

21 May 2008 – Mayor’s Question Time**Written Answers****Traffic light re-phasing****Question No: 810 / 2008**

[Jenny Jones](#)

In order to protect pedestrians, will you ensure that Transport for London continues the work of upgrading London’s signalised pedestrian crossings so that they all meet the minimum standards set by the Department for Transport by the end of 2010 at the latest?

Oral answer

Transport Strategy**Question No: 929 / 2008**

[Valerie Shawcross](#)

Will you be reviewing the existing Transport strategy for London?

Oral answer

Routemaster Mark 2 costs**Question No: 848 / 2008**

[Caroline Pidgeon](#)

Please outline your proposals for implementing your pledge to phase out ‘bendy buses’ and replace them with a newly designed Routemaster staffed by conductors.

Oral answer

Violent Crime in London (3)**Question No: 926 / 2008**

[Kit Malthouse](#)

After 27 murders of young people in 2007 and another 12 so far in 2008, plus many non-fatal gang attacks and assaults, what does the Mayor plan to do to confront these horrific crimes and make Londoners, and especially young Londoners, safer on our streets?

Oral answer

Banning of Alcohol on Buses and Tubes

Question No: 945 / 2008

[John Biggs](#)

While superficially an attractive move, what research has underpinned your decision regarding alcohol on public transport, in terms of understanding the nature and scale of the problem, defining what constitutes use and clarifying your powers of enforcement?

The links between alcohol and crime are well established. In nearly half (46%) of all violent incidents, victims believed offenders to be under the influence of alcohol (British Crime Survey 2006/2007). Alcohol consumption also contributes to an increased fear of crime.

A TfL survey carried out in November 2007 asked passengers what worried them most about travelling on public transport. 'Drunken passengers' was the third highest response given (the first two highest responses were 1. Threatening behavior from other passengers, 2. Youths or children in groups together).

Introducing a ban on alcohol consumption on public transport and tackling low level offences will assist TfL in creating a safer travelling environment and prevent more serious crimes from occurring.

'Usage' is defined as an individual consuming or carrying alcohol in an open container on any TfL Underground or bus service. Refusal to abide by the new Conditions of Carriage would mean removing the customer from the transport system. In practical terms this relates to refusing entry through the gate line or asking them to leave the vehicle/platform. This will be undertaken by TfL gate line staff and bus drivers. Staff will be supported by the MPS and BTP in dealing with this issue.

Blackwall Tunnel Tidal Flow

Question No: 878 / 2008

[James Cleverly](#)

How soon can my constituents and residents of neighbouring constituencies expect tidal flow to be reintroduced to the Blackwall Tunnel? Are there any legal barriers which might prevent this being done within the very near future?

Oral answer

Mayoral Appointments

Question No: 931 / 2008

[Nicky Gavron](#)

Please give us details of Mayoral appointments to date.

Oral answer

Strategic Views

Question No: 874 / 2008

[Tony Arbour](#)

The London View Management Framework, published in 2007, reduced the historic viewing corridor of St Paul's Cathedral from Richmond Park. What plans does the Mayor have to restore

the original protection for this strategic view, as set out in Regional Planning Guidance (RPG) 3a, 1991? In the meantime, would the Mayor consider rejecting any planning application under his discretion that falls within this original strategic viewing corridor?

Oral answer

24 hour Travel Freedom Pass

Question No: 981 / 2008

[Richard Barnbrook](#)

During the election campaign you promised all retired Londoners a 24 hour travel freedom pass. When will this pledge be actioned?

Oral answer

River Transport

Question No: 895 / 2008

[Richard Tracey](#)

What progress in improving the uptake of river transport does the Mayor hope to make over the upcoming year?

Oral answer

Safer Neighbourhood Teams

Question No: 936 / 2008

[Joanne McCartney](#)

What are your views on your Deputy Mayor Richard Barnes's recent comments to the Local Government Chronicle that Safer Neighbourhood Team Officers in so-called "safer" London wards would be reduced during your mayoral term, apparently a "major plank" in your community safety policy?

All of the members of my administration are signed up to commitments in my manifesto, and they have been appointed to deliver those commitments.

I made my views on Safer Neighbourhood Teams very clear both during the campaign and in my crime manifesto.

I fully support the Safer Neighbourhood Team model, and I am committed to ensuring that there are at least 6 officers in every ward.

Motorcycles in Bus Lanes

Question No: 888 / 2008

[Brian Coleman](#)

Will the Mayor instruct TfL to ensure that motorcycles can use bus lanes?

Oral answer

North Harrow Ticket Office Closure

Question No: 934 / 2008

[Navin Shah](#)

There has been strong, cross-party and local residents', opposition to the planned closure of the ticket office at North Harrow tube station. Will the Mayor give an assurance that he would scrap the plans forthwith to close this ticket office?

Local people feel it is important to be able to have a staffed ticket office at their station, as often there are not enough Oyster outlets in the local area. The number of Oyster outlets will increase from 2,200 today to 3,900 by the end of the year and I have also begun discussions with TfL on how to implement my manifesto commitment. TfL has already postponed the closure programme.

Heathrow Expansion

Question No: 877 / 2008

[Richard Barnes](#)

Given the great mandate that he has just received as an opponent of Heathrow expansion, what steps will the Mayor be taking to pressure the Government to respect Londoners' opposition to the expansion of Heathrow?

Oral answer

Police Statistics

Question No: 866 / 2008

[Dee Doocey](#)

Do you have any plans to ask the MPA to re-assess its Estate Management Strategy?

The Estate Strategic Plan was first approved in 2006 by the Authority, who review it regularly to ensure it remains aligned to policing priorities and changing demands on the Estate.

I will be making clear that no police stations should close without full local consultation, and any that do close must have a substantially better replacement.

Rape Crises Centres

Question No: 909 / 2008

[Stephen O'Connell](#)

As with the Family Justice Centre this is a new initiative brought forward by Croydon Council. Having visited the centre recently will you bring forward plans for more centres in London?

Yes, as I stated in my manifesto I am committed to ensuring long term stable funding for 4 rape crisis centres in London. I was impressed on my visit to the Croydon Rape Crisis centre with the excellent work the team are doing and believe that women in other parts of London should have easy access to similar resources. I will be looking to work in partnership with boroughs and the voluntary sector to secure early agreement on the way forward on this.

London Plan Review

Question No: 932 / 2008

[John Biggs](#)

Will you be reviewing the London Plan?

Oral answer

Playing Fields

Question No: 918 / 2008

[Victoria Borwick](#)

Does the Mayor agree that it is important to preserve green space in London? Would he be prepared to use his powers to prevent the selling off of school playing fields, with particular regard to the most densely populated boroughs?

I do agree that it is important to preserve green space in London. I support the policies in the existing London Plan that protect and improve open spaces. I will work with boroughs and others to improve public access to parks and open spaces.

Although I have no direct statutory powers to prevent the sale of school playing fields, I will carefully and objectively scrutinise the merits of any planning applications that involve the loss of a playing field and will make the strongest representations to the Secretary of State who has statutory powers with regard to the disposal of any school playing fields in London. I will also consider whether there is a need to strengthen London Plan policies to help prevent the further loss of playing fields.

I will be meeting with the London Playing Fields Association shortly to discuss these matters further.

London's position as a world leader on climate change

Question No: 933 / 2008

[Nicky Gavron](#)

The UN's chief climate change scientist says he regrets the London election result. What does this say about your environmental policies and the future of London's position as a world leader on climate change?

London has become a world-leader in tackling climate change.

It is my intention to build upon the progress already made and to capitalise upon London's position as a world-leading city on climate change. I intend to use the next four years to ensure that London continues to lead the way on climate change.

My manifesto shows my commitment to a cleaner, greener London. I have pledged to protect London's greenspaces, make open spaces cleaner and safer, increase London's street trees, make recycling easier, make transport more sustainable and tackle climate change. In particular I will work to help cut London's carbon emissions by 60% from their 1990 levels by 2025.

Cycling England Poll

Question No: 914 / 2008

[Gareth Bacon](#)

A recent poll by Cycling England showed that four out of five children are banned from cycling to school by their parents. Would the Mayor agree with me that this statistic underlines a key failing of his predecessor's regime and what measures does he hope to implement to tackle this failing?

I am not surprised at this Poll. There is a whole generation of parents in the UK who themselves did not cycle to school.

TfL will continue to provide support to encourage cycling to school. This will include providing additional cycle parking facilities, cycle training and making sure that people have ready access to information about safer, easier cycle routes.

Car Services for Members

Question No: 980 / 2008

[John Biggs](#)

The GLA in 2000 agreed not to provide a car service for members or the Mayor but instead to offer an annual season ticket plus access for reasonable use to a taxi account. Will you continue with this policy?

Yes and I would also encourage members of the Assembly to make full use of the GLA's bicycle loan scheme and cycle to work.

Gant's Hill Station

Question No: 885 / 2008

[Roger Evans](#)

Can the Mayor ensure that TfL reinstate fortnightly cleaning of Gants Hill Station as a matter of urgency?

It is important that station facilities, including the subway, remain at a good standard of cleanliness for the safety, comfort and convenience of users. I will ask TfL to liaise with Redbridge Council to see how that can better work together to improve the conditions at this location. This will include reviewing the frequency of the subway cleansing.

Climate change

Question No: 800 / 2008

[Darren Johnson](#)

Can the mayor outline what initiatives he will promote in order to meet his target of cutting London's carbon emissions by 60%, from their 1990 levels, by 2025?

I made a firm commitment to the 60% target in my environment manifesto, this is a challenging target, but with the right leadership it is achievable.

My strategy to meet this target centres around three core areas; improving domestic sector

energy efficiency; improving public sector energy efficiency and promoting green and renewable energy sources.

Some of the measures I set out in my environment manifesto include; clarifying the Housing Strategy to call for all new homes, including private builds, to meet Level 3 of the Code for Sustainable Homes by 2010, and Level 6 by 2016; promoting alternative home insulation schemes in conjunction with major energy suppliers that uses council tax rebates to persuade owner occupiers to install insulation; supporting the retrofitting trial of GLA group buildings, and being more ambitious by seeking to accelerate the programme to eventually cover the entire GLA group and supporting the Merton Rule and legislation that protects councils from the threat of judicial review.

Low Emission Zone

Question No: 920 / 2008

[Andrew Boff](#)

Will the Mayor undertake to have TfL urgently review and address the serious issue of the ridiculous, intrusive and in some cases plain dangerous placement of some of their Low Emission Zone signage at the outer edges of the zone?

Zone entry signs have been positioned on every public highway at the Low Emission Zone (LEZ) boundary to ensure vehicle operators are aware they are about to enter the LEZ. Advance warning signs have also been positioned on routes approaching the LEZ boundary to ensure vehicle operators are aware they are approaching the boundary.

I have been informed that TfL has liaised with the relevant London boroughs, contiguous authorities and the Highways Agency to identify appropriate sign locations.

The entry signs should be no bigger than necessary and be safely located. If you have concerns about any specific signs installed please let me know and I shall ask TfL to urgently investigate the matter.

Draft Mayor's Housing Strategy(1)

Question No: 859 / 2008

[Mike Tuffrey](#)

Your Manifesto commitments indicate significant changes to the Draft Mayor's Housing Strategy. Would you explain the process by which these changes will take place and when your Draft Mayor's Housing Strategy will be sent back to the London Assembly for consultation?

A new draft strategy will be produced over the coming months to reflect my manifesto commitments. This will be subject to the statutory processes for consultation set out in the GLA Act 2007, the first stage of which is submitting it to London Assembly.

Funding for young people

Question No: 979 / 2008

[Valerie Shawcross](#)

Are you committed to maintaining the former Mayor's pledge to provide extra funding to offer young people in London a greater range of positive activities to undertake in their spare time

with the intention of discouraging them from becoming involved in gang culture?

Yes, I am fully committed to maintaining this pledge as I have put the supporting and funding of youth groups at the heart of my strategy to combat violent crime.

Questions for Written Answer

Green skills and industry

Question No: 801 / 2008

[Darren Johnson](#)

How important is the development of green skills and industries in London to reducing unemployment, strengthening London's economy, and cutting CO2 emissions?

I am clear these are important issues for London. Climate change is a major threat to London's long-term economic success, which is why I am pursuing the target of cutting London's carbon emissions by 60%. Achieving that target will require all of us to do things differently. It is vital we encourage and incentivize individuals to take personal responsibility to make the minor changes in their lives to become more energy efficient.

As London makes the transition to a low carbon economy there will be major opportunities for our businesses and residents. The design and construction of new, low carbon housing is a great example of an emerging opportunity for companies and individuals to seize and ensure London is quick to adapt to changing market requirements and standards.

The opportunity for London to develop green businesses, jobs and skills is therefore clear. There is the need to ensure that employers and individuals are equipped to adapt to change and take advantage of the opportunities that tackling climate change will bring. For example, employers will need to understand the future skills needed to take full advantage of these opportunities. And, individuals looking for employment will need access to first class information in order to better equip themselves and identify opportunities.

Building a more responsive and demand-led skills and employment system and ensuring that employers understand the skills implications of existing and future challenges, as the forthcoming strategy from the London Skills and Employment Board seeks to do, will help to facilitate this, and ensure London responds positively to the low carbon economy.

Audit panel

Question No: 802 / 2008

[Darren Johnson](#)

How much will each member of the audit panel headed by Patience Wheatcroft be paid? What will be the total cost of the audit? Will relevant interests of the panel members be made public?

The members of the Forensic Audit Panel will undertake their roles without drawing a salary. Their biographies have been put on the Mayor's website.

I have asked them to undertake a detailed examination of the activities, finances and internal procedures of the LDA and GLA and make recommendations on how we can strengthen accountability, and how we can improve value for money.

The total cost of the audit cannot be determined at this early stage.

Low Emission Zone

Question No: 803 / 2008

[Darren Johnson](#)

Will you roll out the next stage of the Low Emission Zone in July and do you intend to expand the LEZ to include heavy vans in 2010? If not, how do you propose to improve air quality and cut carbon emissions from traffic in London?

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 5 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. We 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 committed to ensuring that LEZ does not impact on the provision of ambulance services or impose additional costs on ambulance service providers, which is why I pledged to exempt them during the campaign, and I am in urgent discussions with TfL to ensure this happens.

Mayoral appointments (1)

Question No: 804 / 2008

[Darren Johnson](#)

Which of your newly appointed advisors and non-statutory deputy mayors will be paid for their work? Will you take this opportunity to make their salaries public?

Five appointments have been made under Section 67(1) (b) of the GLA Act 1999. These, with their salaries, are:

Guto Harri, Director of Communications - £124,364

Kulveer Ranger, Director of Transport Policy - £100,000

Munira Mirza, Director of Arts and Culture Policy - £80,000

Ray Lewis, Deputy Mayor for Young People and Opportunities - £124,364

Ian Clement, Deputy Mayor for Government Relations - £124,364

Richard Barnes AM, the statutory Deputy Mayor, will be paid the same salary as the previous statutory Deputy Mayor.

