

Subject: Questions to the Mayor – Written Answers

	ORAL ANSWER
<p>Queen's Market Question No: 1597 / 2008 Jenny Jones How will the current provision of market space at Queen's Market in Upton Park be maintained, both during the construction phase of the redevelopment that includes a planned thirty storey tower, and once the redevelopment is completed?</p>	
<p>Budget guidance Question No: 1598 / 2008 Darren Johnson Does your Budget Guidance for 2009-10 still apply in full?</p> <p>Yes.</p>	
<p>DNA database (1) Question No: 1599 / 2008 Jenny Jones How many individuals did the Metropolitan Police Service submit details of to the national DNA database in 2007-08? How many of these individuals have not been charged or convicted of an offence?</p> <p>Under current PACE legislation the MPS loaded 83,656 DNA samples onto the National DNA Database during 1st April 2007 to 31st March 2008. These samples are taken on arrest. No information is retained in relation to the outcome of any criminal proceedings e.g. charge, conviction or acquittal on the National DNA Database, as this would require a significant undertaking, of cross-referencing with the Police National Computer (PNC) and is further complicated by any subsequent offending of the individuals concerned which even though a DNA sample would not have been taken could have resulted in a charge or conviction.</p>	
<p>DNA database (2) Question No: 1600 / 2008 Jenny Jones Will you ask the Metropolitan Police Service to seek to remove from the national DNA database the samples that it has provided of children who have not been cautioned or charged with any offence?</p> <p>This requires careful consideration before I can make a decision. Unfortunately some young people are involved in crime. Some are arrested but not charged, yet go on to offend later. In August 2008 the MPS had 17 DNA matches in crimes including</p>	

<p>burglary, street robbery and GBH against individuals who were under eighteen and were not charged for the offence in which a DNA sample was taken and 14 subsequent matches against those who were originally reprimanded, out of a total of 45 matches against 10-17 year olds, thus indicating the positive benefits of keeping DNA samples to tackle and solve crime.</p> <p>The retention of DNA proportionality issue is currently the subject of a European Court case due to give its findings later this year. Subject to this, as well as discussions with the MPS/MPA, I will give my opinion on this. In the meantime, under current legislation and ACPO policy any individual can seek to have their DNA sample removed from the National DNA Database due to exceptional circumstances by applying to the Commissioner.</p>	
<p>Police records</p> <p>Question No: 1601 / 2008</p> <p>Jenny Jones</p> <p>Following the recent landmark ruling from the Information Tribunal regarding the personal data police forces should hold onto, what plans does the Metropolitan Police Service have to remove from its files the records of those convicted of minor offences many years ago where the person has not re-offended since?</p> <p>Conviction records are held on the Police National Computer (PNC), which is a national system. The ruling of the Information Tribunal, although based on cases relating to five forces, has implications for all forces. The Association of Chief Police Officers is to appeal against this decision. The MPS is supporting this appeal and will not be taking any action until such time as the appeal is heard.</p>	
<p>Police budget (1)</p> <p>Question No: 1602 / 2008</p> <p>Jenny Jones</p> <p>If there are changes to the overall Metropolitan Police budget, what criteria will be used to decide how this change will affect individual operational command unit budgets?</p> <p>The MPA's budget and corporate plan submission will need to demonstrate that resources are in place to deliver the policy priorities set out in my budget guidance. The allocation to individual command units is a matter for the Commissioner although the submission will need to make clear any consequences from delivering these priorities.</p>	
<p>Police budget (2)</p> <p>Question No: 1603 / 2008</p> <p>Jenny Jones</p> <p>Can you give figures for Met police overtime for the last two years?</p> <p>The Metropolitan Police Service has provided the following overtime figures for the last two years:</p>	

	2006/07 Outturn £k	2007/08 Outturn £k
Police Officers	135,923	143,411
Police Staff	32,015	34,809
PCSOs	978	1,546
Traffic Wardens	888	566
<p>These figures are consistent with the published MPA statement of accounts of 2006/07 and draft of 2007/08.</p>		
<p>Transport policing (1) Question No: 1604 / 2008 Jenny Jones Following your announcement regarding the new London Underground policing teams, can you confirm whether this will involve new British Transport Police officers, or whether officers are being diverted from other duties?</p> <p>The new London Underground Neighbourhood Policing Teams have been formed by realigning existing reassurance teams on the LU system to provide a greater focus on providing visible and local policing on the tube network.</p> <p>The teams were launched on 1 August and will be dedicated to the needs of each specific neighbourhood area, with the policing priorities for that area decided in partnership with passengers, local staff and the local community.</p>		
<p>Transport policing (2) Question No: 1605 / 2008 Jenny Jones If officers are being diverted from other duties to police the Underground, why do you support this decision, given that the London Underground is a low crime environment and crime on the network has decreased significantly over the past year?</p> <p>London Underground is a low crime environment but there is always more work to be done to maintain this. The London Underground Neighbourhood Policing Teams will provide an opportunity for officers to get to know their local communities and understand the important issues in their area. They will do this by working in partnership to identify local problems, as well as working to develop targeted solutions to tackling crime and the types of behaviour that make people feel unsafe.</p> <p>As stated in my answer to question 1604/2008 these teams have been formed by realigning existing reassurance officers already working on the Underground in order to make the best use of resources across the network.</p>		
<p>Transport policing (3) Question No: 1606 / 2008 Jenny Jones Is the entire cost of the new London Underground policing teams being met by the British Transport Police?</p> <p>The cost of the new teams will be covered by existing London Underground funding</p>		

for British Transport Police.

Roads policing (1)

Question No: 1607 / 2008

Jenny Jones

How many congestion charging, low emission zone, and bus lane infringement Penalty Charge Notices have been recorded against foreign-registered vehicles in London in each of the past 5 years?

Detailed information on foreign vehicles in relation to Traffic Enforcement is available from June 2004. Detailed information on foreign vehicles in relation to Congestion Charging is available from January 2005. Detailed information in relation to the Low Emission Zone is available from February 2008.

Between 20 June 2004 and 31 July 2008, a total of 379,862 Penalty Charges (PCs) have been raised for congestion charging, low emission zone and traffic enforcement contraventions for foreign registered vehicles.

The table below provides an annual breakdown for this period. All figures provided are based on contravention date and are therefore subject to change over time. The % of PCNs Paid figures are considered to be stable between 5 to 8 months of the date of contravention with only minor increases after this period. Figures for 2008 are expected to reach the same levels as those seen in previous years once data for the full year is available.

Year	Contraventions by foreign vehicles	PCNs Issued	PCNs Paid	% of PCNs paid
2004	3,690	398	57	14%
2005	76,644	26,252	10,368	39%
2006	67,677	22,139	9,639	44%
2007	113,325	28,797	11,964	42%
2008	118,526	16,516	4,198	25%
Total	379,862	94,102	36,226	38%

Roads policing (2)

Question No: 1608 / 2008

Jenny Jones

What proportion of the debts owed by the owners of foreign-registered vehicles that received Penalty Charge Notices does Transport for London manage to collect?

The problem of enforcing against foreign vehicles is well known. However, TfL makes every effort to ensure effective, consistent enforcement regardless of the country of origin of vehicles committing contraventions.

As such, TfL engages a dedicated European Debt Recovery Agency (EDRA) for the collection of unpaid Penalty Charge Notices (PCNs). Where possible, this agency obtains the registered keeper of the vehicle from the relevant foreign vehicle licensing agency, and issues a PCN in the relevant language to the address.

<p>Of the 379,862 PCNs issued between 20 June 2004 and 31 July 2008, EPC have been able to obtain the registered keeper details and issue Penalty Charge Notices for some 94,000.</p> <p>Of the Penalty Charge Notices issued, some 36,000 have been paid which equates to 38 percent of all notices issued.</p>	
<p>Roads policing (3) Question No: 1609 / 2008 Jenny Jones How many boroughs now use a European debt collection service to pursue unpaid parking fines by foreign-registered vehicles?</p> <p>We don't hold this information.</p>	
<p>Roads policing (4) Question No: 1610 / 2008 Jenny Jones Do Transport for London or the boroughs cross check vehicles stopped by the Metropolitan Police automatic number plate recognition operations against their own databases on foreign-registered vehicles that have outstanding congestion charge, low-emission zone, or bus lane infringement fines?</p> <p>TfL has undertaken a number of joint operations with the Metropolitan Police Service, particularly regarding persistent evaders of Penalty Charge Notices (PCNs). However, outstanding PCNs relating to foreign registered vehicles cannot be enforced through normal statutory process, so the benefits of including foreign registered vehicles are limited. The SPARKS programme, a joint initiative with London's boroughs, is working on achieving a legal solution allowing for pan-European enforcement operations.</p> <p>The Traffic Management Act 2004 gives TfL and the boroughs new powers which will enable them to enforce more effectively against persistent evaders of both UK and foreign registered vehicles.</p>	
<p>Roads policing (5) Question No: 1611 / 2008 Jenny Jones How many illegal vehicles (those driven without proper taxation, insurance or licence) did the Metropolitan Police Service seize in each year from 2004 to 2007?</p> <p>The MPA/MPS have advised the following:</p>	

Year	Number of vehicles seized (January to August)		
2004	0 ¹		
2005	643		
2006	5,886		
2007	14,230		
2008	16,384		

<p>Roads policing (6) Question No: 1612 / 2008 Jenny Jones How many illegal vehicles (those driven without proper taxation, insurance or licence) have been seized so far this year, and what proportion of these have been seized by borough police forces?</p> <p>I have been informed by the MPS that between 1 January 2008 to 31 August 2008 16,384 vehicles were seized by the MPS for driving without insurance or without a valid driving licence, of which borough police seized 29%, and other departments 71% within the MPS, for example the Traffic Operational Command Unit (TOCU).</p>	
<p>Illegal drivers (1) Question No: 1613 / 2008 Jenny Jones Will you continue the previous Mayor's target of achieving a year on year reduction of the number of untaxed, uninsured, and illegal drivers in London?</p> <p>No. I support the work of the MPS who have been active in tackling and monitoring this particular problem with positive outcomes.</p>	
<p>Illegal drivers (2) Question No: 1614 / 2008 Jenny Jones What are the latest estimates from a) government and b) the Motor Insurers' Bureau of the number of untaxed vehicles and uninsured vehicles in London?</p> <p>The MPA/MPS informs me that the latest estimate provided by the DVLA of untaxed vehicles in London is 1.2% of vehicles on the road at any one time.</p> <p>The latest estimate provided by the Motor Insurers Bureau (MIB) of uninsured vehicles in London is between 400,000 and 450,000</p>	

<p>Illegal drivers (3) Question No: 1615 / 2008 Jenny Jones What is the latest estimate of the number of unlicensed drivers in London?</p> <p>I have been informed by the MPA/MPS that there are no estimates of drivers driving other than in accordance with a driving licence in London as this information is not kept by the DVLA.</p> <p>In 2007, the MPS issued 9333 Fixed Penalty Notices to drivers driving other than in accordance with a licence.</p>	
<p>Major transport schemes Question No: 1616 / 2008 Jenny Jones Can you provide a full list of the major transport schemes that Transport for London is reviewing because they could reduce the capacity of the road network?</p> <p>All schemes entailing changes to the Transport for London Road Network and Strategic Road Network are reviewed by TfL's Network Assurance Team, consistent with its Network Management Duty under the Traffic Management Act 2004. This seeks to ensure that schemes provide an appropriate balance in provisions for all road users.</p> <p>While balancing the various and often competing demands, I have asked TfL to seek to investigate adverse impacts on, indeed, to capitalise on opportunities to improve traffic operations on London's busy main roads.</p>	
<p>Gyratories Question No: 1617 / 2008 Jenny Jones When will you be able to publish the first results from the initial assessment being under taken by the London Development Agency, Transport for London and Design for London of all major gyratories in London, which aims to assess the costs and benefits of restoring two way working?</p> <p>TfL is continuing to undertake several different feasibility studies into removing a number of gyratories around London and restoring two-way working. In many cases, the large financial cost of removing gyratories, against limited available funding from TfL, would mean that removal could only be funded through section 106 agreements with developers. TfL continues to explore every opportunity for involving developers in regeneration projects of this kind.</p>	
<p>Stoke Newington Gyratory Question No: 1618 / 2008 Jenny Jones Why is there a delay in the publication of the feasibility study into returning the Stoke Newington gyratory to two way working? What is the</p>	

<p>current timetable for publishing this report and taking forward the options?</p> <p>I have asked TfL to write to you in response to this.</p>	
<p>Tottenham Hale Question No: 1619 / 2008 Jenny Jones Do you regard removing the one-way system on the A10 at Tottenham Hale to be a priority for cyclists, pedestrians and the regeneration of the area?</p> <p>The existing layout presents a hostile pedestrian and cycling experience with limited facilities around the gyratory, resulting in a poor pedestrian and cycling environment.</p> <p>The proposed scheme presents a good opportunity to address the existing transport problems in the Tottenham Hale and Seven Sisters area, enabling better cycle and pedestrian facilities to be provided.</p> <p>The project will enable and support the proposed regeneration of the area as well as improving the transport system and the quality of life for the local residents</p>	
<p>Gyratories Question No: 1620 / 2008 Jenny Jones Will you support the proposed schemes to remove the following gyratories?</p> <ul style="list-style-type: none"> - The A21/A205 Catford town centre gyratory - The A22/A23 Purley Cross gyratory - The A3 Wandsworth town centre gyratory - The A1 Archway gyratory <p>TfL is continuing to undertake feasibility studies into removing a number of gyratories around London and restoring two-way working. In many cases, the large financial cost of removing gyratories, against limited available funding from TfL, would mean that removal could only be funded through section 106 agreements with developers. TfL continues to explore every opportunity for involving developers in regeneration projects of this kind.</p>	
<p>100 public spaces (1) Question No: 1621 / 2008 Jenny Jones How does closing the programme of delivering 100 new public spaces across London match your manifesto commitment to ‘nurture and protect the public spaces that bind us all together’?</p> <p>I remain committed to my manifesto pledge and convinced that streets, squares and parks that are safe, comfortable and enjoyable play a vital role in providing a decent quality of life for all Londoners. Whilst agreeing with the intention of the previous mayor’s 100 public spaces programme, the reality is that the label was misleading- a lack of hard funding and commitment had clearly hampered its delivery. I am developing a strategy that will show how good public space design can help to make successful places in areas of growth and change, contribute to revitalising declining areas, and help create a renewed sense of civic pride. I will work with the London boroughs to deliver projects on the ground for the benefit of all Londoners. I expect</p>	

<p>a new public spaces programme to be launched shortly that will complement the Priority Parks and Street Trees initiatives that I have previously announced.</p>	
<p>100 public spaces (2) Question No: 1622 / 2008 Jenny Jones Of the 10 projects on the 100 public spaces programme which were due to start this year, how many will now go ahead, and how many will be cancelled?</p> <p>Of the 10 schemes you refer to none have been cancelled.</p> <ul style="list-style-type: none"> - Three are now under construction at Aldgate/Braham Street, Gallions to the Thames and Dagenham Heathway. - Three are funded and due to start in the next nine months at Brixton Central Square, Gants Hill and Coulsdon Town Centre - Four at New Cross, Kingston Riverside, Exhibition Road and Emma Cons at Waterloo, should go to tender in the next nine months. 	
<p>Incineration (1) Question No: 1623 / 2008 Darren Johnson Which London waste authorities are currently procuring long-term waste disposal contracts that will include incineration of London's waste either within or outside the capital?</p> <p>North London Waste Authority, West London Waste Authority, and the South London Waste Partnership are all considering procuring long-term waste disposal contracts and have all submitted expressions of interest to the government for PFI credits.</p> <p>There are no detailed procurement plans available as yet, but, in line with the Mayor's Municipal Waste Management Strategy and the London Plan, I have asked that these authorities give preference to advanced waste technologies including anaerobic digestion, gasification and pyrolysis, over any increase in conventional incineration capacity.</p>	
<p>Incineration (2) Question No: 1624 / 2008 Darren Johnson How much of London's waste is currently incinerated? Do you expect this to increase or decrease over the course of your first term in office?</p> <p>London incinerated 22 per cent (929,000 tonnes) of its municipal waste in London in 2006/07. This is likely to increase over the course of my first term with the incinerator at Belvedere, which was granted planning consent by the government in 2006, expected to be operational in 2011.</p>	

