any further appeals regarding Penalty Charge Notices issued in the Market Place. This followed a decision by the Parking and Traffic Appeals Services (PATAS) on one appeal. I have asked TfL to look into the issue of refunding motorists who have already paid their fines.

TfL has already made changes to the road markings at these bays and is also working with the Association to undertake a further review.

## **29 Bus Route**

### **Question No: 1051 / 2008**

Brian Coleman

Will the Mayor instruct TfL to accept that there is a major problem with the level of anti-social behaviour on both the 29 bus and particularly on the N29 and to implement the proposal of starting some of the N29 buses at Camden Town?

As part of my pledge to provide an additional 440 officers on the bus network, Wood Green town centre has been identified as a pilot area for increased policing levels. Since 16 May 2008, a team of officers have been providing high-visibility patrolling on buses between Turnpike Lane and Wood Green. The Enfield and Haringey areas are also served by the local Safer Transport

Team that regularly patrol route 29.

Regarding your specific suggestion to change the pattern of service on night route N29, this currently runs between Trafalgar Square and Enfield Town every 12 minutes. At weekends, there are additional buses to increase the level of service to every six minutes between Trafalgar Square and Wood Green. Routes N253 and N279 run in parallel with route N29 between Camden and Manor House via Holloway, giving a total of 19 night buses each hour in each direction over this section at weekends.

Starting some of the buses on route N29 at Camden Town would give some benefits to passengers at that location, but it would leave some of the stops south of Camden Town under-provided. As with all services, TfL keeps routes 29 and N29 under regular review, including the capacity requirements at Camden Town.

## **Portrait of the Queen**

### **Question No: 1052 / 2008**

Brian Coleman

When will the Mayor of London arrange for a portrait of the Queen to be hung in City Hall?

I have asked officers to make the necessary arrangements.

## **214 Bus**

### **Question No: 1053 / 2008**

Brian Coleman

Will the Mayor urgently review TfL's plans to change the single decker 214 night bus service to a double decker?

TfL have reviewed the service and consider that at this current time, single deck buses are sufficient to meet the passenger demand. TfL is however considering increasing the frequency of the service at night, as passenger demand is growing. If TfL develops a proposal to increase the frequency of the 214 they will contact stakeholders.

## **Apex Corner Pedestrian Underpass**

### **Question No: 1054 / 2008**

Brian Coleman

Will the Mayor ensure that TfL properly maintain the bulbs and plants at Apex Corner pedestrian underpass?

The original planting at Apex Corner pedestrian underpass was not commissioned by either TfL or Barnet Council. It is assumed, therefore, that the planting was initiated by local civic-minded people. Nevertheless, TfL is happy to commit to a fortnightly regime to maintain the bulbs, plants and shrubs to seek to sustain the intended local improvement in urban realm.

## **Mill Hill Circus Roundabout**

### **Question No: 1055 / 2008**

Brian Coleman

The Mill Hill Circus roundabout is frequently covered in litter. Will the Mayor instruct TfL to ensure that it is properly cleaned on a regular basis?

Cleansing and litter picking is a local authority duty under the Environmental Protection Act (EPA) 1990. In London, the Act places responsibility on the Boroughs to sweep footways and remove litter across the whole borough which includes the TLRN.

Barnet Council is utilising TfL's traffic management arrangements for cyclic maintenance on the A41 to carry out the Council's cleansing duties under the Environmental Protection Act. These arrangements have proved successful and are programmed on a six weekly rolling programme.

The particular concern regarding litter at Mill Hill Circus Roundabout has been communicated to Barnet and the Council has agreed to litter pick the roundabout on the 11 June and every two weeks thereafter. The situation will be monitored by TfL.

## **A41 Cleaning**

### **Question No: 1056 / 2008**

Brian Coleman

The reservations of the A41 in Barnet are full of litter and have obviously not been cleaned for a long time. Will the Mayor instruct TfL to rectify this situation as soon as possible?

Cleansing and litter picking is a local authority duty under the Environmental Protection Act (EPA) 1990. In London, the Act places responsibility on the Boroughs to sweep footways and remove litter across the whole borough which includes the TLRN.

Barnet Council is utilising TfL's traffic management arrangements for cyclic maintenance on the A41 to carry out the Council's cleansing duties under the EPA.

The particular concern regarding litter in the central reservation of the A41 has been communicated to Barnet, and it has been scheduled for cleansing on the night of 11 June.

TfL will continue to monitor the state of the central reserve and will liaise with officers at Barnet for action as required.

## **North Circular**

### **Question No: 1057 / 2008**

Victoria Borwick

Following his visit during his campaign, will the Mayor commit to meeting with the Head of Planning on Enfield Council and myself in order to discuss how best to deal with the derelict houses on the North Circular which are owned by TfL?

I am fully aware of the strong local feelings around the properties on the A406 that are owned by TfL, and I have asked TfL to bring this situation to a satisfactory conclusion as soon as possible.

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.

## **Publicity spending**

### **Question No: 1058 / 2008**

Victoria Borwick

Section 5(1) of the Local Government Act (1986) requires local authorities to keep a separate account of their expenditure on publicity, including advertising. This though does not apply to TfL and the LDA make a statement but don't include a detailed programme of spending. Will you give an undertaking that all Functional Bodies will keep an equivalent to Section 5(1) record of their publicity and advertising spending even if not required to do so by law?

I will ask TfL to consider produce their figures on a voluntary basis, as it is important for transparency, although the legal definition is narrow and might not capture all relevant expenditure.

LDA includes a statement in its accounts which complies fully with the requirements of the Statement of Recommended Practice developed by CIPFA and the Accounting Standards Board in respect of section 5(1).

## **Western Extension**

### **Question No: 1059 / 2008**

Victoria Borwick

With regard to your answer to question 915/2008, will the consultation on the scrapping of the Western Extension be restricted to residents of the Royal Borough of Kensington and Chelsea, or will it also include residents of adjacent boroughs, who have a clear interest in the decision, or indeed residents of the whole of London?

I am working with TfL to establish the precise format of the consultation on the future status of the Western Extension as a matter of urgency.

## **Hindu School**

### **Question No: 1060 / 2008**

Brian Coleman

Does the Mayor welcome the first state funded Hindu School in the UK, backed by the I-Foundation, which is to be built in Harrow?

Yes. I welcome this development, especially given that the Hindu community represents a significant proportion of the local Harrow population. Already in the borough there are eight Roman Catholic schools, one Church of England school and a Jewish school, which have become an established part of the Harrow school system. Now, parents in the Hindu community will have the chance to choose a publicly funded school for their children. It will still teach the full national curriculum whilst being based on Hindu values. I am pleased to note that the new school proposes to become a full and active member of Harrow's community, involving itself in inter-school activities, outreach and community work with local residents and children of all faiths and cultural background.

## **Bus Stops**

### **Question No: 1061 / 2008**

Tony Arbour

With regard to your answer to question 875/2008, does this mean that if a borough objects to the positioning of a specific bus stop you will support their objection?

Yes. Generally TfL is unable to introduce bus stops on Borough-managed roads without the agreement of the Borough. If a Borough has reasonable objections about the proposed position of a stop these would be discussed, and if they could not be resolved practical alternatives would be considered.

## **Healthcare for London**

### **Question No: 1064 / 2008**

James Cleverly

Does the Mayor share my concerns about the suggestions that the Healthcare for London announcement will call for a reduction in the number of doctor-led maternity units?

I will indeed be concerned if the proposals in Healthcare for London that “we will need slightly fewer doctor-led units in London than we do now” in any way compromised access to doctors where and when necessary in maternity provision. I also share the view expressed by respondents to the recent consultation that the safety of both mother and baby must be of paramount importance when considering alternative models of provision.

However, I am also aware there are ongoing debates about how best to provide maternity care and I am advised that NHS London is planning further work with PCTs, hospitals, the Clinical Advisory Group and other partners to determine the future configuration of midwife- and doctor-led services. I will continue to keep a close watching brief on their proposals as they develop over coming months and will assertively raise concerns if and when they arise.

## **St George’s Day**

### **Question No: 1067 / 2008**

Andrew Boff

What plans does the Mayor have to encourage the London boroughs to celebrate next year’s St George’s day?

I have regular meetings planned with Cllr Merrick Cockell as Chairman of London Councils and I will take this opportunity to raise the event and discuss further how the London Boroughs might be able to promote and celebrate this important occasion.

## **Bishopsgate Goodsyard**

### **Question No: 1068 / 2008**

Andrew Boff

When will the Mayor be visiting the Bishopsgate Goodsyard to discuss with residents in the area its threatened overdevelopment.

My Deputy Mayor, Ian Clement, is currently arranging to visit the site on my behalf. My Planning Team is in touch with local residents’ groups and will be setting up a meeting with them in the next couple of weeks.

## **Ridley Road Market**

### **Question No: 1069 / 2008**

Andrew Boff

When will the Mayor be visiting Ridley Road Market to see how over-regulation is destroying a once famous part of east London life. What are the Mayor’s views on Hackney Council’s legal action against Janet Devers, a trader from Ridley Road Market, for the heinous crime of selling exotic vegetables by the bowl rather than by the kilo?

I have visited many markets across London during the election, and I am aware of traders’ concerns about over-regulation. The regulation of markets is not within my remit, but I would urge councils to exercise common sense when applying the law.

## **Bus Lanes**

### **Question No: 1070 / 2008**

Andrew Boff

There is an extremely short bus lane on the High Road, Chadwell Heath, close to Ashton Gardens which has resulted in a number of accidents including a fatality. Will the Mayor remove

this unpopular and unsafe bus lane which will increase safety in Chadwell Heath?

As the highway authority for the High Road, Chadwell Heath is in the London Borough of Barking & Dagenham it is up to them to make the decision with regards to retaining the bus lane or making changes to it. TfL, along with the Borough and the Metropolitan Police, have been investigating the causes of the tragic fatality that occurred at this site in February 2008. The Police investigation is still ongoing and is expected to be concluded in the autumn.

## **Thames Gateway**

### **Question No: 1071 / 2008**

Andrew Boff

Has the Mayor any proposals to call on the Government to abolish the Thames Gateway development Corporation and restore local democracy in the planning process to the elected representatives of east London?

I have been concerned about reports of poor performance from the London Thames Gateway Development Corporation from local Boroughs and others. , I will work with Sir Bob Kerslake, Chief Executive of the Homes and Communities Agency in London, to ensure that delivery arrangements in the London Thames Gateway are efficient, effective and reflect the concerns and aspirations of local people.

## **LEZ Compliance**

### **Question No: 1074 / 2008**

Richard Tracey

Will the Mayor assure London's local authorities that they will not be penalised for using older non-compliant vehicles after the 7th July LEZ deadline for lighter HGVs and buses and coaches, while they are awaiting delivery of their new fleet?

As was the case for the first phase of the LEZ, all operators of non-compliant vehicles will be sent a warning letter when they are first seen within the zone. They will then have at least 28 days to take action to make their vehicles compliant with the LEZ emissions standards. If they receive a penalty after that period, as long as they provide evidence that they took steps to become compliant before the start of the scheme, the penalties will be cancelled.

## **London Streets**

### **Question No: 1075 / 2008**

Richard Tracey

Is the Mayor satisfied with the litter, breaches of regulations, and lack of enforcement action by London Streets on many of the pavements that are their responsibility and if not then what actions will he take to improve the situation?

Cleansing and litter picking is a local authority duty under the Environmental Protection Act (EPA) 1990. In London, the Act places responsibility on the Boroughs to sweep footways and remove litter across the whole borough which includes the Transport for London Road Network (TLRN).

TfL works closely with the Boroughs to ensure that adequate regimes are in place to maintain the cleanliness of the TLRN, including pavement areas. In circumstances where a Borough is not fulfilling its responsibility under the EPA, TfL will discuss with the Borough how better joint working could improve the appearance of the TLRN.

TfL also has duties and responsibilities under the Highways Act on the TLRN to deal with, for example, unlicensed obstructions on pavements. In some more heavily obstructed parts of the network, TfL now has dedicated enforcement officers who, in close liaison with the boroughs, bailiffs and the police, target persistent offenders. TfL will contact you to discuss and remedy

any specific concerns you may have in regard to the TLRN in Wandsworth.

## **128 Bus Route**

### **Question No: 1077 / 2008**

Roger Evans

There are concerns about the quality of service on the 128 Bus Route. What does the Mayor plan to do to improve this?

While route 128 generally runs reliably, recent works in Ilford have necessitated lengthy diversions to the service. The diversion has delayed buses and TfL apologises to all affected passengers. The works are scheduled to be completed by the end of the month and the route should return to normal at this time.

## **Planning Decisions**

### **Question No: 1078 / 2008**

Mike Tuffrey

You have delegated all planning decisions to Ian Clements yet you have also said "obviously I will be very involved and will be fully consulted on the decisions, but he will take the lead and help me." Would you describe this process of consultation? Is there to be an objective and transparent hierarchy as to which planning decisions you will be "very involved" in – on the basis of size for example – and will you publish this? Or, will your involvement in planning decisions be determined on an ad hoc basis?

A report on each planning application that is referred to me under the Town and Country Planning (Mayor of London) Order 2008 is prepared by the Planning Decisions Unit, and Ian Clement, Deputy Mayor Government Relations, makes the appropriate decisions on my behalf under delegated powers. Both Ian Clement and Sir Simon Milton, my Informal Senior Adviser on Planning, can discuss with me any application that raises issues of major importance.

In addition, it would be worth noting that I cannot delegate any decision to take an application over and determine it myself, nor can I delegate any subsequent decision to grant or refuse planning permission. However, I would only use the planning powers in exceptional circumstances.

## **London Waste and Recycling Board**

### **Question No: 1079 / 2008**

Mike Tuffrey

You have announced that you will chair the London Waste and Recycling Board in order to work with London Borough Councils. However, London Councils has announced that the eight-member board will be "chaired by the Mayor or his appointed deputy." So, will you be chairing the board or will you, as with TfL, in fact leave it to one of your Deputies?

The London Waste and Recycling Board Order makes the Mayor chair of the board. I intend to chair the board and will appoint a deputy to chair meetings when I am not able to attend.

## **Low Emission Zone (LEZ)**

### **Question No: 1080 / 2008**

Mike Tuffrey

You believe that the LEZ "is a step in the right direction" to improving London's air quality. As Transport for London admits that the scheme will only deliver a 0.3% improvement in air quality across Greater London, what are your next steps to heighten the impact of the scheme and prevent the 1000 deaths that are caused by air pollution in London every year?

I am committed to improving air quality in London, and therefore, from the 7th of July 2008, the LEZ will be extended to cover lorries over 3.5 tonnes and buses and coaches over five tonnes with more than nine seats.