Kit Malthouse AM, non-statutory Deputy Mayor, will not receive any additional payment for his work as a Deputy Mayor, but may receive an additional payment for his role with the MPA when the new Metropolitan Police Regulations come into effect in October 2008.

All Deputy Mayor salaries have already been made public, along with their declarations of interest and can be found at <http://www.london.gov.uk/mayor/team/>.

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.

Mayoral appointments (2)

Question No: 805 / 2008

[Darren Johnson](#)

Which of your advisors and non-statutory deputy mayors have been appointed under the powers given to the Mayor by section 67, paragraph 1, of the Greater London Authority Act, 1999?

Five appointments have been made under Section 67(1) (b) of the GLA Act 1999, as amended.

These appointments are as follows:

Guto Harri, Director of Communications

Kulveer Ranger, Director of Transport Policy

Munira Mirza, Director of Arts and Culture

Ray Lewis, Deputy Mayor for Young People and Opportunities

Ian Clement, Deputy Mayor for Government Relations

Mayoral appointments (3)

Question No: 806 / 2008

[Darren Johnson](#)

What will be the responsibilities of your Deputy Mayor, non-statutory deputy mayors, and advisors? What decision-making authority will they have?

The statutory Deputy Mayor will have accountability for community cohesion, equalities and health and may be delegated other powers.

The job descriptions of my appointments under section 67 (1) (b) of the GLA Act 1999 can be found here; <http://www.london.gov.uk/mayor/team/>. Where appropriate they will have delegated authority to take decisions on my behalf.

Kit Malthouse AM will have responsibility for community safety, crime mapping, and business economics, but as an Assembly member may not have decision-making powers delegated to him.

Sir Simon Milton

Question No: 807 / 2008

[Darren Johnson](#)

I understand that Sir Simon Milton intends to continue in his role as chair of the Local Government Association. Are you concerned that he could be faced with a number of conflicts of interests when he takes up his new role as your senior advisor for planning?

Sir Simon Milton is providing, on an unpaid basis, advice to myself on strategic planning issues. He has no formal contractual relationship with the Greater London Authority.

I am mindful of the role that Sir Simon has both as a Councillor at Westminster and Local Government Association and will ensure that I receive from appropriate sources advice on planning applications that have a Westminster context or wider Local Government implication.

A Cabinet for London

Question No: 808 / 2008

[Darren Johnson](#)

Which of your advisors, non-statutory deputy mayors, and Deputy Mayor will join your cabinet for London? Will all significant decisions of importance to Londoners be taken by the cabinet?

I confirm my intention to set up a Cabinet. This Cabinet will meet on a regular basis, formal minutes will be taken and the full agenda papers will be put on my website. The remit and membership of this Cabinet is still under discussion.

Metro contract

Question No: 809 / 2008

[Darren Johnson](#)

In order to achieve best value for Londoners when the Metro newspaper concession is re-issued, will it be competitively auctioned, and will the contract include environmental safeguards to minimise waste, maximise recycling, and ensure that all clean up costs resulting from free distribution of the Metro are covered?

The contract for Metro distribution on London Underground stations is due to expire in 2010. London Underground will shortly be putting together a strategy for newspaper distribution beyond that date, which will determine the nature of the tendering process and environmental conditions.

London Underground is aware of and committed to its environmental responsibilities and will ensure that any new contract considers issues of waste management, recycling and associated costs.

East London Green Grid

Question No: 811 / 2008

[Jenny Jones](#)

What role will the East London Green Grid of open spaces play in delivering on your target of 10,000 new trees for London?

My target is specifically for new street trees, not trees in open spaces, although of course street trees can play an important role in providing green links between the open spaces of the Green Grid.

I have made clear that I don't want to dictate where the new street trees will be planted, but will work with environmental charities to identify the areas that would most benefit from more street trees. Some of these will undoubtedly be within the East London Green Grid area, and new street trees in these places will make a valuable contribution to the Green Grid.

Safer Transport Teams

Question No: 812 / 2008

[Jenny Jones](#)

From where will the funding and personnel come for the new Safer Transport Teams that you have committed to delivering? By when do you expect these teams to be fully staffed and operational?

The additional 440 officers I pledged will be fully integrated within existing MPS Safer Transport Teams and further supported by the Metropolitan Police Service (MPS) Transport Operational Command Unit, British Transport Police and TfL Revenue Protection staff. In this financial year, the cost of these new teams will be £11.3m, which is jointly funded by TfL and the MPS. The MPS contribution within this figure is £2.1m with TfL contributing £9.2m the majority coming from efficiencies in the marketing budget.

The new teams were launched on Friday 16 May 2008 with an initial deployment of three teams of officers consisting of five police officers, four Police Community Support Officers (PCSOs) and four MPS Special Constables on each shift, operating in Croydon, Haringey and Newham.

These officers are drawn from MPS Operation Sphere and the boroughs. Following this initial pilot phase, September 2008 will see the allocation of permanent staff to teams consisting of one Sergeant, one PC and seven PCSOs at each of the three pilot hubs.

Teams will be rolled out across London from January 2009. This allows sufficient time for the recruitment and training of PCSOs.

Hybrid buses

Question No: 813 / 2008

[Jenny Jones](#)

Will your commitment to designing and introducing a new Routemaster bus in any way delay plans for all new London buses to be hybrids by 2012 at the latest?

TfL is introducing hybrid technology to the bus fleet to assess the potential it offers for cutting harmful emissions, reducing noise and lowering fuel consumption. TfL is committed to having 60 hybrid vehicles in service by this December. Depending on the outcome of these trials, TfL's current plan is to raise this total by a further 100 buses by 2010, 200 by 2011 and 500 by 2012.

In terms of introducing a new Routemaster to 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.

Cross-river tram

Question No: 814 / 2008

[Jenny Jones](#)

Do you support plans for a cross-river tram from Peckham and Brixton to north of the river, up to Kings Cross, Euston, and Camden? What can you do to bring these plans to fruition at the earliest possible date?

Cross River Tram (CRT) has been developed over a number of years by TfL in partnership with the local boroughs.

There is currently funding in TfL's Business Plan up until 2010 to develop this. However, there is no Government funding for implementation. In light of this, I intend to review the transport, economic and environmental implications of CRT and form a view on the best way to proceed.

Bike hire scheme

Question No: 815 / 2008

[Jenny Jones](#)

Will you continue with the plans to introduce a 'Velib' type bike hire scheme in London by

spring 2010, even if you are unable to use advertising revenue to pay for it?

Yes. I am committed to making London a genuinely cycle friendly city and am continuing with the work being led by the Clear Zones Partnership and supported by TfL, to assess the feasibility of introducing 'public transport bikes' in Central London in 2010. Further work is underway to consider a range of options for planning and financing this scheme so as to ensure value for money for the taxpayer.

Local post offices

Question No: 816 / 2008

[Jenny Jones](#)

Will your campaign to protect local post offices include encouraging Boroughs to re-open and run local branches that are closed in London, as is being considered in Essex?

I am still intending to pursue a legal challenge to the closure programme. I recognise how important post offices are in supporting local retail and communities. Following the outcome of this legal challenge I will review the best way to proceed but I am prepared to consider all constructive ideas to help maintain London's post office network.

Chadwell Heath station

Question No: 817 / 2008

[Jenny Jones](#)

Is it possible to staff Chadwell Heath station after dark, to make more vulnerable travellers feel safe?

Chadwell Heath is the responsibility of National Express East Anglia and not TfL. I would be happy to raise the issue of staffing at the rail summit that I intend to have with the train operating companies in the near future.

London On Tap

Question No: 818 / 2008

[Jenny Jones](#)

Will you be willing to host the awards ceremony for the London On Tap water carafe design competition, in London's Living Room in early December? The campaign, with Greater London Authority backing, encourages restaurants and businesses across the capital to provide tap, instead of bottled, water.

I wholeheartedly support the London on Tap campaign, and the environmental principles that underpin it.

I would be happy to ask officers to investigate the feasibility of fitting this particular ceremony into our events programme.

Olympics wood

Question No: 819 / 2008

[Jenny Jones](#)

What is happening to the wood, for example from roof timbers, from dismantled buildings on the Olympic site? Is it being recovered for future use as part of the target to recycle 90% of Olympic demolition materials?

A number of surveys were undertaken prior to the demolition of buildings on the site to identify any salvageable materials. Where timber could be salvaged in a timely manner and at no risk to the workforce this was done.

Salvaged furniture in good condition was passed onto a charity that helps those in social housing and receiving housing benefits to furnish their homes. Sleepers and roof timbers have been stored on site and will be used in substrate trials, contributing to the creation of new wildlife habitats across the Park.

Untreated timber that could not be salvaged has been sent off-site for energy recovery. Treated and painted timber is not suitable for energy recovery and has been disposed of as 'special waste'.

South Acton station

Question No: 820 / 2008

[Jenny Jones](#)

Will you ensure that there are cycle parking stands at South Acton overground station that provide adequate security for bikes, and will you immediately implement Transport for London's proposed guidelines on cycle parking standards?

TfL is supporting a rolling programme to upgrade provision for cycle parking at rail and underground stations so that its provision is fit for purpose in terms of capacity, security, convenience and ease of use. The existing sub-standard provision for cycle parking at South Acton will be replaced as part of this programme.

I expect to shortly receive a briefing from TfL on a range of cycling related issues including their guidelines on cycle parking standards.

Station cycle parking

Question No: 821 / 2008

[Jenny Jones](#)

Will you ensure TfL works with staff across the station network to implement the regular inspection of bike stands and removal of any abandoned bikes?

Yes. I will ask TfL to work with local partners to establish consistent arrangements for inspection, management and reporting on use and abuse of cycle parking provision at all rail stations.

Upper Norwood gyratory

Question No: 822 / 2008

[Jenny Jones](#)

Do you hope that the current administration at Croydon Council will honour their 2006 election

pledge and offer local people the option of an improved two-way scheme in place of the existing Upper Norwood one-way system? Will you ensure that funding is available from Transport for London for a replacement two-way scheme if wanted?

The Local Implementation Plan (LIP) process enables Boroughs to bid for funds from TfL for the introduction or removal of traffic and highway schemes in their area. TfL assesses and prioritises allocation of funding for these schemes based upon their alignment with and contribution to the implementation of the Transport Strategy.

On this basis, Croydon will need to include this scheme in their LIP submission to TfL. The priority given to the scheme will be considered against competing bids received from other Boroughs.

386 bus route (1)

Question No: 823 / 2008

[Jenny Jones](#)

I have received reports of an infrequent service operating along the 386 bus route. An elderly passenger informed me that he recently had to wait 45 minutes for a bus, despite an advertised wait of less than 15 minutes at peak times and 30 minutes in the evenings. Do you have plans to improve the performance of this service?

TfL inform me they are aware that route 386 has not operated as well as it should and has been discussing with the operator of the service what solutions are necessary to improve it. A number of road works – for example along Greenwich High Road – have disrupted the 386 despite the best efforts of the operator to run an even service.

TfL apologises to passengers who have been inconvenienced.

386 bus route (2)

Question No: 824 / 2008

[Jenny Jones](#)

Will you consider installing a bus shelter on Herbert Road SE18, along the route of the 386 bus? Many of the passengers along this route are elderly and attending the Queen Elizabeth Hospital, and a bus shelter would greatly increase their comfort.

There are six bus stops on Herbert Road and shelters are currently fitted at four of these. TfL has looked at whether shelters could be fitted at the remaining stops but found that there was insufficient space to do so.

I have asked TfL to visit those stops without shelters and see whether something could be done to allow shelters to be provided. I have also asked TfL to write to you with their findings when they are available.

Tour d’Afrique

Question No: 825 / 2008

[Jenny Jones](#)

Will you support Tour d’Afrique, who are exploring the possibility of organising an international cycle ride to end in London in time for the 2012 Olympics?

In principle I am very supportive of cycling events that seek to attract new people to the cycling fold, which is why I am continuing the Mayor's support of London Freewheel.

I am not aware of any approaches having been made to my office from the organisation in question, but I would be happy to consider any such proposals.

Security lighting

Question No: 826 / 2008

[Jenny Jones](#)

Are movement sensors currently installed on external security lighting at any buildings of the Greater London Authority group? Such a measure could achieve a cut in CO2 missions from security lighting of up to 95%.

City Hall

The external perimeter lighting, which is integrated into City Hall, is not connected to a movement sensor. The lighting is required to light the footways immediately adjacent to the building and to assist the operation of the CCTV. There is no other estate lighting in this area.

It would not be practicable to install movement sensors to the exterior of City Hall as it is in a busy public thoroughfare, which is used 24 hours a day.

The interior lighting has been subject to review and there are plans in place to upgrade fittings to improve efficiency and reduce energy consumption.

LFEPA

LFEPA has adopted an energy policy, which sets out the standard for designing fire stations. This policy and the pro active stance of LFEPA towards energy efficiency and reduction in CO2 emissions have resulted in it exceeding the 15% by 2010 reduction target for CO2 emissions two years early, in 2008. The external lighting at fire stations, which are operational 24 hours a day, is provided to ensure the security of the sites. The LFEPA energy policy requires external lighting to be controlled by motion sensors when this does not compromise security.

LDA

The London Development Agency is based at Palestra, where there are currently no movement sensors installed on external security lighting. The landlord is TfL, who will determine future policy in this area.

TfL

Most TfL Group Head Offices, including the Palestra building, are adjacent to the main highway and used by pedestrians, hence it would not be effective to employ security lighting with movement sensors. However Baker Street, Ashfield House, Premier House and Eccleston Place, have security lighting in the external car parking areas, which is controlled by normal switches or timers and/or light sensors. TfL will investigate this limited set of locations with a view to installing movement sensors where this does not compromise security.

MPA

The MPA do not have external security lighting outside their offices.

A316 toucan crossing

Question No: 827 / 2008

[Jenny Jones](#)

Will there be an independent audit of the decision taken by Transport for London not to implement a toucan crossing on the A316 at Parkshot?

There is an existing Toucan crossing 100m to the east of the junction and TfL plan to implement a new Toucan crossing approximately 100m to the west, at the 'Pools in the Park' leisure centre in the autumn of this year.

Given there will be two Toucans within close proximity, TfL have informed me it was decided that another crossing at Parkshot was not the most appropriate use of their resources. TfL has no plans to instigate an independent audit of this decision.

CRISP studies

Question No: 828 / 2008

[Jenny Jones](#)

How many recommendations made by independent Cycle Route Implementation and Stakeholder Plan studies have Transport for London decided not to implement?