<p>Waste and recycling (1)</p> <p>Question No: 1625 / 2008</p> <p>Darren Johnson</p> <p>Can you give details of what 2008/09, 2009/10, and 2010/11 funding has already been committed to projects for which the London Waste and Recycling Board is now responsible?</p> <p>No funding has yet been committed. The Board meets for the first time on 11 September 2008 and it will consider a paper on setting its interim priorities. The recommendation is that the Board considers undertaking research to inform its 2009/10 priorities and that it provide £1.5 million to fund the Recycle for London campaign for 2008/09.</p>	
<p>Waste and recycling (2)</p> <p>Question No: 1626 / 2008</p> <p>Darren Johnson</p> <p>The London Plan (housing provision targets, waste and minerals alterations, Dec 06) indicates that London needs 308 new waste facilities by 2020 to deal with its increasing municipal waste. How will you achieve this?</p> <p>The London Waste and Recycling Board will shortly be writing a strategy for the allocation of up to £84m for which they are responsible. The fund is to be allocated in accordance with my municipal waste management strategy and in general conformity with the London Plan. I expect that some of this funding, in particular the £24 million provided by the LDA, will help to introduce new recycling and energy from waste infrastructure.</p> <p>London’s boroughs also have a hugely important role to play in delivering the waste infrastructure needed in London by allocating sufficient land for waste management use in their Development Plan Documents, and ensuring they have Development Control policies in place to allow for the timely determination of planning applications by developers and the waste industry.</p> <p>Whilst I have powers to implement my Municipal Waste Strategy, and to determine certain planning applications including large waste schemes, I will only use these powers where absolutely necessary.</p>	
<p>Waste and recycling (3)</p> <p>Question No: 1627 / 2008</p> <p>Darren Johnson</p> <p>How many material reclamation, recycling, composting, mechanical biological treatment, anaerobic digestion, and gasification/pyrolysis facilities are currently operating in London, how many are seeking planning permission, and how many are under construction?</p> <p>According to a study undertaken for the GLA, the following licensed waste management facilities are operating in London:</p> <p>3 mechanical biological treatment facilities</p>	

<p>6 composting facilities 9 materials recycling facilities (MRFs) 4 recyclable re-processing facilities 81 recycling storage and processing facilities 14 construction and demolition waste reprocessing facilities</p> <p>The following waste facilities have received planning permission: Anaerobic digestion - Beddington Farm, Sutton Gasification – East London Sustainable Energy Facility, Havering Composting - West London Composting (site extension), Hillingdon WEEE Recycling - Environcom– Enfield</p> <p>GLA officers have held a number of meetings with developers who are interested in developing gasification, anaerobic digestion and recycling facilities into London. A workshop with food waste producers and anaerobic digestion providers had also been held in partnership with the Clinton Climate initiative, and I expect this to result in a number of new proposals being developed.</p>	
<p>Waste and recycling (4) Question No: 1628 / 2008 Darren Johnson</p> <p>Can you provide the greenhouse gas performance of different waste management methods, including anaerobic digestion, gasification, incineration and landfill?</p> <p>The GLA published a report in January 2008 entitled “Greenhouse gas balances of waste management scenarios”. The report ranks a number of different waste management methods by their greenhouse gas performance. The report demonstrates that advanced waste technologies, such as gasification and anaerobic digestion, can displace CO₂, while landfill and power only incineration contribute to climate change. The report can be found at: http://www.london.gov.uk/mayor/environment/waste/climate-change/greenhousegas.jsp</p>	
<p>Waste management funding Question No: 1629 / 2008 Darren Johnson</p> <p>In relation to the London Development Agency’s £24 million waste fund, what areas of market failures were identified by the LDA in the commercial and industrial waste sectors, and what projects will this money therefore finance in this financial year?</p> <p>The London Plan sets a target for recycling or composting 70% of the estimated 11 million tonnes of commercial and industrial waste arising in London by 2020. A number of new technologies and facilities need to be developed to do this. While increases in landfill tax may make it attractive for businesses to send this waste to such facilities in future, there still exist barriers to their development in London e.g. lack of land availability; high land costs; difficulty in attracting private finance. The LDA investment will contribute to overcoming such barriers through the newly established London Waste and Recycling Board (LWaRB).</p> <p>The LWaRB are at an early stage of their development and at present detail is not</p>	

<p>yet available on which projects will be funded.</p>	
<p>Greening the London economy Question No: 1630 / 2008 Darren Johnson Your predecessor agreed to ask GLA Economics to produce a report analysing the role and potential of sustainable jobs and industries in the London Economy. Have GLA economics started this work, and if so will you provide a timetable for its publication?</p> <p>The Enterprise Policy Team at the London Development Agency has taken this research forward. The report "The commercial opportunity for London Businesses in the Environment Sector" is due for publication within the next two months. For further details about it please contact Shahid Miah at the London Development Agency.</p>	
<p>Financial transparency Question No: 1631 / 2008 Darren Johnson Will you publish the budget submissions of all functional bodies?</p> <p>The budget submissions of the GLA and functional bodies will all be reported to Authority or Board meetings before they are submitted to the GLA and hence will be public documents available from the relevant website.</p>	
<p>Desalination plant (1) Question No: 1632 / 2008 Darren Johnson Will you provide a copy of the section 20 agreement between Thames Water and the Environment Agency which sets the terms under which the Beckton desalination plant can operate?</p> <p>The section 20 agreement has not yet been completed. This will be an agreement between the Environment Agency and Thames Water. Once the Environment Agency has prepared a draft, it will consult interested parties.</p>	
<p>Desalination plant (2) Question No: 1633 / 2008 Darren Johnson Will you provide a copy of the section 106 agreement which commits Thames Water to using 100% onsite renewable energy generation to power the Beckton desalination plant?</p> <p>I have asked the Head of Legal to provide you with copies of the original section 106 agreement as well as the Deed of Variation and the two Unilateral Undertakings that supplement the original agreement.</p>	

Desalination plant (3)

Question No: 1634 / 2008

[Darren Johnson](#)

Beyond the proposed monthly operating reports, how will you satisfy yourself that Thames Water has sought to maximise the opportunities to use other sources of renewable fuels, particularly recycled fats, oils, and greases, instead of biodiesel to power the Beckton desalination plant?

We will be continuing discussions with Thames Water on a range of issues, including opportunities to use recycled fats, oil and greases. Thames Water have a strong operational and commercial interest in ensuring that these sources are exploited. The extent of additional engagement with Thames Water on this issue will be dependent on the outputs of their reports.

Desalination plant (4)

Question No: 1635 / 2008

[Darren Johnson](#)

What progress has been made towards joint working with Thames Water in the following areas outlined in the Greater London Authority's letter to Thames Water of the 9th of May?

- **Supporting the Mayor's wider ambitions for renewable energy and environmental management**
- **Joint working on decentralised energy networks in the London Thames Gateway**
- **Joint working on water efficiency**
- **Management of mains replacement and sewers**

Several meetings have taken place between officers representing the GLA Group (GLA, TfL and LDA) as well as individually between GLA, TfL and LDA officers with Thames Water to discuss all the issues that you list. Further meetings are planned.

- Thames Water would like to use biodiesel produced from oil, fats and tallow for the desalination plant but has not yet found a supplier that can provide the required amount. Thames Water has offered to make sites available for renewable energy trials.
- The LDA is discussing with Thames Water the potential for both supplying decentralised energy in the London Gateway.
- GLA and Thames Water are developing a programme for work on water efficiency. Two Boroughs have already expressed interest in collaborating.
- TfL and Thames Water are working together to agree the circumstances when it is practical and sensible to plate excavations when work is not in progress. This will be followed by trials at appropriate sites in the autumn. TfL and Thames Water are reviewing all known flooding sites to see remedial work can be jointly planned.

<p>Desalination plant (5) Question No: 1636 / 2008 Darren Johnson Will you regularly report to the Assembly progress made towards joint working with Thames Water in the following areas outlined in the Greater London Authority’s letter to Thames Water of the 9th of May?</p> <ul style="list-style-type: none"> - Supporting the Mayor’s wider ambitions for renewable energy and environmental management - Joint working on rephrasing ed energy networks in the London Thames Gateway - Joint working on water efficiency - Management of mains replacement and sewers <p>I will be pleased to report on progress to the Assembly on all the issues that you list. However, many of these issues are complex and new initiatives will take time to develop. Meanwhile, I have provided some preliminary information in reply to the preceding question (1635/2008).</p>	
<p>Desalination plant (6) Question No: 1637 / 2008 Darren Johnson What reduction in leakage would cancel out the need for a desalination plant in London?</p> <p>I am unable to provide this information at present. Since the public inquiry into the desalination plant in 2006, Thames Water has published a new draft Water Resources Management Plan. The new data provided in the plan should be used as a basis for making this calculation, and I have asked that this be done. I will provide the information as soon as it is available.</p>	
<p>Household insulation (1) Question No: 1638 / 2008 Darren Johnson Which boroughs have indicated that they are interested in taking up the household insulation council tax rebate scheme that you are promoting?</p> <p>We have not yet held discussions with individual boroughs, but have raised the issue of the new scheme with officers at London Councils.</p>	
<p>Household insulation (2) Question No: 1639 / 2008 Darren Johnson How will you encourage people living in boroughs that don’t take up the household insulation council tax rebate scheme that you are promoting to install insulation?</p>	

<p>In developing my new scheme, I am working up options for ensuring that all Londoners have an offer for which they can apply. One of those options is the continuation of the existing scheme alongside any new offer in boroughs that have not yet rolled it out. All energy efficiency schemes available to Londoners will continue to be promoted through the Energy Saving Trust's Advice Centre (ESTAC) – a free service.</p> <p>All boroughs will have the opportunity to bid for my Low Carbon Zones scheme, which will include work on home insulation.</p>	
<p>Household insulation (3) Question No: 1640 / 2008 Darren Johnson How much council tax rebate do you envisage boroughs giving to households who fit insulation under the household insulation council tax rebate scheme that you are promoting? What do you expect this to cost London boroughs in lost council tax revenue?</p> <p>This will be determined in conjunction with the selected energy supplier as part of the development of the scheme and will partly depend on whether the London borough is able to contribute towards the rebate and the overall amount of rebate offered.</p>	
<p>Household insulation (4) Question No: 1641 / 2008 Darren Johnson How many of the 154,000 homes with no loft insulation, the 736,000 homes that need top-up loft insulation, and the 872,000 homes in need of cavity wall insulation do you hope to be insulated through your council tax rebate scheme in your first term of office?</p> <p>Targets for the scheme will need to be determined in conjunction with the selected energy supplier and are not known at this time. In order to make as great as possible in-roads towards our 60% carbon dioxide reduction target by 2025, then we must insulate as many homes as possible, using what has been shown to be a most effective incentive measure.</p>	
<p>Household insulation (5) Question No: 1642 / 2008 Darren Johnson In the three London boroughs that have implemented a scheme of council tax rebates for households installing insulation what proportion of homes have participated?</p> <p>It has not been possible to compile data just for the three London boroughs participating in the scheme. However, data nationally indicate that in the 67 local authorities offering council tax rebate schemes, 23,500 installations have been</p>	

<p>carried out over three years.</p>	
<p>Household insulation (6) Question No: 1643 / 2008 Darren Johnson How many households have taken up your predecessor's offer, made in conjunction with British Gas, of reduced price loft insulation?</p> <p>Over the course of the two phases of the scheme (professionally installed and DIY insulation) 5,885 measures were installed (4,648 loft insulations and 1,237 cavity walls), resulting in savings of approximately 82,000 tonnes of CO2 and a reduction in Londoners' fuel bills of just over £650,000 annually.</p>	
<p>Code for Sustainable Homes Question No: 1644 / 2008 Darren Johnson How many of the 50,000 new affordable homes that you plan to deliver from the 2008-11 housing corporation investment programme will meet a) level three, b) level four, c) level 5, and d) level 6 of the code for sustainable homes?</p> <p>My target of 50,000 additional affordable homes includes homes delivered through all funding mechanisms in London. Those new built homes delivered through the Housing Corporation that receive new funding in 2008-11 are required to meet CSH 3 as a minimum, with priority going to those bids exceeding this target. Homes completed in 2008-11 that received funding before April 2008 will meet BRE Eco Homes – Good or Very Good.</p> <p>In order to improve delivery of new homes the Housing Corporation has moved to a process of allocating funding throughout the year. It has not yet allocated the whole of the programme, therefore information on standards is as yet incomplete.</p>	
<p>Green construction programme (1) Question No: 1645 / 2008 Darren Johnson What is the current status of the London Development Agency's Green Construction Programme?</p> <p>The Green Construction programme is a live LDA programme and to date has comprised of two projects. These are</p> <ol style="list-style-type: none"> 1. the Local Authority Planners Training project which is a tailor made training programme designed to help local authority planners assess sustainability aspects of planning applications. It is currently being rolled out to planners in all London Boroughs. 2. the Green Show House, a life sized 1950s house comprising an interactive exhibition in order to publicise the London Green Homes programme and to encourage Londoners to implement energy efficiency measures at home. <p>The further development of the programme will be reviewed as part of the LDA's</p>	

<p>business planning process.</p>	
<p>Green construction programme (2) Question No: 1646 / 2008 Darren Johnson What was learnt from the 5-borough pilot of Local Authority planners' training? What progress has been made towards engaging all 33 boroughs?</p> <p>In 2007 pilots were run in five boroughs to test the London Energy Partnership produced training materials. These sessions gave a valuable insight into skills gaps and priorities of borough planning departments, and indicated which parts of the seminar and workshops were most useful and effective.</p> <p>LDA and LEP have been working in close partnership to deliver a refined training programme to nine boroughs (140 planners) with twelve more confirmed. Arrangements are being made for the remaining 12 boroughs. Feedback has been positive and constructive, with improvements made to the materials in response.</p>	
<p>Climate change awareness Question No: 1647 / 2008 Darren Johnson Can you clarify how much of Transport for London's £2.8m contribution to the Greater London Authority marketing budget was spent on environmental campaigns such as the promotion of home insulation and the DIY planet repairs initiative? Have these campaigns now been cut?</p> <p>Over a two-year period TfL contributed £1,988,836, towards two phases of the insulation campaign, and the DIY Planet Repairs. This represents approximately 35% of the total TfL marketing contribution to GLA Group campaigns.</p> <p>These campaigns are currently under review, where improved "bang for buck" will be a top priority.</p>	
<p>Crossrail (1) Question No: 1648 / 2008 Darren Johnson How much was spent by the Public Affairs/Corporate Affairs function of Cross London Rail Links, including staffing costs, in each of the last 4 quarters before it became a Transport for London subsidiary?</p> <p>Cross London Rail Links (CLRL) ownership remains jointly shared between TfL and the Department for Transport. It is expected that CLRL will become a fully owned subsidiary of TfL in autumn 2008.</p> <p>CLRL does not have a specific public affairs function. The majority of CLRL corporate affairs expenditure in the past twelve months has been in support of the parliamentary process as the Bill completed its passage towards Royal Assent on 22 July. As well as supporting the Bill, work has also involved the setting up of a number of local community liaison panels for resident and business groups, and fulfilling CLRL's obligations, (which in some cases are undertakings given to Parliament) to communicate with stakeholders.</p>	