The current plans are that the LEZ will be further extended to include heavy vans and minibuses from 2010. I will take the opportunity to review the details of the proposals in order to ensure that the benefits are delivered; whilst the impact on organisations and individuals is understood and managed appropriately.

I am also working on other initiatives to improve air quality and reduce its impact on the health and quality of life of Londoners. I am working with TfL to reduce emissions from London's public transport, including a 60 vehicle trial of hybrid buses, 10 zero-emission hydrogen buses and encouraging low emission taxis. I am also working closely with the boroughs on local air quality issues, including promoting best practice in local action and specific initiatives, such as AirText and the London Guidance to discourage dust and emissions from construction sites. I am lobbying the Government to stop expansion at Heathrow, which will increase air pollution and the number of people exposed to dangerous levels of pollution.

I am also considering what further action to take to improve air quality in London and reduce its impact on health and quality of life, as part of the revision of my Air Quality Strategy.

## **Affordable Homes Delivery**

### **Question No: 1081 / 2008**

Mike Tuffrey

You pledged in your manifesto that you “will negotiate a higher unit target with those boroughs with the longest waiting lists.” Three of the five boroughs with the highest number of households on waiting lists – Lewisham, Ealing and Barnet – all failed to deliver 50% affordable housing last year. How will you ensure that these boroughs meet their clear need for affordable housing?

I will not seek to impose a rigid 50% target on every borough but will work with each borough to see how they can increase the number of affordable homes they deliver. The three boroughs you criticise delivered 2,258 affordable homes in 2006/7 (the latest year for which we have figures). If every London borough achieved these levels we would deliver over 24,000 affordable homes a year– achieving my 50,000 target in two not three years.

## **Capital Moves**

### **Question No: 1082 / 2008**

Mike Tuffrey

One of the most controversial aspects of the previous Mayor's housing policy – from the London Councils' perspective – was Capital Moves and decisions on the scheme were deferred until after the elections. What are your plans for Capital Moves and if – as London Councils anticipates – you do plan to scrap it, what alternative vehicle do you propose to create a pan-London choice-based lettings scheme by 2010?

Capital Moves is a partnership project between London's boroughs, the Housing Corporation, the government, London's housing associations and the Greater London Authority. I am currently in discussions with London Councils regarding Capital Moves.

## **Thames Water**

### **Question No: 1083 / 2008**

Mike Tuffrey

You have withdrawn the legal challenge to Thames Water's plans for a desalination water treatment plant at Beckton on the basis of a quid pro quo whereby Thames Water will work with

you on a range of water efficiency measures across the capital. Would you describe what these measures will be? When work will begin to implement them? And when can Londoners expected to see an improvement in their water supply?

Thames Water has said that it will work with the GLA, boroughs and housing associations in seeking to attain 'Code for Sustainable Homes Level 3' status for estate renewal projects. It has also agreed to work with the LDA on its Green Homes programme, and with the GLA and LDA to investigate opportunities for a grey water/rainwater harvesting pilot project.

GLA officers will be meeting Thames Water shortly, and I will then be meeting David Owens, Thames Water's Chief Executive, to agree how these measures are to be implemented.

## **Thames Interceptor Tunnel**

### **Question No: 1084 / 2008**

Mike Tuffrey

Would you update us on the progress of the Thames Interceptor Tunnel? Has a planning application been made for the first phase tunnel, from Abbey Mills in the Lower Lea Valley to Beckton Sewage Treatment Works, and the necessary upgrade to Beckton Sewage Treatment Works? How will you work with the 12 boroughs concerned and other stakeholders to ensure that this application progresses swiftly and the long-awaited work can start?

A planning application was submitted on 30 May 2008. This has now been referred to me and my officers will be reporting its details to me towards the end of July. The application covers the Lea Valley – Beckton phase of the tunnel, the expansion of Beckton Sewage Treatment Works and the expansion of sewage sludge powered generator plant at Beckton. I support the principle of the development but will need to examine the details.

Design work is continuing on the main leg of the tunnel from Chiswick to Beckton. Thames Water, as applicants, will need to determine how they interact with the 12 boroughs. The London Plan sets the lead by supporting the principle of the development, but I am keen that individual boroughs and their communities work out how the construction and operation will affect them and ensure that the project is delivered in a time efficient way, without unacceptable impacts on local communities.

## **Thames, Olympics and Raw Sewage**

### **Question No: 1085 / 2008**

Mike Tuffrey

According to the Environment Agency, nearly 2 million cubic metres of raw sewage was pumped into the Thames at Crossness in July 2007. Given that improvements to the secondary capacity at Crossness sewage works are not expected to be completed until March 2014, what plans do you have to ensure that the 2012 Olympics are not blighted by enough raw sewage to fill nearly 785 Olympic sized swimming pools being pumped into the Thames around the Park at Games Time?

I have informed LB Bexley that I am content in principle with the planning application for extension works at Crossness. This is not, however, going to address the issue of sewer overflows in the vicinity of the Olympics.

By failing to take a decision on the Tideway sewer in 2005-6, the Government has already ensured that the works to secure phase one of the Thames Tideway Sewer would not be completed before the Olympics.

The completion of the Prescott Lock later this year will at least keep most of the sewage away from the immediate vicinity of the main stadium sites.

## Street Trees

### Question No: 1086 / 2008

Mike Tuffrey

Trees for Cities have recommended that a steering group should identify the 40 areas that will benefit from the Street Trees scheme. Has work begun to bring together this steering group? Which other charities will be involved? What role do you envisage for the boroughs in this process?

I have invited organisations including Trees for Cities, Groundwork London, The Tree Council, Greenspace Information for Greater London, the London Biodiversity Partnership, the Forestry Commission and representatives of the London Tree Officers Association (on behalf of the boroughs) to help identify the 40 priority areas. Decisions on locality will be informed by data currently being assimilated to find those areas that lack street trees and would benefit most from additional planting.

## LDA land

### Question No: 1087 / 2008

Mike Tuffrey

You state in your manifesto that the LDA owns 318 hectares of surplus land, which would provide 32,000 new homes, some of which you will seek to release for your "FirstSteps" scheme. Which boroughs does this land fall within and how do you foresee the division of units between these boroughs?

The LDA currently owns 319 hectares of land which is allocated for housing development. The sites are at various stages of delivery from nearing completion to the pre-planning stage. The LDA, with its development partners, will seek to create high quality communities on these sites in accordance with the Mayor's Policies, including the 'First Steps' scheme proposals. Officers are currently working on the draft Mayor's Housing Strategy which will include details for the 'FirstSteps' scheme. The new strategy is likely to be announced later this year. The breakdown of LDA residential land area by borough along with the current maximum estimated capacity for these sites is shown in the table below. The actual housing capacity realised on these sites will be subject to reaching planning agreements with the local planning authorities.

Borough	Area of Land (ha)	Maximum Estimated Site Homes Capacity
Barking and Dagenham	24	4100
Greenwich	33	4258
Lewisham	4	800
Newham	85	11833
Olympic Park	165	9340
Tower Hamlets	7	1240
Haringey~	1	1100
<b>Grand Total</b>	<b>319</b>	<b>32671</b>

The Olympic Park is shown separately because it covers a number of boroughs.

Haringey: LDA owns a 2.1 acre (0.8 ha) site within a larger area (Haringey Heartlands) that will deliver 1100 homes. At this stage it is not possible to say what proportion of these homes will be delivered on the LDA site.

## GLA estate (1)

### Question No: 1088 / 2008

Mike Tuffrey

How many of the 3,337 homes owned by the LDA are currently empty? How much is it estimated that it would cost to bring them back into use?

The LDA does not directly own any homes. The homes referred to are located on land in which the LDA holds freehold title but is subject to leases and development agreements.

It is the responsibility of the LDA delivery partner to construct, market and find occupiers for these properties. Most of the homes identified on LDA land are developed and have been handed over on a long term lease to occupiers. Where they are not, they are in the process of being marketed to be sold on or occupied.

## **GLA estate (2)**

### **Question No: 1089 / 2008**

Mike Tuffrey

How many of the 750 houses that the MPA owns are currently empty? How much is it estimated that it would cost to bring them back into use?

I am informed by the MPA that as of April 2008 their residential estate consisted of 820 'quarters units' (houses and flats), there are also some 740 bed spaces in six Section Houses.

Of the 820 houses and flats, 350 units are let to Housing Associations. Of the remaining 470, 297 are occupied by police officers. Of the remaining 173 units which are currently empty, 30 of these are currently being refurbished (9 people are on the waiting list). 143 have been identified as surplus to MPA requirements and are planned to be released.

## **GLA estate (3)**

### **Question No: 1090 / 2008**

Mike Tuffrey

How many of the 526 residential units that TfL owns are currently empty? How much is it estimated that it would cost to bring them back into use?

TfL currently owns 391 residential property units. 213 are leased to London Boroughs and the social housing sector, who have been responsible for many years for day-to-day maintenance.

178 units remain under TfL's direct management, of which 59 are currently empty. Six are being refurbished, with six more planned. Seven have been refurbished and are awaiting tenants. Three more are likely to be sold later in the year, while a further three are needed for road schemes and are scheduled for demolition. Overall, TfL has undertaken 30 property refurbishments since January 2007 at a cost of over £500,000.

This leaves 34. Twenty-five of these are surplus to operational requirements and discussions are ongoing between TfL and LB Enfield (see Question 1057/2008).

The remaining nine are being retained, as they may be required for a larger improvement scheme for the A406 at Bounds Green.

## **GLA estate (4)**

### **Question No: 1091 / 2008**

Mike Tuffrey

How many of the 25 residential units that LFEPa owns are currently empty? How much is it estimated that it would cost to bring them back into use?

3 units have been converted for fire station use; 6 are occupied residential accommodation.

Of the 16 currently empty:

6 are at West Norwood, a listed fire station. Redevelopment of the whole station is an ongoing project.

4 are cottages at West Hampstead. Their listed status and restricted access have made it difficult to agree a suitable scheme; the estimated cost is £700k.

3 are at Deptford and 1 at Plumpstead. These stations were in the Authority's PFI programme but have been recommended for listing by English Heritage. A decision is awaited.

2 are at Brixton, a listed fire station. Schemes have been considered, including sharing with LAS, but no suitable use has currently been identified or costed.

## **Section 106 Agreements**

### **Question No: 1092 / 2008**

Mike Tuffrey

While the boroughs performance in negotiating Section 106 Agreements is improving, a combination of inadequate negotiation skills, high staff turnover and lack of clear guidelines for developers means some secure substantially fewer community benefits than they should. Do you agree that the GLA ought to establish and fund a unit, which would provide a pool of experts for the boroughs to draw on for complex planning applications and Section 106 Agreements?

The GLA assists and advises borough councils on Section 106 Agreements for planning applications of strategic importance that are referred to me under the Town and Country Planning (Mayor of London) Order 2008. I am not aware of any evidence that borough councils are failing to secure appropriate Section 106 Agreements for the 99.6% of planning applications that are not referable to me, and I do not consider it appropriate for the GLA to intervene in them.

## **Office of National Statistics**

### **Question No: 1093 / 2008**

Mike Tuffrey

What impact do you feel the poor ONS figures have on London as a whole both in terms of finance, housing and public service delivery?

The table below shows the differences between ONS population projections (as used in the local government finance settlements for the three years 2008/09 to 2010/11) and the equivalent GLA projections based on actual and expected development in each borough.

	ONS	GLA	Diff (GLA-ONS)
Mid-2008	7.598m	7.565m	-0.033m
Mid-2009	7.639m	7.626m	-0.013m
Mid-2010	7.680m	7.687m	+0.007m

As can be seen, the overall differences are relatively small, but there are significant differences at the level of individual boroughs, some of which saw their population estimates reduced by ONS in 2007. Evidence points to some boroughs being overestimated by ONS and others being underestimated. A further problem is that national insurance data points to an increase in short-term (less than a year) migrants in London (and the rest of the UK). Their numbers in London may be equivalent to a further 50 thousand full-time residents. These are not accounted in either the ONS or GLA population figures and nor are they evenly distributed across the city.

It is probably harsh to dismiss the ONS figures as 'poor', but they are certainly open to debate. The particular problems with migration data are now widely accepted (eg Treasury Committee report, Counting the Population, May 2008). This does, however, demonstrate the value of in-house expertise to allow us to contest their figures. I will continue to stand up for the Boroughs

where there are significant differences at a local level, to ensure they get proper and reasonable funding for the vital services they provide.

## **Post Office Closures**

### **Question No: 1094 / 2008**

Caroline Pidgeon

Please provide all the legal advice you, or the former mayor, have been given on this issue. Particularly:

- a) Is this "legal challenge" a judicial review?
- b) Are you "intending to pursue" (MQT 0816/2008) or "currently continuing with" (MQT 0962/2008) this legal challenge?
- c) Can you provide any permissible legal advice you or the former Mayor have been given on this issue

The former Mayor applied for judicial review of the Post Office's decision to close a number of branches throughout London and I am continuing with that action. As the matter is currently before the High Court, it would be inappropriate for me to release legal advice that I have been given, as it is subject to legal professional privilege.

## **Olympic land sales**

### **Question No: 1095 / 2008**

Dee Doocey

Has the LDA revised its estimates of the amount of money that will be raised from the sale of Olympic land after 2012 as a result of the current economic climate?

Sound long range business planning is based on an assessment of the long-term outlook for the market. Predicting future values is not a precise science, particularly over the 20 years post-2012 during which land disposals are likely to take place. London's average growth rate between 1983-2006 was 19% and continuing growth at this level would yield an estimated £1.8bn. However the LDA's business plan is based on a conservative assumption of 6% average growth rate over the period, which would recoup £838m. This is a robust and prudent approach.

However, as David Ross pointed out in his report, the land valuation and its consequences for the LDA's financial strategy should be reviewed once a clear legacy masterplan has been identified.

## **Olympic village**

### **Question No: 1096 / 2008**

Dee Doocey

When will the public-private deal between the ODA and Lend Lease be finalised for the Olympic village?

As set out in David Ross's report, the ODA Board has agreed to fund Lend Lease to commence the vertical build of the Olympic Village from May 2008 even though no Development Agreement has been agreed. In the meantime, the ODA is working with Lend Lease and its banks to secure private equity and debt funding and also exploring other options for financing the project, including extending the involvement of Registered Social Landlords

## Olympic and Paralympic shooting venue

### Question No: 1098 / 2008

Dee Doocey

It has been suggested by a constituent that a suitable alternative venue for the Olympic and Paralympic shooting events already exists at Joyce Green in Dartford. Was a feasibility study carried out as to the suitability of this venue?