On the Transport for London Road Network, it has been decided that 21 from a total of 818 Cycle Route Implementation and Stakeholder Plan recommendations will not be implemented, as they are not considered necessary to complete a section of route. A comprehensive assessment of recommendations not implemented across the programme as a whole will be available by the final quarter of the current financial year, and will be made available to you.

'Together for London' campaign

Question No: 829 / 2008

[Jenny Jones](#)

Have you considered extending Transport for London's 'Together for London' campaign to promote polite and courteous behaviour when passengers are boarding buses? I have received correspondence from a constituent who is discouraged from travelling on the number 104 bus from Stratford bus station due to what she describes as the 'uncontrollable savagery' of other passengers trying to board the bus.

I entirely sympathise with your constituent. Whilst the campaign in question is commendable for its focus on communicating a message about good behaviour on buses, my view is that our response to this problem must be proportionate to the severity of it. I therefore do not believe an advertising campaign alone is enough. The comment from your constituent sadly reflects the feelings of countless Londoners I spoke to during the election campaign.

Therefore, I have already announced plans to roll out an additional 440 police officers to patrol the buses to provide visible re-assurance on the most disrupted routes, and at the most disrupted hubs. TfL have also started work on scoping the trial of live CCTV on buses, which will enable the police to instantly see what is happening on a bus when an emergency call is made, and respond swiftly and accordingly. This trial is intended to compliment the additional officers that will be patrolling the network.

I will ask TfL for regular updates to monitor the performance of the additional officers.

Broadly speaking, we must create an atmosphere of enforcement on public transport. Londoners must not only see a police officer more often on public transport, but also see bad behaviour

being dealt with by those officers. Only then can we start to increase confidence amongst Londoners that they can travel on a bus without fear of intimidation or worse.

Pick pockets

Question No: 830 / 2008

Jenny Jones

How is pick pocketing recorded as a crime and how is police performance on arrests and convictions for this offence recorded? Will you make records for the last two years available?

The MPS defines pick pocketing as a theft where "skill" is used to steal an item undetected.

Please find pick pocketing counts and detection rates in the tables below. Detections relate to crimes where a suspect is charged, cautioned, summoned to court or fined.

Please note that the detection rate for pick pocketing is low due to the stealth nature of the offence; typically victims will not be able to identify suspects as they will not see them. However, it is clear there is room for improvement in this area and I shall ensure it is addressed.

I am informed that arrest rates are unavailable because the police information system only produces figures for more aggregated categories (e.g. all theft from the person). Also police do not hold conviction figures, these are held but not published by prosecution services.

MPS - Pick Pocket Offences & Detections (Month Breakdown)

(FY 07/08)

	FY 06/07			FY 07/08		
	Offences	Detections	Detection Rate	Offences	Detections	Detection Rate
April	1986	52	2.62%	2400	63	2.63%
May	2039	52	2.55%	2250	69	3.07%
June	1836	70	3.81%	2106	43	2.04%
July	1965	30	1.53%	2156	70	3.25%
August	1899	69	3.63%	1998	61	3.05%
September	1732	42	2.42%	1782	59	3.31%
October	1856	41	2.21%	1958	54	2.76%
November	2038	28	1.37%	2260	55	2.43%
December	2105	26	1.24%	2085	53	2.54%
January	2133	31	1.45%	1989	48	2.41%
February	2469	36	1.46%	1906	50	2.62%
March	2614	32	1.22%	1827	43	2.35%
Grand Total	24672	509	2.06%	24717	668	2.70%

Reclassification of strip clubs

Question No: 831 / 2008

Jenny Jones

Will you lobby for the reclassification of lap dancing clubs as Sex Encounter Establishments? If so, can you outline what specific steps you intend to take and how you will support local authorities in London who also wish to bring this up with the Government?

I am happy to support London Boroughs who wish to insert a clause in the latest London Local Authorities Bill currently going through Parliament to strengthen enforcement and get best practice across London.

Police courtesy

Question No: 832 / 2008

[Jenny Jones](#)

Will you ask the Metropolitan Police what measures are in place to ensure front-line police staff, such as those working on the reception desk at police stations, are trained to deal politely and respectfully with the public at all times? Is provision in place for on-going training in these areas?

The MPS advise that the police code of conduct sets out the required standards, which are to: act with honesty and integrity; to treat members of the public and colleagues with respect; not to abuse the powers and authority of the police; to act in manner which will support public confidence in the police.

The MPS has put in place specific training for front counter staff, safer neighbourhood police and PCSO's and all other police teams to support inter-personal communication and ensure officers fully understand the requirements of the code.

The MPA takes this issue seriously, and monitors its activity through its Professional Standards and Complaints committee.

Residential cycle parking

Question No: 833 / 2008

[Jenny Jones](#)

How much did Transport for London allocate to boroughs in 2007/08 to spend on residential cycle parking? How much is due to be spent this financial year? As part of your commitment to increase secure cycle parking in London, will you ask Transport for London to review, with local authorities and housing associations, the total demand for residential cycle parking in London?

In 2007/08, TfL allocated £40,000 for a trial scheme for the provision and ongoing management of residential cycle parking lockers.

No specific Borough allocation has yet been made for residential cycle parking in 2008/09. This is because TfL plans to work with the London boroughs and Central St Martins College of Art – Design Against Crime team and other stakeholders to understand the issues around planning, retrofitting and managing secure overnight cycle storage facilities. This will assist TfL and the Boroughs to assess demand for residential cycle parking. The work will also look to collate and publish guidance, good practice and case studies and if required to outline proposals for further action.

Olympic Bus to Beijing

Question No: 834 / 2008

[Darren Johnson](#)

Are you able to tell me whether a 'cost benefit analysis' was carried out before a decision was taken to send a London bus to Beijing?

I am informed that a full business case was prepared for this initiative.

East London Line (1)

Question No: 835 / 2008

[Darren Johnson](#)

During East London Line closure can you ensure that where possible, both Tower Hill and

Shadwell underground stations are not closed for improvement works on the same day?

Weekend track and station closures are necessary to carry out improvement works to maintain and improve service levels to Tube and DLR customers.

Where possible, TfL will avoid the simultaneous closure of the District and Circle lines through Tower Hill and the DLR through Shadwell. However, such closures may be required occasionally to support the work programmes on the London Underground and DLR and will be allowed as long as other good alternative services are available to keep people moving in this area.

Information will be made available to all passengers to help plan their journey.

East London Line (2)

Question No: 836 / 2008

[Darren Johnson](#)

During East London Line closures many residents depend on the 100 bus, which is reported to be infrequent, late and overcrowded. Will you consider increasing the frequency of this service?

I have been informed that TfL has already done so. Additional morning peak journeys from Wapping to Liverpool Street were provided on route 100 from 17 March 2008. TfL would be happy to discuss the matter with you if you still consider that a problem exists during these times.

East London Line (3)

Question No: 837 / 2008

[Darren Johnson](#)

Given the closure of the East London Line and difficulties experienced by local residents in the Wapping area due to the inadequate frequency of the replacement bus services during closure, will you consider increasing the frequency of this replacement service?

The replacement bus service between Wapping and Whitechapel already operates at a frequency of every 10 minutes during the day, which meets current levels of demand. There are no proposals to increase this frequency. However, I would be happy for TfL to contact you to discuss this matter further.

Photography of security sites

Question No: 838 / 2008

[Darren Johnson](#)

Since the introduction of the MPS Counter-Terrorism campaign a number of amateur photographers have expressed their concern at being confronted and wrongly accused by police officers and PCSOs when taking photographs in public places. What can you do to ensure that this campaign does not inadvertently criminalise innocent amateur photographers?

The "Camera Creative" element of the campaign highlights the issue that terrorists undertake surveillance on security equipment and services, for example taking photographs of CCTV cameras. The MPS encourages public reporting of suspicious activity so that police can take appropriate action to disrupt any potential terrorist planning. Professional or amateur photographers may take photographs that lead to their actions being of concern to other members of the public and being reported to the police. When such activity is reported, it is for

the police to assess whether there are grounds for concern. This may result in the person concerned being asked to explain their actions. It is not about criminalizing innocent amateur photographers, but to reduce the risks to London from terrorists.

Counterfeit DVD vendors

Question No: 839 / 2008

[Darren Johnson](#)

A constituent has complained that in the Leyton Mills area in Waltham Forest there are numerous counterfeit DVD vendors selling DVDs openly in this public place. Will you ask the Metropolitan Police what they are doing to deal with this?

The Metropolitan Police Service (MPS) has assured me that a number of local police enforcement operations are taking place to deal with this problem. They are meeting with local traders, business groups and the local borough council to look at ways of tackling these individuals.

There is also an ongoing multi-agency operation involving Federation Against Copyright Theft (FACT), the local borough council and trading standards officers, which includes PCSOs conducting joint patrols with FACT officers. This operation is also looking at how best the owners of the retail site can discourage traders via signs, leaflets, CCTV and improving their own private security arrangements.

There has been some good progress made by the MPS in tackling the sources of such DVDs. Safer Neighbourhood teams working with FACT have executed warrants and seized in excess of 100,000 illegal DVD's.

The MPS have also placed notices in the local press informing the public that they should not buy counterfeit DVDs and by buying them they encourage the presence of such vendors.

The MPS are confident that this joint approach working with the public, partners and private companies looking for medium and long-term strategies will discourage the presence of illegal DVD vendors.

Non-emergency crime reporting

Question No: 840 / 2008

[Darren Johnson](#)

Do you agree that a clear and simple system for crime reporting non-emergency crime in London is essential? In the past people contacted their local police station but there is now uncertainty about how to report non-emergency, but still serious, crimes. What should be done to ensure Londoners know how to report these crimes, and to ensure that the system is easy and quick for them to use?

I believe it is essential that environmental crimes and anti-social behaviour is reported. I have pledged my support to the current pilot of the 101 number in London, making it easier for citizens to report such incidences quickly and easily.

My officers are piloting a clear and simple service known as London 101. The pilot covers the Boroughs of Waltham Forest and Barking and Dagenham and is initially for reporting abandoned vehicles, graffiti, noise nuisance and fly tipping.

I hope that it will prove successful and it can be rolled out across London with the support of all London boroughs.

However until that time you can always report incidents on-line. The ability for citizens to report issues of environmental crime and anti-social behaviour on-line is there for anyone, in any

Borough through their Borough websites or via www.yourlondon.gov.uk/reportit/

Mayor's Advisors

Question No: 841 / 2008

[Mike Tuffrey](#)

According to your campaign website:

"I will make City Hall more accountable. Information about Mayoral advisors will be available on the web with their contact details and their register of interests will also be available online."

Can you please state, which staff will come under the "advisor" designation? Will it be only those appointed under the Greater London Authority Act s67(1) (b) and s67(1) (a)? Will your non-statutory "Deputy Mayors" be subject to these policies? And will the register of interests referred to be GLA group wide, or only interests relating to the core GLA?

The description 'Mayoral advisor' was used by the previous Mayor to describe his staff appointees. The equivalent staff are now called deputy mayors or directors, and are appointed under section 67 (1) (b) of the GLA Act 1999. They are subject to the requirement to register their interests and additionally this covers the GLA group rather than the core GLA. Their details of interests and gifts and hospitality received have already been put online. The non-statutory Deputy Mayor appointed from the Assembly will be subject to the Code of Conduct and therefore Register of Interest obligations.

The Register of Interests for Members are on the website in order to show transparency and openness throughout the organization.

City Hall Finances Review

Question No: 842 / 2008

[Mike Tuffrey](#)

Your manifesto stated that:

"We will launch an immediate review of City Hall finances, which will look at every aspect of Mayoral spending – including all schemes and programmes – and will investigate why running costs have inflated over the last 8 years. The review will be conducted independently, and will be set up within the first 100 days."

Could you please:

- a) State the exact date the review was or will be launched and when it is expected to report
- b) Give an estimate of the cost of the review
- d) Give, for public record, a comprehensive list of the areas that will be covered by this review.

I announced the formation of the Forensic Audit Panel on 8th May 2008 to undertake this review. I have asked the Panel to report initial findings to me within 30 days, and a final report within 60 days.

I am unable to give an estimate of the cost at this stage. The Panel has been tasked to examine and report on the following areas;

LDA:

- Internal Controls and Management approval processes
- Use of internal audit
- Recording and detection of conflicts of interest

- Anti-fraud and due diligence processes
- Performance assessment and grant outcome monitoring and follow up.
- Corporate Governance and control
- Risk assessment processes
- Internal personal performance appraisal system

Specific Areas for Review:

- Full line-by-line balance sheet review including review of provisions and contingent liabilities
- Risk weighted review of all grants

GLA:

Review of budget setting process and objectives

I am committed to leading an administration that provides value for money, and I want to use this review to ensure that the GLA is using taxpayer's money wisely and effectively.

Transparent Grants, Contracts and Programmes

Question No: 843 / 2008

[Mike Tuffrey](#)

According to your campaign website you will:

"Enable Londoners to view all GLA grants, contracts and programmes worth over £1,000 on the Mayor's website."

Will you commit to covering the LDA, as well as the GLA, under this scheme?

In principle I believe that in time all the functional bodies of the GLA should come under this scheme, to provide maximum transparency and accountability.

The issue of how LDA grants are reported will be covered by the work of the Forensic Audit Panel and I will carefully consider their recommendations on this point.

GLA Payments to Suppliers

Question No: 844 / 2008

[Mike Tuffrey](#)

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."

Will you also commit to

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

In principle I have no objection to your suggestions. I will ask officers to assess the feasibility and cost of including such extra information, including any legal obstacles that may need to be taken into consideration.

Business summits

Question No: 845 / 2008

[Dee Doocey](#)

Your campaign website promised that you would hold biannual summits with business representatives. How will you ensure that you engage with the thousands of small businesses in London, rather than just established member organisations?

As outlined in my business manifesto 'Backing London Business' I am committed to establishing a regular dialogue with representatives of businesses both large and small. I will work with organisations such as the Federation of Small Business to ensure that the full range of London's business communities are able to raise their concerns directly with me via a biannual business summit.

I believe small and local businesses form the backbone of London's economy and their concerns should not be ignored in favour of large employers. To this end I will introduce a number of policies that establish a greater level of public sector engagement with SMEs.

I will review and reform the procurement rules at City Hall to enable small businesses to fully benefit from doing business with the GLA group and associated bodies, as well as investigating introducing a target for the GLA and its functional bodies to procure a given proportion of goods and services from local and small businesses. Additionally I will ensure SMEs receive greater representation on the London Skills and Employment Board.

Payback London

Question No: 846 / 2008

[Dee Doocey](#)

Your campaign website outlined 'Payback London', whereby young people under 18 who abuse their right to free travel can earn it back by carrying out community service. Who will run this initiative, how will it operate, and how much will it cost?