<p>Expenditure for the CLRL Corporate Affairs Communications team in the year 1 September 2007 to 31 August 2008 including salaries was: £2,076,000. This figure is commensurate with the size of the project, which will be the largest in Europe.</p> <p>CLRL is now focusing on the next stage of the project as it moves to becoming a construction company committed to delivering a vital new railway which will increase London's public transport network capacity by 10%.</p>	
<p>Crossrail (2) Question No: 1649 / 2008 Darren Johnson How much was spent by the Public Affairs/Corporate Affairs function of Cross London Rail Links, including staffing costs, in each quarter since it became a Transport for London subsidiary?</p> <p>My answer to 1648/2008 provides the spend in the last four quarters to date for the Public Affairs / Corporate Affairs function of Cross London Rail Links (CLRL). CLRL is currently owned jointly between TfL and the Department for Transport.</p> <p>It is not the case that CLRL has become a TfL subsidiary. CLRL is expected to become a subsidiary in autumn 2008. When this happens the information can be provided as requested.</p>	
<p>Traffic signals (1) Question No: 1650 / 2008 Jenny Jones What is Transport for London's timetable for exploring the options for traffic light re-phasing?</p> <p>TfL is continuing to investigate options for re-phasing traffic signals both in the short and longer term and is scheduled to present its findings to me later in the autumn.</p>	
<p>Traffic signals (2) Question No: 1651 / 2008 Jenny Jones In what circumstances would you support a London Borough seeking to remove traffic signals, including pedestrian signals?</p> <p>TfL has been working with the boroughs to assist them with the removal of unnecessary traffic signals and has provided guidance and advice on the issues to consider such as consultation with local residents and businesses. They would also suggest a thorough analysis of accident data and that modelling is undertaken to understand the likely traffic operational impacts. Alternative means of safely providing for all competing traffic and pedestrian demands without undue delay to traffic operations would also need to be considered and consulted on. TfL would suggest that where signalled pedestrian facilities are proposed for removal a suitable alternative is found to cater for pedestrian needs: particular care should be taken here to ensure that visually impaired pedestrians are appropriately provided for.</p> <p>TfL would be pleased to support any borough considering the removal of traffic signals with relevant traffic engineering advice.</p>	

<p>Traffic signals (3) Question No: 1652 / 2008 Jenny Jones What mitigation measures to provide for and protect vulnerable road users would you expect from a borough seeking to remove traffic signals, including pedestrian signals?</p> <p>Further to my answer to your question 1651/2008, whilst TfL would be pleased to offer advice in this regard it would not, nor should it, seek to dictate to a London Borough what measure should be provided as a replacement for traffic and/or pedestrian signals.</p> <p>Alternative solutions are entirely dependent on the particular characteristics and competing demands at the site and how risks might reasonably be mitigated through careful design. Each location will present specific challenges and opportunities and mitigation must be tailored to the local conditions.</p>	
<p>Traffic signals (4) Question No: 1653 / 2008 Jenny Jones How many of the 407 substandard signalised crossings that you have pledged to upgrade to meet minimum Department for Transport timing standards by 2010 will be upgraded by the end of this financial year?</p> <p>TfL will align all these 407 signalled crossings with the latest DfT timings standards by the end of financial year 09/10. 42 of these have been completed and a further 116 are scheduled for alignment by the end of this financial year. The remaining 249 crossings will be absorbed into TfL's signals review programme for 2009/10.</p>	
<p>Bio-fuel Question No: 1654 / 2008 Jenny Jones Does all the bio-fuel in London buses comply with the government's Renewable Transport Fuels Obligation?</p> <p>All biodiesel supplied to London bus operators will be reported by each of the respective fuel companies to the UK Renewable Fuels Agency, as required under the Renewable Transport Fuels Obligation. With regards to the standard that these fuels have achieved, this will be ascertained once sufficient data has been obtained by the Renewable Fuels Agency and is made available to TfL. This data will not, however, be specific to the fuel used just by London buses, but of the total fuel sales of each fuel company. My officers are working with the Renewable Fuels Agency to set suitable criteria to identify and then encourage the use of sustainably sourced biofuels in London that will deliver greenhouse gas savings</p>	
<p>Lexus hybrid LS600h Question No: 1655 / 2008 Jenny Jones Can you please answer my question 1218/2008? A simple figure for the number of vehicles with higher CO2 emissions than a Lexus hybrid LS600h will suffice, as would a straight forward yes or no on whether this luxury car should be receiving the 100% congestion charge discount.</p>	

<p>Information on the number of vehicles with higher CO2 emissions than a Lexus hybrid LS600h is held by the DVLA and not by TfL.</p> <p>However, the Lexus hybrid LS600h has an emissions level of 219g/km of CO2. This puts it in VED band F (186 to 225 g/km of CO2). Band G covers all cars that emit over 225g/km of CO2. Around 6 per cent of new cars sold in the United Kingdom in 2007 were in band G.</p> <p>With regard to the Alternative Fuel Discount, TfL will keep this under review to ensure that it reflects best practice and continues to deliver environmental benefits.</p> <p>At present, the scheme as it operates enables those vehicle types or conversion suppliers listed on the PowerShift Register to be eligible for the 100% discount. For example, a vehicle registered on the PowerShift Register must have HC+NOx (hydrocarbons and oxides of nitrogen) emissions at least 40% lower than the Euro 4 limit.</p>	
<p>Local transport schemes</p> <p>Question No: 1656 / 2008</p> <p>Jenny Jones</p> <p>By how much are you planning to increase the total 2008/09 allocation of £161m from Transport for London for investment in local transport schemes for 2009/10?</p> <p>TfL is currently preparing its 10-year business plan in the context of a constrained funding settlement from Government for the years up to 2017/18. I will be discussing the draft plan with TfL over the autumn. The allocation of funds to the Boroughs for investment in local schemes has yet to be determined and will be part of these discussions. I plan to announce the allocations for 2009/10 in November</p>	
<p>Cycle training funding (1)</p> <p>Question No: 1657 / 2008</p> <p>Jenny Jones</p> <p>Has Transport for London allocated enough funding for cycle training in 2008/09 to ensure that 50% of year 5 & 6 students in London schools reach level 2 of the Bikeability standards?</p> <p>In 2007/08 almost 35,000 individuals received TfL funded cycle training in London, which equates to approximately 40% of Year 5/6 students. TfL has increased funding in 2008/09 which should enable boroughs to meet the target of 50% of Year 5/6 children by the end of the year.</p>	
<p>Cycle training funding (2)</p> <p>Question No: 1658 / 2008</p> <p>Jenny Jones</p> <p>Can you guarantee that 2008/09 Transport for London for cycle training will only be allocated for teaching to the Bikeability national standard?</p> <p>The London Cycle Training Partnership managed by TfL has been working with all the London boroughs and independent training providers in London to offer Bikeability. Twenty-six of the boroughs already offer fully accredited Bikeability training, and the remainder will continue to be supported by TfL while their capacity and administrative needs are identified and addressed. The target is that all boroughs will be registered to deliver Bikeability by the end of 2008/09 and ongoing funding will be conditional on continued registration or further independent assessment. Bikeability accreditation is still in development nationally, and TfL is liaising with the Department for Transport and the Cycle Training Standards Board to maintain excellent standards of cycle training in London.</p>	

<p>Cycle training Question No: 1659 / 2008 Jenny Jones How much of the cycle training in 2007/08, paid for by Transport for London, was carried out by the boroughs in accordance with Bikeability standards?</p> <p>As part of the ongoing London Cycle Training Partnership, TfL has recently completed an independent assessment of cycle training delivered in London by each borough. A report on the outcomes will be published by December 2008. This report will identify any issues that may need to be addressed to deliver Bikeability in all the boroughs in London. TfL is committed to ensuring that boroughs are offered every assistance to obtain Bikeability accreditation by the end of 2008/09.</p>	
<p>Rape policing Question No: 1660 / 2008 Jenny Jones Can you confirm whether newspaper reports of a police officer sending a rape victim home unaccompanied in a mini-cab on 4th July this year are correct? If so, what action has been taken by the Metropolitan Police Service?</p> <p>The MPS confirm that a victim of rape was sent home in a mini-cab. Two Officers escorted the victim to the mini-cab office. Both of these officers have been reported under disciplinary regulations and the matter is now the subject of an internal investigation led by the Directorate of Professional Standards.</p> <p>Lambeth officers within a specialised rape team are investigating the rape allegation. The investigation of rape is taken very seriously by the MPS and an effective investigation is ongoing.</p>	
<p>Olympic community land trust Question No: 1661 / 2008 Jenny Jones What progress has been made towards delivering on the commitment to allocate some of the Olympics land ear-marked for housing after the Games to a Community Land Trust?</p> <p>I remain a strong supporter in principle of community land trusts and have asked the London Development Agency to bring forward at least one pilot Community Land Trust in London. Depending on the outcome of this pilot I hope that it will be possible for some of the affordable housing in the Olympic Park after the Games to be delivered via a community land trust.</p>	
<p>Olympics energy Question No: 1662 / 2008 Jenny Jones What work has been done to investigate and promote the opportunities for further wind turbines in the Olympic Park, in addition to the one currently planned?</p>	

The Olympic Park is a compact site so the opportunities for further wind turbines are limited. However, the ODA rightly attaches great importance to the use of renewable energy on the Olympic Park site, and continues to explore the potential for additional turbines.

Roads policing

Question No: 1663 / 2008

[Jenny Jones](#)

How many drivers have been given tickets for driving while using a hand-held mobile phone in each borough in each of the past two years?

The table below sets out the figures from the Metropolitan Police Service for driving whilst using a hand-held mobile phone. The specific offences are for using a mobile phone whilst driving and for using a mobile phone whilst supervising a learner driver.

Borough	Total	
	06- 07	07- 08
Barking and Dagenham KG	333	728
Barnet SX	896	1063
Bexley RY	341	543
Brent QK	1192	1310
Bromley PY	455	681
Camden EK	1021	1385
City of Westminster CW	2323	2748
Croydon ZD	451	669
Ealing XD	1518	1579
Enfield YE	451	669
Greenwich RG	944	744
Hackney GD	257	447
Hammersmith & Fulham FH	79	263
Haringey YR	279	362
Harrow QA	301	312
Havering KD	544	693
Hillingdon XH	724	865
Hounslow TX	1725	1566
Islington NI	579	674
Kensington and Chelsea BS	1147	1285
Kingston-upon-Thames VK	1717	1544
Lambeth LX	643	589
Lewisham PL	929	920
Merton VW	132	536
Newham KF	503	657
Redbridge JI	42	150
Richmond-upon-Thames TW	488	778
Southwark MD	699	628

<p>Sutton ZT</p> <p>Tower Hamlets HT</p> <p>Waltham Forest JC</p> <p>Wandsworth WW</p> <p>Borough Totals</p> <p>Royal Parks Constabulary</p>	<p>531</p> <p>306</p> <p>1201</p> <p>937</p> <p>23688</p> <p>457</p>	<p>548</p> <p>731</p> <p>1836</p> <p>938</p> <p>28441</p> <p>225</p>
<p>Safer neighbourhood teams</p> <p>Question No: 1664 / 2008</p> <p>Jenny Jones</p> <p>Can you confirm that no Metropolitan Police Service safer neighbourhood officers were diverted from their regular duties to police the recent Climate Camp in Kingsnorth, Kent?</p> <p>Five Safer Neighbourhood team officers (with special skills) were deployed from their regular duties for a total of 14 rostered days to the Climate Camp at Kingsnorth, Kent.</p> <p>The MPS supported Kent Constabulary by providing a total of 237 officers per day for the 14-day period.</p>		
<p>Special constables</p> <p>Question No: 1665 / 2008</p> <p>Jenny Jones</p> <p>Will you ask Transport for London to support the 'Employer Supported Policing Programme', which the Greater London Authority and most London councils already support? This would allow its employees to take time out from their working duties to serve as special constables in the Metropolitan Police Service, thus giving special constables similar rights to those serving as magistrates or military reservists.</p> <p>TfL is currently working with the Metropolitan Police Service to look at how they can participate in the Employer Supported Policing programme, in order for staff to become Special Constables and actively contribute to safety and security on the transport network. TfL will keep you up to date as this work progresses.</p> <p>In recognition of their important role and contribution to London, TfL provide Special Constables in the MPS with free travel on all on London Buses, London Underground, Croydon Tramlink, Docklands Light Railway and London Overground services. Special constables are entitled to free travel whether in uniform or in plain clothes and on or off duty.</p>		
<p>Payback London</p> <p>Question No: 1666 / 2008</p> <p>Jenny Jones</p> <p>When do you expect your manifesto pledge of a Payback London scheme to be implemented, allowing young people who have misbehaved on the bus network to earn back their Oystercard through community service?</p> <p>The 'Payback London' initiative is a new scheme whereby all 11-18 year old travel</p>		

<p>concessions can be permanently deactivated for breaching the Behaviour Code but free travel can be 'earned back' through participation in voluntary or community schemes.</p> <p>A tendering process, commissioned by the GLA, is due to begin later this year to identify an appropriate voluntary or community organisation that is able to support and supervise those young people engaged in the scheme.</p> <p>It is anticipated that the 'Payback London' scheme will go live in April 2009 and run initially as a one-year pilot.</p>	
<p>Sex encounter establishments</p> <p>Question No: 1667 / 2008</p> <p>Jenny Jones</p> <p>Following my question 1308/2008, did you respond to the Licensing Minister's consultation, urging him to re-categorise lap dancing clubs as sex encounter establishments?</p> <p>Government consultation on the licensing laws led by Gerry Sutcliffe MP, Licensing Minister, was with local authority Chief Executives only. I encouraged local residents to contact their local authorities directly to ensure their views on this important issue were taken into consideration.</p>	
<p>Capitalwoman conference</p> <p>Question No: 1668 / 2008</p> <p>Jenny Jones</p> <p>Could you please answer my question 1318/2008? If you are not holding the Capitalwoman conference, then what forums and structures for consultation will you put in place to facilitate feedback from women in London on your policies and strategies?</p> <p>As women make up 52 per cent of London's population, ongoing engagement with women and listening to their views will be vital in informing my future policies. I have already pledged to increase the number of People's Question Times to fulfil my commitment to ensuring <i>all</i> Londoners have more opportunities to question me on my policies.</p> <p>Affordable childcare, education and skills, employment and community safety remain key priorities for me. The Women Connect event on 23 September is a networking opportunity event for women in non-traditional occupations across the GLA group and will recognise the important contribution of these women. I will be developing a strategy to address the unacceptable levels of violence against women including rape, domestic violence, forced marriage, stalking, sexual exploitation, prostitution and trafficking, honour crime, female genital mutilation and other forms of female mutilation. In developing this and other strategies, I will ensure that appropriate mechanisms are in place to engage the views of women and all Londoners.</p>	