The Royal Artillery Barracks at Woolwich were chosen as the venue for Shooting during the bid phase in 2004. This decision was taken on clear guidance from the IOC that the 2012 sporting venues should be compact and as close to the main Olympic Park in east London as possible.

The land at Joyce Green has been identified as a Site of Special Scientific Interest. This status means that it would not be possible to develop facilities for shooting on the site.

## Olympic contracts

### Question No: 1100 / 2008

Dee Doocey

ODA figures show that SME's make up 70% of the contractors awarded work on the London Olympic and Paralympic Games. How much are these SME contracts worth in monetary terms?

To date, the ODA has used over 650 suppliers for the delivery of the venues and infrastructure for the London 2012 Olympic Games and Paralympic Games. 70% of those suppliers are small to medium-sized businesses.

The ODA's data collection methods do not easily allow a breakdown of individual contract values. However, the total value of the contracts let to date is in excess of £2 billion.

## Special constables

### Question No: 1101 / 2008

Dee Doocey

Can you please provide the number of special constables currently assigned to each Borough Operational Command Unit, and other Operational Command Units as appropriate, and the corresponding figures for the years 2004/5, 2005/6, 2006/7, 2007/8?

Please find the requested figures in the table below. The figures relate to Metropolitan Special Constable counts at the end of each financial year.

Operational Command Unit	2004-05	2005-06	2006-07	2007-08
Kensington & Chelsea	20	37	51	134
Westminster	81	166	251	256
Camden	22	52	78	134
Hammersmith & Fulham	19	44	58	72
Hackney	9	19	25	42
Tower Hamlets	20	34	36	54
Waltham Forest	10	19	25	29
Redbridge	16	34	54	86
Havering	33	41	52	80
Newham	15	23	42	66
Barking & Dagenham	10	21	28	53
Lambeth	20	35	42	58
Southwark	9	25	36	52

Islington	35	32	40	73
Lewisham	9	33	42	45
Bromley	10	24	47	78
Harrow	10	22	52	71
Brent	27	29	19	43
Greenwich	7	42	44	75
Bexley	81	103	101	89
Barnet	35	73	94	124
Richmond upon Thames	17	25	36	43
Hounslow	15	23	21	35
Kingston upon Thames	13	32	40	63
Merton	17	21	19	33
Wandsworth	21	34	68	95
Ealing	14	24	37	78
Hillingdon	15	22	38	64
Enfield	17	23	30	64
Haringey	14	27	43	46
Croydon	14	20	36	67
Sutton	4	11	25	29
<b>Borough Total</b>	659	1,170	1,610	2,331
Royal Parks Operational Command Unit	5	11	18	30
Headquarters	8	12	69	99
<b>Territorial Policing Total</b>	672	1,193	1,697	2,460
TP Ops Specialist Support (Marine)	11	10	16	11
SCD (HQ)	2	2	10	15
SO (SO18-Aviation Security)	12	16	18	17
Recruits in Training (Operational Command Unit not assigned)	0	0	0	7
<b>Metropolitan Special Constable Total</b>	697	1,221	1,741	2,510

## Olympic legacy commitments

### Question No: 1102 / 2008

Dee Doocey

Do you fully support each of the Five Legacy Commitments that the Mayor of London published in January 2008?

Yes

## **Streatham High Road improvements**

### **Question No: 1104 / 2008**

Caroline Pidgeon

When will improvements to Streatham High Road, for which TfL earmarked funding years ago, actually be carried out?

Improvements to Streatham High Road have been phased over a number of years with Phases 1, 2 and 3b already complete.

The works are a rolling programme of streetscape and landscaping works along Streatham High Road, part-funded by Lambeth. Phase 1 was between Becmead Road and Tooting Bec Gardens, completed in late 2004; Phase 2 between Tooting Bec Gardens and Gleneagle Road, completed in summer 2005; and Phase 3b between Gleneagle Road and Hopton Road, completed in May 2007.

The details of the latest funding package have been approved by TfL and phase 3a, improving the section between Becmead and Woodbourne Avenues, will commence in early 2009 with completion planned for May 2009.

## **Streatham Hill rail depot**

### **Question No: 1105 / 2008**

Caroline Pidgeon

An environmentally damaging rail depot was built at Streatham Hill and ruled in breach of planning rules 20 months ago by Lambeth's planning committee. What action can you take to defend the interests of local residents who feel their lives and properties have been blighted by the train operating company and a pliable local Council?

I understand that Lambeth's planning committee are due to consider this issue in the near future. I hope that a better balance can be found between the needs of local residents and the operation of the rail network in South London.

## **Fares rise London Overground**

### **Question No: 1106 / 2008**

Caroline Pidgeon

How do you defend a 135% rise on some fares on the London Overground railway?

No passengers on the Overground are having to pay increases of 135%.

On the contrary, the introduction of PAYG has produced major reductions in fares on the Overground. For example the Oyster fare from West Brompton to Hackney Central is 100p, which is half that of the 2008 Silverlink cash fares.

The Silverlink cash fares had little rationale and TfL has been seeking to introduce a simpler structure more consistent with that on the Underground and the DLR. Most cash fare changes were made in January, but some were held over until last May. Although some individual fares increased in May, others were reduced.

## **Reliability of No.3 bus route**

### **Question No: 1107 / 2008**

Caroline Pidgeon

What steps can TfL take to improve the reliability of the No.3 bus route (Oxford Circus-Crystal Palace) which is in particular adversely affecting residents in North Lambeth for which it is a key route in and out of the West End?

TfL is aware that this route is not currently operating reliably and they are in discussions with the operator to improve the situation.

To date, the operator has provided additional resources to help ensure the service runs reliably. The operator is also investigating providing additional staff to further improve operational control. TfL will continue to monitor the service.

## **Thameslink trains proposal**

### **Question No: 1108 / 2008**

Caroline Pidgeon

Will you resist the plans announced in the South London Rail Utilisation Strategy, and not in the original proposals consulted on earlier this year, for all Thameslink trains from Streatham and Tulse Hill to terminate at Blackfriars from 2015?

The proposal announced in the final South London RUS was the result of a considerable amount of work by Network Rail into the best use of the significant amount of extra capacity that will be created in South London by the Thameslink Programme. The new track layout at Blackfriars means that trains approaching from Tulse Hill and Herne Hill have a clear route into the terminating platforms at Blackfriars whilst trains approaching from Denmark Hill have a clear route into the through platforms, but not the other way around. Running trains from Tulse Hill into the Thameslink tunnel would mean a reduction in capacity on the approach to Blackfriars, with a knock-on effect for trains from Denmark Hill and Bromley, and thus the solution proposed by the RUS ensures the maximum number of trains can run into London. Whilst there would no longer be a through service from Streatham and Tulse Hill beyond Blackfriars, there would be an increase in service overall, with 12 peak hour London trains from Tulse Hill (up from 10 today) and 10 trains from Streatham (up from 6). Passengers will be able to interchange at either Blackfriars or London Bridge onto a "turn-up-and-go" Thameslink service.

## **Change Your World**

### **Question No: 1109 / 2008**

Caroline Pidgeon

Will you be giving active support to Sustrans' excellent campaign "Change Your World" in which Londoners are asked to swap just one car journey during the week of 30 June to 5 July and walk, cycle or take public transport instead – which they estimate would take 10% of traffic off our streets?

Sustrans are to be commended for "Change Your World", which invites members of the public across Britain to swap a weekly car journey during the week of the campaign to a more sustainable mode.

Transport for London directly support a range of initiatives that promote sustainable transport, including; travel plans for schools and workplaces, lift-sharing and car clubs and awareness-raising events. In addition; TfL has extensive cycling and walking infrastructure programmes such as on & off street facilities walking improvements, as well as community cycling grants, cycle training, led walks and accessibility projects.

## **Frequency of No.481 bus route**

### **Question No: 1110 / 2008**

Caroline Pidgeon

Will you ask TfL to review the frequency of the hourly 481 bus route [West Middlesex Hospital-Kingston] as Teddington residents would be much more likely to use this route if the buses were more frequent?

Route 481 was introduced in 2006 giving some new links that had been requested, particularly

in the Whitton area. Usage is about 650 passengers on a typical weekday. TfL will be reviewing the service later this year and will take your suggestion into account.

## **Revisions to the London Plan**

### **Question No: 1111 / 2008**

Caroline Pidgeon

How soon will Borough Councils need to take account of revisions you will make to the London Plan?

Under planning law, boroughs must determine planning applications in accordance with the development plan unless material considerations indicate otherwise. In London boroughs, the development plan consists of the policies in the London Plan and the boroughs' own Local Development Frameworks.

Alterations to the London Plan do not have this statutory status until they are formally published, after the consultation and public examination procedures set out in the Greater London Authority Act 1999 have been completed. However, alterations may be "material considerations" that boroughs may take into account before then, and the weight that they will be given will increase the further along the revision process they progress.

## **Safer Transport Teams**

### **Question No: 1112 / 2008**

Caroline Pidgeon

Which outer London boroughs will benefit from your plan to put additional police officers and PCSOs on board buses? How many officers will be so assigned in each borough, how will the plan be funded, and when will passengers first see these extra officers on the buses?

The additional 440 officers I pledged would patrol the bus network will be fully integrated within existing MPS Safer Transport Teams.

Hub teams will enhance the existing Safer Transport Teams that cover the 21 outer London borough's and the Transport Operational Command Unit (TOCU) reassurance teams that police the 11 inner boroughs; thus providing pan London policing support on the bus network. It is proposed that the roll out of the hub teams across London will commence in January 2009. Funding will be provided by the MPS and TfL.

Passenger will already be seeing first teams at the pilot period of this initiative Operation Tyrol, in piloted areas: West Croydon, Wood Green & Turnpike Lane and Canning Town. These teams are based at identified bus hubs and provide enhanced reassurance.

Following evaluation of the pilot, TfL will work with the Police to identify further locations based on crime and anti-social behaviour, reported through the Police and TfL data services. It is proposed that each new hub team will normally consist of one Sergeant, two PC's and three PCSO's. An additional 50 Metropolitan Special Constabulary (MSC) officers, allowing for four to be deployed each evening, will also support the hubs.

## **British Transport Police**

### **Question No: 1113 / 2008**

Caroline Pidgeon

Please explain how you will implement your plan for British Transport Police officers to patrol 'the worst stations'. Please also supply a list of these stations, or indicate when you will be in a position to do so.

Plans are being developed for the roll out of an additional 50 British Transport Police (BTP) officers to provide enhanced visible reassurance on the overground rail network.

TfL is working with BTP on the timetable and status to be included in the roll out which I will be announcing shortly.

## **Smarter Travel Richmond**

### **Question No: 1114 / 2008**

Caroline Pidgeon

Can you confirm that the funding allocation for TfL's Smarter Travel Richmond project is guaranteed, and that this work, which was so successful in Sutton, is all set to go ahead?

The detailed programme is currently under development by the borough and TfL using lessons learnt from the Sutton initiative to ensure value for money and to maximise effectiveness of activities. This work will determine the total cost of the programme, which is due to be formally launched in the autumn. TfL has no intention of rescinding from its previous funding commitment.

## **Funding bids for Home Zones**

### **Question No: 1115 / 2008**

Caroline Pidgeon

Will you revise the terms of LIP so that councils can bid for funding for Home Zones, which have been highly popular and successful in reducing accidents, more fairly balancing the needs of pedestrians, cyclists and motorists in residential areas?

The LIP funding process currently enables boroughs to apply for funding for a range of schemes. A borough may include a Home Zone application and prioritise it within one of a number of budgeted TfL programmes.

## **Routemaster Mark 2 Design Competition**

### **Question No: 1116 / 2008**

Caroline Pidgeon

Please set out your timetable for the Design Competition for "Routemaster Mark 2" which you announced at Mayor's Question Time on 21 May, including the date on which you will declare the winner.

I am planning to launch the competition to design a new bus for London during the next few weeks and further detail will be provided then.

## **Network Rail budget**

### **Question No: 1117 / 2008**

Caroline Pidgeon

Will you resist the proposals from the Office of the Rail Regulator to slash Network Rail's 2009-2014 budget by £3.3 billion, which will axe track capacity increase and a station upgrade at West Croydon, and cut funding for longer trains at Victoria, London Bridge and Waterloo?

TfL will review the Periodic Review 2008 draft determinations in detail over the coming weeks and respond to ORR by the 4th September deadline. It is too early to tell what the detailed comments will be.

## **Emissions-related Congestion Charging**

### **Question No: 1118 / 2008**

Caroline Pidgeon

Although you have ruled out a £25 charge for vehicles with CO2 emissions of over 225g/km, do you intend that VED Band A and B vehicles will be allowed to enter the Congestion Charging Zone free of charge?

I said in my manifesto that I would not proceed with CO2 Charging. This included not proceeding with the 100 per cent discount for band A and B vehicles and the £25 charge for higher CO2 emitting vehicles, but with the alternative fuel discount remaining in place. I expect to make an announcement on this shortly.

## **Secure Cycle Parking**

### **Question No: 1119 / 2008**

Caroline Pidgeon

How will the £2M you have allocated for secure cycle parking be distributed between the boroughs? Is this new money or found from existing funding?

I have asked TfL to provide me with a plan to deliver the improvements in cycle parking I require.

The £2M allocation will be in addition to existing TfL programmes to provide secure cycle parking at a range of locations and destinations across London.

## **Tube performance reporting**

### **Question No: 1120 / 2008**

Caroline Pidgeon

TfL has in previous years published reviews on the performance of PPP for the Tube and press comment on its failures and shortcomings. Will the new nominee companies for BCV and SSL be treated in the same way as Tube Lines in future public statements and can we expect the same degree of transparency about their performance?

London Underground, as the publicly accountable manager of the PPP Contract with Tube Lines, has a responsibility to the public to ensure that there is appropriate scrutiny of Tube Lines' performance in delivering its obligations to maintain and upgrade the Tube.

The two Metronet companies are now part of TfL and their performance will be reported in the same way as all other parts of TfL through the TfL Board.

The companies will also now of course be open to scrutiny by the London Assembly.

## **Chinese Earthquake Book of Condolence**

### **Question No: 1121 / 2008**

Caroline Pidgeon

Do you agree that the signing of such things as the Book of Condolence for the Chinese Earthquake, where you are signing on behalf of the people of London to be an exercise of your civic duty? Do you agree therefore that where you are unable to do such things in person, it should be your statutory Deputy Mayor, who acts on your behalf and on behalf of the people of London, and not merely an officer of the GLA?

I asked my Deputy Mayor for Government Relations, Ian Clement, to sign the book on London's behalf. Part of his job description is to periodically deputise for me. Therefore, it was entirely appropriate that he sign the book of condolence.