I pledged to initiate a new scheme whereby all 11 – 18 year old travel concessions will be withdrawn for breaches of the behaviour code, but free travel can be 'earned back' through participation in community work.

The 'Payback London' initiative will be overseen by TfL who are currently working on the details. TfL proposes that Payback London be a voluntary scheme, offered to all those who have had their travel concession withdrawn.

It is envisaged that the scheme would be monitored by a pan-London community organisation. TfL is working with London Councils and a number of other advisory groups to help identify potential organisations to deliver this service. The costs are still being finalised along with full details of the proposals.

Review of LDA grants

Question No: 847 / 2008

[Dee Doocey](#)

Why were no Assembly Members included in your Forensic Audit Panel, which will conduct an investigation of the London Development Agency, given your desire to be an inclusive Mayor?

I believe it is necessary and appropriate for people outside the GLA to conduct this review, as it is time for a fresh perspective. This review should not in any way undermine the scrutiny work the Assembly chooses to undertake, and I will expect the findings of the review to be shared

with Assembly members.

South London rail services

Question No: 849 / 2008

[Caroline Pidgeon](#)

What steps are you taking to ensure that rail services in South London are improved for commuters?

TfL has been talking with the DfT for some months about the next South Central franchise, due to start in September 2009. It is expected that there will be a large number of improvements, including security, station quality and ticketing, within the franchise. I believe that this is as a result of the influence that TfL has exerted on the DfT.

Cooling the Tube

Question No: 850 / 2008

[Caroline Pidgeon](#)

What plans do you have to prevent passengers sweltering on Tube trains stuck between stations?

London Underground (LU) will be introducing air-conditioned trains on the Circle, District, Hammersmith & City and Metropolitan lines as part of the upgrade to these lines. The first of these new trains will be introduced from the beginning of 2010.

On the deeper tube lines, it is much more difficult to provide cooling but I believe that the door should not be closed on finding a solution to this problem. I have asked London Underground to explore ways to achieve this. In the meantime TfL is working to increase ventilation – for example, all fans in the sixteen ventilation shafts that serve the Victoria line will be upgraded to double the capacity of the existing units. Work on four locations start this year, with all sites being completed over the next three years.

This year LU will introduce portable industrial fans at key stations and advises customers to carry water when travelling on the Tube during the summer months.

In those rare occasions when failures cause trains to be held between stations, LU has clear contingency plans to evacuate customers from trains promptly and to provide water and any medical assistance at stations to where customers are evacuated.

Central London traffic speeds

Question No: 851 / 2008

[Caroline Pidgeon](#)

What specific proposals do you have for avoiding gridlock and increasing current traffic speeds in the Central Zone: in particular de-congesting The Strand and other approaches to Trafalgar Square?

In partnership with boroughs and utilities, TfL is running several pilot projects in central London, which have been successful in reducing the number and duration of works in major programmes. The projects will also reduce the need to dig up the roads in the future. I have already negotiated a deal with Thames Water to reduce the impact of their roadworks on traffic in London. This should allow London's traffic to move more freely and reduce congestion across the capital.

I also intend to re-phase the traffic lights to enable traffic to flow more smoothly.

London is seeking to introduce a common permit scheme, which will enable us to more effectively manage roadworks and reduce disruption. There is an application to Government to use new powers in the Traffic Management Act, to require a Permit to be negotiated in advance for works. There will be 14 boroughs plus TfL implementing a permitting scheme in the first phase by October 2008, with nine further boroughs aiming to go live on 1 April 2009, followed by the final five boroughs on 1 October 2009.

Re-phasing traffic lights

Question No: 852 / 2008

[Caroline Pidgeon](#)

How will you action your proposal to re-phase traffic lights and in what areas of London will this re-phasing be undertaken?

In managing London's very sophisticated traffic lights system, it is important to balance the needs of motorists and pedestrians within a heavily over-subscribed road network to ensure the safety of all road users whilst keeping London moving. I shall be discussing with TfL the guidelines and mechanisms they use to do this in the context of my manifesto commitment. The changes will not affect safety, as current safety guidelines on the minimum amount of time a pedestrian has to cross a road will be adhered to.

Safe cycle parking

Question No: 853 / 2008

[Caroline Pidgeon](#)

How many safe cycle parking sites will £2 million provide, and on what basis will you decide where these sites will be?

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. However, based on a balance of cycle parking on street and within workplaces I aim to deliver approximately 13,000 spaces, enough for 26,000 bicycles.

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 £2 million programme, which achieves value for money and takes account of local need, existing partnerships and delivery mechanisms.

Freedom Pass

Question No: 854 / 2008

[Caroline Pidgeon](#)

Do you and TfL plan to take over the administration of the much-loved Freedom Pass from the London Boroughs?

As I made clear during the campaign I am 100% committed to protecting and extending the Freedom Pass. I have already asked TfL to develop options to extend the Freedom Pass to 24-hour operation as soon as possible.

I intend to work closely with the Boroughs who fund the Freedom Pass to ensure its continued

operation.

I can confirm I have no plans or intention to take over the administration of the Freedom Pass.

Alcohol ban enforcement

Question No: 855 / 2008

[Caroline Pidgeon](#)

How do you recommend London Underground staff deal with a crowd of football supporters drinking on a Tube train? Will they be given the resources to make your alcohol ban effective?

As with all potential conflict situations, guidance will always aim to ensure that staff consider their safety first. The police will be called upon to assist in dealing with any disorder or anti-social behaviour, as is the case today. I am pleased to report that the alcohol ban that was enforced for the recent FA Cup final on public transport passed without major incident.

Post Offices

Question No: 856 / 2008

[Caroline Pidgeon](#)

In your manifesto you announced that you would amend the London Plan to recognise the need for a post office to be within walking distance of residents, and will continue to campaign against the proposed closures in all parts of London, from Wandsworth to Bexley. In light of the closure of 155 London post offices announced on 7 May, how do you intend to proceed with your campaign? Will you be continuing with the former Mayor's judicial review? What is the status of that judicial review?

I will be pursuing the legal action launched by my predecessor to challenge the Government's decision to shut Post Offices in London. The courts are currently considering the grounds for this and I am hopeful of a decision on whether I can proceed soon.

Thames and Raw Sewage

Question No: 857 / 2008

[Mike Tuffrey](#)

According to the Environment Agency, over 14 million cubic metres of raw sewage was pumped into the Thames over 6 months in 2007. That's enough to fill 5,770 Olympic sized swimming pools. Given that you did not make a single manifesto commitment regarding the environmental quality of the Thames, what plans do you have to clean up London's prestigious river?

I agree that this serious issue needs to be tackled quickly and comprehensively. Key to this will be delivery of the Thames Tideway Sewer project, and I am pleased that the Government has given the go-ahead for this to proceed. I support the project in principle, as it is clearly in London's best interests to address this longstanding threat to health and amenity. I expect to see a planning application for the first phase of the project within the next few weeks.

Development on back gardens

Question No: 858 / 2008

[Mike Tuffrey](#)

You have committed to writing a presumption against residential development on domestic gardens into the London Plan. In the interim, how do you plan to work with boroughs like Croydon, which is currently approving 10% of garden grab plans, to protect London's green

spaces?

The London Plan does not currently contain an explicit presumption against development of domestic gardens. I intend to introduce such a policy.

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.

Draft Mayor's Housing Strategy(2)

Question No: 860 / 2008

[Mike Tuffrey](#)

You have made designing out crime a key priority for your amendments to the London Plan and the Mayor's Housing Strategy. How will your amendments improve upon the commitment in the current Draft Mayor's Housing Strategy to improve the safety and security of new homes by incorporating Secured by Design principles into the planning and design of new housing?

I will look to revise the draft Mayor's Housing Strategy and the Housing Supplementary Guidance to ensure that Secured by Design principles are central to the design of all new developments. I will set out detailed guidance on how these principles can be incorporated in a Housing Design Guide, which will be published by Design for London later this year. I also want to look at setting up an advisory panel, to include the MPS, to ensure best practice on secure design across London.

Affordable Homes Delivery

Question No: 861 / 2008

[Mike Tuffrey](#)

Rather than insisting that 50% of each major development will be affordable housing, you have pledged to agree with each council the number of affordable homes that need to be delivered within that borough each year. What will be the basis of such an agreement and how will you ensure that this decision-making process is objective and transparent, to avoid boroughs not fulfilling their potential to save money?

Working in partnership with the London boroughs I will undertake and publish a Strategic Housing Market assessment later this year. This will assess the need for new affordable homes in London and will form the starting point of my discussions with boroughs on appropriate local targets.

Intermediate Homes Targets

Question No: 862 / 2008

[Mike Tuffrey](#)

You have pledged to amend the London Plan and Housing Strategy to increase the percentage of intermediate housing in London by a third, by introducing a 60:40 split on each development. Given that London-wide delivery of new homes in 2006/7 already achieved the 60:40 split, do you agree that your targets are unambitious and are merely designed to maintain the status quo?

I believe that too many Londoners are priced out of the housing market and so I intend to help many more people onto the housing ladder. I have therefore committed to increasing shared ownership schemes for low income families by a third, which is by any measure ambitious and far from the status quo.

Empty Homes Target

Question No: 863 / 2008

[Mike Tuffrey](#)

You have pledged to cut the number of empty dwellings to 1% by 2011. Do you agree that the difficulty in using a percentage target for cutting the number of empty dwellings is that it would be entirely possible to achieve them without actually returning a single one to use, because of the increased supply of new build? Will you demonstrate your commitment to ending the scandal of empty homes in London by moving away from a percentage target and setting an absolute figure for the actual number of homes that are standing empty today that will be brought back into use by 2011?

In theory it would indeed be possible to meet a target to cut the number of long-term empty dwellings to one per cent by increasing the size of the housing stock, rather than reducing the number of homes standing empty. However, to do this we would have to build some five million new homes, more than doubling the size of London. I do not propose to do this.

The one per cent target is a very ambitious and challenging one, which would return up to 50,000 empty homes to use.

Child Poverty

Question No: 864 / 2008

[Dee Doocey](#)

You say that you are “absolutely committed” to the Government target to halve child poverty by 2010 and end it by 2020. What concrete policies do you have to meet this target in London?

Meeting these targets requires action by Government and a range of other partners and I am committed to playing my part. Over the next few months I will be consulting with my advisers, the London boroughs and others on the best policies to secure maximum improvement.

As Chair of the London Skills and Employment Board, I will be promoting measures to improve rates of parental employment and training, including encouraging flexible working practices and making sure parents are supported to sustain employment.

I am pleased that the Government has set up a Ministerial Working Group on Child Poverty in London and I will expect clear commitments by all the partners by the time of my Summit with Ministers and London Councils in the early autumn.

Childcare Affordability Programme

Question No: 865 / 2008

[Dee Doocey](#)

The LDA’s pilot Childcare Affordability Programme comes to an end in November. Will you make this scheme permanent and what resources will you commit to expanding it?

I welcome the good work done through the Childcare Affordability Programme (CAP), which

LDA and government were funding on a pilot basis. It is vital we tackle the barriers preventing people from entering work, such as access to childcare. I note that in 'Going Forward: Towards a Contract Out Of Poverty', government commits to extending this work, and will look at extending the approach further. That is a welcome recognition of the importance of this issue to London and Londoners.

Bus Priority Scheme, Herne Hill

Question No: 867 / 2008

[Caroline Pidgeon](#)

The bus priority scheme at Herne Hill junction will not provide priority for the 68, 468, X68 and N68 routes, and because it does not take suppressed demand into account, it is very likely that any initial bus priority provided by the slip road through Brockwell Park will be lost as the slip road fills with cars. Why is bus priority funding being considered for this scheme?

This is a London Borough of Lambeth scheme for which TfL has provided funding for Lambeth to conduct a feasibility study. TfL provided funding for the study, as TfL believed the scheme has the potential to deliver priority for buses, and therefore potential journey time savings for passengers.

TfL has made no further contributions to the scheme.

Bus priority: Modal Shift Factor

Question No: 868 / 2008

[Caroline Pidgeon](#)

Will you instruct TfL Network Assurance not to consider the bus priority scheme at Herne Hill junction unless an allowance for modal shift from car use to cycling has been included in the computer traffic model required for the scheme and to insist that the potential for modal shift is fully explored by Lambeth Council?

TfL has a Network Management duty to balance the needs of all road users, including cyclists, in ensuring the effective and efficient movement of traffic on strategic roads.

Bus Frequency

Question No: 869 / 2008

[Caroline Pidgeon](#)

Do you have any intention of preparing plans to reduce the frequency of any bus routes?

TfL carries out regular reviews on all routes on the network, and frequency changes may be proposed alongside other changes as a result. TfL works closely with the boroughs and other stakeholders on network development. There is consultation before any change proceeds, including with Assembly Members and all relevant stakeholders. All bus routes are reviewed on a regular basis as part of the route contract tendering programme.

TfL will get in touch with you if you wish to discuss any particular route.

Bus Route Review

Question No: 870 / 2008

[Caroline Pidgeon](#)

Will you now undertake a review of the number of buses passing along Staverton Road NW10 with a view to changing the route of the 52 bus?

Routes 52 and 302 currently serve Staverton Road. Frequencies on the 52 were reduced in December 2006 in conjunction with the introduction of new route 452. A recent review of this scheme has shown that the capacity and direct links provided by route 52 are required, and TfL has no plans to amend the route taken by the service.

Cross River Tram

Question No: 871 / 2008

[Caroline Pidgeon](#)

In view of the campaign run by the South London Press with the support of Westminster, Southwark, Lambeth and Camden Councils, to ensure that TfL's Cross River Tram project is carried forward and crosses the river in the first construction phase, will you now give a firm commitment to promote the project and to seek appropriate funding from central Government?

Cross River Tram (CRT) has been developed over a number of years by TfL in partnership with the local boroughs.

There is currently funding in TfL's Business Plan up until 2010 to develop this scheme. However, there is no Government funding for implementation. In this light, I intend to review the transport, economic and environmental implications of CRT and form a view on the best way to proceed.

Housing Targets

Question No: 872 / 2008

[Mike Tuffrey](#)

Figures released in May by the DCLG show first quarter completions in London are down 25% on last year. If completions fall as quickly as observers fear, the number of completions in 2008 could be as low as half of the 33,007 new homes delivered in 2007. Overall, how many new homes are you planning to deliver for London in 2008 and, given the current climate, how confident are you that you will meet that target?

The current credit squeeze seems likely to result in a short term softening of house price increases. However, it is clear, so far at least, that the effects are much less severe in London than elsewhere in the UK. Therefore, I am confident that we can still meet my target to deliver 50,000 affordable homes over the next three years.

Sternhold Sidings

Question No: 873 / 2008

[Caroline Pidgeon](#)

Can you investigate why Lambeth Council appears to be supporting Southern Rail over issues at Sternhold Sidings where residents complain about the impact of night-time noise and lighting at the depot, and seek a resolution which makes their lives more tolerable?