<p>Waterways</p> <p>Question No: 1669 / 2008</p> <p>Jenny Jones</p> <p>What action are you taking to ensure that Thames Water maximise the use of freight on water when they begin work on the London super sewer?</p> <p>My officers have been in discussions with Thames Water for several years regarding this point and have made clear that the vast majority of material should be transported by river barge. This includes both the spoil from the tunnel and shaft excavations and the majority of the construction materials needed to construct the tunnel.</p> <p>Thames Water are very positive about the benefits of utilising the river. The current planning application for the Abbey Mills to Beckton tunnel includes the removal of all tunnel and the Beckton shaft spoil by barge. I will be carefully examining the proposals for the construction materials and Abbey Mills shaft spoil to determine whether the London Plan has been complied with, particularly Policy 4C.8 which requires maximising water transport.</p> <p>Design work is still on going into the main Hammersmith to Beckton Tunnel and again I will be seeking to maximise the use of the river for the transport of bulk materials.</p>	
<p>20mph zone</p> <p>Question No: 1670 / 2008</p> <p>Jenny Jones</p> <p>Will you support local residents in Cheney Street, Eastcote, who wish to see a 20mph zone implemented along their street? I understand such a measure would improve road safety, reduce noise pollution, stimulate the local economy, encourage walking and cycling, and add to quality of life.</p> <p>TfL would be happy to consider supporting a 20mph zone for Cheney Street, Eastcote, if that is what local residents want.</p> <p>This road is the responsibility of the London Borough of Hillingdon but has not received any request for support.</p>	
<p>Fly tipping</p> <p>Question No: 1671 / 2008</p> <p>Jenny Jones</p> <p>What action you plan to take on flytipping? Will you support the strengthening of existing legislation, in order to stop the accumulation of litter?</p> <p>Fly tipping damages London's environment and adversely affects Londoner's quality of life. I want to see information on fly tipping eventually incorporated into New York style crime maps that will help councils target areas where fly tipping frequently occurs.</p> <p>Responsibility for tackling fly tipping lies with the Environment Agency and the</p>	

<p>boroughs, who have significant powers. I want to see all those caught of fly tipping prosecuted and I believe existing powers should be used more effectively before any new legislation is introduced.</p>	
<p>Red Bull Air Race Question No: 1672 / 2008 Jenny Jones Do you share my concerns about the Red Bull Air Race, which takes place in Docklands each August? As well as the high carbon footprint of this event, the noise levels generated can be very distressing for local residents. Will you therefore ban the event from being held in London in the future?</p> <p>I delegated this application to Ian Clement, Deputy Mayor Government Relations, and on 30 July he considered planning report PDU/1736a/01 and advised Newham Council that the application complied with London Plan policies on culture, noise, transport and climate change, as it would generate significant local income for Newham and surrounding boroughs and global exposure for London; raised no strategic noise or transport concerns; and would be carbon neutral. He asked the Council to ensure that commitments on these issues would be secured through appropriate planning conditions; and the applicant to ensure that the outstanding detailed transport issues would be addressed in consultation with TfL, and to submit to the Council details of the energy use associated with the site and measures in place to reduce this demand. Refusal of planning permission in this instance might have harmed London’s reputation for hosting events and its ability to attract such events in future.</p>	
<p>Biodiversity Question No: 1673 / 2008 Jenny Jones Will you ask Barnet Council to stop the destruction of trees, which provide an important habitat for local bats? How do these actions tie in with your own scheme to plant 10,000 extra trees in the capital?</p> <p>Unfortunately, I have no powers or authority to intervene any landowner's management of their trees, but I will work closely with the boroughs to plant my 10,000 additional trees on their streets, and to save the trees we have. Provisional estimates from Trees for Cities indicate that, in the 2007/08 season, Barnet lost around 300 trees, but had over 1200 new trees planted. The borough follows the London Tree Officers Association’s “Risk Limitation Strategy for Tree Root Claims”, to help avoid insurers’ requests for tree removal, and were commended in the London Assembly’s “Chainsaw Massacre” report for their tree planting.</p>	
<p>London Cycle Network in Croydon Question No: 1674 / 2008 Jenny Jones Cyclists in Croydon are concerned about delays to the design and implementation of cycle routes. What proportion of the LCN+ in Croydon will be finished by the end of this financial year? Can you guarantee that the remainder will be completed by 2010/11?</p>	

<p>TfL will write to you separately with information on the proportion of the LCN+ that will be completed by the end of this financial year. The 2010 completion date for the LCN+ was mandated by the previous Mayor; I have indicated previously that the issues around completing this project will be fully investigated before firm decisions are taken on whether this target completion date can remain.</p>	
<p>Advanced stop lines Question No: 1675 / 2008 Jenny Jones The previous mayor promised to provide regular (quarterly) reports on all signalised junctions to be upgraded/ re-engineered without Advanced Stop Lines, with reasons for the decision to omit an ASL. Can you please arrange for these to be published and circulated? I will ask TfL to write to you about this issue.</p>	
<p>Cycle parking at stations Question No: 1676 / 2008 Jenny Jones This is the second year of a four- year rolling programme for cycle parking at London Underground, Docklands Light Railway, and overground rail stations. The previous mayor promised a timetable for the delivery of this initiative, which would ensure that all stations had adequate cycle parking. Is this plan now available?</p> <p>Since 2000, improved provision for cycle parking has been introduced through a number of different workstreams with different priorities and reporting procedures. Where provision for cycle parking has been made as part of wider station improvements, particularly relating to security, uptake has exceeded initial expectations and capacity has been further increased to meet growing demand.</p> <p>I have asked TfL to plan for all rail, DLR, and LUL stations to be provided with adequate cycle parking by 2012.</p> <p>Information on stations with cycle parking is available through TfL's travel information service.</p>	
<p>Helicopter noise Question No: 1677 / 2008 Jenny Jones I have recently been contacted by a member of the public who is concerned about increasing helicopter traffic over London. Given the high levels of noise generated by these flights and the disturbance caused to local residents, will you lobby the Government for tighter regulation of helicopter movements?</p> <p>Yes, I recognise the disturbance helicopter noise causes to many Londoners. I will write to the Parliamentary Under Secretary of State, supporting the recommendations of the Assembly's report 'London in a spin' as a practical way</p>	

<p>forward.</p>	
<p>Air conditioning Question No: 1678 / 2008 Jenny Jones What progress has been made so far on your manifesto commitment to re-investigate the introduction of air conditioning on the tube? Do you have any plans to also introduce air conditioning onto London's bus network?</p> <p>There are no plans to introduce air conditioning to London buses, however the upper decks of all new double-deck buses have air-cooling systems. These systems are designed to reduce the ambient temperature but do not provide full air-conditioning and, as a result, are more energy efficient and economical</p>	
<p>Highbury Corner Question No: 1679 / 2008 Jenny Jones Will you personally examine the case for Transport for London funding the plans to redesign Highbury Corner?</p> <p>TfL has been working with Islington Council on a range of proposed options to improve the Highbury Corner roundabout and to create new areas of public space outside the station. An extensive consultation exercise was carried out last year and the results should be published shortly.</p> <p>It is my intention to receive a briefing on Highbury Corner from TfL in due course.</p>	
<p>New youth facilities Question No: 1680 / 2008 Jenny Jones The Sikh community in Hackney are exploring options for building a new temple in the area. Would an application for funding a youth club element of the temple fall within your criteria for the creation of new youth facilities in London and if so, how would they apply?</p> <p>The provision of a new youth club or facility could be covered by the criteria of the Mayor's Youth Offer. The part of the Youth Offer targeted at the voluntary and community sector is the Young Londoners Fund and the overall objectives of the Fund are to reduce the numbers of young people not in education, employment or training and prevent first time entrants into the criminal justice system. However, the deadline for expressions of interest to the Young Londoners Fund was 2 May 2008 which means it is now too late to apply.</p> <p>The Youth Offer funds devolved directly to the Borough of Hackney have already been allocated, so unfortunately are not available to new project applications. However, Hackney has advised that they may have other funds available for applying to and I would recommend contacting Team Hackney at www.teamhackney.org/commissioning.</p> <p>The Sikh community may also wish to look out for further details about my Mayor's Fund for London. Unfortunately we cannot accept grant applications at this early stage, but I suggest that they should visit www.mayorsfundforlondon.org.uk to stay</p>	

<p>updated on the Fund. They may also wish to look at the website of London Funders, an organisation working with funders and investors that support London's voluntary and community sector at www.londonfunders.org.uk/</p>	
<p>Docklands Light Railway Question No: 1681 / 2008 Darren Johnson What can you do to minimise the unacceptable delays for commuters from the planned engineering work that is taking place on the DLR and affecting the journey between Deptford Bridge and Shadwell, especially when it is scheduled at the same time as road works along the relevant rail replacement buses routes?</p> <p>The services on the Lewisham Extension of DLR were restricted for an eight week over the summer to facilitate three-car works at stations and normal services have returned as scheduled on 26 August. Although there was some disruption and longer journey times, the service was scheduled over the summer holiday period to reduce the impact of the works. The train service was supplemented by additional bus services which were adapted as necessary to meet passengers' needs. There were some complaints in the early part of the period but generally the extensive publicity put out had ensured passengers were informed and were prepared to bear with us whilst these essential works were done.</p>	
<p>Thames Gateway airport Question No: 1682 / 2008 Darren Johnson Will you organise a meeting with representatives of the Royal Society for the Protection of Birds to discuss the merits and environmental concerns of any proposal to build a new airport in the Thames Estuary?</p> <p>Yes, officers working on the Thames Estuary Airport proposals will meet with representatives from the Royal Society for the Protection of Birds.</p>	
<p>Replacement trains Question No: 1683 / 2008 Darren Johnson Will you ensure all future contracts for Crossrail carriages and all replacement Underground line trains have clear specifications for noise mitigation, sound-proofing, and an energy efficient form of air conditioning?</p> <p>A series of environmental commitments were given during passage of the Crossrail Bill through parliament. Crossrail will be a new modern railway with modern trains. In order to reduce noise the line will be powered by overhead electric cable and will run on a track designed to reduce noise. All this will make the trains quieter when in service.</p> <p>LU has clear standards to limit train noise both inside train carriages for passengers and outside trains for neighbours and all new trains will be compliant with these standards. Work is also being done to improve track condition will also help to reduce train noise.</p> <p>Air conditioning will be fitted to new Underground trains for the Circle, District,</p>	

<p>Metropolitan and Hammersmith & City line trains. These trains and the new Victoria line trains will have regenerative braking (as is used on the Central, Northern and Jubilee lines) which allows more efficient use of power.</p> <p>For the new Victoria line trains, where air conditioning was not feasible, a better ventilation system is being installed. LU is currently investigating a number of energy efficient solutions which will help tackle temperatures on the deep lines. All these solutions are assessed for their environmental impact.</p>	
<p>Green belt Question No: 1684 / 2008 Darren Johnson Are you concerned by Natural England’s recommendation to government that Green Belt policy be reviewed? What discussions have you had with ministers regarding the protection of London’s green belt?</p> <p>In “Planning for a Better London”, I made clear the importance I give to the protection and enhancement of London’s open spaces. I also indicated that I would use my planning powers as appropriate to prevent inappropriate development of the Green Belt. I do not support Natural England’s view that a policy review is required.</p> <p>I have not had discussions with ministers on this issue, as the government has not indicated that they intend to review the policy, but have reiterated their support and need for the Green Belt.</p>	
<p>Underground noise Question No: 1685 / 2008 Darren Johnson What are you doing to address the formal complaint of the Knightsbridge Association about the ongoing high levels of noise in this area from the London Underground, which are causing disturbance in residential properties as well as disrupting local church services at St Patrick’s Chapel?</p> <p>Tube Lines is responsible for this matter, as the track maintainer for the Piccadilly line so the complaint has been passed to them for action.</p> <p>I am informed by Tube Lines that they have been in contact with representatives from the Knightsbridge Association and have taken noise readings in a number of properties where complaints of increased noise levels have been made.</p> <p>Following this, inspections of the Piccadilly line track in this area have been undertaken and Tube Lines intend to carry out re-railing works on a section of track to mitigate the noise levels.</p> <p>This work is still in the planning stage, but it is hoped that it will start in January 2009 and be complete by mid 2009.</p>	
<p>South London train services Question No: 1686 / 2008 Darren Johnson What representations will you make to South Eastern regarding poor services and overcrowding on the Sidcup line?</p>	

<p>I am aware of the considerable level of overcrowding on this line. My staff at TfL have provided a considerable amount of input to Network Rail's South London Route Utilisation Strategy. This strategy recommended lengthening of trains and platforms to 12 cars on the Sidcup corridor in order to deliver increased capacity and reduced overcrowding. These improvements will be taken forward by the DfT through their programme for investment in the rail network and the longer trains should be in place by 2011, providing a better service for passengers on this corridor.</p>	
<p>Travellers and Gypsies Question No: 1687 / 2008 Darren Johnson The London Gypsy and Traveller Unit used to have meetings at City Hall. Why has the new Mayor stopped these meetings and can he outline his agenda for Travellers and Gypsies?</p> <p>You appear to be ill informed.</p> <p>The London Gypsy and Traveller Forum, hosted by the London Gypsy and Traveller Unit, is a valuable way in which my office engages with London's Gypsy and Traveller communities. The Forum continues to be hosted at City Hall and the next meeting takes place on 25 September 2008.</p>	
<p>East London Line Question No: 1688 / 2008 Darren Johnson Do you consider the current transport arrangements for East London Line users looking for alternatives during the line extension to be adequate? Will you review replacement services for East London Line users?</p> <p>Bus services have been reviewed since the line closure in December 2007 and changes have been made in response to feedback from bus users and other stakeholders. These changes include boosting local bus services and altering the replacement bus routes.</p> <p>I of course acknowledge that the line closure has inconvenienced some passengers and created longer journeys on some routes, but the line is closed so that TfL can build a new rail link between Dalston and West Croydon, delivering a major and vital public transport improvement for this part of London. The replacement services will continue to be kept under review.</p>	
<p>20mph Zones Question No: 1689 / 2008 Darren Johnson Do you intend to take forward Transport for London's previous commitment to work with interested boroughs to encourage and support the implementation of borough-wide default 20mph speed limits in all residential areas? Given the interest shown by the London Borough of Lewisham in taking forward such an approach, do you agree to work with Lewisham to provide the appropriate technical and legal guidance, and financial support?</p> <p>TfL is happy to continue working closely with London boroughs and supports the</p>	

<p>introduction of 20mph zones in residential areas where residents want them. However, given the finite budgets, priority for financial support will be given to residential areas with a history of reported casualties, particularly those involving vulnerable road users.</p>	
<p>Free newspapers Question No: 1690 / 2008 Darren Johnson Are you concerned by the proliferation of litter due to the increase in free newspaper distribution at stations, and do you think the publishers should be made to cover the clear-up and collection costs?</p> <p>Litter adversely affects the quality of Londoners' lives. London's boroughs are responsible for cleaning London's streets and they have strong powers to tackle litter. I believe that they should use these powers where appropriate to prevent litter and increase recycling. Under the Clean Neighbourhoods and Environment Act 2005 boroughs may designate land where it is an offence to distribute free newspapers without consent of the borough. In granting consent, the borough can charge a fee and apply conditions, which could include for the provision of and/or funding for newspaper recycling bins. For example, Westminster Council have reached a voluntary agreement with free newspaper distributors that has resulted in the distribution of 70 newspaper recycling bins.</p>	
<p>Farringdon Road trees Question No: 1691 / 2008 Darren Johnson Are you concerned that up to 10 large London plane trees are due to be lost as a result of the Guardian's plans to convert and extend their current building on Farringdon Road and will you be making any representations on this?</p> <p>I am concerned about the proposed loss of the plane trees as part of a current planning application on the site of the former Guardian building in Farringdon Road. I have delegated planning decisions on this matter to Ian Clement, Deputy Mayor Government Relations, who considered a report on the planning application last week and agreed to inform Islington Council that the proposal does not comply with the London Plan on a number of issues, and that these issues must be resolved before a final decision can be made. The response included concerns over the impact of the scheme on the Conservation Area, including the loss of the trees.</p>	
<p>St. Pancras interchange Question No: 1692 / 2008 Darren Johnson A constituent has reported that the new St Pancras International station interchange with London Underground lines is very difficult and suggests re-opening the Kings Cross Thameslink station, which was on the Thameslink route and had access to the Victoria and Piccadilly lines. Would you look at reviewing this option?</p>	

The First Capital Connect franchise and the former King's Cross Thameslink station are not under the control of the Mayor, I therefore have no authority to re-open this station or require trains to stop there.