## **East London Line Phase 2**

### **Question No: 1122 / 2008**

Caroline Pidgeon

Can you provide an update on your discussions with Government for the funding of the East London Line Phase 2 and any timescale for a decision?

TfL is in discussions with the DfT with the aim of securing funding of the East London Line Phase 2 Extension. I hope that a funding decision can be agreed soon to ensure services can commence by the target opening date of December 2011. The scheme is included as a recommendation of the South London Route Utilisation Strategy, established by the Office of Rail Regulation in May 2008.

## **Airport Expansion**

### **Question No: 1123 / 2008**

Caroline Pidgeon

You have previously expressed support for another airport in the Greater London area towards the east. Would you be more specific as to where exactly you would like this other airport to be situated, and how do you intend to progress this issue?

I am opposed to plan for the third runway at Heathrow because of the impact it would have on local people and the environment. In considering the alternative options, I believe we need an open mind, and a willingness to consider a range of ideas. I will ask the Government to reconsider the alternatives and undertake a review of alternative airport locations in the south east.

## **Olympic transport – cars**

### **Question No: 1124 / 2008**

Dee Doocey

Do you agree with the previous Mayor that during the Olympic and Paralympic Games the use of chauffeur-driven cars by officials and sponsors should be limited to those occasions where it is essential for operational reasons?

It has been made clear for some time that London 2012 will be a public transport Games. The huge investment that we are making in London's transport infrastructure in advance of the Games will make travelling to venues on public transport the easiest and quickest way.

As you already know some Games officials, workforce and sponsors will require transport by car to carry out their Games-time functions.

LOCOG is working to develop a detailed transport plan, which will include looking at opportunities for car sharing and the use of public transport for Games officials, workforce and sponsors whenever possible. I agree that this should be encouraged.

## **Process of Appointment of Mayor's Advisors**

### **Question No: 1125 / 2008**

Mike Tuffrey

According to your manifesto and campaign press releases you want Mayor's advisors to be "subject to the same levels of accountability that elected politicians are" and to have a "Clearly defined role". With that in mind can you provide the Assembly with a report on the process by which these staff were appointed, given that there was no competitive interview process?

The process for recruitment was to draw job descriptions for the advisor posts, for the prospective candidate to have a CV covering suitability for the post and for an interview process including an observation element from one of the Independent persons.

## **Section 67 appointments- line managing**

### **Question No: 1127 / 2008**

Mike Tuffrey

Can you please give a list of which section 67 staff you have appointed who will have line manager responsibilities over GLA staff and which staff they will line manage?

Guto Harri, Director of Communications will have line management responsibility for staff working the Communications side of Media and Marketing.

Tim Parker will have line management responsibility for mayoral appointees.

I have not clarified the exact reporting/ line management responsibilities for other mayoral appointments but will be doing this during the transition period. At present other Heads of Service within the Mayor's Office are managed by the transition team.

## **GLA Chief Executive**

### **Question No: 1128 / 2008**

Mike Tuffrey

Who, within the GLA, is the counterpart of the Chief Executive Officers of the functional bodies?

There may not be a direct comparison between roles in different organisations. The Head of Paid Service will have a clear role in the strategic management of the organisation and will be responsible for staffing issues in the GLA. That element is a statutory stand alone function with specific requirements. It is likely that both the Head of Paid Service and the Chief Executive of the GLA Group will have significant interaction with the other Chief Executives across the GLA Group.

## **Role of Kit Malthouse**

### **Question No: 1129 / 2008**

Mike Tuffrey

The head of Legal and Procurement at the GLA advised a BMAC meeting on the 4th of June that Mr. Malthouse and yourself have been advised that he cannot scrutinise any of the policy developments that he has been given responsibility for as a deputy Mayor. Will Mr. Malthouse then absent himself from any Assembly meetings on policing or any meetings about any of the other topics in his portfolio?

Where Mr Malthouse has provided a lead in making the policy or taken a significant role in advising me prior to my making an executive decision, then he will not take part in any scrutiny of that policy and will absent himself from that element of the debate in the Assembly.

If Mr Malthouse has not undertaken a policy lead development or been involved in advising me on any area being debated he is able to remain and debate the issue.

## **Payments to Consultants**

### **Question No: 1130 / 2008**

Mike Tuffrey

According to your answer to question 804/2008 "There are currently a number of consultants who are being paid to support the transition process, but it is not intended that the fees for these individuals will be made public." However, your manifesto stated that: "We propose to lower the threshold at which GLA expenditure to suppliers must be reported, from £4,000 to £1,000."

Assuming the transition consultants are paid a reasonable amount for their work as suppliers

how do you explain the contradiction between these two statements?

The manifesto commitment to publish a register of all payments made by the Authority of £1,000 or more is being progressed and legal advice on such is being finalised. What that register will show is the payee, the amount paid and the expense code narration that was charged. However, legal advice is clear that we need to be careful not to go into any more detail as this could well affect commercially sensitive or personal data being held by the Authority.

## **Update on Question 844/2008- Payments over £1000**

### **Question No: 1131 / 2008**

Mike Tuffrey

In your answer to my question 844/2008 you stated that you had no objection to my suggestions of

- a) Showing the reason for each reported payment to the GLA not just who they are paid to
- b) Breaking down the total reported payment to an organisation into each separate payment for each separate contract or grant payment

and advised that you would be asking officers "to assess the feasibility and cost of including such extra information, including any legal obstacles that may need to be taken into consideration."

Could you please update me on your discussions with officers and whether or not you will be improving the transparency of GLA spending by taking up my suggestions?

I refer you to my response to question 1130/2008. I am hoping to have developed the necessary system reports and have data published by the end of July, subject to final verification that such disclosures comply with the law.

## **RISE Sponsorship**

### **Question No: 1132 / 2008**

Mike Tuffrey

According to MD8 £283,000 of the cost of RISE festival and related events will be met by sponsorship income currently being sought. If there is an underachievement in sponsorship income will the GLA be required to provide supplementary funding above the £305,000 budgeted? Are contingency funds available for this eventuality?

The expanded production element for Rise, and associated expanded budget, is determined by the sponsorship commitment to the event, and therefore supplementary funding is not required. However, in the eventuality of committed sponsorship not being honoured/received, budgets across the department would need to be reviewed to ensure there were no wider implications to GLA resources.

## **2008 London Elections Report**

### **Question No: 1133 / 2008**

Mike Tuffrey

According to DD1 £15,000 of the cost of producing the 2008 London Election report will come from either the 2007/08 or 2008/09 DMAG budget. Why is funding from this budget being used as opposed to funding from the elections budget?

The production of this report is not a primary function of the Greater London Returning Officer and, therefore, the costs of producing it are not directly related to the costs of running the

Mayoral and London Assembly election. The election reserve/election budget is set aside to cover the costs of running the election itself. This work for this report has traditionally been compiled by the DMAG group and the report audience is broad, which is in line with the role of DMAG. Although much of the work involved in producing the 2008 London Elections report is being handled by staff within DMAG, it also requires the use of a specialist analyst and the costs of commissioning this consultancy is estimated at £15k.

## **Grant to the Refugee Society**

### **Question No: 1134 / 2008**

Mike Tuffrey

DD8 states that a grant of £7,000 will be given to the Refugee Society in support of the "Celebrating Sanctuary" event. Could you please provide a copy of the grant agreement with the Refugee Society and give a list of any objectives or performance targets associated with this funding?

The following objectives and targets are included in the funding letter to the Refugee Council:

The Recipient (Refugee Council) agrees that it is responsible for the delivery and management of the Celebrating Sanctuary Event including production, programming, security, risk assessment, community consultation, licensing, liaison with statutory authorities and for securing any additional funding from a third party as may be required over and above the contribution made by the GLA.

The Recipient in order to meet the objectives shall:

Ensure GLA Funding is used solely to assist in the delivery and management of the Event, which takes place on Bernie Spain Gardens, South Bank, London SE1 on Sunday 15th June

2008 and to enhance the creation of a high quality event, in terms of its management plan, programme content and production values;

Ensure that the Event contributes to the promotion of social inclusion within London including recognition of the contribution made by refugee communities;

Provide the GLA with relevant information and feedback within a month of the Event so as to allow the GLA to effectively evaluate the Event

## **Agreement with London Health Observatory**

### **Question No: 1135 / 2008**

Mike Tuffrey

Why was the agreement with the London Health Observatory described in DD11 approved retrospectively?

The agreement with the London Health Observatory was for the production of a health equity profile for the London Health Commission's impact assessment on 'Healthcare for London'. The assessment timetable was extremely tight in order to fit into and influence NHS London's consultation, and the equity profile was considered to be an essential early component of the impact assessment process. . The Observatory's work on the equity profile was fully funded from income negotiated by the London Health Commission when agreeing to lead the impact assessment.

Retrospective approval was sought because the need for prior approval for exemption from the contract code's requirement regarding procurement was initially overlooked. It was mistakenly thought that approval by way of delegated decision was sufficient because the contract value was below £10,000. This oversight was remedied as soon as it was identified.

## **Olympic Equestrian venue**

### **Question No: 1136 / 2008**

Dee Doocey

Has the venue for the equestrian events in 2012 been confirmed as Greenwich Park? If so, can you confirm for what periods the park, or sections of the park, will need to be closed to the public for whatever reason?

Greenwich Park will be host to the Olympic and Paralympic Equestrian events as well as the Running and Riding disciplines of the Modern Pentathlon.

LOCOG is working closely with the London Borough of Greenwich, the Royal Parks Authority and National Maritime Museum to develop detailed plans. Residents and park users will be consulted throughout the process, as well as having the opportunity to comment further during a formal consultation period.

Plans will be submitted to Greenwich Council, as the local planning authority, in late 2009 with an accompanying Environmental Impact Assessment report.

Until this early feasibility work has been completed, it is not possible to state if, when, or for how long areas of the Park might be closed. However, LOCOG's aim is to ensure minimum disruption to the Park and residents.

## **Improving scrutiny & accountability**

### **Question No: 1137 / 2008**

Mike Tuffrey

Will you agree to include within the London and New York Innovation Exchange Programme a specific look at ways to improve scrutiny and accountability of finance and performance across the GLA family?

The detail of what is intended to be included is still being considered, but scrutiny of the Mayor is an issue for the Assembly and the agreement is intended to cover how the Mayors' respective administrations could learn from each other.

## **Use of Oystercards on National Rail**

### **Question No: 1138 / 2008**

Caroline Pidgeon

Has your Director of Transport Policy yet had any meetings or discussions with the National rail companies about the timetable for when they will accept Oystercards on the national rail network?

Meetings are taking place between TfL officers and Train Operating Company staff to finalise the formal agreement to extend Oyster Pay As You Go to National Rail.

It is pleasing that First Great Western have now announced that they will be accepting PAYG from this September and I am hopeful that agreement with the remaining companies will be announced shortly.

## **Forensic Audit Panel**

### **Question No: 1139 / 2008**

Mike Tuffrey

In its examination of LDA grant giving and also of governance across the GLA 'family', what attention has the Forensic Audit Panel paid to the scrutiny work of the Assembly and the ongoing work of Anthony Mayer's governance review?

In the interests of efficacy the Forensic Audit Panel are keen to build on any work already undertaken by other bodies, such as the auditors and the Assembly members. The Panel have been looking at a wide range of documents and interviewing officers and former officers of both the GLA and LDA.

The Panel have seen the Assembly's Interim Statement of Concerns (March 2008), and The Economic Development, Culture, Sport and Tourism Committee's report on the LDA's funding of cultural projects. Transcripts of the interviews conducted by the Assembly in compiling the latter report are also being examined.

The work of the Forensic Audit Panel is complementary to, and is running in parallel to, Anthony Mayer's governance review. The work of both will be brought together upon completion.

## **Mayor's Advisors' Interests**

### **Question No: 1140 / 2008**

Caroline Pidgeon

The GLA website page on the Mayor's advisors states they have no interests. Does this suggest none of the own property in London? In particular can you assure us that Ian Clement, who is responsible for planning, would have declared any interests in property he has within Greater London?

The five staff appointed under section 67(1) (b) of the GLA Act 1999 are contractually obliged to declare any interests and gifts and hospitality received. They have completed the Staff Interests Forms and in the information has been inserted on the website. In addition Gifts and Hospitality received by these Advisors are also declared to the Monitoring Officer and then inserted on the website

## **National DNA Database**

### **Question No: 1141 / 2008**

Caroline Pidgeon

How do you think your plans to swell the number of samples on the national DNA database by providing London Bus Drivers with DNA kits accords with your votes against ID Cards and detention for 90 days and your commitment to civil liberties?

I have a strong commitment to civil liberties and support the civil rights of all staff to undertake their jobs without being assaulted or spat at. As an employer I will do my utmost to put in place measures to ensure that employees can report incidents and that enforcement action is taken to send a clear message that assaults on staff is not acceptable behaviour.

At least one in four staff assaults involves spitting. DNA spit kits have been issued to London bus drivers since April 2008 to tackle the number of assaults. They have been in use on the Underground by staff and BTP officers since 2003.

## **Accessibility and Transport**

### **Question No: 1144 / 2008**

Valerie Shawcross

What in outline is your policy towards transport services for disabled Londoners?

My policy on transport services for disabled people is still developing, however I am committed to:

- Ensuring that transport services meet the needs of all Londoners. I am particularly concerned to ensure that transport meets the needs of older people and veterans who have

served their country at home and abroad. I want transport to be truly inclusive and take into account the needs of all Londoners to access jobs, facilities and services.

- The transport system, especially the buses, should be made more accessible. We should continue to remove the physical, attitudinal and communication barriers that affect independent mobility.

- I want all Londoners to feel safe when travelling on London's transport and to do this we will robustly tackle disruptive and antisocial behaviour.

- Everyone should have a safe, comfortable and convenient access to a range of services, facilities and jobs. To achieve this I will work in partnership with other transport providers and other organisations, including London Boroughs and groups representing older and disabled Londoners.

- I will continue the work to improve the quality of door-door services for those unable to use mainstream transport and people with mobility problems. Through better co-ordination between the existing providers, including the London Boroughs, and with fairer eligibility and entitlement criteria this can be achieved.

- I will continue the work that has already begun to make the private hire sector accountable for providing safe, reliable and good quality services as this is an increasingly important service for disabled and older Londoners who do not have access to their own mode of transport.

## **Fares**

### **Question No: 1145 / 2008**

Valerie Shawcross

What changes in bus and tube fares can Londoners expect over the next four years?

I intend to keep bus and tube fares increases to the minimum necessary; and to make public transport ticketing easier and more convenient with better integration of fares and Oyster with National Rail.