Yes. I will ask TfL to look into the issues.

Bus Stops

Question No: 875 / 2008

[Tony Arbour](#)

Would the Mayor be prepared to consider devolving the power to choose the position of bus stops to London Boroughs?

Transport planning is predominantly a strategic issue and it is appropriate that the Mayor has this responsibility. Therefore, I have no plans to devolve the power to choose the position of bus stops to Boroughs.

In general TfL does not introduce bus stops without close consultation with the Borough and the Police, and I will ensure that proper local consultation takes place. The Boroughs generally have the power to make the essential highway changes to introduce waiting and loading restrictions, which ensure bus stops can function. The Borough is therefore already a key partner in citing bus stops.

North London Line

Question No: 876 / 2008

[Tony Arbour](#)

Will you instruct TfL to prepare a feasibility study on enabling North London Line trains to run between Richmond and Kingston?

TfL have previously considered the option of enabling North London Line trains to run between Richmond and Kingston. However, this would require a new viaduct, which would be expensive and have a significant visual impact on Richmond town centre. There are also likely to be capacity issues associated with an increase in the number of trains on the main line to the west of Richmond. For these reasons, I do not plan to instruct TfL to undertake a feasibility study.

Oystercards at Mainline Stations

Question No: 879 / 2008

[James Cleverly](#)

What are the financial and legal implications of extending Oystercards to all mainline stations throughout London?

Transport for London are currently finalising plans to extend Oyster Pay As You Go to all mainline stations throughout London in 2009.

This is a very welcome development, which will benefit millions of public transport users in south London, in particular, who are currently unable to use Pay As You Go to travel around the capital.

The projected cost to TfL is likely to be over £40 million. On-going costs (for equipment replacement and maintenance etc) are expected to be borne by the Operators

A series of binding legal agreements between TfL and the Operators are currently being drafted to ensure the project is implemented on time and that the extended system is then operated effectively by all parties.

Police numbers in Bexley and Bromley (1)

Question No: 880 / 2008

[James Cleverly](#)

Bexley and Bromley at 617 and 608 persons for every Police Officer and 47 and 51 reported crimes per year per Police Officer respectively, have the lowest provision of Officers per person of all Boroughs in London and are amongst the highest levels of crime per Officer in London due to the under provision of Officers according to need. Will you give an assurance that the MPS funding for Borough Policing is going to be more representative of the needs of all Londoners and across all of London's 32 Boroughs?

I understand your concerns and I know your constituents feel this is a huge issue, having visited your constituency several times during the election. This is one of many areas that I am reviewing to ensure that the outer Boroughs are getting a fair deal.

Police officers are deployed to boroughs in accordance with the MPS Resource Allocation Formula. This calculates appropriate levels of borough policing after accounting for local need, estimated workload and complexity, and city security requirements among others considerations. It would be too simplistic to allocate resources solely using crime and population figures, although these obviously play a key role in the decision making process.

You will know that I made reducing police bureaucracy a key priority during the election, and I will be working closely with the MPA to get more of the officers we do have out on the streets more often. In addition, I have announced the first phase of a roll out of 440 extra police officers specifically for the buses. I also intend to pursue the policy of my predecessor to bring in another 1,000 extra police officers.

BOOST

Question No: 881 / 2008

[James Cleverly](#)

Would you consider looking into the expansion of the Boost labour and business brokerage service to include non olympic boroughs such as Bexley and Bromley?

BOOST was the initial brand name given to the 5 Olympic boroughs job brokerage and business network. The service has recently been revised and improved, and now has a clearer link to the 2012 Olympic Games via a "Jobs, Skills, Futures" branding endorsed both by LOCOG and the ODA and the use of the 2012 logo.

Alongside the 5 Boroughs scheme the LDA are establishing a pan-London equivalent, entitled the "London Relay Jobs" network, which will ensure that people across London can access 2012 job opportunities, working through a network of existing employment support and job brokerage organisations across all boroughs in the capital that, alongside Jobcentre Plus, will receive details of vacancies notified by contractors and operators on the Olympic site as they become available. In turn they will provide support, training and guidance to clients interested in the vacancies and, once screened, the candidates will be passed through to the contractor for consideration.

Although still in the early stages of implementation, the network already has almost 100 members; as part of the project we are also supporting the training of advisors to improve the quality of service offered both to 2012 contractors and individual clients.

In Bromley and Bexley the project is currently working with the following organisations:

- Resources Plus
- Jobnet (managed by Bexley Council but also operational across Lewisham, Havering, Redbridge and Barking & Dagenham)

- Training Enterprise Ltd

There are also a number of pan-London organisations (A4e, Working Links, etc) that will be working with clients in Bexley and Bromley. For example, Shaw Trust have an office on Bexleyheath Broadway.

In terms of business support, businesses in every borough can access the "CompeteFor" on-line brokerage service, which matches prospective suppliers with opportunities available from the 2012 Games and its supply chain. This also acts as a gateway for the business to available support in their area through the Business Link London advice service. If businesses wish to register as potential suppliers to the 2012 Games then they should visit www.london2012.com/business.

Recycling

Question No: 882 / 2008

[James Cleverly](#)

Building upon the excellent levels of recycling in areas such as Bexley and Bromley, what plans does the Mayor have to improve recycling facilities across London?

All of London's boroughs need to recycle more waste if London is to meet the national target of 50 per cent recycling of household waste by 2020 and the London Plan target of 45 per cent of municipal waste by 2015. The Municipal Waste Management Strategy is my key tool for improving recycling across London and I intend to draft a new strategy this year that will focus on waste reduction, reuse and recycling. In addition I will be investigating innovative new schemes that pay Londoners to recycle, rolling out best practice guidance for London's reuse and recycling centres, and raising awareness of the need to recycle. The current London Plan sets recycling and composting targets and has determined that over 300 new waste and recycling facilities will need to be built in London by 2020 in order to meet the targets. By commenting on local authorities' development plan documents, I will ensure sufficient land is being identified for these facilities.

I also intend to get directly involved in the new London Waste and Recycling Board, and I have recently reached an agreement with London Councils to Chair it.

Gallow's Corner

Question No: 883 / 2008

[Roger Evans](#)

Can the Mayor arrange a TfL briefing on the work currently being done at Gallow's Corner and plans for the future?

Certainly. TfL will be in touch with your office to arrange a suitable time and date.

Gant's Hill Station

Question No: 884 / 2008

[Roger Evans](#)

Following your recent successful visit to Gants Hill Station, what are your plans to improve the passengers' experience at this location?

While Gants Hill station is well maintained and has received some recent passenger improvements, for example new ticket machines, it was due for refurbishment under the original

Metronet PPP contracts.

My immediate priority is to ensure the process of getting Metronet out of administration runs smoothly and once that work is complete TfL will be able to evaluate and re-plan the station upgrade programme and the timing of the Gants Hill refurbishment.

Maybank Road/ Mulberry Way Subway CCTV

Question No: 886 / 2008

[Roger Evans](#)

Can the Mayor instruct TfL to install CCTV cameras in the subway between Maybank Road and Mulberry Way?

TfL is aware of the concerns of local people regarding personal security and antisocial behaviour and that the London Borough of Redbridge would be content to monitor CCTV cameras provided that TfL secure funding for their installation. I have asked TfL to prepare a business case for CCTV camera provision, to determine the case for funding this issue against competing demands.

Cross River Tram

Question No: 887 / 2008

[Brian Coleman](#)

Will the Mayor now instruct TfL to stop work on the deeply unpopular Cross River Tram?

Cross River Tram (CRT) has been developed over a number of years by TfL in partnership with the local boroughs.

There is currently funding in TfL's Business Plan up until 2010 to develop this scheme. However, there is no Government funding for implementation. In this light, I intend to review the transport, economic and environmental implications of CRT and form a view on the best way to proceed.

Henlys Corner

Question No: 889 / 2008

[Brian Coleman](#)

Will the Mayor convene a meeting with me, TfL and the London Borough of Barnet to discuss solutions with regard to the ongoing problems with Henlys Corner?

I would be happy to ask TfL officials to arrange such a meeting at a time convenient to all parties.

TfL Loading Bays

Question No: 890 / 2008

[Brian Coleman](#)

Can the Mayor ensure that the loading bays in The Market Place in Hampstead Garden Suburb are marked clearly by painting the words LOADING BAY beside it on the road and can the Mayor instruct TfL to stop wasting my constituents' time and money and the money of taxpayers and withdraw from fighting all outstanding Parking & Traffic Service appeals regarding these loading bays?

The current signing regime at these loading bays is fully compliant with legal requirements. Nevertheless TfL is aware of the issues with signage and is reviewing how the existing signage can be improved. TfL will urgently assess the effectiveness of the signage at these locations and will review all outstanding appeals.

The Red Route signing regime is covered by an authorisation issued by the Secretary of State for Transport to TfL. The authorisation does not currently allow the marking of the words 'Loading Bay' on the carriageway. TfL is seeking clarification from DfT on how the authorisation can be amended.

Strategic Views

Question No: 891 / 2008

[Brian Coleman](#)

The London View Management Framework, published in 2007, reduced the protection for ten strategic views of St Paul's Cathedral and the Palace of Westminster, including the historic viewing corridors from Parliament Hill and Primrose Hill.

What plans does the Mayor have to restore the original protection for these strategic views, as set out in Regional Planning Guidance (RPG) 3a, 1991? In the meantime, would the Mayor consider rejecting any planning application under his discretion that falls within these original strategic viewing corridors?

I am determined to safeguard the historic views of London, including those from Parliament Hill and Primrose Hill. I have started a review of the Supplementary Planning Guidance on the London Views Management Framework (which replaced RPG3A) to offer more protection to the views of London's landmarks, including this one. The relevant Directions that define all the viewing corridors in London are made by the Secretary of State and my officers will arrange an early meeting with Government to agree the process for reviewing them.

London's planning policy must support the protection of our valued views and landmarks for all to enjoy. I will therefore seek to alter the relevant policies in the London Plan as soon as feasible. In the meantime, any proposal referred to me will be thoroughly assessed for any significant adverse impact on designated views of St Paul's Cathedral, the Tower of London or the Palace of Westminster.

Post Offices

Question No: 892 / 2008

[Richard Tracey](#)

Now that Post Office Limited have announced which post offices they intend to close in London, will the Mayor inform me of what plans he has to save this vital public service and whether he intends to continue pursuing the judicial review initiated by the previous incumbent?

I am still intending to pursue a legal challenge to the closure programme. However, I recognise how important post offices are in supporting local retail and communities. Following the outcome of this legal challenge I will review the best way to proceed but I am prepared to consider all constructive ideas to help maintain London's post office network.

Bus Route

Question No: 893 / 2008

[Richard Tracey](#)

Would the Mayor consider introducing a bus route from Tooting Bec to Fulham via Trinity Road and Wandsworth Bridge?

TfL has considered previously whether a bus route between Tooting Bec to Fulham via Trinity Road and Wandsworth Bridge could be provided. TfL found that the cost of providing such a service would not be justified in terms of the number of new journeys that would be made.

TfL will be happy to discuss this matter with you in more detail and will contact your office to make the necessary arrangements.

East London Line Extension

Question No: 894 / 2008

[Richard Tracey](#)

Can the Mayor update the Assembly on when my constituents can expect progress on Phase 2 of the East London Line extension?

Construction of Phase 1 is progressing well and remains on course for opening in June 2010. Detailed design work is progressing on Phase 2 and TfL is in discussion with DfT regarding funding for this Phase, which could still be open before the 2012 Olympic and Paralympic Games.

Red Routes

Question No: 896 / 2008

[Richard Tracey](#)

Would the Mayor consider transferring the management and control of red routes to London Boroughs?

My administration will be one that seeks to work very closely with all London Boroughs to achieve our shared aims. Inevitably there will be differences when the local conflicts with the strategic, but where these occur I will work constructively to find common ground.

Transport planning is predominantly a strategic issue and it is appropriate that the Mayor has this responsibility. Therefore, I have no plans to transfer the management and control of red routes to the Boroughs.

However, I will ensure that TfL always seek to take local views properly into account when deciding such issues.

Wandsworth "Hidden Homes"

Question No: 897 / 2008

[Richard Tracey](#)

Does the Mayor acknowledge the success of Wandsworth's "Hidden Homes" programme, and does he have any plans to extend this approach across London?

I welcome the success of Wandsworth's 'Hidden Homes' programme, and will encourage all

London boroughs to undertake a hidden homes audit to identify further opportunities for the cost-effective provision of additional social homes.

Police Officer numbers in Wandsworth and Merton

Question No: 898 / 2008

[Richard Tracey](#)

Does the Mayor agree that Merton and Wandsworth have been historically under Policed by the MPS and his predecessor and how will he work to raise the level of Policing in those Boroughs to a higher level?

Like every London borough, Merton and Wandsworth are subject to the MPS Resource Allocation Formula. This calculates policing levels after accounting for local need, estimated workload and complexity, and city security requirements among others considerations.

I do understand your concerns, however, and I will keep police deployment under review during my work with the Metropolitan Police Authority.

Croydon Tramlink

Question No: 899 / 2008

[Stephen O'Connell](#)

When does the Mayor expect to see the Croydon Tramlink extension to Crystal Palace delivered?

Croydon Tramlink Extension (CTLE) has been developed over a number of years by TfL in partnership with key stakeholders.

There is currently funding in TfL's Business Plan up until 2010 to develop this scheme. However, there is no Government funding for implementation.

Over the next few weeks I intend to review the transport, economic and environmental implications of CTLE and discuss the opportunity for further Government funding for its implementation.

Croydon Tramlink

Question No: 900 / 2008

[Stephen O'Connell](#)

What progress does the Mayor expect to see on extending the Croydon Tramlink from Streatham to Coulsdon via Purley?

TfL is currently progressing the extension to Crystal Palace. However at this stage the Government has not yet provided funding to implement the scheme. Once this scheme is underway we can look to developing further extensions to the system including the route between Streatham and Purley.

Croydon Tramlink

Question No: 901 / 2008

[Stephen O'Connell](#)

What progress does the Mayor expect to see on extending the Croydon Tramlink to Sutton?

TfL is currently progressing the extension to Crystal Palace. However at this stage the Government have not yet provided funding to implement the scheme. Once this scheme is underway we can look to developing further extensions to the system including the route to Sutton.

Free Travel for Neighbourhood Enforcement Officers

Question No: 902 / 2008

[Stephen O'Connell](#)

Is the Mayor prepared to provide free travel on public transport for Neighbourhood Enforcement Officers, which are being successfully rolled out by Croydon Council, and how soon could this be introduced?

I believe that the presence of visible uniformed staff on public transport can improve passenger perceptions of safety and security, which is why I recently announced the first phase of the rollout of 440 extra police officers for the buses.