A new ticket hall is being built for the Underground station which will provide direct access to the deep level Tube lines from the rear portion of St. Pancras International station, where the new Thameslink platforms are located. The new ticket hall is expected to open in 2010.

Meeting with DEFRA minister

Question No: 1693 / 2008

[Darren Johnson](#)

Will the Mayor avail himself of the opportunity, Hansard 17 July 2008 Col388-9, to meet the Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs, Jonathan Shaw to discuss air pollution in London in general, and, given that Mr Shaw is also the Waterways Minister, the particular opportunities to move more freight from London's roads to its waterways?

I have written to the Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs, Jonathan Shaw to offer to work alongside the Government to further improve London's air quality and to see what package of measures might be required in order to improve air pollution and comply with the relevant EU limit values by 2011. Our officials are already working together to develop policy options and I have offered to meet the minister to discuss these when available.

The TfL Freight Plan promotes a modal change for freight from road to more sustainable alternatives (such as rail and water). My officers are working with government to encourage this shift.

Hydrogen buses

Question No: 1694 / 2008

[Darren Johnson](#)

Will the Mayor respond to the following questions from a member of the public:

- **With the planned expansion of the trial of hydrogen buses going ahead this year, will you ensure that the hydrogen is from renewable sources?**
- **What is the target for improving on the well to wheel calculation of CO2 emissions obtained from the previous CUTE trial?**
- **With the expansion of the existing scheme to encourage local authorities to install charge points for electric vehicles, what efforts are being made to ensure that this energy is from renewable sources?**
- **Will you carry out an assessment on the full potential for sewage in London to be used as a fuel for Combined Heat and Power generation, or for the bus fleet?**

The new hydrogen buses will be on London's roads by 2010. The hydrogen used will be produced via steam methane reforming. TfL and Air Products (the refuelling

<p>supplier) are committed to putting in place measures that minimise emissions from this method over the life of the project as further advancements in abatement technology become available. In the future, TfL will look to procure hydrogen from the greenest sources and harness renewable technologies when they become available and are viable.</p> <p>No well-to-wheel statistics were produced for the CUTE trial. TfL expects the new generation of hydrogen buses to produce significantly lower emissions with the fuel-cell buses estimated to produce 50% less CO₂ than a diesel bus on a well-to-wheel basis. These figures can be improved further when greener sources of hydrogen are developed.</p> <p>TfL and GLA officers are in discussions with local authorities and energy suppliers to investigate the possibility of obtaining electricity from renewable sources.</p> <p>In terms of building facilities, TfL have introduced combined heat-power generation to their newest building. This technology can be adapted to run on gases other than mains natural gas, should potential alternatives such as sewage become available. In terms of buses, current hybrid technology being trialled in the bus fleet offers immediately realisable CO₂ benefits in London</p>	
<p>Economic downturn and unemployment</p> <p>Question No: 1695 / 2008</p> <p>Darren Johnson</p> <p>In the context of stagflation and rising unemployment, and your duty to support economic development in London, what measures are you taking to respond to this worsening economic situation?</p> <p>Changing economic circumstances affect the UK's nations and regions in different ways. GLA Economics' latest assessment is that London's economy will continue slowing, with below trend growth and falling employment through to 2010. We are monitoring developments and deepening our understanding of the immediate and longer-term implications. The London Employment and Skills Strategy will help Londoners secure sustained employment and progress, and the LDA, through Business Link, helps ensure. London SMEs receive information on coping with current conditions. ThinkLondon is ensuring London continues to attract new foreign direct investment and I have commissioned a review examining how London can remain the world's leading financial centre. I am also committed to ensuring that the benefits to Londoners of the Olympics and for the Crossrail projects are realised.</p>	
<p>Economic downturn and green skills</p> <p>Question No: 1696 / 2008</p> <p>Darren Johnson</p> <p>What opportunities do the current economic downturn and rising unemployment present to London? What assessment have you made of the potential to boost both the London economy and employment by increasing support for the recycling, non-incineration waste facilities, and renewables industries?</p> <p>Helping London and Londoners mitigate the impact of climate change and adapt as necessary remains a very high priority. I recently announced my draft climate change adaptation strategy, and I will be announcing details of my approach to climate</p>	

<p>change mitigation and waste management. While the threat is very serious, there will be wider new environmental opportunities for business and I want all parts of London's economy, including the waste sector working with the new London Waste & Recycling Board, to adapt to the environmental imperatives and maximise the employment opportunities that will result in the near and longer term.</p>	
<p>Notting Hill Carnival Question No: 1697 / 2008 Richard Barnbrook Can the Mayor comment on the shocking level of violence and intimidation directed towards Metropolitan Police Officers during this year's Notting Hill Carnival? Considering the astronomical costs, the policing bill alone exceeding £6 million, which falls upon the taxpayers of London, can the Mayor assure the people of this city that the suspension of this event is an option available to him?</p>	<p>ORAL ANSWER</p>
<p>Notting Hill Carnival (2) Question No: 1698 / 2008 Richard Barnbrook In the light of the fact that the total budget for next year's London St George's Day celebrations amounts to £100K, can the Mayor provide us with the total amount of public money that this year was directed towards the Notting Hill Carnival?</p> <p>The total public money (GLA/LDA) that was directed towards the Notting Hill Carnival was £125k. This GLA spend was a funding agreement towards supporting the stewarding operation of Notting Hill Carnival, an integral part of this community delivered event.</p> <p>A separate, but related, event to Notting Hill Carnival (Panorama/Carnival in the Park), which was held in Hyde Park over the 'Carnival weekend', received funding of £150k. This event aimed to relieve some of the 'pressure' of audience numbers, by enabling people to enjoy elements of the Carnival experience in a less crowded and intense environment.</p> <p>Carnival attracts in excess of ¾ of a million visitors from very diverse backgrounds, from London, nationally and internationally. The event also has a wider economic value, as one of London's largest outdoor events and its international appeal, being the largest Carnival in Europe and second largest in the world. This is much more than a community event and should be celebrated as one of London's cultural and tourist assets.</p> <p>The £100k budget for St George's Day is in line with GLA funding given to other major community events we hold on Trafalgar Square, such as St Patrick's Day and Chinese New Year.</p>	
<p>Metropolitan Police Officers Question No: 1699 / 2008 Richard Barnbrook Considering the Mayor's previous condoning of the banning of law-abiding</p>	

<p>British National Party members from the Metropolitan Police Force does the Mayor think that supporters of extreme left-wing or radical Islamic groups are acceptable as Metropolitan Police Officers?</p> <p>As I have previously said I support the ban on BNP membership of the Metropolitan Police Service.</p>	
<p>Religious celebrations Question No: 1700 / 2008 Richard Barnbrook From December 7th until December 31st City Hall has announced that it will be celebrating a minority religious festival. Will the Mayor explain what provisions he is making in order to celebrate Christmas - the main festival in the Christian calendar in the capital city of a traditionally Christian country?</p> <p>I have asked officers to ensure there is a suitably jolly Christmas tree at City Hall.</p>	
<p>Curriculum Question No: 1701 / 2008 Richard Barnbrook Labour Minister for Children, Kevin Brennan, has recently announced plans for a new curriculum that focuses on ethnic minorities and their impact on British history, which in my views amounts to the indoctrination of London schoolchildren. Besides teaching the children of London about the spread of Islam in Africa, Mr Brennan has also issued the following statement: 'immigration, the Commonwealth and the legacy of the Empire put into a clear historical context... This can help pupils prepare for life in a diverse and multi-ethnic society'. As a former teacher, does the Mayor agree with me that focussing on the traditional 3 Rs approach to education is far more productive than what in my view is politically correct indoctrination?</p> <p>Education policy is currently a matter for the government.</p>	
<p>Olympic Tickets Question No: 1702 / 2008 Richard Barnbrook Can the Mayor assure the population of London that since a massive burden of the cost for the 2012 London Olympics will fall upon London Council Taxpayers concessionary tickets to the event will be made available to London Council Taxpayers as well as subsidised access to the ex-Olympic sports facilities after the event?</p> <p>I am determined that tickets for the 2012 Olympic and Paralympic Games will be accessible and affordable for Londoners and I am working closely with the London Organising Committee for the Olympic Games and Paralympic Games (LOCOG) to explore all the options for achieving this.</p>	

<p>Public consultation Question No: 1703 / 2008 Mike Tuffrey You have said you are committed to complete openness for all your planning decisions. How can members of the public make representations to you on planning applications that come to you for decision? Specifically, will you hold in public your decision-making meetings at which you are advised by officers, as happens in local authorities?</p> <p>Members of the public should make their representations to the local planning authority as part of its public consultation process. The local planning authority is required to supply me with a copy of all duly made representations when it subsequently refers an application to me for my determination. My planning officers will also report to me on any written representations made directly to me or to them.</p> <p>The meetings I hold with officers are akin to the private call-over meetings that Chairs of borough planning committees hold with their officers prior to planning committee meetings. The difference is that borough planning committee meetings involve debate between committee members, which the public is quite rightly allowed to observe, whereas only I am involved in making strategic planning decisions, and there is nothing to be observed.</p> <p>If I use my new powers to take a case over – which would enable me to grant or refuse planning permission – I will be required to hold a representation hearing. I will soon publish my detailed proposals for such hearings.</p>	
<p>Lost Oyster revenue Question No: 1704 / 2008 Caroline Pidgeon How will you retrieve from Oystercard contractor Transys the £1 million lost to TfL as a result of the two outage incidents on 12 and 25 July?</p>	ORAL ANSWER
<p>LDA funding agreement with the British Fashion Council Question No: 1705 / 2008 Dee Doocey One of the key recommendations of Baroness Kingsmill’s Model Health Inquiry was that: “From September 2008 models participating in London Fashion Week should provide a medical certificate attesting their good health from doctors with expertise in recognising eating disorders.” The British Fashion Council has now decided not to implement this recommendation. In view of this, will you instruct the LDA to cease funding the British Fashion Council?</p>	ORAL ANSWER
<p>Cost savings Question No: 1706 / 2008 Mike Tuffrey With Tim Parker’s sudden departure do you still intend to be seeking savings and cost reductions of more than 15% from the core GLA and varying levels in each of the Functional bodies?</p> <p>The financial guidelines in my budget guidance which was published on 22 July</p>	

remain unchanged.

Air Quality

Question No: 1707 / 2008

[Mike Tuffrey](#)

Average annual concentrations of nitrogen oxide in parts of central London are more than double the EU standard set in 1999, which became law earlier this year and requires compliance within 16 months. What specific steps will you take to assist the Government to meet the EU target for nitrogen dioxide?

My officials are in discussion with Government and London boroughs about compliance with EU limit values. This work is currently focussed on fine particulate matter, but will also need to consider compliance with the nitrogen dioxide limit values.

Several of my recent initiatives will assist in reducing nitrogen dioxide concentrations from transport, including the £1 million funding for low emission taxis and the large scale introduction of hybrid buses into London's bus fleet. My Low Carbon Zones proposal will also help cut nitrogen dioxide emissions from domestic sources, such as household boilers.

Mayor's Cabinet

Question No: 1708 / 2008

[Mike Tuffrey](#)

When will the Cabinet start meeting, who is a member of it and will the minutes of the meetings of your Cabinet be published and made available on the GLA's website?

As I announced to the Assembly, my senior team and I meet regularly.

Thames Interceptor tunnel

Question No: 1709 / 2008

[Mike Tuffrey](#)

Thank you for your answer to my question 1084/2008 about the Thames Interceptor Tunnel, which is much needed to improve the water quality on the Thames.

I entirely agree with you "that the project is delivered in a time efficient way, without unacceptable impacts on local communities." Would you therefore agree with me that comments from Hammersmith & Fulham Council saying that "the super sewer would have virtually no impact on flooding situation and that it is designed purely to meet an EU regulation on pollution when in fact environmentalists are saying that the Thames is clean." are totally inaccurate, and would you re-affirm your commitment to helping see that the interceptor tunnel is built?

<p>I can re-affirm my commitment to see the Tideway Sewer built.</p> <p>It is not inaccurate to say that the sewer will have little impact on flood risk. This is because at present excess mixed rainwater and sewage, which would otherwise flood into streets and properties, is diverted untreated into the Thames.</p> <p>The project is being designed to meet the EU Urban Waste Water Treatment Directive and this is no bad thing. I do not wish to see untreated sewage going in to our city's proud and normally clean river and I cannot think that anyone would really wish to see such a situation continue.</p>	
<p>Appointment of consultants Question No: 1710 / 2008 Mike Tuffrey For what roles in your office will Egon Zehnder be assisting with in the recruitment of 2-3 senior appointments at a maximum cost of £125,000 as outlined in MD65?</p> <p>Egon Zehnder were asked to search for appointments to two to three senior roles with a policy focus including housing, regeneration, environment, health, skills and the London economy. The actual division of these policy areas was not defined from the outset.</p>	
<p>London Plan Question No: 1711 / 2008 Mike Tuffrey Please set out the detailed process and timetable for the revisions to the London Plan?</p> <p>The process for altering or revising the London plan is set out in full in Government Office for London Circular 1/2008, but in outline it is as follows:</p> <ul style="list-style-type: none"> • Consultation with Assembly and Functional Bodies • Publication of draft proposals for public consultation (for a period of not less than twelve weeks) • Consideration of changes at an examination in public (EiP) • Receipt of the report of the Panel that conducted the EiP. This must be made public within eight weeks of receipt. A copy must be sent to the Secretary of State. • Consideration of the EiP Panel's report by the Mayor • The Mayor must give the Secretary of State not less than six weeks notice of intention to publish the alterations or revision, together with a copy of what he intends to publish and an explanation of why he has decided not to accept any of the EiP panel's recommendations • Publication. <p>There are not set timescales for all stages of the process, and the amount of time it</p>	

<p>takes from start to finish depends upon the extent and nature of the changes being proposed. The first London Plan took around three years to publish, while the early alterations on housing and waste and the further alterations published in February this year took about two years each.</p> <p>The detailed timetable for making the various changes to the London Plan outlined in "Planning for a Better London" is still being developed, and I expect to make an announcement about this once I have had an opportunity to consider the responses to the document.</p>	
<p>Planning for a better London Question No: 1712 / 2008 Mike Tuffrey Will you publish all responses to your "Planning for a better London" document?</p> <p>In line with general practice, the responses to "Planning for a Better London" will be available for inspection on request from the Head of the London Plan Team after the end of the consultation period set in the document (10 November 2008).</p>	
<p>Overseas offices Question No: 1713 / 2008 Mike Tuffrey Has your visit to Beijing changed your thinking about the usefulness of offices based overseas as a way to promote London as a place for inward investment?</p> <p>London House was a great success, and the lessons learnt from that experience will inform the review of our international offices currently being undertaken.</p>	
<p>Pressures on the Police budget Question No: 1714 / 2008 Mike Tuffrey The Metropolitan Police told the Assembly's Budget Committee that they are budgeting for an increase in costs next year of 2.5% just to cope with the increase in inflation, which in fact is currently running at some 4.5%. Meanwhile you have instructed the Metropolitan Police Authority that they can only allow an 1.75% increase in their costs for the next financial year. Will you guarantee there will be no adverse impact on the policing service for Londoners next year?</p> <p>As I made clear at Budget & Performance Committee on 4 September I believe it will be possible to identify the efficiency savings required to meet the financial guideline I have set for the MPA without impacting on performance or the resources available for frontline services.</p>	

Delivering affordable homes

Question No: 1715 / 2008

[Mike Tuffrey](#)

Is the acceptance by your Deputy Mayor of Hammersmith & Fulham Council's plans for a major development at White City that will contain only 39% of the housing element as affordable – and none of that for rent – mean that you have decided to relax efforts to achieve the sorts of levels of affordable housing that the 50% target would have aimed for?