## **Mayoral Appointments**

### **Question No: 1146 / 2008**

John Biggs

Can the Mayor list the duties undertaken by Sir Simon Milton in his role as Senior Adviser Planning, since his appointment on May 6th 2008?

Sir Simon Milton is an unpaid, informal adviser to me on planning issues. The nature of his role is to provide me with strategic advice on planning as and when I require it. Since his appointment, I have asked him to work with officers on how we progress our proposed amendments to the London Plan.

## **Affordable Housing Target**

### **Question No: 1148 / 2008**

Nicky Gavron

How do you expect to reach your 50,000 affordable homes target over the next three years if you are going to let the boroughs decide their own affordable housing targets?

I will work with the London boroughs to ensure that the agreed targets for new affordable housing make a fair contribution towards delivering 50,000 homes over the next three years, while reflecting local circumstances as well as regional needs. This will be done in line with the City Charter I have agreed with London Councils, bringing together local and London-wide government to deliver better outcomes for all Londoners.

## **Henley's Corner**

### **Question No: 1149 / 2008**

Nicky Gavron

Will you give the go ahead for the highly cost-effective scheme at Henley's Corner recommended by the previous Mayor, which provides both pedestrian and vehicular safety on all arms of the junction, while meeting the needs of the community who use the Finchley Synagogue?

TfL has identified a scheme to provide signal controlled pedestrian crossings and cycling facilities, improve junction safety and reduce personal injury accidents while avoiding any detrimental impact on the junction operation for vehicles. Officers from TfL and Barnet Council are planning to meet to discuss the above with a view to establishing an agreed way forward.

The current TfL scheme does not prejudice future more substantial improvements at this junction should these be required and affordable at a future date.

## **Drinking Ban on the Tube**

### **Question No: 1150 / 2008**

Navin Shah

How will the drinking ban at Wembley Park and Wembley Central stations be enforced on match days and other events at the stadium and arena?

London Underground issues specific event plans for all major events, which since the introduction of the alcohol ban will include the steps to be taken in dealing with alcohol use. Event plans are developed in cooperation with the British Transport Police, and other partners where appropriate.

It should be noted that a drinking ban was successfully enforced during the recent F.A Cup Final at Wembley Stadium.

## **Later Tubes**

### **Question No: 1151 / 2008**

Valerie Shawcross

Will your proposal to run the tube an hour later on Friday and Saturday nights result in a later start on Saturday and Sunday mornings or a reduction in the time available for safety inspections and repairs?

Maintenance and renewal work carried out when the Tube network is closed is essential to keep trains, track, signals and stations working and ensure the improvements to the network are delivered on time. Therefore, any changes to the hours may require a slightly later start time on Saturday and Sunday morning.

## **Overground Services**

### **Question No: 1152 / 2008**

Valerie Shawcross

At your "emergency summit with Train Operating Companies" what increases in train length and frequency of services will you be demanding above those already proposed in Network Rail's Rail Utilisation Strategies and already funded by the government?

I intend to discuss with the TOCs the areas that need further increases in capacity over and above those identified in the RUS and funded by Government. Subject to this summit and discussions with TfL I intend to lobby Government to make the funds available to deliver any

additional capacity enhancements that are required.

## **Police numbers**

### **Question No: 1153 / 2008**

Valerie Shawcross

What are the current budget workforce police numbers for the Territorial Police service (Borough Commands) in Lambeth and in Southwark? How will these figures change over the next 4 years? Can we expect to have more or fewer Police serving these two Borough Commands?

The current Lambeth workforce target for March 2009 is 952 police officers, and for Southwark 854 police officers. At present the targets planned for March 2010 are 978 and 877 respectively. This amounts to 26 more officers for Lambeth and 23 more for Southwark.

I am informed, however, that it is too early to provide definitive answers relating to the next four financial years. This is because the 2009/10 – 2011/12 MPS budget is currently being developed and the Metropolitan Police Resource Allocation Formula is being reviewed. These will largely determine borough police targets once agreed.

## **Cross River Tram**

### **Question No: 1154 / 2008**

Valerie Shawcross

Your reply to questions concerning the CRT suggests that there is no government funding for the scheme, however it has always been TfL's strategy to bid to the DfT as part of the 2010 CSR bidding round? Will you continue to spend the funding in TfL's budget to develop this project so that it may be ready to put forwards for funding in 2010?

There is currently funding in TfL's Business Plan up until 2010 to develop the Cross River Tram (CRT) proposal. However as you are aware the Government's 2007 spending review allocation of funds to TfL to 2017 did not provide for the implementation of CRT.

Before reaching a conclusion on the way forward for the CRT, I need to review the transport, economic and environmental implications of CRT including bids to Government for future funding.

## **Domestic Violence**

### **Question No: 1155 / 2008**

Valerie Shawcross

Will domestic violence continue to decline in London under your leadership – if so, how will you achieve this?

Yes, I am committed to tackling violence against women, including domestic violence, in London. In partnership with the Metropolitan Police Service and other criminal justice agencies I will ensure that the domestic violence in London continues to decline.

There is currently a London Domestic Violence Strategy tackling these issues, and I am considering the feasibility of a wider Strategy to address all forms of violence against women. I am also committed to extending rape crisis provision in London.

## **Cross River Tram (2)**

### **Question No: 1156 / 2008**

Valerie Shawcross

Do you agree with the London Assembly Member for Barnet & Camden that the Cross River Tram project is “deeply unpopular”?

I am aware that the scheme was generally supported by those responding to the consultation. However I understand that there were others that had significant concerns.

The Governments 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.

## **Cross River Tram (3)**

### **Question No: 1157 / 2008**

Valerie Shawcross

Did the results of last year’s consultation on Route Options for the Cross River Tram indicate that the project is “deeply unpopular”?

I am aware that the scheme was generally supported by those responding to the consultation. However I understand that there were others that had significant concerns. TfL completed a public and stakeholder consultation on high level route options for the Cross River Tram (CRT) in February 2007. Over 5,000 organisations and individuals gave their views of the project.

However, the Governments 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.

## **Transport Crime Reduction Targets**

### **Question No: 1158 / 2008**

Valerie Shawcross

Recently released BTP figures show an 11% fall in crime on the London Underground and DLR in the last financial year with robbery down by 50%. You say you want to build on this success, what is your target for crime reduction on the tube and DLR this year?

I am confident that with increased resources being given to transport policing in London, we will see further reductions in the rate of crime on the network.

To build on the successes you acknowledged, British Transport Police has set a target for reducing notifiable offences (serious offences reported to the Home Office) on London Underground and DLR by at least a further 2% during 2008/09.

I would also like to see the BTP concentrate on further increasing the detection rate of serious crimes and anti-social behaviour while maintaining the London Underground network as a low crime network.

## **Protecting the character of residential areas**

### **Question No: 1159 / 2008**

Valerie Shawcross

In my recent survey of Lambeth & Southwark residents:

- 85% wanted councils to be able to prevent development on gardens

- 73% wanted councils to be able to prevent conversions of family homes to flats
- 81% wanted councils to be able to prevent family homes being demolished and replaced by flats

In answer to my question number 0549/2008 your predecessor set out a timetable for addressing these issues with changes to Supplementary Planning Guidance and the London Plan. Are you in favour of making changes to planning policy to provide additional protection to the character of residential areas? Will you stick to your predecessor's timetable and ensure that new policy is in place as soon as possible?

I intend to amend the London Plan to make it clear that there needs to be much better protection against development on gardens and to protect the character of residential areas. I will shortly be confirming the timetable for altering the London Plan. In the meantime I intend to make formalise this position as soon as possible through new Supplementary Planning Guidance.

## **LEZ**

### **Question No: 1160 / 2008**

John Biggs

The LEZ requirements will operate for many minibuses from October 2010. While this may give time for many voluntary organisations to replace or modify their vehicles, many will be unable to do so for reasons of lack of finance. Will you consider alternative ways forward such as providing financial assistance to such groups or extending the deadline for compliance of such vehicles?

I have asked TfL to review the impact that the scheme has on operators, including voluntary organisations. Any changes to the scheme will be subject to consultation and will be communicated well in advance of any change being made.

## **Congestion Charge**

### **Question No: 1161 / 2008**

John Biggs

In order to be eligible to register a Fleet Account for the Congestion Charge, operators are currently required to register a minimum of 10 vehicles. If this was reduced, a number of smaller businesses would benefit from the reduced administration and flexibility that Fleet Accounts offer. Does the Mayor support such a reduction and will he take steps for it to be introduced as soon as possible?

I have already stated my intention to implement account based congestion charging. TfL appointed IBM as the service provider to operate the congestion charging scheme from November 2009. The system will have the functionality to offer account based payment so that customers can register their vehicles and pay automatically. I have

asked TfL to introduce accounts as soon as possible after IBM assumes operation of the scheme.

## **Radial Cycle Corridors**

### **Question No: 1162 / 2008**

Nicky Gavron

Will you continue with the previous Mayor's plans to introduce a dozen radial cycling corridors for commuters into central London, including routes from Balham, Hackney and Uxbridge, to be agreed in consultation with the boroughs?

I have made a number of commitments to improve cycling in London. I will also consider suggestions that were worked up by my predecessor but I am not yet ready to decide whether this is the best focus for further development. I am also seeking the views of London Councils

and cycling organisations. Any new initiatives will be worked up in discussion with the boroughs.

## **Cycling facilities in boroughs**

### **Question No: 1163 / 2008**

Nicky Gavron

Barnet Council have been busy removing cycle parking facilities from their streets, claiming they are under-used. What are you going to do about boroughs such as Barnet that remove already existing cycle facilities and have a very low take up of TfL funding to promote cycling in their boroughs?

I am committed to making London a truly cycle-friendly city and believe that providing secure cycle parking will contribute towards this. I have made a specific commitment to increasing secure cycle parking in London and TfL will advise me on the most effective way to do this.

I am aware that all of the London Boroughs are monitored in terms of their take up and spending of funding from TfL for cycling and other transport initiatives. Barnet is making good progress against their allocation for the current financial year and a full spend of their allocation is anticipated.

## **Design for London**

### **Question No: 1164 / 2008**

Nicky Gavron

Will you commit to fully supporting the work of Design for London, which is making London a better connected, more environmentally responsible and more attractive city?

Design for London was set up early in 2007 as the first part of the 'convergence' process. It brought together existing architectural and design teams from the GLA, LDA and TfL. The underlying intention in setting up Design for London was to create an organisation that spanned the GLA, LDA and TfL and could provide independent design advice to the Mayor and to enhance the project work of these agencies. I believe that architecture and urban design are essential tools in transforming London into a prosperous, better connected, more environmentally responsible city. London has a rich and diverse architectural heritage, but too much of our great city has been carelessly planned and built. As the city's growth continues it is important that mistakes are not repeated. In pursuit of this it is important that design excellence and standards underpins and fully informs the projects that the mayor's agencies commission and contribute funding towards. There is a clear continuing need for this work. As with all aspects of GLA Group organisation we need to keep to the best way of achieving our objectives and maximising value for money under review.

## **The 100 Public Spaces Programme**

### **Question No: 1165 / 2008**

Nicky Gavron

The 100 Public Spaces Programme is well on its way towards achieving the target of creating 100 new public spaces in London. It has already delivered radical improvements in Gillett Square, Barking Town Centre and Wembley, and is in negotiations to deliver a high quality public realm in places as diverse as Brixton and Exhibition Road. Given your manifesto commitment to deliver more pleasant, clean and open spaces, will you fully support this important project?

The 100 Public Spaces programme aims to create or upgrade one hundred public spaces in London. It aims to demonstrate the difference improved public space can make, and the ways in which the highest quality designs can be secured without excessive expenditure. The programme was launched in July 2002 with the announcement of 10 pilot projects and more

have been identified in successive phases. To date the 100 Public Spaces Programme has identified 42 public spaces and the first six have been completed, bringing significant improvements to some of the more deprived areas of London. There are currently several major projects under development, for example Brixton and Aldgate are funded, designed and should start on site in 2008 and 2009. Other projects are in various stages of design and seeking funding packages to enable their pursuit and implementation. In accordance with my manifesto commitment I am in favour of enabling Londoners to enjoy more pleasant, clean and open spaces.

## **Gasification**

### **Question No: 1166 / 2008**

Nicky Gavron

I am pleased to see your commitment to recycling and note your announcement that you will chair the London Waste and Recycling Board. You say in your Manifesto that you want the Board to focus more of its funding on enabling London to deal with food and other organic waste more effectively. What exactly do you plan to do about organic and non-recyclable waste?

London has more than half of all the restaurants in the country. I would like to see London boroughs offer more food waste collections to divert it from landfill. This could be done by an increase in composting, but also through the use of anaerobic digestion, which would have the potential to produce heat and power and reduce London's contribution to climate change. I believe that one condition of providing LDA funding to the LWRB should be to manage more effectively restaurant waste to ensure less is sent to landfill. Where waste cannot be recycled and is not suitable for composting or anaerobic digestion, I would like to see it used as a fuel to create heat and power.

## **The London Hydrogen Partnership**

### **Question No: 1167 / 2008**

Nicky Gavron

The London Hydrogen Partnership, in partnership with the private sector, is working towards the establishment of a hydrogen economy for London and the UK, using stationary fuel cells for power generation, as well as in buildings and for vehicles. Will you continue to fund and support the Partnership to achieve this aim?

Yes. The work of the Partnership has stimulated fuel cell and hydrogen related activity in London.

## **East London Green Grid**

### **Question No: 1168 / 2008**

Nicky Gavron

Given your desire to increase the number of trees in London, will you continue to support and fund the East London Green Grid?

East London Green Grid aims to create a network of interlinked, multi-purpose open spaces in London's Thames Gateway boroughs and will adjoin to the green grids of South Essex and Kent Thameside.

The GLA and LDA has supported the development of the East London Green Grid through investment of over £400,000 and are currently working hard to secure further funding from DCLG so that the delivery of the Green Grid can be accelerated.

My target is specifically for new street trees. Clearly these can play an important role in providing green links between the open spaces of the Green Grid.

I have said that I will work with environmental charities and the Forestry Commission to identify the areas that would most benefit from more trees. Some of these will undoubtedly be within the East London Green Grid area, where new street trees can make a valuable contribution.

## **RecycleBank**

### **Question No: 1169 / 2008**

Nicky Gavron

How and when will you implement your manifesto promise to introduce a RecycleBank-led approach to recycling household rubbish?

I will make recycling easier and more convenient through innovative approaches, such as paying Londoners to recycle. I will investigate the US scheme, RecycleBank, which pays householders to recycle whilst reducing the amount of waste to (and connected expense of) landfill. RecycleBank are currently working up proposals for how their scheme would operate in London. We will be meeting with them to discuss in the near future.