TfL has been working with Boroughs to implement an effective scheme to provide free travel passes to Neighbourhood Wardens and other uniformed public sector enforcement teams who meet some basic criteria. TfL wrote to Community Safety Managers in every London Borough at the beginning of the year, to outline the scheme and invite them to take part. Boroughs wishing to take part were invited to send staff to a training and familiarisation session, following which passes could be issued to named staff.

Croydon has expressed interest in the scheme and will be sending relevant staff to TfL's training sessions, following which passes can be issued. Take up among other Boroughs however has been very poor.

A22/A23 Junction

Question No: 903 / 2008

[Stephen O'Connell](#)

Can the Mayor instruct TfL to prioritise the improvement of the A22/A23 Junction in Purley?

This scheme was developed by TfL, in partnership with the London Borough of Croydon in 2002. These highway proposals formed a central plank in Croydon's adopted regeneration strategy and Supplementary Planning Guidance. Whilst the project had funds allocated within TfL's spending plan at the time, TfL was unable to secure the support of Tesco, which was critical to the delivery of the scheme.

TfL has, however, continued to work with the LB of Croydon and other stakeholders on this project. Last year, Tesco contacted officers to discuss its plans for a major redevelopment of its store, which would potentially facilitate the town centre project and also provide significant financial contributions towards its construction. However, local public opinion was strongly against Tesco's plans and the associated highway scheme. As a result, Tesco announced recently that it is no longer seeking a major redevelopment of this site.

Without the positive involvement of Tesco, there is little likelihood of substantial changes taking place to this junction. However I will review the position with TfL, to see what opportunities might be worthy of pursuing.

Affordable Housing in Croydon

Question No: 904 / 2008

[Stephen O'Connell](#)

What encouragement can Croydon expect from the Mayor to continue its successful record of providing new affordable housing in the borough?

I will support and work with all local councils, including Croydon, to look at ways that each borough can deliver more affordable homes. Last year Croydon delivered both an increase in its overall supply of housing and of the proportion that was affordable, which sets an excellent example of what can be achieved at a local level.

Affordable Housing in Croydon

Question No: 905 / 2008

[Stephen O'Connell](#)

Will the Mayor continue to provide funding and support for Croydon's programme to build new council housing?

I refer you to my answer to question 904/2008.

Backland Development

Question No: 906 / 2008

[Stephen O'Connell](#)

How does the Mayor plan to address the problem of "garden grabbing" in London? What timescale does the Mayor envisage for this process, and what are the next steps?

The London Plan does not currently contain an explicit presumption against development of domestic gardens. I intend to introduce such a policy.

This is just one of several changes I want to make to the London Plan, and the processes for making such alterations is a complex one. I expect to make an announcement about the programme for reviewing the London Plan shortly. In the meantime, 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 some protection.

I expect that this action 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.

Supplementary Business Rates

Question No: 907 / 2008

[Stephen O'Connell](#)

The creation of the SBR is a concern to businesses in Croydon and Sutton as it could prove to be a threat to the Business Improvement Districts that have been set up to encourage businesses to contribute extra money for improvements in their local area. The SBR by contrast could take money from the area and distribute it to other parts of London. Will you work to ensure that this doesn't happen and look, with boroughs, at offsetting the SBR and BID in areas that already have a BID set up?

The supplementary business rate is a necessary part of Crossrail's financing, agreed by my predecessor.

It will allow the GLA to raise £3.5 billion to help fund its construction.

All boroughs will benefit from Crossrail, even those far from its route, because of its positive effect on the whole of London's transport network.

Nevertheless, I am concerned about the impact of SBRs on BIDs and will consider ways to support London's BIDs while not jeopardising Crossrail's financing.

Family Justice Centres

Question No: 908 / 2008

[Stephen O'Connell](#)

Croydon has Europe's first Family Justice Centre in order to provide medical, legal, housing, financial, family and counselling support to victims of domestic violence, all from a single location rather than the victims having to track down this help for themselves. As part of the Mayor's domestic violence strategy, will you support this model and any plans for an expansion of Family Justice Centres?

Yes, simplifying access to support is clearly desirable. The Mayor's second London Domestic Violence Strategy supports this approach. Officers of the GLA have met with the officers at the Family Justice Centre and Croydon's Police Borough Commander to discuss service delivery, future developments and have requested monitoring data. This data will allow us to understand success and best practice in this approach.

The London Boroughs of Newham, Tower Hamlets and Westminster are interested in developing family justice centres. The GLA have provided support with initial scoping studies and will continue to work in partnership on these studies.

Metal Detectors

Question No: 910 / 2008

[Stephen O'Connell](#)

In your manifesto you pledged to provide funds for extra scanners to help combat the problem of knives on our streets. How quickly will the Metropolitan Police roll these out and are you considering following the example of Croydon in using Arches to help combat crime?

I am working with the Metropolitan Police Service to ensure that the scanners and hand-held wands are rolled out as quickly as possible. It is vitally important that people who currently carry knives realise that this is completely unacceptable, and that it is highly likely that they will be detected and face strong penalties.

There have been several successful trials of scanners already in London in a variety of locations, including the operations you mention in Croydon. Their use, however, has been sporadic and I want to make sure they are used consistently and more widely to ensure we rid our streets of the weapons that are causing such misery to London's communities.

Gang Crime

Question No: 911 / 2008

[Stephen O'Connell](#)

Croydon is taking part in a five-borough initiative involving the Council and Police to tackle gangs and gang crime. Will you look at promoting similar joint working schemes in London in

order to promote safety and security on our streets?

The Five Borough Alliance to which you refer deals with gang violence and looks at good practice that can be more widely adopted. It works in the boroughs of Lambeth, Southwark, Greenwich, Lewisham and Croydon and is focusing on developing projects across the themes of prevention, reassurance, enforcement, criminal justice and information sharing.

One of the aims of the Five Borough Alliance is to get boroughs working together. 30 of the 32 London boroughs have identified serious acquisitive crime and serious violent crime as a priority and I will encourage boroughs across London to work together to tackle gangs and serious violence, particularly as gang activity often crosses borough boundaries.

Low level transport crime

Question No: 912 / 2008

[Stephen O'Connell](#)

Croydon and Sutton's transport networks often suffers from low-level crime and anti-social behaviour. What plans do you have to encourage zero tolerance for these offences, as it is often this low-level crime that is behind the generation of a fear of crime amongst the community?

I have committed to establishing a more visible police presence on buses, trains and at transport hubs. This is essential to defeat the low-level crime that makes peoples' lives a misery and generates fear. By systematically tackling anti-social behaviour, we can drive out more serious crime. You will know that I have pledged to undertake a trial of live CCTV on selected bus routes and to introduce the 'Payback London' scheme, whereby all 11 – 18 year old travel concessions can be withdrawn for breaches of the behaviour code, but free travel can be 'earned back' through participation in community work.

I recently launched my new transport policing initiative, which will mean that West Croydon will benefit from additional visible policing on buses. The teams will also support the enforcement of TfL's behaviour code for free travel concessions, support revenue protection officers and enforce the alcohol ban. Over the next year we will be introducing these teams around London, providing 440 additional officers on the network.

Both Croydon and Sutton already benefit from the presence of Safer Transport Teams who provide reassurance and reduce the fear of crime on the transport network. The teams are supported by the Transport Operational Command Unit, who regularly deploy to the area.

TfL is also working closely with local community safety partnerships to address the environmental issues that impact on peoples' feelings of safety in the area.

BOOST

Question No: 913 / 2008

[Stephen O'Connell](#)

Would you consider looking into the expansion of the Boost labour and business brokerage service to include non olympic boroughs such as Croydon and Sutton?

BOOST was the initial brand name given to the 5 Olympic boroughs job brokerage and business network. The service has recently been revised and improved, and now has a clearer link to the 2012 Olympic Games via a "Jobs, Skills, Futures" branding endorsed both by LOCOG and the ODA and the use of the 2012 logo.

Alongside the 5 Boroughs scheme the LDA are establishing a pan-London equivalent, entitled

the "London Relay Jobs" network, which will ensure that people across London can access 2012 job opportunities, working through a network of existing employment support and job brokerage organisations across all boroughs in the capital that, alongside Jobcentre Plus, will receive details of vacancies notified by contractors and operators on the Olympic site as they become available. In turn they will provide support, training and guidance to clients interested in the vacancies and, once screened, the candidates will be passed through to the contractor for consideration.

Although still in the early stages of implementation, the network already has almost 100 members; as part of the project we are also supporting the training of advisors to improve the quality of service offered both to 2012 contractors and individual clients.

In Sutton and Croydon the project is currently working with the following organisations:

- Prospects Services Ltd
- South London Learning Partnership
- Eco-Actif Services Ltd (based in Carshalton - coverage in other boroughs too)
- Rathbone South London are based in Mitcham and have a south London presence

In terms of business support, businesses in every borough can access the "CompeteFor" on-line brokerage service, which matches prospective suppliers with opportunities available from the 2012 Games and its supply chain. This also acts as a gateway for the business to available support in their area through the Business Link London advice service. If businesses wish to register as potential suppliers to the 2012 Games then they should visit www.london2012.com/business.

Western Extension

Question No: 915 / 2008

[Victoria Borwick](#)

Can the Mayor outline the timetable which will be followed with regard to a binding consultation on the future status of the Western Extension of the Congestion Charge? How soon will the consultation start, how long will it last and if residents were to vote for the Western Extension to be abolished, when would that occur?

I said in my manifesto that I would hold a consultation on the future status of the Western Extension.

I am working with TfL to establish timescales for the consultation as a matter of urgency.

£25 Charge

Question No: 916 / 2008

[Victoria Borwick](#)

Can the Mayor confirm that he will not be introducing the £25 charge for Band G vehicles?

I said in my manifesto that I would not proceed with the £25 charge for large family cars using the Congestion Charging zone. I expect to make an announcement on this shortly.

Tall Buildings

Question No: 917 / 2008

[Victoria Borwick](#)

What is your approach to tall buildings in London, especially those that have significant local opposition, particularly where they would increase density and not provide adequate open space, and community facilities for the new residents?

Tall buildings have an important role in London's future development, but they must be in the right place and be carefully designed to take account of their surroundings. I will require tall buildings to respect the context of the area in which they are to be located, protect and enhance the environment, meet sustainable design standards and be of outstanding architectural quality. They should not compromise our built heritage (particularly London's World Heritage Sites) or strategic views, and should only be allowed where there is infrastructure to support them. Although I will consider any planning applications for tall buildings against these criteria, I do intend to alter the London Plan to remove the specific promotion of tall buildings from policy.

Like any residential development, tall buildings must provide adequate, appropriate open and play space, and have access to community facilities.

Street Cleanliness

Question No: 919 / 2008

[Victoria Borwick](#)

What can be learnt from the approach of boroughs such as Harrow, which has one of the highest street cleanliness rates in London, in order to improve street cleanliness across London?

Litter, graffiti and fly-tipping damage London's environment, affect Londoners' quality of life and encourage more serious crimes. I believe that improving the physical environment can have a real impact on crime and on the fear of crime. I want to see:

- Information on fly-tipping and graffiti incorporated into New York style crime maps which will provide the information for Londoners to hold their local councils to account and will enable councils to target areas where fly-tipping and graffiti frequently occur
- Safer and cleaner green spaces
- Prosecution for all those caught fly-tipping
- Reporting of environmental crime made easier, possibly by establishing a Londonwide non-emergency phone line.

Oyster card for Chingford

Question No: 921 / 2008

[Andrew Boff](#)

How soon can local residents expect to see the Oyster card system extended to Chingford Railway Station?

Please see my reply to 0971 / 2008.

Poplar High Street Development

Question No: 922 / 2008

[Andrew Boff](#)

In view of the many concerns expressed by Londoners about the previous policy on tall buildings, would the Mayor wish to comment on the unpopular and already unsightly development at Poplar High Street, E14, approved by Tower Hamlets Council and the former Mayor, which has seen the highest density of residential rooms per hectare ever granted to a development in London and is an unsightly mass of eight to eleven story buildings? This has been made worse by allegations that the developer obtained a job lot of surplus material from the Beijing Olympic Stadium and is using it to clad the building, and is causing comment from commentators such as Rowan Moore even before completion.

Planning permission was granted by Tower Hamlets Council in 2005 for a development of 228 residential units in two buildings of 10 and 25 storeys respectively at a density of 1,300 habitable rooms per hectare on the Poplar Business Park sites 1 and 2. I have not reviewed this permission and have no power to influence its implementation. I have no information regarding the allegations about building materials, which are a matter for the Council.

I understand that proposals for the rest of the Business Park are being prepared, but have not yet seen any details. I will ensure that these proposals meet the highest standards of design, and are at an appropriate density and height.

Tall Buildings

Question No: 923 / 2008

[Kit Malthouse](#)

Would the Mayor please clarify his position on tall buildings in London, especially those which affect strategic views of St Paul's Cathedral and the Palace of Westminster?

Tall buildings have an important role in London's future development, but they must be in the right place and be carefully designed to take account of their surroundings. I will require tall buildings to respect the context of the area in which they are to be located, protect and enhance the environment, meet sustainable design standards and be of outstanding architectural quality. They should not compromise our built heritage (particularly London's World Heritage Sites) or strategic views (including those of St Paul's Cathedral and the Palace of Westminster), and should only be allowed where there is infrastructure to support them.

Like any residential development, tall buildings must provide adequate, appropriate open and play space, and have access to community facilities.

Although I will consider any planning applications for tall buildings against these criteria, I do intend to alter the London Plan to remove the specific promotion of tall buildings from policy.

Violent Crime in London (1)

Question No: 924 / 2008

[Kit Malthouse](#)

Violent crime in London remains high with over 170,000 reported Violence Against the Person offences, including 160 homicides, in the year to March 2008. What can the Mayor do to start bringing these figures down?

I agree that violent crime in London is too high and I am already working to act on my manifesto commitment to tackle this issue. Metal detectors are being rolled out in public areas to make

sure we take knives off the streets quickly. Stop and searches will increase and I will continue to support ongoing operations to tackle violent crime such as Operation Curb, Blunt, Trident, Pathways, and the Five Borough Alliance project.

Getting to the root causes of the problem is also important which is why I have committed to supporting more community sports projects using the Youth Offer and will use additional funds raised by the Mayor's Fund to get young Londoners into structured environments and off the streets.

I also intend to use the Mayor's powers over skills to give young adults who have been failed by our education system a second chance to get the skills they need to get into employment.

Domestic violence, rape and sexual assault are other major forms of violence against the person. I will be working with the Police and Criminal Justice Board to reduce the number of domestic violence murders, incidents of rape and sexual assault, and to increase the number of offenders brought to justice. This is why I am committed to supporting the only Rape Crisis Centre in London, and why I have committed to providing the funding for three more.