The decision to approve the scheme in question was justified by the exceptional benefits of the proposal itself and the above-average levels of existing social housing in the area. This case highlights the importance of not enforcing a 'one size fits all' approach to affordable housing provision across London. I still firmly intend to deliver 50,000 affordable homes over next three years and will be moving forward on agreeing targets with individual boroughs towards that end.

Bi-Annual Business Summit

Question No: 1716 / 2008

[Mike Tuffrey](#)

How many small businesses were invited to the summit, how was the invitation list drawn up and will you please publish the names of the companies that did attend?

The aim of the business summit is to provide a forum for representatives of small businesses to put their concerns and recommendations directly to me, allowing for useful and detailed dialogue between the small business community and myself. For this reason the number of those that can attend the summit is necessarily limited. Hence in order to maximise the number of businesses represented at the Summit it was decided that small business membership organisations would be invited over individual businesses.

The invitation list was thus drawn up to include membership organisations that represented the full range of London's small business community. However it is intended that the Summit shall have a rotating membership and thus individual small businesses will be invited to attend in the future.

The Summit was attended by 15 small business representatives and I am happy to publish the names and organisations of those that attended shortly.

Mayor's Fund

Question No: 1717 / 2008

[Mike Tuffrey](#)

You say that the Mayor's Fund for London is an independent charity. Exactly what costs will the GLA incur in supporting it and what will the GLA receive in return for the commitment of taxpayers' funds? Specifically, how many people will be employed by the GLA in administering the Mayor's Fund, and for how long to expect their salaries and on-costs to be paid for from GLA resources?

The approach that has been taken in respect of the Mayor's Fund is consistent with that taken when the Bombings Fund was established. The GLA's current commitment is:

- To pay the legal fees to set up the charity (£7,800 plus VAT)
- To provide some GLA staff time during the set up period, primarily from the Mayor's Office, Strategic Finance, Legal and procurement, the Social Policy Team and from DMAG; this support is still ongoing, although it will reduce as the Fund establishes itself.
- To house the staff members of the Fund in City Hall at a nominal rent for an initial period . The amount of the nominal rent will depend on the number of employees of the Fund and workstations needed. The number of workstations will obviously depend on the level of resources raised by the Fund and the nature of the Fund's grant programme. These will become clearer during the autumn.

Sir Trevor Chinn, the Chairman of the Fund has been leading an investigation to establish the nature of the Fund's focus. The return to the GLA of a successful Fund is very considerable. The initial application to the Charity Commission gave as its likely aims "attacking deprivation in London, particularly among children and young people. The Fund aims to develop and support programmes to improve the education, aspirations and material circumstances of London's most deprived children and young people."

Not only is this activity desirable in itself, it is obviously essential that the Fund develops in such a way that it is consistent with and complements current GLA group and other public sector programmes. I also expect the knowledge that the Fund is acquiring with GLA officer help will be of major assistance to me when I meet with government to argue for more resources and better organised public services for London.

London Food Board

Question No: 1718 / 2008

[Mike Tuffrey](#)

Further to the appointment of Rosie Boycott can you confirm the other members of the London Food Board? In appointing Rosie Boycott, what objectives did you set her or the Board to achieve in your first term?

The membership of the London Food Board is currently being updated and will be announced in due course. The aims of the Board will be to work to develop activities and policies which support a sustainable food system in London, including : reducing the ecological impact of London's food sector; supporting a vibrant food economy, especially through education and skills development and enhancing the status of food workers; improving London's health via the food they eat and reducing health inequalities; improving access to food, particularly through planning and regeneration; celebrating London's culinary cultural and ethnic diversity and developing London's food security.

Air Quality

Question No: 1719 / 2008

[Mike Tuffrey](#)

What will be your response to air quality minister, Jonathan Shaw MP, who has written to you seeking action from London in reducing high levels of air pollution in the capital? Given that you are backing the expansion of London City Airport, what steps beyond those already announced since 2 June 2008 are you considering so that UK can avoid unlimited fines being

<p>imposed by the European Union?</p> <p>I have responded to the air quality minister to offer to work alongside Government to further improve London's air quality and to see what package of measures might be required in order to comply with the limit value by 2011. Our officials are already working together to develop policy options and I have offered to meet the Minister to discuss these as they become available.</p>	
<p>The London Waste and Recycling Board</p> <p>Question No: 1720 / 2008</p> <p>Mike Tuffrey</p> <p>Impressive outcomes are needed from the newly-established London Waste and Recycling Board, which you have said you will personally chair, as London currently lags behind the rest of the country on recycling of domestic waste. Since you plan to become Chair of Transport for London and Chair of the Metropolitan Police Authority, how can you seriously give the important Waste and Recycling Board the attention which it needs?</p> <p>I am completely committed to increasing recycling in London and reduce the amount of waste being sent to landfill. I want to use my position on the Board to work in partnership to find innovative solutions to tackle this complex environmental challenge. The Board is required to act in accordance with the Mayor's Municipal Waste Management Strategy and I will be issuing a revised draft strategy in the autumn.</p>	
<p>Draft London climate change adaptation strategy</p> <p>Question No: 1721 / 2008</p> <p>Mike Tuffrey</p> <p>Has your citywide 'urban greening programme' to combat flood and heatwave been discussed with each of the London Borough councils? What are your plans for planting additional street trees and how will these be coordinated with the boroughs?</p> <p>The draft London Climate Change Adaptation Strategy was published for consultation with the London Assembly and Functional Bodies, as required under the GLA Act, so the urban greening programme is currently a proposal. My staff will be working with the Boroughs and other stakeholders to determine how the urban greening programme could be progressed. They are already working with the Boroughs to confirm the first 20 of my 40 priority areas in London for street trees. My manifesto commitments to priority parks and planting street trees support the concept of urban greening to ameliorate the impacts of climate change. Funds will be allocated through an existing grant scheme, now operated across London by the Forestry Commission, open to a wide range of organisations.</p>	
<p>Metropolitan Police Estate Strategy</p> <p>Question No: 1722 / 2008</p> <p>Dee Doocey</p> <p>How much money has been spent by the Metropolitan Police on consulting</p>	<p>ORAL ANSWER</p>

<p>the public about their Estate Strategy since the strategy was first devised in 2004?</p>	
<p>Police estate strategy Question No: 1723 / 2008 Dee Doocey You will be aware that the original consultation on the MET Estate Strategy was deeply flawed because the Met only managed to get the views of 1,418 of c. 7.5 million Londoners. In view of this the MPA's Co-ordination and Policing Committee agreed on the 4th July to put the implementation of the strategy 'on hold', and this was confirmed by Kit Malthouse on 9th July at the London Assembly Plenary meeting. Can you tell me what consultation has taken place since July, with whom, and within which boroughs, and explain how residents are being consulted? Can you also give me a categorical assurance that police stations will only be closed when alternative facilities acceptable to residents in the borough are up and running?</p> <p>I have been informed by the MPA/MPS that no strategic estate London-wide consultation has taken place since July 2008.</p> <p>The MPA and MPS have assured me that police stations and other buildings providing direct citizen contact will not be modernised or closed until alternative facilities are open for business. In moving towards a modern policing estate the MPA and the MPS will actively engage with the public and local communities about proposed changes in the local estate, and reassure them that public access to the police will be maintained or improved.</p>	
<p>ODA travel to the Beijing Olympic Games Question No: 1724 / 2008 Dee Doocey How many people from the Olympic Delivery Authority travelled to Beijing for the Olympic Games? Please list their job titles, responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p> <p>22 members of staff from the ODA were in Beijing: the Chair, Chief Executive and senior staff from the Construction, Design, Transport and Property teams. The total cost to the ODA was £53,000.</p>	
<p>LOCOG travel to the Beijing Olympic Games Question No: 1725 / 2008 Dee Doocey How many people from the London Organising Committee for the Olympic Games travelled to Beijing for the Olympic Games? Please list their job titles, responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p> <p>The London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) is a privately financed company. All costs associated with Beijing were</p>	

borne by its own budget and not the public purse. Over 100 members of the LOCOG team worked in Beijing over the course of both the Beijing Olympic Games and the Paralympic Games. LOCOG team members were either seconded to work alongside the teams within the Beijing Organising Committee, participating in the official BOCOG observer programme or working in functional roles to deliver the two Handover ceremonies and related support services.

LOCOG travel to the Beijing Paralympic Games

Question No: 1726 / 2008

[Dee Doocey](#)

How many people from the London Organising Committee for the Olympic Games travelled to Beijing for the Paralympic Games? Please list their job titles, responsibilities, duration of their stay, the cost incurred, and who bore this cost?

The London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) is a privately financed company. All costs associated with Beijing were borne by its own budget and not the public purse. Over 100 members of the LOCOG team worked in Beijing over the course of both the Beijing Olympic Games and the Paralympic Games. LOCOG team members were either seconded to work alongside the teams within the Beijing Organising Committee, participating in the official BOCOG observer programme or working in functional roles to deliver the two Handover ceremonies and related support services.

MPS travel to the Beijing Olympic Games

Question No: 1727 / 2008

[Dee Doocey](#)

Can you provide a breakdown of the Metropolitan Police Service officers that travelled to Beijing for the Olympic Games, including their rank, responsibility, duration of their stay, the cost of the visit, and who bore this cost?

Eleven members of MPS staff travelled to Beijing in connection with the Olympic Games in August. Three staff travelled additionally to Hong Kong or Qingdao, which are satellite locations. The Home Secretary personally approved the number of MPS attendees.

The following MPS staff were deployed to the Olympic Games

Rank	Role	Duration of Visit
Assistant Commissioner	Operational Coordinator	8 days
Dep. Assistant Commissioner	Programme Director	10 days
Commander 1	Security Design	12 days
Commander 2	Gold Command	9 days
Superintendent 1	Silver Command	7 days
Superintendent 2	Public Order Ceremonies	8 days

Superintendent 3	People & Venue Security	7 days
Chief Inspector	Command & Control	6 days
Sergeant	Team Coordination	11 days
Band C	International Liaison	13 days
Band L	Interpreter	22 days
Constable	Interpreter	22 days

There are also a number of MPS staff on protection duties to support high profile principals attending the Olympics, but for security reasons, we cannot release any further details on this programme.

The total cost of deployment to the Olympic Games has been £61,766.87 for flights and £40,505.00 for hotels. Of this, £42,208.78 flight costs and £31,220.00 hotel costs fall to the Olympic Security programme and will be funded by the Home Office. Therefore £19,558.09 flight costs and £9285.00 hotel costs will fall to the MPS.

MPS travel to the Beijing Paralympic Games

Question No: 1728 / 2008

[Dee Doocey](#)

Can you provide a breakdown of the Metropolitan Police Service officers that travelled to Beijing for the Paralympic Games, including their rank, responsibility, duration of their stay, the cost of the visit, and who bore this cost?

The MPS has provided the following information on travel to the Beijing Paralympic Games:

Rank	Role	Duration of Visit
Dep.Assistant Commissioner	Programme Director	4 days
Superintendent	National Operational Planner	19 days
Chief Inspector	Traffic & Transport	7 days
Sergeant	Event Planning	19 days

As the Paralympic Games are not due to start until September 6, the MPS are unable to provide actual costs of expenditure until after the event. The costs will be bore by the MPS.

LDA travel to the Beijing Olympic Games

Question No: 1729 / 2008

[Dee Doocey](#)

How many people from the London Development Agency travelled to Beijing for the Olympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?

<p>15 LDA staff travelled from London to Beijing, 12 of which were paid for by the LDA. The LDA Chair paid his own costs which is stated in the summary table attached (see Appendix A).</p> <p>Two staff attended the official IOC Observer Programme where the cost of the flights was met by LOCOG. This amount will be reimbursed to LOCOG when the exact figure is known - thus it is currently excluded from the summary table attached.</p> <p>In addition, two China-based LDA staff travelled from Shanghai to Beijing and the related costs incurred are shown attached.</p>	
<p>LDA travel to the Beijing Paralympic Games Question No: 1730 / 2008 Dee Doocey How many people from the London Development Agency travelled to Beijing for the Paralympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p> <p>At time of writing this response The Paralympic Games had not taken place. The programme of events is still being finalised, however, the current plan is to send three LDA staff, one for 5 nights and one for 4 nights, with costs to be covered by the LDA. A third member of staff is on an official Observer Programme for the duration of the Games for which LOCOG have organised and paid for the flights and accommodation. The LDA will be asked to re-imburse LOCOG but full costs of this are not yet known.</p> <p>See attached table (Appendix B).</p>	
<p>MPA travel to the Beijing Olympic Games Question No: 1731 / 2008 Dee Doocey How many people from the Metropolitan Police Authority travelled to Beijing for the Olympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p> <p>I have been informed by the MPA that the Authority did not fund any MPA members nor did any MPA officers travel to the Beijing Olympic Games.</p>	
<p>MPA travel to the Beijing Paralympic Games Question No: 1732 / 2008 Dee Doocey How many people from the Metropolitan Police Authority travelled to Beijing for the Paralympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p>	

I have been informed by the MPA that the Authority did not fund any MPA members nor did any MPA officers travel to the Beijing Olympic Games.

Tfl travel to the Beijing Olympic Games

Question No: 1733 / 2008

[Dee Doocey](#)

How many people from Transport for London travelled to Beijing for the Olympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred and who bore this cost?

TfL had 10 staff members visiting Beijing during the Olympic Games and one member of staff will visit the Paralympic Games. Attendees were made up of Transport for London Commissioner Peter Hendy and the officials with direct responsibility for planning and delivering transport across the Tube, DLR, rail and buses during the summer of 2012:

- TfL Commissioner - He arrived in Beijing on 12 August and left on 17 August.

Role: Attending Observer Programme made up of Games' Overview (13 August), Transport (14 August); met senior transport officials, inspected co-ordination facilities and inspected the Olympic Route Network (15/16/17 August). He was also the key media spokesperson as well as being there to understand what would be expected of transport in supporting the Games.

- Interim director, Traffic Operations - arrived in Beijing on 16 August and left on 19 August.

Role: Attending the Command and Control Observer Programme sessions, and to view the road traffic requirements (including the Olympic Route Network) and signalling techniques.

- Principal Engineer, Olympic Route Network Champion - arrived Beijing on 19 August and departed the Olympics on 25 August.