## **Recycling facilities in stations**

### **Question No: 1170 / 2008**

Nicky Gavron

Will you introduce recycling facilities for newspapers within Transport for London stations?

London Underground (LU) works with its PPP suppliers to recycle newspapers at its stations. Over 40% of station and depot waste (mainly newspapers) was recycled in 2007-08. There are 270 newspaper recycling bins in place outside LU stations and during 2008 LU will trial newspaper recycling bins within certain stations.

TfL is also investigating the potential for introducing recycling facilities at bus stations. Bus operators are contracted to clean buses and they make their own arrangements for waste disposal, with many having recycling facilities.

There are currently no recycling facilities for newspapers at London Overground stations, however TfL has specified that the operator should install bins for all recyclable material, where practicable by mid 2009.

On the DLR network, litter collected on trains and at stations is separated for recycling or disposal at the depot.

## **Hybrid buses**

### **Question No: 1171 / 2008**

Nicky Gavron

Will you continue with the previous Mayor's promise that all new buses introduced in London from 2012 will run on hybrid motors?

TfL is introducing 60 hybrid vehicles from a range of manufacturers by December this year to assess the contribution they can make to cutting CO2 emissions and reducing fuel consumption. These trials will be used to determine the exact nature of the roll out of this technology. The trend of rising diesel prices is also expected to encourage bus operators to switch over to hybrid technology to benefit from long-term operational savings.

## **Velib-style bike hire scheme**

### **Question No: 1172 / 2008**

Nicky Gavron

By when will you introduce a Velib-style bike hire scheme?

TfL is working with the Clear Zones Partnership (comprising the London Borough of Camden, City of Westminster and the City of London) and the Royal Parks on the feasibility of a Central London bike hire scheme. Further work is underway to consider a range of options for planning and financing this scheme so as ensure value for money for the taxpayer. A definitive date for the introduction of any scheme is dependent on the outcome of this work.

## **Later running tube**

### **Question No: 1173 / 2008**

Nicky Gavron

You have promised to run tube services one hour later on Friday and Saturday nights. Can you please confirm whether you have begun negotiations with TfL and the unions, and when you envisage these later services starting?

I have asked London Underground to begin to look at how and when later running could be introduced. As with any such change we would discuss these arrangements with the trade unions and will do so at the appropriate time.

## **Gayton Road**

### **Question No: 1174 / 2008**

Navin Shah

Your manifesto commitment alludes to protecting outer London boroughs from highrise buildings and places great emphasis on a higher proportion of family size dwellings. Why has your Deputy Mayor for delegated Planning, Ian Clements failed to implement your own guidelines when assessing a Planning Application at the Gayton Road site in Harrow town centre?

The Gayton Road application was discussed at length by my Deputy Mayor and planning officers on 29 May 2008. In relation to the provision of family sized units, the applicant had revised the application in response to GLA comments. As a result, the scheme will deliver six 3-bed, eleven 4-bed, and twenty-one 5-bed social rented units, which will help to meet an identified need for families in Harrow. In relation to the height of the buildings, which varies across the site and is nine storeys at its highest point, this was not considered out of context on the edge of Harrow town centre.

The Deputy Mayor concluded that the scheme will deliver a significant amount of new housing (including affordable housing) and is consistent with strategic planning policies. I support the decision of Harrow Council to grant planning permission.

## **Closure of Ticket Offices**

### **Question No: 1176 / 2008**

Navin Shah

Do you accept that commuters in outer boroughs want to see ticket offices kept open for reasons more than a lack of nearby Oyster outlets, that staffing is vital for ensuring access for all, a sense of security, travel information and unforeseeable requests and emergencies?

Yes. This is why I am committed to keeping Ticket Offices open.

## **Installation of CCTV at Kensal Green Station**

### **Question No: 1177 / 2008**

Navin Shah

How does TfL explain the delay to the installation of more CCTV and street improvements outside Kensal Green station? Can you give an indication or clear programme for their full

implementation?

LU has already made a number of improvements since taking over management of the station from Silverlink, for example increasing staffing levels and improved ticketing facilities. They are now in the design phase of a station programme – prioritising improvements to CCTV, customer information systems, help points, lighting and PA systems. The final design stage will begin later this year with a view to work commencing at the stations in 2009.

## **Environmental improvements at London Overground stations**

### **Question No: 1178 / 2008**

Navin Shah

Does the new Mayor plan a programme to build on the previous administration's environmental improvements at London Overground stations, and in particular Willesden Junction?

London Overground will continue on the same programme of environmental and sustainability improvements at all stations where TfL is responsible. This includes Willesden Junction.

## **Installation of Traffic Lights**

### **Question No: 1179 / 2008**

Navin Shah

Can you explain the delay to the installation of the traffic light at the corner of Harrow Road and Wrotesley Road in Harlesden, NW10?

Officers at the London Borough of Brent have requested that Transport for London places its works on hold until they can confirm that funding for the scheme is available. They expect to be in a position to clarify this within the next financial quarter.

## **Orbital Express Bus Route**

### **Question No: 1180 / 2008**

Navin Shah

Can the residents of North-West London consider your oral promise to introduce an orbital express bus route between Wembley and Acton, made at the Transport Times Mayoral hustings on the 4th of March this year, a manifesto promise you are bound to?

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

My manifesto stated my intention to trial an Orbital bus route in Outer London. No specific routes were committed and I will be working with TfL to identify the scheme that best meets the needs of passengers.

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.

## **Disability Advisor**

### **Question No: 1181 / 2008**

Valerie Shawcross

Who is your disability advisor and what is your disability policy?

David Morris is the Senior Adviser to the Mayor's Office on disability issues.

I want to make sure that London sets the gold standard in relation to how it caters for its disabled and deaf citizens. This means that I will build on some of the good work that has already been done and make sure that we make practical progress in removing barriers to participating in the life of our city and taking up all opportunities that it has to offer.

I will prioritise action to deliver real and noticeable improvements to access for disabled people to buses and take immediate action to improve Dial-a-Ride, ensure that the Olympic and Paralympic games delivers a more inclusive city and make sure that the London Plan continues to increase the availability of accessible housing through the commitment to lifetime homes.

## **Disability Capital & Liberty Festivals**

### **Question No: 1182 / 2008**

Valerie Shawcross

Will you keep the free Disability Capital & Liberty festivals?

I am committed to improving the lives of Deaf and disabled Londoners.

Liberty is a free festival that showcases the talents of Deaf and disabled artists and performers. The Liberty festival will take place in Trafalgar Square on Saturday 30 August.

Plans are currently being drawn up for Disability Capital 2008.

## **Capital Call & Taxicard**

### **Question No: 1183 / 2008**

Valerie Shawcross

Will you continue to fund Capital Call & match the contributions of boroughs in Taxicard?

Yes. TfL has committed £12.7 million for the funding of the Taxicard scheme across Greater London in 2008/09. The Boroughs' contribution during this period is £5.9 million.

## **London as an All-inclusive City**

### **Question No: 1184 / 2008**

Valerie Shawcross

Will you continue with the policy of the previous Mayor to make London an all- inclusive City?

The Mayor has a legal duty under the Greater London Authority Act 1999 to promote equality of opportunity for all Londoners irrespective of their race, gender, disability, age, sexual orientation or religion; eliminate discrimination and promote good relations between different communities.

During this administration I want to ensure there is an equalities framework in place to implement policies and actions that will benefit all London's communities that will set the standard and encourage others to follow our lead in achieving exemplary policies and practices.

## **Women and equalities**

### **Question No: 1185 / 2008**

Nicky Gavron

You have not yet appointed an advisor on women's issues. Can you confirm when you will do this?

I do not wish to trivialise women's issues by confining them to one appointee- I expect these

issues to be dealt with, and taken into account by, all senior members of my administration.

## **Routemaster**

### **Question No: 1186 / 2008**

Joanne McCartney

Do you agree with the Chief Executive of First Group, Moir Lockhead, that the routemaster is “not the answer “ for London’s bus network and that “ We need to look at a completely new vehicle to fill modern needs“?

I am looking to bring in a new iconic bus for London that is fit for the 21st Century and take this project forward through a design competition. Work to design, build and deliver such a vehicle will consider the available options for meeting demand for bus travel in our capital. However I would like to see as a core element of the design the possibility for open boarding.

## **Haringey**

### **Question No: 1187 / 2008**

Joanne McCartney

As Mayor of London do you agree with Assembly Member Brian Coleman, who has again recently stated in a newspaper interview that Haringey is “ghastly“?

No and I am not aware of the article to which you refer.

## **Reconciling differing views**

### **Question No: 1188 / 2008**

Joanne McCartney

At MQT on 21 May 2008 you stated that you will pay for the new routemaster, in part, by scrapping the 500 hybrid buses. You also stated that you were appalled that London buses were not more environmentally friendly? How do you reconcile these two views? What greener buses are you to introduce, what is their cost and when will they start operating?

I did not propose to scrap 500 hybrid buses. In terms of introducing a new bus for London, I would expect bus designers to not only consider producing a vehicle fit for the 21st century, but also to harness the most appropriate technology on offer to deliver environmental benefits.

It is my intention to bring a completely new vehicle into London that meets modern needs whilst retaining some of the unique benefits of the Routemaster.

## **Staffing on the new Routemaster**

### **Question No: 1189 / 2008**

Joanne McCartney

At MQT on 21 May 2008 you stated that your new routemaster would not have a traditional conductor. Can you clarify exactly what role would these new staff have and how much they would cost?

The traditional role of bus conductors has reduced significantly with advances in ticket technology and the introduction of the Oyster card in recent years. It is my intention that ‘conductors’ on the new bus for London will focus on passenger safety and security, checking tickets as well as assisting.

It is not possible to determine the costs for these staff at this stage as the details for the introduction of the new bus are not yet known. Only once a schedule for the phased introduction is available, will it be possible to calculate these costs.

## **When the 'Bendy's' have gone?**

### **Question No: 1190 / 2008**

Joanne McCartney

At MQT on 21 May 2008 you stated that your new routemaster would be introduced once all 'Bendys' had been phased out. What buses would you use in the intervening period?

TfL will review each route at the point of contract renewal and decide on the most appropriate vehicle type.

## **Manifesto Commitments**

### **Question No: 1191 / 2008**

Joanne McCartney

Following your u-turn on the use of the fourth plinth in Trafalgar Square what other manifesto commitments are you planning to scrap?

You appear to have misunderstood the nature of my support of the Keith Park Memorial Campaign. I have always made clear that I support a fitting memorial to Sir Keith Park in a prominent location in central London. I did not make a 'manifesto commitment', and therefore your assertion that I have made a u-turn, or scrapped a manifesto commitment is inaccurate.

There are significant planning issues surrounding a permanent memorial, however, I am still committed to a temporary memorial on the fourth plinth when it becomes available. This will be in addition to a permanent memorial in a prominent location in central London.

My administration has already delivered on a number of manifesto commitments including 440 extra police officers on the buses, the Forensic Audit Panel, putting Mayoral appointees details on the public website and putting extra knife scanners on the streets.

## **Banning the use of plastic bags**

### **Question No: 1192 / 2008**

Joanne McCartney

Do you support, as I do, that campaign by 'Sustainable Haringey' to ban single use plastic bags in London? Will you use our powers to support and ensure such a ban is introduced London wide?

I do not have the power to ban single use plastic bags in London. However, I support London Councils' London Local Authorities (Shopping Bags) Bill 2007-8, which is currently before Parliament and proposes such a ban.

## **Publication of protocols**

### **Question No: 1193 / 2008**

Joanne McCartney

Do you intend to issue and publish protocols for all your S67 appointments to allay any confusion as to the power and scope of authority of these appointees?

The appointments that I have made to date are under S67 (1) of the GLA Act 1999 I have ensured the process has been transparent and open in order to assist the scoping of how the appointments interact. As staff of the GLA they are bound by the staff protocols that already exist for staff in addition the Corporate Governance Review is considering what other protocols should exist between S 67 staff as well as other staff and this will be reported subsequently.

## **The Woodlands Trust**

### **Question No: 1194 / 2008**

Joanne McCartney

Will you ensure that The Woodland Trust's 'Ancient tree guide; trees and development', will be considered as part of any revisions to the London Plan?

Policy 3D.15 of the London Plan already requires boroughs to protect trees and woodlands in line with the London Tree and Woodland Framework (LTWF). This provides a good strategic policy basis and I would consider developing more detailed advice to the boroughs in a supplementary or best practice document rather than as part of a revision.

The London Tree and Woodland Framework recognises the value of veteran trees and Objective A1 aims to safeguard, and improve the management of, London's veteran trees. The Framework also includes a case study on the Woodland Trust's "Ancient Tree Hunt" initiative. Under the Framework, in partnership with the Forestry Commission, I will publish guidelines for borough Tree Strategies that will provide a link to the Woodland Trust's "Ancient tree guide: trees and development".

## **Zero-tolerance approach to policing**

### **Question No: 1195 / 2008**

Joanne McCartney

What do you understand by a zero-tolerance approach to policing?

In London, in recent years, we have seen a massive increase in incivility and a near acceptance of the kind of anti-social behaviour low-level crime that, left unchecked, eventually leads to more serious crime.

I pointed this out in my manifesto and it became even more apparent to me as I toured the capital and spoke to ordinary Londoners.

I am clear that if we don't crack down early, especially for certain types of crimes, then the quality of life for large numbers of Londoners will be undermined. The early results of the Metropolitan Police's Operation Blunt 2 (to stop and search for the carrying of knives) - with 210 arrests and 190 weapons seized in just the first fortnight of activity - demonstrates my determination not to tolerate the type of behaviour that could lead to more serious outcomes.

## **Backland Spaces**

### **Question No: 1196 / 2008**

Joanne McCartney

As well as protecting gardens from overdevelopment will you also consider including 'backland' spaces for similar protection? Many such sites lie in London's Edwardian and Victorian estates and provide vital greenery and ecological sites, and which are increasingly under threat from developers.

There are a huge variety of backland spaces, and it is probably neither possible nor desirable to give a blanket answer. However I do agree that where these areas provide valuable amenity or biodiversity purposes, they should be protected from inappropriate development. The London Plan does not currently provide explicit protection against development of backlands in this way. I intend to introduce such a policy for application in appropriate circumstances.

In the interim, I have asked officers to examine the extent to which supplementary planning guidance can give boroughs advice about how existing London Plan policies can be applied to secure protection of this kind against such inappropriate development. I expect that this will provide a firm basis for working with boroughs to protect backlands, as they will be able to take planning decisions knowing they have my policy backing on this issue.