Violent Crime in London (2)

Question No: 925 / 2008

[Kit Malthouse](#)

A recent BBC report highlighted that the majority of parents are unwilling to let their children walk to the local shops by themselves. This sad state of affairs stems from a rampant fear of crime across the capital. What steps does the Mayor intend to take to reduce both actual crime and fear of crime?

I will work tirelessly with my team to improve Londoners' safety, and the perception of safety. I believe that we need to tackle low-level anti-social behaviour as well as more serious crime. By making sure that young people do not get away with so-called low-level offending, we will show that we are serious about all levels of criminality. People who see vandalism, graffiti or unruly behaviour naturally feel unsafe and it is vitally important that we tackle these issues.

I will make sure that we used a combined approach, using enforcement to crack down on violent criminals whilst harnessing the expertise of the third sector and statutory agencies to divert young people away from crime in the first place and working with neighbourhood police teams to link in at the local level.

Earl's Court Noise Abatement Order

Question No: 927 / 2008

[Kit Malthouse](#)

Following their abandonment of their appeal against Kensington and Chelsea Council's noise abatement order at Earl's Court Station, TfL have been ordered to pay £115,000 in legal costs. What is being done to address the 72 other ground level tube stations throughout London which have received similar complaints?

I have made it clear that I want to see a reduction in the number of pointless announcements at open-air Tube stations in order to reduce noise pollution for local residents.

London Underground has taken steps to address noise complaints at other stations. A new procedure has been implemented to ensure consistency and rapid resolution of complaints. The PA volume has been reduced where necessary and the guidelines on type and frequency of announcements have been re-written with the aim of reducing the number of non-emergency announcements.

Crossrail Station in Hammersmith

Question No: 928 / 2008

[Kit Malthouse](#)

Would the Mayor commit to investigating the possibility of introducing a Crossrail Station in North Hammersmith between Acton Main Line and Paddington?

It is recognised that the long-term aspiration of both the LB Hammersmith and Fulham and the RB Kensington and Chelsea is for a station in the area that you have outlined. However, there are a number of significant constraints in this area, which would make provision of a station difficult.

The greatest constraint is that there is no appropriate location able to accommodate 250 metre long station platforms without significant relocation of existing infrastructure at prohibitive cost. Platforms of this length are needed for Crossrail's high-capacity services.

I would be happy for LB Hammersmith and Fulham to come forward with a workable station design in the area. Cross London Rail Links (CLRL) would then be able to consider how the construction proposals could be amended to avoid compromising the future provision of a station in the area.

Contra Flow

Question No: 930 / 2008

[John Biggs](#)

How will you progress your plans to reintroduce the contra-flow working on the Blackwall Tunnel bearing in mind:-

- a. Safety Concerns
- b. Needs of people travelling North-South?

I have made it clear that I would like to see the reinstatement of the tidal flow system in the Blackwall Tunnel at the earliest opportunity. I recognise that there are a number of difficult issues that need to be overcome in order to achieve this, not least the need to maintain a high degree of safety.

I have asked TfL to investigate ways in which this can be achieved, and I will ask them to consider the issues you have raised.

East London Line

Question No: 935 / 2008

[John Biggs](#)

Do you recognise the frustration felt by residents of Wapping about the inadequacy of the replacement bus services while the East London Line is closed for two and a half years? I have submitted a number of proposals to TfL, which I expect that you will be briefed on. What is your position?

I understand that TfL is providing the best service that it can and has made refinements as a result of customer and stakeholder feedback, for example increasing the frequency of the 100 bus serving your constituents.

LU is considering further changes to improve the replacement bus service between Whitechapel

and Wapping. To make the route shorter and more direct LU is exploring options for using single-deck buses and if this proves feasible changes will be made in July.

I understand that LU and London Buses have responded to you with regard to a number of other suggestions including operating direct services to London Bridge, Canary Wharf and Aldgate East stations and making changes to existing scheduled services.

When it opens in 2010, the new East London Railway, as part of the London Overground network, will contribute to a radical revitalisation of London's rail services and the regeneration of some of the most deprived parts of London.

Affordable housing

Question No: 937 / 2008

[Joanne McCartney](#)

Given that you have pledged to scrap affordable housing targets, how exactly will you ensure that homes are built that ordinary Londoners can afford to rent or buy?

I have committed to delivering 50,000 more affordable homes in the three years 2008-11. Fresh thinking is needed - to get these homes built and to give a helping hand to those who want to own their own home. Rigid targets will not achieve this; instead I will work in partnership with the London boroughs to deliver these homes.

Affordable housing

Question No: 938 / 2008

[Joanne McCartney](#)

What will you do to ensure that ALL local authorities build a fair share of affordable housing in their areas?

I will work with the London boroughs, not against them, to agree targets for new affordable housing. But a fair share does not mean one size fits all. I will ensure that these targets reflect local circumstances as well as meeting London's overall need for new homes.

Cycling

Question No: 939 / 2008

[Joanne McCartney](#)

Money raised from the proposed emission-charge in Central London was to be ringfenced for cycling improvements, including cycle hire scheme and radial cycle super-highways. Since you have pledged during your campaign that no such charge would be introduced, how will you fund any cycling improvements, in particular the cycle hire scheme and cycle super-highways? Or do you propose not to support such initiatives?

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 to ensure value for money for the taxpayer.

I will be talking to TfL, the Boroughs and other stakeholders about what actions can be pursued to achieve ambitious growth in cycling across London.

Traffic calming around the A406

Question No: 940 / 2008

[Joanne McCartney](#)

Money has been made available to prevent rat-running and speeding in residential side roads surrounding the North Circular Road at Bounds Green and Palmers Green. However, Enfield Council has been slow to develop such schemes. TfL has said previously that the money for such plans is secured. Can you guarantee this is still the case?

In 2005, TfL committed up to £4 million of funding to the London Boroughs of Enfield, Haringey and Barnet for complementary traffic calming measures on roads surrounding the A406 Bounds Green Road to Green Lane Safety and Environmental Improvement Scheme. This funding commitment remains.

Cost of public Transport plans

Question No: 941 / 2008

[Murad Qureshi](#)

How will extra policing and metal detectors on public transport and the reintroduction of the Routemaster be paid for if a c-charge shake-up leads to a significant loss in revenue?

By law TfL is required to have a balanced budget. These matters will be decided as part of the development of TfL's Business Plan for the period to 2017/18 following the Government's announcement in February of a funding settlement for this period

Climate Change

Question No: 942 / 2008

[John Biggs](#)

What is your position on climate change and how would you describe your initial position on your responsibilities as London Mayor on this important issue?

I believe that London should play a leading role in reducing carbon emissions. Combating climate change is not just a statutory duty for the Mayor of London, it is a moral duty. This is why I have committed to adhering to the target of cutting carbon emissions by 60% from their 1990 levels by 2025 and laid out a series of initiatives to help meet that target.

Planning Decisions

Question No: 943 / 2008

[John Biggs](#)

How, if at all, will your conduct of Mayoral planning decisions differ from that of your predecessor?

Other than delegating these decisions – currently to Ian Clement, Deputy Mayor - I propose to make no immediate changes to the existing procedures for dealing with planning decisions, but will keep these procedures under review.

Announcing Appointments

Question No: 944 / 2008

[John Biggs](#)

Why have you announced appointments as if settled prior to confirmatory hearings? What does this say about your Mayoralty?

On the same day that I announced my preferred candidate for the Chairmanship of LFEPA, I wrote to the Assembly informing them of my choice and provided the information required by the GLA Act. I am sure you will agree with me that this shows due respect for the newly instituted process of confirmation hearings.

Bethnal Green Memorial

Question No: 946 / 2008

[John Biggs](#)

Do you support the Stairway to Heaven campaign and proposals for a memorial at Bethnal Green tube station in my constituency? What steps, if any, will you be taking to assist the proposals? Would you be happy to meet a deputation from the campaign?

I fully support the proposition that there should be a proper memorial to those who died at Bethnal Green on 3 March 1943.

I understand the Stairway to Heaven campaigning group have already met GLA officers who have been assisting them to implement this memorial. I would be happy to meet a deputation, and I will ask my office to contact you to arrange a mutually convenient time.

Brick Lane Jamme Masjid Mosque

Question No: 947 / 2008

[John Biggs](#)

Are you willing to help raise funds and support required to regenerate the Brick Lane Jamme Masjid Mosque, a Grade II listed structure? The building needs renovation, and also schemes to help link it with the wider and younger communities

I understand that grants for the repair and renovation of this building can be applied for through both Tower Hamlets and English Heritage. You will be aware that we are currently reviewing the financial commitments of the GLA, so I cannot give a commitment to funding this project at present.

However, I am happy to support any bid for a grant from the above organizations.

Bow Road Police Station

Question No: 948 / 2008

[John Biggs](#)

Do you have any plans to extend the opening hours of this police station? Do you believe that this station should be open 24 hours?

The MPS informs me that it has no plans to extend the opening hours of Bow Road Police Station. However, 24-hour services for the borough of Tower Hamlets are provided at Bethnal Green and Limehouse police stations.

Waterloo & City Line

Question No: 950 / 2008

[John Biggs](#)

Do you have any plans to run this tube line more at weekends, including Sundays?

Historically, few passengers wished to use this line at weekends and hence a service was not deemed to be viable. However, with the growth in Sunday activity in the City area and the increased volume of closures on other lines as the Tube is upgraded, LU will be looking at this again. I will let you know the outcome of this investigation when it has been completed.

Lifts at DLR stations

Question No: 951 / 2008

[John Biggs](#)

Can you implement a rigorous cleaning schedule for lifts at DLR stations. I have received complaints that the lifts, especially (but not confined to) the Beckton Line, are extremely dirty. Apparently mothers with pushchairs struggle to use the stairs instead to avoid using them.

Following concerns over the performance of the previous cleaning contractor, a new cleaning company was appointed in April. Although the lifts are cleaned twice daily, some suffer mis-use and DLR is conscious that the condition of a small number of the lifts needs to be improved. The new contractor is in the process of deep-cleaning all lifts on the network and is employing new staff to concentrate on this area.

Brent Cross / Cricklewood Development.

Question No: 952 / 2008

[Navin Shah](#)

Will the Mayor ensure that the new Brent Cross / Cricklewood development provides for

- easy crossing by cyclists and pedestrians of the A406 North Circular Road at Staples Corner?
- good quality cycle routes and facilities within the new housing and retail developments?

The proposals for the regeneration of Brent Cross and Cricklewood include significant retail and residential developments. A core element of the assessment of this planning application will be to ensure that the strategic and local road networks and new developments include good provision for pedestrians and cyclists.

The outline proposals which have been put forward by the developers include two new bridges across the A406, one of which is a replacement of the existing Templehoff Bridge adjacent to the Shopping Centre and the other is a new pedestrian / cycle only bridge further to the east. TfL is working with the developers and the borough officers on the design and scope of these bridges and cycle and pedestrian access across them will be a key consideration.

At Staples Corner TfL is looking at how cyclists and pedestrians can be integrated into junction designs that are being considered as part of the development proposals.

Facilities for Pre-Ordered Tickets

Question No: 953 / 2008

[Navin Shah](#)

Will the Mayor ensure that ticket machines at Queens Park, Willesden Junction, Wembley

Central and Harrow and Wealdstone can be used by passengers to collect pre ordered tickets?

I can confirm that this facility is now available via the Oyster card readers on the ticket gates at these stations. Ticket machines at all of these stations are also equipped to retail Oyster products.

This information is also provided via the TfL website.

Health & Safety Measures on Overground Stations

Question No: 954 / 2008

[Navin Shah](#)

Will the Mayor ensure that as part of the London Overground station upgrade programme that tactile platform edging is fitted?

TfL are already doing this as part of the station specification and upgrades, which are due to be completed by 2010.

London Cultural Consortium

Question No: 955 / 2008

[Jennette Arnold](#)

Will the Mayor give an assurance that the strategic work of the London Cultural Consortium (LCC) will be picked up without undue delay

You will be aware that the London Cultural Consortium is a statutory requirement, and I can assure you that my administration is committed to playing an important role in the development of culture in London.

I can assure you that the strategic work of the London Cultural Consortium should go on without delay.

Barking to Gospel Oak Line

Question No: 956 / 2008

[Jennette Arnold](#)

A large number of my constituents in Leyton and Wanstead are sick and tired of the appalling overcrowding on the Barking to Gospel Oak Line. Does the Mayor agree that the Barking to Gospel Oak Line has for many years been the neglected poor relation, and that even though trains now run every 20 minutes in peak hours, the numbers of passengers has far outpaced the current capacity? Will he support my call for an immediate review/feasibility of putting additional carriages on this service?

TfL are aware of the overcrowding on the Barking to Gospel Oak Line and is working with the local user groups and Network Rail to identify solutions, including possibly adding an extra train in the morning peak. We are unable to lengthen trains in the immediate term because some of the station platforms are too short. However works are planned to remedy this so that three car trains can operate on this line from 2010 instead of the 2 cars at present. TfL are also in discussion with Network Rail to serve additional train paths and hence increase the frequency of services in the peak.

Cultural Olympiad

Question No: 957 / 2008

[Jennette Arnold](#)

Will the Mayor confirm that the Cultural Olympiad will be as important a focus of his thinking around the Olympics as the sporting element of the Games? Will he further confirm that the cultural legacy of the Olympics, especially in the 5 Olympic Boroughs, will be delivered for the lasting benefit of residents and visitors?

I can confirm that the Cultural Olympiad will be a very important focus of my thinking, and my new Director for Arts and Culture, Munira Mirza, will be ensuring that we have a strong cultural legacy from the Games.

Blackwall Tunnel

Question No: 958 / 2008

[Len Duvall](#)

What is your position on the Blackwall Tunnel and the proposal for a third bore?

The London Plan (consolidated with alterations since 2004) supports new Thames river crossings in east London, including a crossing providing for local links between Silvertown and North Greenwich, representing the third bore you describe at Blackwall. TfL's planning programme includes an investigation into the feasibility of this crossing, and I will be carefully analysing the results.

Sydenham Station

Question No: 959 / 2008

[Len Duvall](#)

It is proposed by Southern Railway that when Oyster gating is introduced to stations along the East London Line that the gate at platform one at Sydenham station will be closed. Can you lobby TfL and Southern Railway to ensure that this will not happen and prevent this gate being closed?

Sydenham has two entrances via the ticket office and a side gate onto the London bound Platform 1. Ticketless travel on the route is very high and TfL are supporting Southern to install automatic ticket gates to improve both revenue and passenger security.

The gates on the ticket office side will be installed in June 2008 and the side gate will be designated as a Disability Discrimination Act access point, operated via a CCTV link.