Role: Attending Observer Programme made up of Transport (20 August), Arrivals and Departures (25 August) sessions. Also focusing on how the Olympic Route Network had been set up, how it was operating and how it might be applied to London along with Travel Demand management interventions.

- Managing Director, Surface Transport - arrived Beijing on 19 August and departed on 23 August.

Role: Attending Observer Programme session on Transport (20 August). As well as observing how Surface Transport modes (Buses, Road Network, Olympic lanes, Walking and Cycling) were being managed.

While those not on the Observer programme, but fact finding are as follows:

- Chief Operating Officer, London Rail - arrived Beijing on 6 August and left on 10 August.

Role: Focusing upon how the rail operations were being managed and what temporary measures were put in place.

<ul style="list-style-type: none"> • Director, Docklands Light Railway - arrived Beijing on 6 August and left on 10 August. <p>Role: Focusing upon how the rail operations were being managed and what temporary measures were put in place.</p> <p>The three members of staff below from London Underground Limited (LUL) arrived in Beijing on 18 August, and departed the Olympics on 25 August:</p> <ul style="list-style-type: none"> • LUL Olympic Programme Sponsor • LUL Senior Planner Olympics Development • LUL Performance Manager, Trains <p>Roles: They were looking into how the Underground system had been set up since it had only recently become operational. As well as what new technology had been put in place, and how signage and customer information had been implemented.</p> <ul style="list-style-type: none"> • Head of Crime Reduction and Policing Liaison - arrived Beijing on 7 August and left on 15 August <p>Role: He worked with the Metropolitan Police to learn how the Chinese had applied enforcement and security measures, and to understand what the issues were.</p> <p>The total cost to TfL for the visit to Beijing was £31,383 for flight, accommodation, meals, and uniforms for those on the observer programme.</p>	
<p>Tfl travel to the Beijing Paralympic Games Question No: 1734 / 2008 Dee Doocey How many people from Transport for London travelled to Beijing for the Paralympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred and who bore this cost?</p> <p>The staff member attending the Paralympics Observer Programme is the LUL Accessibility and Inclusion Manager.</p> <p>She arrived in Beijing on 2 September and is due to depart on 17 September.</p> <p>Her role is to see how equality and inclusion issues were handled, and to attend all other transport related Paralympics Observer Programme sessions so that she can feed back what was said to other modes and departments on her return.</p> <p>The total cost to TfL is estimated at around £3,600.</p>	
<p>LFEPa travel to the Beijing Olympic Games Question No: 1735 / 2008 Dee Doocey How many people from the London Fire and Emergency Planning Authority travelled to Beijing for the Olympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p>	

<p>Two officers from the London Fire Brigade (LFB) attended the 2008 Olympic Games in Beijing for five days:</p> <p>A Group Manager with responsibility for project management of the LFB Olympics Games and Paralympics 2012 project.</p> <p>A Station Manager working within the multi-agency Olympic Security Directorate (OSD) with responsibility for the coordination of LFB work within OSD projects, LFB input into the overall Olympic Security Plan and the link for the UK Fire & Rescue Service into the OSD planning forums.</p> <p>The cost of this visit was £6483. This will be met from the grant provided by DCLG to the LFB for the additional costs of the Olympic Games and Paralympics planning work for the current CSR period.</p>	
<p>LFEPFA travel to the Beijing Paralympic Games</p> <p>Question No: 1736 / 2008</p> <p>Dee Doocey</p> <p>How many people from the London Fire and Emergency Planning Authority travelled to Beijing for the Paralympic Games? Please list their job titles and responsibilities, duration of their stay, the cost incurred, and who bore this cost?</p> <p>A Station Manager working in the LFB Olympics Project Team with responsibility for contingency planning is attending the Paralympics in Beijing for five days.</p> <p>The estimated cost of this trip is £2260. This will be met from the grant provided by DCLG to the LFB for the additional costs of the Olympic Games and Paralympics planning work for the current CSR period.</p>	
<p>Temporary venues at the 2012 Games</p> <p>Question No: 1737 / 2008</p> <p>Dee Doocey</p> <p>What is the estimated income that will be generated from the 'Reusable/Relocatable Arenas' from the London 2012 Games?</p> <p>There are currently no estimates. Temporary venue design work is at an early stage. London 2012 will hold discussions with Sport England and others in the coming years to gauge interest amongst sports facility providers and local authorities who might be interested in taking on a venue's shell, field-of-play, or smaller parts such as temporary seating or fit-out elements.</p>	
<p>Tourism surplus/deficit in London</p> <p>Question No: 1738 / 2008</p> <p>Dee Doocey</p> <p>What is the latest figure for the tourism deficit/surplus in London, and how does this compare to each year since 2004?</p>	

<p>The latest provisional tourism deficit figure for Britain is £19.5 billion. I am unable to provide a specific London tourism deficit figure because this is not measured by the Office for National Statistics. However, I can supply figures for visitor spend in London. This is broken down as: Domestic £2.2 billion (down 2.9% on 2006); Overseas £8.2 billion (up 5.3% on 2006). In total this amounts to £10.4 billion in overnight spend which is up 3.4% on the previous year. It is possible that in the future, regional deficit data (including for London) will be made available through the English Tourism Intelligence Partnership.</p>	
<p>London 2012 – non-Olympic accredited media centre Question No: 1739 / 2008 Dee Doocey What are the arrangements for funding the non-Olympic accredited media centre for London 2012 and how much will the total cost be?</p> <p>Visit London have started initial preparations and investigation of the requirements / tangible implications of a non-Olympic accredited media centre in 2012, however a detailed assessment of the funding required is yet to be made and no decisions have been taken as to how such a facility would be funded or delivered.</p>	
<p>Rising construction costs Question No: 1740 / 2008 Dee Doocey What safeguards are built into contracts let by the Olympic Delivery Authority to guard against the rising costs of labour and raw materials, and does the recent report by the Royal Institution of Chartered Surveyors indicating a 12% increase in construction costs in the last year concern you?</p> <p>The construction contracts used for the venues being constructed for the London 2012 Olympic and Paralympic Games are generally based on the NEC 3 Option C (target) construction contract. This ensures that any savings or cost overruns are shared with the contractor.</p> <p>The ODA has also procured critical material such as concrete, aggregates and fuel, and has made this available to contractors on the Olympic Park.</p> <p>The ODA's current cost forecast includes an allowance for inflation of 6%. This is validated on a quarterly basis by their costs analysts using industry indices.</p>	
<p>London House in Beijing Question No: 1741 / 2008 Dee Doocey When do you expect to see the first inward investment into London as a result of the LDA's presence in Beijing during the Olympics, and how will</p>	

<p>this be quantified?</p> <p>The normal length of time between getting a 'lead' and a business setting up in London is 12 to 18 months. Inward Investment is measured by the LDA by the number of jobs created within 12 months and the value to the London economy in terms of GVA.</p> <p>Think London held 4 events in the London House and these, together with the one to one meetings they held with potential investors, secured 39 leads against a target of 30.</p>	
<p>Olympic legacy Question No: 1742 / 2008 Dee Doocey What procedure have you put in place to ensure that the legacy promises being delivered that were made when London won the bid?</p> <p>The Olympic Board has agreed that I, as Mayor, will be accountable for the programme of work to secure the legacy and benefits of the Games for London. The London Development Agency has established a dedicated Olympic Legacy Directorate, headed by Tom Russell, to carry out a comprehensive programme of work to deliver the socio-economic and physical legacy of London 2012, both within the five east London host boroughs and across London.</p> <p>On physical legacy, I chair the Olympic Park Regeneration Steering group (OPRSG) which oversees and steers preparation of the Legacy Masterplan Framework and provides guidance and direction to the LDA and ODA on key policy and strategic issues. OPRSG also includes the Minister for the Olympics, Minister of State for Housing and the five Host borough leaders and mayors. OPRSG reports to the Olympic Board.</p> <p>The Olympic Legacy Directorate also leads a programme of socio-economic projects in the fields of employment and skills training, business, sports and culture. Both the physical and socio-economic programmes rely for their success on close partnership working between the LDA, GLA, Government, LOCOG, the ODA and a wide range of other local, regional and national bodies. The LDA reports regularly to the Assembly on all elements of its legacy programme.</p> <p>The Olympic Board receives monthly reports on the entire 2012 programme, compiled by Government; this includes information on the London legacy programme, based on reports from the LDA and its partners.</p>	
<p>Police consultation Question No: 1743 / 2008 Dee Doocey Are you concerned that in the course of the MPA/MPS consultation on policing priorities for 2009/10, the views of only 244 Londoners were obtained out of a population in London of c7.5 million? Do you agree that this shows a complete lack of understanding by the MPA/MPS on how to consult? How much did this consultation cost, how was it carried out and by whom? What are you going to do to ensure that this situation does not arise again?</p>	

<p>I recognise as to the MPA/MPS that the need to review their consultation methods and process to ensure that Londoners views are reflected in the policing priorities.</p> <p>I have been informed by the MPS/MPA that they do not hold any figures on the costs involved to consult with Londoners online about the policing priorities.</p> <p>I am pleased to hear that the MPA are introducing mechanisms to increase the number of Londoners consulted. I will look forward to the outcome.</p>	
<p>East London Line Extension, Phase 1 Question No: 1744 / 2008 Caroline Pidgeon Can the Mayor update me on the progress of the East London Line extension phase 1, and tell me whether the project is running to time and budget?</p> <p>The East London Line Project is on target to open by June 2010. The project remains within budget. Work has now started on the extension to Highbury & Islington, which will open in 2011 and will link the new East London line to the current Overground services running from Stratford to Richmond.</p>	
<p>381 and C10 bus routes Question No: 1745 / 2008 Caroline Pidgeon Given the success of the additional 381 and C10 buses in Rotherhithe during the closure of the East London Line, and the regeneration and new housing developments proposed for the peninsula, will the Mayor consider continuing the increased bus services after the line reopens?</p> <p>The C10 was extended from Elephant & Castle to Canada Water in 2006 partly to provide extra capacity and new links to the many new developments in the Bermondsey and Rotherhithe areas. This was done as a permanent change to the network, though of course subject to regular review in the usual way.</p> <p>The extra service on the 381 was introduced to meet demand displaced from the East London Line. It is TfL's intention that this is removed once the East London Line reopens.</p> <p>TfL will continue to keep the whole local network under review, in the usual way, taking fulling account of changes in demand over time</p>	
<p>Crossrail (1) Question No: 1746 / 2008 Caroline Pidgeon Are you confident that the funding for Crossrail is still secure?</p> <p>Yes. Crossrail's funding package was announced by the Prime Minister on 5 October 2007, was confirmed in the subsequent Comprehensive Spending Review and laid out in the Heads of Terms, published on 26 November 2007.</p> <p>This July Crossrail reached another milestone when the Crossrail Bill received Royal</p>	

Assent and the provision of the powers to build the railway	
<p>Crossrail (2) Question No: 1747 / 2008 Caroline Pidgeon Are you committed to using the new powers which will be granted to you by central Government in the autumn to raise a Supplementary Business Rate from businesses in London to contribute to the costs of Crossrail?</p> <p>Yes. This is part of Crossrail's funding package which was announced by the Prime Minister on 5 October 2007, was confirmed in the subsequent Comprehensive Spending Review and laid out in the Heads of Terms, published on 26 November 2007.</p>	
<p>Crossrail (3) Question No: 1748 / 2008 Caroline Pidgeon You suggest in Planning for a better London that the planning system might be used to generate funding for Crossrail. Is this merely a re-statement of the current proposal for a Supplementary Business Rate or do you have new proposals in this area?</p> <p>The statement in "Planning for a Better London" you refer to does not relate to the supplementary business rate, and nor is it a new proposal of mine. As part of the funding package agreed between the Government and the previous Mayor it was agreed that contributions towards the cost of Crossrail would be secured from developers through the planning system.</p> <p>This agreement is explained in a letter from the previous Mayor to the Secretary of State dated 4 October 2007 (and which was released to the public when the Crossrail announcement was made) which states that "...[S]ubject to any appropriate obligations and responsibilities (including consultations and examinations in public), I expect to bring forward London Plan alterations with the aim of securing contributions under section 106 of the Town and Country Planning Act 1990 (or any other appropriate powers that might come forward, such as those proposed in the Government's Housing Green Paper of July 2007, on which I would expect to be fully consulted)...".</p> <p>As "Planning for a Better London" indicates, we are currently considering changes to the Plan to enable seeking contributions from developers in this way, and I expect to announce the outcome shortly.</p>	
<p>Crossrail (4) Question No: 1749 / 2008 Caroline Pidgeon What is your reaction to a recent Royal Institute of Chartered Surveyors' report that the 12.2% rise in the costs of raw materials and labour in the past year may add up to £4 billion to the costs of Crossrail, and put the Thameslink and East London Line refurbishments at risk?</p> <p>Crossrail and the expanded East London Line is vital to the success of London's economy.</p>	

<p>Work to extend the East London Line is now well advanced with construction due to complete at the beginning of 2010 and will open to the public later that year. The predicted rise in raw materials and labour costs by the construction industry over the next two years will not have an adverse impact on the costs of this project due to the terms of the construction contract and the fact that main construction will conclude in less than 18 months.</p> <p>Construction of Crossrail will not commence until 2010 and will take seven years to complete. This is a long-term project that has a long-term funding package in place. Crossrail has been decades in the planning and design. The costs of this project, which take into account future price inflation, have been reviewed independently and no issues have been raised.</p> <p>Thameslink is another key rail project for London that will provide much needed extra capacity, However, it is a Network Rail project, the costs of which TfL or I cannot comment on.</p>	
<p>Re-Phasing Traffic Signals Question No: 1750 / 2008 Caroline Pidgeon How do you plan to re-phase traffic signals to get traffic flowing more smoothly, without prejudice to the needs of pedestrians and vulnerable road users, and what is the timescale – as proposed in your third Mayor’s Report?</p> <p>My answer to question 1650/2008 refers.</p>	
<p>New technology Question No: 1751 / 2008 Caroline Pidgeon How does your commitment to make London lead the world in environmental technology square with the MD of Planning at TfL’s assertion that it is their policy not to use innovative technology until it has been fully tested and proven by someone else?</p> <p>Your stated assertion is a misrepresentation of what TfL has said in a response to a promoter of Ultra Light Rail. As said in TfL’s correspondence with the promoter, TfL is responsible for the long term planning of London's transport network and has a strong track record of testing different options for solving future transport problems, particularly where new technologies are involved that could present good value and benefits. For example the innovative work TfL has carried out on hybrid buses leads the way in the UK and beyond.</p> <p>TfL will continue to assess the feasibility of a whole range of future transport options.</p>	
<p>Ultra Light Rail Question No: 1752 / 2008 Caroline Pidgeon Will you investigate why TfL appears to be so intransigent on Ultra Light Rail systems, which might offer the opportunity for low-emission high capacity trams in London without the need of costly excavation and relocation of below-street utilities?</p> <p>TfL has carefully considered the arguments for Ultra Light Rail (ULR) technology and</p>	