## **Fair Trade**

### **Question No: 1197 / 2008**

John Biggs

What is your position on the promotion of Fair Trade products in London? Do you support the idea of London becoming a 'Fair Trade' City and if so, what will you do to facilitate this?

I support the promotion of Fair Trade products in London. A growing number of London's consumers are increasingly purchasing Fairtrade food and clothing and there is strong business support for Fairtrade.

I support the idea of London becoming a Fairtrade City. London is scheduled to become a Fairtrade City in 2008, which would make it the biggest Fairtrade City in the world.

I will continue to provide Mayoral support to the current pan-London Campaign to make London a Fairtrade City. The London Fairtrade Steering Group and London Boroughs have worked very hard over the last 5 years to meet the requirements that would make London the biggest Fairtrade City in the world. Once London achieves Fairtrade City status, I will support the promotion of London as the biggest Fairtrade City in the world.

## **Pigeons**

### **Question No: 1198 / 2008**

John Biggs

Will you continue your predecessor's programme of pigeon management in Trafalgar Square?

There is no intention to change arrangements to the programme of pigeon management.

The programme is a combination of signage, hawk flying to deter pigeons and intervention by the square's wardens to prevent feeding. This has proved successful in dispersing pigeon numbers from around 4,000 to around 120/140 at present, and improving the cleanliness of the Square. However, as you know, all GLA programmes are under review, pending a vigorous value for money test.

## **Oyster Overcharges**

### **Question No: 1199 / 2008**

John Biggs

Are you minded to support a fairer resolution of Oyster overcharging problems, which happen where travellers fail to check out of stations. This is a particular issue at Network Rail interchanges and at DLR stations without barriers, many of which are in my constituency.

Where TfL considers that customers may have been prevented from touching out because of service disruption or operational problems, journeys are now generally "auto-completed". This means that when a customer next touches-in on the Tube or the DLR, the £4 charge is replaced by a PAYG fare to a reasonable destination based on the journeys previously made using the card.

However, where such customers believe they have been over-charged, they can contact TfL customer services. If a mistake has been made by TfL or there are other mitigating circumstances a refund may be granted.

## **Bridge Collapse**

### **Question No: 1200 / 2008**

John Biggs

Do you feel Network Rail's response to the Liverpool Street bridge 'collapse' was proportionate? Given that no bridges collapsed under your predecessor would you agree that your

administration has to improve its performance in this area?

Reports in the media of the bridge “collapsing” are inaccurate. The bridge dropped from its temporary support onto its permanent support and the bridge is secure. The incident is currently under investigation by TfL, Network Rail and the contractor, Balfour Beatty Carillon. It is unfortunate that Network Rail decided to issue a press statement criticising TfL prior to the Inquiry, but TfL will continue to work with them and look forward to reopening the East London line, as planned in June 2010. The Inquiry should also examine the circumstances that led to the delayed reopening of Liverpool Street the following day.

## **Sense of humour**

### **Question No: 1201 / 2008**

John Biggs

Do you share your Deputy Mayor’s view that it’s nice to look down on poor people because of his exalted and important status at City Hall?

No, and you know perfectly well his comments were made in jest.

## **Mayoral Appointees**

### **Question No: 1202 / 2008**

John Biggs

What competition did you employ in your selection of advisers under S67 of the GLA Act? Did you participate in any of the interviews and if so which ones?

All the appointments of Deputy Mayors and Mayoral Directors were on merit but did not involve a competitive process. I did not participate in the actual interview but of course have met with the applicants, and agreed with the advice of interviewers and made the decisions on the appointment of these staff.

The Head of Paid Service has provided the Chair of the Assembly with the opinion from a QC on the fact that this was a lawful process.

## **Deputies and Directors and Group Chief Executives**

### **Question No: 1203 / 2008**

John Biggs

Is a misleading title a fraud on Londoners?

No. The fraud is to ask unintelligible questions at Council Taxpayer’s expense

## **London Child Poverty Commission**

### **Question No: 1204 / 2008**

John Biggs

Will you retain this body and if so will it continue to have the same objectives?

Yes, I am happy to continue to support the work of the London Child Poverty Commission jointly with London Councils. I support the objectives of the Commission’s work and I am pleased that the Government has set up a Ministerial Working Group on Child Poverty in London in response.

## **London Living Wage**

### **Question No: 1205 / 2008**

John Biggs

Will you retain the commission and will you support the living wage, including the annual, independent, assessment of its appropriate value? If so, will you ensure all GLA staff are covered by it and will you press for its wider adoption in London?

Yes. I will shortly be announcing the 2008 living wage rate. All direct employees of the GLA Group are paid at least the living wage and as contracts are renewed I will seek to ensure that our temporary and contracted staff are as well. All employers in London should be encouraged to pay at least the Living Wage and I will be encouraging them to do so.

## **Delegation 1**

### **Question No: 1206 / 2008**

John Biggs

Is there any Mayoral Power you believe should not be delegated?

The following matters may not be delegated by the Mayor:

- the decision as to whether or not something should be delegated (this means that the Mayor cannot delegate the power to delegate);
- the exercise of the Mayor's power of appointment under S.67(1) of the GLA Act 1999 (the Act);
- certain matters affecting the budget set down in Ss.85-90 of the Act;
- matters affecting the appointment of the Deputy Mayor to the Metropolitan Police Authority (until 1st October 2008);
- appointment of members of the Metropolitan Police Authority, the London Fire and Emergency Planning Authority, Transport for London and the London Development Agency;
- the granting of an exemption under S.36 of the Freedom of Information Act 2000;
- the decision whether to issue a direction that the Mayor is to be the local planning authority for a potentially strategic planning application;
- the decision on any potentially strategic application for planning permission that he has taken over for his own determination; and
- the decision on whether to issue a direction in relation to a borough Local Development Scheme.

## **Delegation 2**

### **Question No: 1207 / 2008**

John Biggs

Can you list all of the delegations to S67 officers that you have approved, together with the date approved and reason for approval.

- Delegation to Ian Clement Deputy Mayor Government Relations functions under Town and Country Planning order in relation to all planning applications received by the GLA dated 14 May to enable Deputy Mayor to take relevant planning decisions on my behalf.
- Delegation to the Deputy Mayor Government Relations functions in relation to local development plan consultations and the formal issue of an opinion on general conformity to the London Plan dated 22 May to enable the Deputy Mayor Government Relations to take necessary consultations on my behalf
- Delegation to Deputy Mayor Government Relations of Stopping Up Powers under Town

and Country Planning act dated 28 May to enable the Stopping Up orders to be dealt with timely and efficiently

### **Consultants in Mayor's office**

#### **Question No: 1210 / 2008**

John Biggs

Who authorised and who appointed the members of this group of staff? By what criteria were they chosen?

I appointed and authorised the recruitment of the consultants and I have signed a Mayoral Decision form confirming this

The criteria used were their ability to undertake the roles needed immediately following the election. They were in place within days and able to follow through on my vision. They possessed specialist expertise in their particular policy fields.

### **Race Adviser and Equalities Adviser**

#### **Question No: 1211 / 2008**

John Biggs

Who if anybody is your adviser in each of these areas? Is such a position necessary?

I do not wish to trivialise these issues by confining them to one appointee- I expect these issues to be dealt with and taken into account by all senior members of my administration.

### **Traffic Lights**

#### **Question No: 1212 / 2008**

John Biggs

How many have been rephased under your direction since May 1st?

I have asked TfL to investigate a range of measures to reduce congestion on London's roads. This in turn will reduce emissions and will help improve the quality of life for pedestrians and cyclists. TfL are currently working up these proposals and until then no traffic signals will be rephased under my direction.

### **London City Airport**

#### **Question No: 1213 / 2008**

John Biggs

Will you be responding favourably to the current expansion plans of the airport?

\* I am aware that Newham Council is considering a proposal to increase the number of flights allowed at the airport, and that the Head of the GLA's Planning Decisions Unit wrote to Newham Council on 8 April 2008 raising concerns on environmental and climate change grounds, and the lack of clarity on the noise impact of the proposals. Since then new material has been received and I have asked my officers to undertake a longer-term review of airports policy for London to feed into the London Plan in due course, including my idea of an estuarial airport. At the moment it would be not appropriate for me to pass on a view on the current proposals.

## **DLR in Barking and Dagenham**

### **Question No: 1214 / 2008**

John Biggs

Will you continue the previous Mayor's support for a DLR extension to Dagenham Dock?

Yes. I am fully committed to providing a DLR extension to Dagenham Dock. However this requires funding from Government to enable the scheme to be implemented. This has yet to be confirmed.

## **Red Routes**

### **Question No: 1215 / 2008**

John Biggs

Given your changes to corporate logos, do you anticipate painting red routes blue, or do you accept that the colour of tarmac is not ideological? Does a similar argument apply to City Hall corporate designs?

No

## **Parking Enforcement on Red Routes**

### **Question No: 1216 / 2008**

John Biggs

Do you propose to introduce controlled parking on any of the Red Routes? Such as at Whitechapel Market?

The priority for the red routes is the efficient movement of traffic, and there are no general proposals to introduce controlled parking or make any other wholesale change. The use of existing parking and loading boxes is kept under review with adjustments made to reflect local conditions and demands.

## **Petticoat Lane**

### **Question No: 1217 / 2008**

John Biggs

Should Petticoat Lane be excluded, or its traders exempted, from the Congestion Charge zone? What precedent would this set?

I am strongly aware of the importance of local markets like Petticoat Lane and I have asked TfL to consider the issues further, with the London Borough of Tower Hamlets.

## **Access to Justice**

### **Question No: 1218 / 2008**

John Biggs

Will you be assessing and making representations to Government on the proposals of the Ministry of Justice to reduce the number of tribunals hearing centres in London given that this may reduce access of many Londoners to justice?

\* My officials have been in touch with the Ministry of Justice and the Tribunals Service and they have offered to write to me explaining the changes proposed for London and the implications for Londoners' access to justice. I will share any correspondence with the member.

## **Cycling DLR**

### **Question No: 1219 / 2008**

John Biggs

Will you investigate the possibility of relaxing the bicycle ban on the DLR while recognizing that on some routes and at some times it needs to be maintained?

The DLR has just agreed a new cycling strategy will include improvements to cycle parking at DLR stations. It will aim to provide high quality, consistent cycle parking provision. The policy with regard to carrying bikes is reviewed from time to time.

DLR does take folded bikes in a carry case but full size bicycles are not permitted on the railway. Much of DLR is elevated and we have to consider safety issues in carrying bicycles to and from the platforms, and the comfort of passengers on stairs and escalators and in trains. As the system has expanded DLR now has tunnel sections where, should a train ever need to be evacuated, a bicycle could present a major hazard to passengers leaving the train.

Additionally, DLR is very busy, currently carrying record user numbers at 67m per year, there is simply not enough room for passengers and full size bicycles at the same time. Even though journeys may start with few passengers the trains soon fill up.

DLR was designed as a local railway to encourage redevelopment in the Docklands area, as DLR served a relatively small area it was not expected that passengers would need to carry bicycles on board and consequently the rolling stock was not designed for this purpose.

## **International offices**

### **Question No: 1220 / 2008**

John Biggs

In reviewing the viability of the GLA's overseas offices in India, China and Brussels, will you bear in mind that the promotion of London overseas is a vital responsibility for us to maintain our competitive advantage, in facilitating trade and attracting inward investment. Do you acknowledge that a review that looks merely at the costs of running these offices may risk overlooking the benefits that they bring and that London's economy relies on? Why did you pre-empt your wider review of offices in the case of Caracas and does that indicate a balanced approach or was it a political act? Was a bank holiday weekend a good time for this announcement?

I fully appreciate the importance of attracting trade and inward investment to London's economy. The purpose of the review is to find out whether the overseas offices are actually delivering this objective and whether they are doing so in a cost effective way. In order to ensure that the offices are giving Londoners value for money, the review will identify the benefits that the offices bring as well as their costs, and judge whether the two are proportionate. In doing this, I will ensure that the review is balanced and based on all available evidence.

The Venezuelan office was a different case in that its prime purpose was not the international promotion of London but the fulfillment of a political deal between President Chavez and the former Mayor. Its closure was a manifesto commitment that reflected the discomfort felt by many Londoners about the bus operation of one of the world's financial powerhouses being funded by the people of a country where many people live in extreme poverty.

The announcement was made as soon as practicably possible, following the outcome of contractual negotiations with Venezuela. Our ability to time the announcement was therefore constrained. A press release was sent to all media organisations in London once the negotiations were complete.

## **MPA**

### **Question No: 1221 / 2008**

John Biggs

Do you join me in welcoming Len Duvall's re-election as Chair and would you agree that this appropriately illustrates that at least some checks and balances exist over the exercise of the Mayor's powers? What lessons would you say you have learnt from his re-election?

I am happy to pay tribute to Len Duvall's sterling Chairmanship of the MPA.

As you know, I was given a very clear mandate by Londoners to Chair the MPA when regulations permit to do so, and I will be fulfilling that pledge.

## **Perth**

### **Question No: 1222 / 2008**

John Biggs

Would you recommend that residents of Perth, Western Australia flee to London, given the lower likelihood of suffering assault on our transport network than on theirs? More seriously would you agree that the use of comparators and balanced reporting is helpful in understanding and managing London's problems?

There are difficulties in undertaking comparative studies in terms of crime and anti-social behavior as crime recording mechanisms around the world tend to be different.

TfL already undertakes benchmarking of its general transport services and has close links with a number of other countries and shares best practice regarding crime and disorder reduction.

## **Same sex partnerships**

### **Question No: 1223 / 2008**

John Biggs

Do you support the previous Mayor's position on this issue and in particular the stand he took against the London Borough of Bromley?

I support the right of same-sex couples to have civil partnerships and oppose all forms of discrimination, including homophobia.

## **Airport Expansion**

### **Question No: 1225 / 2008**

John Biggs

While supporting the campaign against expansion at Heathrow, do you remain essentially in favour of growth of air travel? How does this relate to your C40 work?

I am committed to opposing the Government's plans for the expansion of Heathrow airport - either the adding of a third runway or the use of the existing runways in mixed mode operation. If implemented, I believe that these proposals would have an intolerable impact, in terms of noise, poor air quality and congestion on the quality of life of west Londoners.

In terms of the issue of air travel and its impact on climate change, I support the inclusion of aviation within the European Emissions Trading System (ETS). I believe this is currently the most cost efficient way of reducing overall climate change gas emissions.

## **Cruise Liner Terminal**

### **Question No: 1226 / 2008**

John Biggs

Do you think London could benefit from the development of one and is this idea worthy of further study?

This is an area that I would like explored. I know that some sites have been loosely considered without any real progress. I will ask my London Waterways Commission to examine the idea in more detail and report back to me by April 2009.