TfL are working with Lewisham Council on an option to also gate Platform 1 giving full access to passengers holding valid tickets and has proposed a way forward to achieve this. TfL are waiting for Lewisham Council to respond.

Cycle Pathway

Question No: 960 / 2008

[Len Duvall](#)

Will you make TfL funding available for a cycle pathway around North Greenwich?

Funding for such facilities is available through TfL's budget for the Cycling on Greenways (CoG)

programme. Local highway authorities, in this instance the London Borough of Greenwich, can bid under this programme through the Local Implementation Plan process that funds Borough transport schemes.

Bids from the boroughs for cycle routes are normally received in the summer each year around July, and bids under the CoG programme will have to compete with other bids for priority for what is limited funding.

Convoys Wharf

Question No: 961 / 2008

[Len Duvall](#)

What are your views on Convoys Wharf?

Convoys Wharf is a complex site. It is clearly an important focus for regeneration in Deptford and Lewisham and part of the site is also one of London's Safeguarded Wharves. It is in London's strategic interest to make use of these wharves to move cargo to and from HGVs onto the river. The current proposals need to be re-examined to get the balance of these two issues right. I am keen for my officers to work with the LB Lewisham, the landowner and local people to get a widely supported proposal that achieves this balance.

Post Office Closures

Question No: 962 / 2008

[Murad Qureshi](#)

Will you continue the last Mayor's campaign to stop post office closures in London and his offer to subsidise them through the LDA?

I fully support the campaign against post office closures in London. I am currently continuing with the legal challenge to the closure programme. I will consider what further steps need to be taken in light of the outcome of this challenge.

Job centre Closures in West London

Question No: 963 / 2008

[Murad Qureshi](#)

It has been proposed that 3 job centres in west London will be closed in Shepherds Bush, Kilburn and Feltham. What are you going to do to keep these critical services available to long-term unemployed west Londoners?

The proposed Jobcentre closures are not subject to the Mayor's control. They are proposed by Jobcentre Plus [JCP] and the Department for Work and Pensions who have responsibility for job centres.

However, the LDA has formally responded to JCP's consultation through West London Working (WLW). WLW is one of the City Strategies in London, which is made up of a consortium of partners including the 6 West London Boroughs, Jobcentre Plus, Learning and Skills Council and LDA. WLW highlighted concerns around the closures especially:

- the time Personal Advisors can spend with individuals and the impact on their caseloads
- requesting JCP considers how they can ensure additional / appropriate outreach is in place in these areas and where this is not the case look at offering their services outside of JCP offices

LDA, as part of WLW, are committed to ensuring any impact closures bring is mitigated.

In addition to this the LDA is supporting West London Working to make structural changes to provision in West London to help the long-term unemployed. This includes supporting west London boroughs to develop outreach and personal support provision to those most in need of help. The LDA is also working with Brent, Hounslow and Hammersmith and Fulham to support their unemployed residents into work. The forthcoming Skills and Employment Strategy from the London Skills and Employment Board will set out the longer term strategy for addressing employment issues.

Enforcing the banning of alcohol on buses and tubes

Question No: 964 / 2008

[Jennette Arnold](#)

While the Mayor's proposals to ban alcohol on London Transport are welcome, how does he propose to enforce this measure and what protection can he offer to frontline staff involved in its implementation.

As with all potential conflict situations, guidance will always aim to ensure that staff consider their safety first. TfL will not tolerate any assaults against staff in any circumstances and will work with Police to ensure that any assaults are successfully prosecuted. TfL are running a campaign with staff to reinforce this message.

TfL is in the process of amending the Conditions of Carriage relating to London Underground and Bus services. This will specify that alcohol cannot be consumed or carried in open containers on any TfL Underground or Bus service; and will be introduced on the 1st of June 2008.

Contravention of this condition of carriage would result in refusing a customer entry through the gate line or asking them to leave a vehicle or platform. This will be enforced by TfL gate line staff, bus drivers and revenue inspectors who will be provided with guidance and training to undertake this duty. Staff will be fully supported by the MPS and BTP in dealing with any issues that may arise.

London Health Commission

Question No: 965 / 2008

[Jennette Arnold](#)

I am encouraged by the public health commitments that the new Mayor made in his pre-election campaign to further strengthen and secure permanent funding for the London Health Commission under his administration.

The LHC has gained national and international recognition for its work on the determinants health and health inequalities in London. This has included undertaking health impact assessments on each of the Mayor's statutory strategies and most recently on the NHS London proposals for Healthcare for London. LHC last year also secured £9.46m Big Lottery funding the Well London programme, which is reaching out to improve health in 20 of the most deprived local communities in London.

Can the Mayor assure me that these important programmes for work will be continued and developed further by the London Health Commission during his administration?

During the recent campaign, I made it clear that I consider public health and health inequalities to be important issues for London, and pledged to support and strengthen the London Health Commission. I look forward to hearing in more detail about the Commission's ongoing contribution to the health agenda in London, including its future plans for health impact

assessment work. In particular I would welcome the opportunity to discuss ways in which my office can support the exciting Well London programme.

Culture

Question No: 966 / 2008

[Jennette Arnold](#)

Does the Mayor agree with Richard Dorment in the Telegraph that 'Boris Johnson is good for culture'? If so, will he explain how?

I am always happy to receive praise on the policies I intend to pursue, and you will see over the coming months and years an administration that is passionately committed to maintaining and enhancing London's status as a major cultural centre.

Support for Mayor's Festivals

Question No: 967 / 2008

[Jennette Arnold](#)

In light of the popularity of the Mayor's Festivals, such as Rise, Big Dance, Thames Festival etc, can the Mayor confirm that he will continue to support and even expand such events?

I am fully committed to maintaining all such festivals, and will use innovative methods of attracting sponsorship to provide maximum taxpayer value.

Extension of the Thames Festival

Question No: 968 / 2008

[Jennette Arnold](#)

Many East and South-East Londoners have been asking for the Mayor's Thames Festival to be extended downriver of Tower Bridge. Is the Mayor minded to do so and, if so, when?

I am a huge supporter of such cultural events. I will ask officers to investigate the opportunities provided by expanding the Thames Festival, potentially uniting London from Richmond in the west to the Olympic village and Thames Gateway in the east.

Plans for the Fourth Plinth Commissions

Question No: 969 / 2008

[Jennette Arnold](#)

With growing calls for the erection of a statue to Air Chief Marshal Sir Keith Park on the Fourth Plinth in Trafalgar Square how does the Mayor propose to respond and what are his plans for current and future Fourth Plinth commissions?

Sir Keith Park was one of the greatest commanders in the history of aerial warfare. His role in the Battle of Britain was critical. His brave and distinguished service should be recognised and honoured with a permanent statue in the heart of central London. The fourth plinth in Trafalgar Square would be a wonderful spot, but it now appears that complex planning issues would make it difficult to secure this location on an ongoing basis. There are also outstanding commitments to exhibit contemporary sculpture on the Fourth Plinth. I recognise that this

revolving programme has proved very popular with the public and I welcome the important contribution it has made in shaping public debate about contemporary art. I am therefore exploring, with the Keith Park Campaign, what is the best option available for them in view of these circumstances.

Reinstatement of the Hall Farm Curve rail link

Question No: 970 / 2008

[Jennette Arnold](#)

Residents of North East London, especially in Chingford and Walthamstow, have long been campaigning for the reinstatement of the Hall Farm Curve rail link to Stratford. Can the Mayor give an assurance that he will task TfL with prioritising this work to open before the 2012 Olympics?

The scheme is the responsibility of Network Rail, which is not part of their planned works schedule prior to 2012. Furthermore, the changes are likely to require additional capacity on the line from Liverpool Street. As this line is at maximum capacity, it is unlikely to be able to be delivered until the Crossrail Scheme is implemented, which relieves the train paths on this line.

Oyster Card extension

Question No: 971 / 2008

[Jennette Arnold](#)

Will the Mayor heed calls to extend the use of Oyster Cards to stations from Walthamstow Central and Chingford on the Liverpool Street National Express rail line?

TfL have been working on extending Oyster to the national rail network for many years. TfL made an offer to pay for and install Oyster equipment at all stations. Some stations have already been equipped with this and on 12 May I was pleased to announce that First Great Western will start accepting Oyster cards from September 2008. Provided the current negotiations with the other Train Operating Companies are successful, I hope to be able to introduce Oyster Pay As You Go across all of the mainline rail network in London from mid-2009.

Problems with the Walthamstow underpass

Question No: 972 / 2008

[Jennette Arnold](#)

The long-awaited underpass linking Walthamstow Central Bus Station with Walthamstow Central overground and Victoria Line stations opened without lifts being operational. This has meant elderly and disabled travellers and those with luggage or young children and buggies having to negotiate a steep flight of 47 steps. Will the Mayor put pressure on TfL to remedy this unsatisfactory situation as a matter of urgency?

The existing power supply at Walthamstow Central station is insufficient to power the subway lifts. Transport for London decided to bring subway facilities into customer use at the earliest opportunity, delivering the project's primary aims of improvements to journey times, improvements to safety and additional ticketing facilities.

A new electricity sub-station is currently being constructed to provide the necessary power for the two new lifts. London Underground is doing everything it can to bring the lifts into operation at the earliest opportunity. This is forecast to be September 2008.

To assist customer journeys in the interim, LU is providing a porter service during the day to help the elderly, disabled customers and those with heavy luggage or buggies use the subway.

Bus services linking Bermondsey to East London and Canary Wharf

Question No: 973 / 2008

[Valerie Shawcross](#)

Many of my constituents in Bermondsey prefer to use buses as they are far cheaper than the underground. They find it difficult to get to destinations in East London - as very few bus services from Bermondsey provide a link to destinations north of the river and none go direct from Bermondsey to Canary Wharf. Will you ask TfL to investigate the possibility of introducing the following two new routes suggested by one of my constituents (A) London Bridge- Jamaica road-Rotherhithe Tunnel-Canary Wharf and (B) London Bridge-Tower Bridge-E Smithfield-the Hwy- Lime house link Tunnel -Canary Wharf?

As the Jubilee Line provides most of the links suggested between south London and Canary Wharf it is unlikely that there would be sufficient demand to justify a bus service as well. In addition the physical limitations of the Rotherhithe Tunnel mean that it is not possible to run a conventional-size bus through it.

The next available river crossing for such a link would be at Tower Bridge, but which would create a long and circuitous route if travelling between Bermondsey and Canary Wharf.

From 24 May, passengers who wish to travel between Bermondsey and Canary Wharf can do so by changing only once at Liverpool Street onto the new route 135 which travels directly to Canary Wharf.

Youth Offer

Question No: 974 / 2008

[Valerie Shawcross](#)

Will the current allocations of Youth Offer funding to Lambeth and Southwark be maintained?

Whilst you will be aware that LDA final commitments are kept under review, I am not aware of any reason there should be a change in the Youth Offer funding allocation to Lambeth and Southwark.

Brixton Square

Question No: 975 / 2008

[Valerie Shawcross](#)

Do you support the Brixton Central square project?

I believe the square and similar projects can make an important contribution to a more civilised, liveable urban realm in key parts of London. I have already outlined my commitment to using design of the urban realm and new housing to combat crime and anti-social behaviour. You will be aware that the LDA is currently reviewing its financial commitments, and following this review I should be able to confirm the position on this particular project very shortly. However, I am not aware of any reason why this project should not continue.

Crystal Palace Park

Question No: 976 / 2008

[Valerie Shawcross](#)

Will you be supporting the Masterplan and refurbishment proposals for Crystal Palace Park?

I believe it is vital to take forward the rejuvenation of the Crystal Palace Park. However, given that I am aware there are some local concerns, I would like to be briefed on the details of the scheme and of the local concerns before reaching a view on whether there is a need to modify current proposals.

Drugs

Question No: 977 / 2008

[Valerie Shawcross](#)

Will you be giving any priority to reducing drug dealing and use in Brixton?

The Mayor recognises that open local drug markets such as those in Brixton can create a climate of fear and intimidation, as well as impacting on health and providing finance for illicit economies. They damage local business and encourage wider lawlessness. These issues must be addressed through partnerships of the relevant agencies.

The Mayor through GLA officers is working with the London drugs and community safety partnerships to undermine local markets such as those in Brixton by enforcement to reduce supply; situational measures such as CCTV and spatial design to reduce supply and demand; educational programmes and treatment to reduce demand and encouraging communities to provide a robust message that open drug markets will not be tolerated.

I will continue to work with Greater London Authority Drugs Alliance and the London Community Safety Partnership to ensure that harms caused by open drugs markets in locales such as Brixton will be reduced.

Crystal Palace Park II

Question No: 978 / 2008

[Valerie Shawcross](#)

Are you supportive of the LDA's plans to improve and regenerate Crystal Palace Park?

I believe it is vital to take forward the rejuvenation of the Crystal Palace Park. However, given that I am aware there are some local concerns, I would like to be briefed on the details of the scheme and of the local concerns before reaching a view on whether there is a need to modify current proposals.

Black Cabs

Question No: 982 / 2008

[Richard Barnbrook](#)

Will the new Mayor repudiate his predecessor's plan in respect of Black cab drivers by positively discriminating in favour of members of some ethnic groups over other ethnic groups through a scheme (the BAME and Knowledge programme) run by the London Development Agency set up in October last year?

This initiative, as with all LDA initiatives, will form part of the Forensic Audit Panel's examinations and will be judged on a purely value for money basis.

Celebrations – Trafalger Square April 23rd

Question No: 983 / 2008

[Richard Barnbrook](#)

Will the Mayor acknowledge the key role of England in the building, running and financing of London by making the national day an officially recognised celebration, pressing central government for it to be made a national bank holiday, and funding major celebrations in Trafalgar Square on April 23rd and on the Saturday nearest to it?

I will continue to promote all communities in London, and encourage the celebration and tolerance of all communities in London- all of which have made London the exceptional city that it is. Every Londoner should be able to openly express their cultural identity without fear of intolerance or hate.

Translations

Question No: 984 / 2008

[Richard Barnbrook](#)

The GLA website has translations in thirteen different languages. What is the annual cost of these translations and how many hits does each translated file receive each year? Given the clearly and democratically expressed desire of the majority of London voters for an end to taxpayer-funded Politically Correct gesture politics, will the Mayor encourage community cohesion and save money by ending this unnecessary expenditure?

The GLA website features a short introduction about the work of the GLA, the Mayor, the London Assembly and how to find out more. This has been translated into 13 different languages, at a one off cost of £500.50. There are no plans to update this text on an annual basis. This represents a sensible and value for money approach to providing accessible information in other languages on the web.

The GLA does not track web traffic for specific web pages, as a matter of course, and therefore the GLA does not hold historical web metrics for translation pages.

My administration will place prime importance on maintaining good community relations, and it is absolutely appropriate that we continue to provide translations for the website given London's diverse population.