## **Disability Awareness on London Transport**

### **Question No: 1227 / 2008**

John Biggs

Would you support TfL and the GLA group working on a disability awareness campaign for public transport? While disability awareness and access needs on public has certainly grown over the past years, there is still ignorance of the needs of passengers who do not have an obviously visible disability. Do you agree that there would be merit in raising awareness of the travel needs of a wider range of disabilities beyond those who rely on wheelchairs or walking sticks?

Yes. TfL has worked closely with a range of organisations to review physical, communication and attitudinal barriers faced by people from across the disability community and will continue to do so.

## **GLA Rebranding**

### **Question No: 1228 / 2008**

John Biggs

Please can you confirm how much has been spent on rebranding since the new administration began? Please could you confirm how much this task has cost in person-hours? What are your estimates for the whole rebranding exercise, after the necessary re-typesetting and re-printing has been completed? Given that there cannot be many people who were not aware that there has been a change of administration at City Hall, how did you reach the conclusion that a rebranding was necessary, and a priority in your first month, to "differentiate the work of the new administration"?

To date there has been no expenditure related to refreshing the Mayor of London logo. This was a simple change to existing logos, with an estimated in house design time of less than 2 hours in total.

The logo change will be rolled out slowly, replacing the previous logo as required, meaning no additional typesetting or reprinting costs are expected.

The logo change was not a top priority, it was a quick and simple way, to reinforce the change in Mayoralty, through our on-going programme of external communications.

## **Stratford International Station - International Services**

### **Question No: 1229 / 2008**

John Biggs

Do you agree that international services should stop at Stratford International Station? If so, what will you do to progress this?

Yes, this is ultimately a commercial matter for Eurostar however I have asked TfL to press this matter with them.

## **Stratford International Station - Domestic Services**

### **Question No: 1230 / 2008**

John Biggs

Do you agree that the proposed delay to stopping domestic services at Stratford is unacceptable? What steps will you take to secure a stopping service from 2009?

I am supportive of the domestic service to Stratford International and wish to see this in place at the earliest practical opportunity. However, the start date for these services depends on satisfactory resolution of the issues between the relevant parties. This matter does not involve TfL. I am keen that these bodies work quickly to secure a safe route for passengers from the International station prior to 2010 (see answer to question 1231/2008).

## **Stratford Station Interchange**

### **Question No: 1231 / 2008**

John Biggs

Do you agree with concerns raised over the past 3 years by myself and colleagues on the Assembly and, more recently by London Travel Watch, about the interchange at Stratford? Do you share my concerns that the lack of a suitably integrated interchange between the International and Regional stations threatens the viability of securing Stratford as a stop for international services? What are you doing to progress a solution to improve the interchange?

TfL are aware of the issues regarding the interchange at Stratford International. They are liaising with the High Speed 1 team and their consultants who are progressing work to develop a safe interchange for passengers from Stratford International prior to 2010. From 2010, there will be a direct DLR link to Stratford Regional, West Ham, Canning Town and Woolwich Arsenal for accessing the wider transport network.

## **Stratford Station - platform numbering**

### **Question No: 1232 / 2008**

John Biggs

What progress have TfL made in the last year and a half since I first raised the question of confusing platform numbering at Stratford Station. Have options for sequential numbering of platforms been discussed with the train operators and Network Rail and, if so, what was the outcome?

TfL has discussed with Network Rail and the train operator the need to review the numbering of platforms at Stratford. Unfortunately it is a major task since the numbers are programmed into the software used to signal the trains and drive the passenger information system. Network Rail has no agreed timescales or budget for this work.

## **Open House for Places of Worship Initiative**

### **Question No: 1233 / 2008**

Len Duvall

What are your views on the Open House for Places of Worship Initiative to further understanding and appreciation of religious diversity in the capital? Why do you not plan to hold the event this year and will it be reinstated for 2009 and beyond?

The aims of the Open House for Places of Worship Initiative are in line with my manifesto pledge to promote understanding, integration and harmony amongst all Londoners.

This initiative originated under the previous administration and was scheduled for May 21st 2008. It was agreed to postpone the initiative as it was felt that expecting significant activities in landmark faith buildings to be delivered at such short notice would be difficult. We will

continue to work with faith communities in London to ensure the success of any initiative.

## **Drinking ban**

### **Question No: 1235 / 2008**

Murad Qureshi

What protection is being offered to staff on public transport to implement the drinking ban?

All customer-facing TfL staff have been issued with guidelines on how to implement the new alcohol ban. The message to all staff is that their safety is paramount, and under no circumstances should they put themselves at risk in order to enforce the prohibition of alcohol on the transport network.

Staff have been issued with step by step guidelines on how to act should they come across a customer with an open alcohol container, with the emphasis firmly on explaining to those passengers concerned that alcohol is no longer permitted on public transport within London. Should a passenger refuse to comply and staff believe there is a risk to their personal safety, they will contact the police for assistance. TfL has worked closely with the Police to ensure that the 2,500 uniformed officers on the public transport network are briefed on this issue and can support staff when required. CCTV is in operation throughout the TfL transport network and it will be used to assist in prosecuting those who threaten or abuse staff.

## **Eating and mobile Noise and smell pollution on public transport**

### **Question No: 1236 / 2008**

Murad Qureshi

Are you planning to extend your drinking ban to rule out the nuisance caused by people eating smelly food on public transport or playing music and talking loudly on mobile phones?

At this stage, I plan to continue to run TfL's "Together for London" campaign to encourage passengers to be more considerate of one another, including turning down music or not eating smelly food.

## **London Logos**

### **Question No: 1237 / 2008**

Murad Qureshi

Can you give us an indication of the costs involved in changing the colour of the GLA and Mayor of London logos?

It is not anticipated that refreshing the Mayor of London and GLA logos through the use of colour will incur any significant costs. The in house design team adapted these logos and the change will be rolled out slowly, replacing the previous logo as required.

## **London's Home of Skating**

### **Question No: 1238 / 2008**

Murad Qureshi

Are you supporting the campaign launched by London's skateboarding community to save the skateboarding area underneath the Queen Elizabeth Hall from falling into disrepair?

I understand that the skateboarding area underneath the Queen Elizabeth Hall has been in place since the early 1970's and I think it would be great shame and a loss of space for young people if the area were to become unusable.

## **Bull Bars**

### **Question No: 1239 / 2008**

Valerie Shawcross

As they are both unnecessary and dangerous to pedestrians, especially children, is it not time to ban all 'bull bars' from London?

Research indicates that Bull bars constitute an increased risk to the safety of pedestrians and other road users in the event of a collision. To improve pedestrian protection, an EU directive on frontal protection systems has been adopted (2005/66/EC). This directive should ensure that new vehicles are fitted with more pedestrian friendly bull bars. However, it would be difficult to ban vehicles with Bull bars from London, as vehicle regulation is set at national and EU level.

## **Transition Towns Initiative**

### **Question No: 1241 / 2008**

Richard Barnbrook

While we are all no doubt pleased with the Mayor's promise to plant large numbers of trees, will he agree to follow the recommendation of the Transition Towns initiative and plant fruit trees as well as cosmetic varieties of trees? In particular will he commit himself to support the planting of rare indigenous British varieties of apple tree by having these constitute a significant proportion of the planting?

The Transition Towns movement, which began in Devon, now has more than a hundred communities signed up to working to find ways – such as increasing the number of allotments, insulating buildings, and encouraging businesses to source local products – to ease their areas' transition to the coming post-carbon economy. The most advanced Transition Town project in London is in Brixton, and the GLA should study it closely and encourage other places to follow suit.

In choosing the street tree species we have to balance the benefits trees provide with the possible constraints. Fruit and nut trees are rarely chosen for streets now as they often cause complaints about the mess under the trees and falling fruit. The UK Food Standard Agency (in 2006) recommended that people don't pick wild produce from the sides of busy roads, or anywhere that it looked like it might be contaminated by oil or ash. However, I will encourage the planting of fruit and nut trees in more suitable locations, such as schools, open spaces and community orchards.

## **Forensic Audit Panel**

### **Question No: 1242 / 2008**

Richard Barnbrook

I support the Mayor's stated intention to root out direct fraud through the Forensic Audit Panel. Will he commit himself to the creation of a sub-committee to investigate all such spending priorities with a view to ensuring that all communities in London are fully and properly supported by the LDA, with a view to the systematic rolling back of the extravagance and politically correct dogma of the Livingstone years?

The Forensic Audit Panel will make recommendations on how to ensure the process by which the LDA makes grants is robust and achieves maximum value for money. That is the primary criteria by which reform will be judged.

## **Alcohol Ban on London Underground**

### **Question No: 1243 / 2008**

Richard Barnbrook

Following on from the recent banning of alcohol consumption on the London Underground will the Mayor state whether or not he has similar plans for eradicating the irresponsible use of alcohol and drugs on London's streets and will he demand that the police take a zero tolerance approach to the use of illegal drugs in public?

My focus is to get more police officers out on patrol providing reassurance to make public spaces and streets safer for everyone. Where a crime has been committed the police will take action.

The police work with local authorities and other partners to tackle irresponsible use of alcohol. Alcohol is not illegal, education as well as enforcement plays a part with licensees, parents and young people as well as the wider public. I also anticipate the increased focus on local crime statistics that I am promoting will help identify problem areas for alcohol misuse, which can then focus on.

Illegal drugs and tackling drug markets is a priority for the MPS. Drug dealing and drug using is extremely mobile. The police rely on Londoners to report concerns and residents can contact their Safer Neighbourhood Team or the 999 emergency number.

The MPS undertakes targeted work to address alcohol and drug issues. During June police traffic officers will be out in force combating the seasonal increase in drink and drug driving offences.

## **London Pensioners**

### **Question No: 1244 / 2008**

Richard Barnbrook

Is the Mayor aware of the number of London pensioners who die of hyperthermia each year because they cannot afford to keep warm and that with energy prices and food prices rising so sharply this number is likely to increase? What measures does the Mayor intend take to combat this scandal and assist the most vulnerable Londoners?

While hypothermia affects very few people, cold does exacerbate other health problems such as heart and lung conditions and results in increased hospital admissions and winter deaths. The increase in the death rate during cold winter months is significant. There were 2,100 excess winter deaths in London in 2006/2007.

I am working with energy suppliers and other stakeholders in the London Energy Partnership fuel poverty task group to deliver more effective programmes in London. The Housing Pot Targeted Funding Stream will also deliver energy efficiency measures and I am working to maximise the funding that London receives.

I am also currently supporting a GLA commissioned project to map the extent of fuel poverty in London that will be reporting shortly. I also made a commitment in my manifesto to work with London Councils to start an annual 'Your Rights' campaign to help Londoners access the benefits to which they are entitled.

## **Love Music Hate Racism March**

### **Question No: 1245 / 2008**

Richard Barnbrook

Can the Mayor give his assurance that no public money is being utilised to support the "Love Music Hate Racism" march in London on June 21st and also give us an assurance that the organisers of the march will be required to pay for the full policing costs and clean up costs of this event so that the bill is not borne by London tax payers?

There is no charge for the approved use of Trafalgar and Parliament Square for a rally or demonstration. Rally organisers are charged for services arising from use of the square such as clean up and other contractor costs. Love Music Hate Racism will be charged for cleansing services and may also be charged for engineering services if used for the rally.

As a statutory event, the organisers will not be required to pay for the policing costs of this event.

## **Metropolitan Police Force**

### **Question No: 1246 / 2008**

Richard Barnbrook

With reference to the Mayor's call for greater diversity within the Metropolitan Police force, and with reference to the electoral support the BNP has within London, does the Mayor support the blanket ban on BNP membership of the Metropolitan Police Force and will he demand that respect for diversity in London extends to respect both for white Londoners and the 130,000 Londoners who voted for the BNP?

I support the ban on BNP membership of the Metropolitan Police Service.

## **Energy Crisis**

### **Question No: 1247 / 2008**

Richard Barnbrook

Does the Mayor understand the disastrous consequences for London of the coming energy crisis? Has he requested any investigations as to how Peak Oil will impact upon London and what plans is he preparing to mitigate any problems that will arise as a result of the Peak Oil phenomena?

I recognise that the availability of energy at affordable prices is of interest not only to Londoners but to the whole global economy. As a major financial centre, London has an important role to play in ensuring that the investment finance is available to make possible the development of both new and existing energy resources.

I note that a number of commentators have argued that world oil resources are now on a downward trend - the peak oil hypothesis - but am also aware that this is not accepted in all quarters. It is not the responsibility or the expertise of the Mayor of London to find new sources of energy. It is my responsibility to see that London is able to fulfil its historic and global financial role and to participate in the national and global debate on energy resources. These issues will form part of the consideration as I prepare my new Climate Change Mitigation and Energy Strategy.

GLA Economics will continue to monitor the economic situation in London and the role that energy prices play in affecting that situation. They report regularly to me and the functional bodies on both the economy and on energy prices.

## **Mosque in Newham**

### **Question No: 1248 / 2008**

Richard Barnbrook

I have received a number of representations from members of London's Christian community about the construction of the proposed giant mosque in Newham. Can the Mayor confirm whether he is in favour of the proposed construction and will the wishes of the majority of local people be taken into account as to whether this proposed project goes ahead?

I am not at liberty to comment on a planning proposal that is likely to be referred to me. The application will be judged strictly according to planning law.

## **Anti-fare Dodging Campaign**

### **Question No: 1249 / 2008**

Richard Barnbrook

From research that I have carried out it would appear that only white people are used in TfL's anti-fare dodging advertising campaign. Would the Mayor ensure that future adverts targeting such behaviour reflect the real crime and population figures of London?

TfL inform me that their advertising reflects the diversity of London.

## **Review of GLA International Offices**

### **Question No: 1250 / 2008**

Caroline Pidgeon

Ian Clement has already visited the Brussels office as part of his review of the GLA's International Offices, will he be visiting all of the GLA International Offices in the process of reviewing them? If so can you please give us an estimate of the cost of these trips? Could you please provide us with a breakdown of the costs of his Brussels trip?

It is not expected that Ian Clement will visit all of London's overseas offices in the process of reviewing them. He will be visiting China from 5-10 July to meet with his counterparts in Beijing and Shanghai Municipal Governments to reaffirm my commitment to continuing the relationships between London and the 2 cities. He will also take the opportunity to brief and discuss with senior Chinese leaders the London representation at the Beijing Olympics and Shanghai World Expo 2010 preparations. He will visit London's offices in Beijing and Shanghai in the course of this visit.

The breakdown for the costs of the Brussels trip are as follows:

Eurostar:	£309
Accommodation	170 euros = £135.10