<p>has been in discussion with the developers of ULR since 2002.</p> <p>In January 2007 TfL commissioned a detailed review of the proposals and in light of the subsequent report concluded that there is currently no credible ULR based tram proposal that would be effective in London.</p>	
<p>Ultra Light Rail Scheme, East London</p> <p>Question No: 1753 / 2008</p> <p>Caroline Pidgeon</p> <p>In view of your Climate Change Adaptation Strategy published 29 August, will you instruct TfL to make a serious assessment of Sustraco’s proposal for an Ultra Light Rail scheme for Barking to Dagenham, taking into account the rising cost of diesel fuel, and the need to tackle climate change by reducing toxic pollution from traffic.</p> <p>TfL commissioned Mott Macdonald to carry out a review of Sustraco’s proposal for an ultra light tramway as an alternative to the East London Transit project. In light of the report findings, TfL does not consider that Ultra Light Rail represents a credible tramway option at present and is not giving further consideration to the Sustraco proposals.</p> <p>The vehicles used on the East London Transit service will be environmentally friendly and use the latest commercially viable engine technology available to TfL. The current aim is to use diesel-electric hybrid buses, for the route from Ilford to Dagenham Dock via Barking. Initial testing indicates that they will reduce emissions by 40% when compared to conventional diesel buses.</p> <p>A tram alternative was considered at the feasibility design stage for East London Transit, but the forecast passenger demand figures when compared to the cost of this type of scheme do not provide a viable business case in the short to medium term. Extensive assessment has demonstrated that a bus based scheme is currently the most appropriate choice of transport mode for ELT, both in terms of cost, likely demand and flexibility. No other solution has offered a viable alternative.</p>	
<p>Design of housing for the Olympic village</p> <p>Question No: 1754 / 2008</p> <p>Caroline Pidgeon</p> <p>In view of the stress you place on the need for high quality housing in Planning for a better London, are you concerned about the design of the housing planned for the Olympic village, and will you use your influence to get these plans reviewed?</p> <p>I place a great deal of importance on high design quality in the Olympic Village, as I do with all housing developments across London. I have had a number of meetings over recent months with the Olympic Delivery Authority to make clear my expectations for the Village design, and will continue to press for them to be achieved.</p>	

<p>Emergency Rail Summit Question No: 1755 / 2008 Caroline Pidgeon You announced your intention of holding an Emergency Rail Summit with the train operating companies back in June. How long is the emergency, and when will this summit be held?</p> <p>My Transport Advisor has met with the Chair of ATOC to discuss the summit and it is still my intention to convene a meeting later in the year.</p>	
<p>London Airports Question No: 1756 / 2008 Caroline Pidgeon By what date will you have carried out your “thorough review” of the future of London’s airports, including the viability of a new airport in the Thames Estuary?</p> <p>The review is currently underway and I hope to report findings by the end of the year.</p>	
<p>Congestion Charge - Western Extension survey Question No: 1757 / 2008 Caroline Pidgeon In your Answer on the consultation process on the future of the Western extension of the Congestion Charging scheme [1227/2008 and others] you speak of “a wider representative survey” of opinion. Exactly what is planned for this survey? Which Londoners will you be listening to, and what weight will you give to residents within the Western extension as against those from outside that area?</p> <p>The consultation on the future of the Western Extension was launched on 1 September and will run for five weeks until 5 October.</p> <p>The consultation will enable anyone with a view about the future of the Western Extension to make their views known using the questionnaire contained within the information leaflet or online.</p> <p>I have said that I am keen to hear from residents living within the charging zone and from businesses, but I also wish to hear from anyone who has a view about the scheme in London.</p> <p>Since consultations can elicit views only from those with strong opinions, it is important to understand how representative these views are of the wider population. Therefore, TfL has commissioned a survey of 2,000 Londoners and 1,000 businesses alongside the public consultation. This is designed to complement and inform the outcome of the public consultation by providing a representative view of specific groups, residents and businesses inside and beyond the original charging zone and Western Extension.</p> <p>It will be possible to disaggregate these results, and I will take account of the range</p>	

<p>of views before deciding how to proceed.</p> <p>The information leaflet and questionnaire is available online at www.tfl.gov.uk/westernextension or by calling 0844 415 4425.</p>	
<p>Mayor's Office response times</p> <p>Question No: 1758 / 2008</p> <p>Caroline Pidgeon</p> <p>While we appreciate the need for your administration to "settle in", are you now in a position to give a firm commitment to answering questions and requests from Borough councillors, MPs and GLA members within a specified number of working days?</p> <p>I am assured that there has been an improvement in the response rate and I expect that to continue as staff return from their summer breaks. I remain committed to replying to all correspondence within 20 working days as stipulation by the FOI Act and in line with the authorities service standard. That said, I appreciate that MPs, Councillors and Members queries are often urgent and therefore I have asked staff to prioritise these correspondence.</p>	
<p>Bendy buses</p> <p>Question No: 1759 / 2008</p> <p>Caroline Pidgeon</p> <p>Your Answer 1341/2008 indicates that because the contracts for the 507 and 521 routes are due to end, these current "bendy bus" routes will revert to operation by standard vehicles. However, bridge heights mean that single decker buses with a very much smaller capacity will have to be used. Shouldn't dogma give way to common sense on these "commuter" routes which are very different from those winding through residential streets?</p> <p>TfL has reviewed routes 507 and 521 and is consulting stakeholders on a proposal to operate each route with 12m long single deck buses. TfL also propose that the frequency of each route be reviewed so that sufficient passenger capacity continues to be provided.</p>	
<p>Fuel costs</p> <p>Question No: 1760 / 2008</p> <p>Caroline Pidgeon</p> <p>What are the implications of recent and possible future fuel cost increases for London Buses and what financial planning has been done to take account of these rising costs?</p> <p>The London Bus network currently uses approximately 280m litres of fuel per annum, so each increase of 1p in the price of fuel would add approximately £3m per year to the cost of the London bus network operation.</p> <p>The actual cost to the bus companies is likely to be different to this depending on how they have purchased their fuel, with many of them having hedging contracts in place.</p> <p>The cost of fuel to TfL is a fixed percentage of the existing contracts prices. The contracts have an annual contract price adjustment (CPA), of which the fuel component (other components being labour, RPI, etc.) is 7%. That is, 7% of the</p>	

<p>contract price is inflated annually by the increase in the cost of fuel.</p> <p>In the short term, increases in costs beyond that which is provided for by the CPA formula is a risk borne by the operators. This will be reflected in prices for tenders as contracts are renewed and this is taken into account in TfL's business planning process.</p>	
<p>East London Line Extension, Phase 2 Question No: 1761 / 2008 Caroline Pidgeon Please provide an update on Government funding for Phase 2 of the East London Line extension. Will services be able to commence by the target opening date of December 2011?</p> <p>TfL are still in discussion with the DfT regarding the funding for this project and hope that an agreement can be reached shortly to ensure that it can be completed by December 2011. Provided that funding is agreed soon it should still be possible for services to begin in December 2011.</p>	
<p>Post Offices in London Question No: 1762 / 2008 Caroline Pidgeon Since you claim to oppose the closing of local Post Offices in London, what TfL business will you offer them which would increase customer footfall and help them to become more sustainable?</p> <p>TfL already has major contracts with Post Office Counters for the processing of Zip photocard application forms. From next year Post Offices will also process applications for the new half price Bus and Tram discount scheme which I announced last week.</p>	
<p>Oyster on First Capital Connect Question No: 1763 / 2008 Caroline Pidgeon Could you confirm when Oyster Pay As You Go (PAYG) will be available on the First Capital Connect's overground train services running north out of Finsbury Park? Will you give a promise that if this extension of the Oyster PAYG occurs that no fares will increase?</p> <p>TfL hopes to conclude the commercial negotiation with the Train Companies regarding PAYG acceptance sometime this autumn.</p> <p>This will pave for the way for PAYG to become available on train services across the capital.</p> <p>All fares on such services are set by the Companies not by the Mayor or TfL.</p> <p>However, it is envisaged that Oyster on the trains will generally give "best value" as on TfL services.</p>	

<p>Alexandra Palace Question No: 1764 / 2008 Caroline Pidgeon Will you make a statement either confirming or denying that you have any plans to take over Alexandra Palace?</p> <p>I assume you are referring to Ken Livingstone’s promise to ‘save’ Alexandra Palace. I have asked officers to review this pledge and assess the feasibility of it.</p>	
<p>Oxford Street shuttle service Question No: 1765 / 2008 Caroline Pidgeon Recent bus diversions to enable works to be carried out at Tottenham Court Road Tube station have clearly demonstrated that it is possible for buses to be re-routed away from Oxford Street. Would you therefore consider piloting a single high capacity bus “shuttle” along Oxford Street, clear the endless “bus jams” and prepare for a partial pedestrianisation of London’s premier shopping street?</p> <p>Around 200,000 people per weekday board or alight from buses on Oxford Street. Implementing a shuttle bus service would mean that many of these passengers would have to change buses at Marble Arch, Oxford Circus or Tottenham Court Road, where there is simply insufficient footway space to accommodate them. However, I am keen for TfL to look at other ways of improving the situation.</p>	
<p>Ward’s Corner Question No: 1766 / 2008 Caroline Pidgeon In your third Mayor’s Report, you expressed your strong support for the Pueblito Paisa market in Seven Sisters at Wards Corner, which is threatened by demolition by developers. What progress have you made in persuading Haringey Council to review this decision and what action and support have you given to the Wards Corner Community Coalition (WCCC) to further their community plan for the site following the withdrawal of the original planning application?</p> <p>The first iteration of this proposal did not include any provision for the market. However, following negotiations with GLA officers, the plans considered by Ian Clement, Deputy Mayor Government Relations, on 16 July 2008 under delegated authority included the provision of twelve kiosk units. The Deputy Mayor decided that any scheme that failed to re-provide the market in its entirety, with temporary provision during redeveloped, would not comply with London Plan policy 3D.3.</p> <p>Haringey Council subsequently decided to defer determining the application. I met the applicants and Haringey Council on 25 July 2008, after which the following press release was issued:</p> <p>"The Mayor had a good meeting today with Haringey Council and the developer Grainger at which the Mayor reiterated his support for regeneration of the Wards</p>	

<p>Corner site and his desire to see a future for the Latin American market that has been operating there. The developers agreed to consider further options for the market's future in partnership with the GLA, Haringey Council and the traders and a follow up meeting will be held in early September."</p> <p>The submission of further options is awaited.</p>	
<p>Exempting hybrid cars from the congestion charge Question No: 1767 / 2008 Caroline Pidgeon Will you act to simplify the inordinately complicated system by which car owners apply for their hybrid cars to be exempted from the congestion charge? Since model type information is stored at DVLA for popular hybrid models surely these could be exempted at source?</p> <p>The Alternative Fuel Discount is not an exemption but a discount, available to vehicles powered by an alternative fuel which have significantly lower air pollution emissions than specified by current legislation.</p> <p>In the case of a hybrid vehicle, the application process for the Congestion Charging Alternative Fuel Discount involves the completion of a short form, and the submission of a copy of the vehicle's V5C - along with a £10 registration payment. This is a similar application process to that required for other Congestion Charging discounts, and is designed to protect TfL and the public from fraudulent applications. TfL requires motorists to renew the discount annually in order to verify vehicle ownership, since the discount is not transferable.</p> <p>TfL is always looking at ways of making it easier to pay the Congestion Charge; and keeps all discounts under review</p>	
<p>Congestion charge for hospice staff Question No: 1768 / 2008 Caroline Pidgeon Will you consider extending the 100% reimbursement for the congestion charge that applies for certain journeys undertaken by NHS staff and certain NHS patients, to vehicles used by hospice staff providing palliative care to terminal patients in their own homes when these are inside the charging zone?</p> <p>As you highlight, TfL already offers a full reimbursement from the Congestion Charge to those undertaking certain journeys in relation to the NHS that meet specific criteria.</p> <p>TfL also operates a reimbursement scheme for patients when attending an NHS appointment or admission, if they are clinically assessed as being too ill, weak or disabled to travel on public transport.</p> <p>Those providing palliative care perform an extremely valuable role and I fully recognise the important work that they do. However, I do not believe that it would be appropriate to extend the NHS reimbursement to this group. The current policy is tightly defined with easily verifiable criteria so that everyone is subject to the same assessment. Giving discounts on a less rigorously defined basis could potentially be unfair, because it would present difficulties in terms of identifying vehicles and enforcing the scheme. It could also undermine the decongestion benefits of the Congestion Charging scheme, particularly if it led to pressure from other groups who felt that they should also be entitled to a reimbursement or discount.</p>	

<p>Parliament Square Question No: 1769 / 2008 Caroline Pidgeon How do you defend your decision to retain Parliament Square as a roundabout for motor traffic rather than a world square at the heart of our democracy where citizens can stroll, sit, and enjoy our national heritage?</p> <p>I was keen to ensure the benefits of this scheme - improvements to the pedestrian environment, tourism, heritage and the public realm - outweigh any negative impacts and costs.</p> <p>After full consideration my decision was not to proceed with the scheme. My principal concerns were around traffic impacts, the overall cost of the scheme and funding, and loss of green space in the design. We are looking at ways of improving the square without affecting traffic flow and thereby improving the setting for the Westminster World Heritage Site.</p>	
<p>Night bus for Ruislip Question No: 1770 / 2008 Caroline Pidgeon Will you ask TfL London Buses to consider providing a Night Bus for residents in Ruislip by extending the N7 bus route from Northolt?</p> <p>TfL have already considered this. However, the forecast level of usage was too low; and it is unlikely that the cost of implementing such an extension could be justified.</p>	
<p>Highbury Corner Question No: 1771 / 2008 Caroline Pidgeon How do you defend your refusal to fund works to redevelop Highbury Corner so it can become a real public space while getting rid of the old road layout to help drivers? Will you please instruct TfL to publish the results of the consultation?</p> <p>TfL has been working with Islington Council on a range of proposed options to improve the Highbury Corner roundabout and to create new areas of public space outside the station. An extensive consultation exercise was carried out last year and the results should be published shortly.</p>	
<p>Junction of Pentonville Road and Penton Rise Question No: 1772 / 2008 Caroline Pidgeon What steps will the administration take to speed up safety measures at road junctions known to be dangerous to vulnerable road users? Why has TfL taken years to improve the junction of Penton Rise and Pentonville Road in Islington, in the light of dozens of ongoing incidents and two cyclist fatalities?</p> <p>TfL has been working to resolve the particularly challenging difficulties at the junction of Penton Rise and Pentonville Road and met you recently to outline its</p>	

<p>proposals. Safeguarding traffic operations on this particularly sensitive section of London's Inner Ring Road has also been an issue. Work is progressing and TfL hopes to be in a position to commence the implementation of improvements in the new year.</p>	
<p>Transparent decision making at TfL Question No: 1773 / 2008 Caroline Pidgeon Could your administration investigate how the decision-making processes of TfL Street Management might be made more transparent, as communities all too frequently have no idea what is going to happen in their localities, and have no chance to feed in suggestions to proposed schemes?</p> <p>TfL consults residents and other stakeholders on proposed schemes, providing the opportunity to feed in suggestions. There is also extensive correspondence with residents wishing to request particular improvements, and this is valuable to TfL. TfL will contact you to discuss any specific concerns you may have.</p>	
<p>Bendy bus routes in Islington Question No: 1774 / 2008 Caroline Pidgeon Please supply the dates on which current bus contracts for 'bendy bus' routes through Islington borough terminate, and indicate when TfL intends that double-decker buses will be operating on these routes at an increased frequency.</p> <p>At the moment, the articulated bus routes operating in the London Borough of Islington are the 29, 38 and 73.</p> <p>You are currently being consulted on the proposal for route 38, and will be aware that TfL are also tendering for double deck buses on this route. The current 7 year contract ends in July 2009.</p> <p>The contract for route 73 expires in September 2011. Route 29 has an initial contract expiry date of January 2011. This can be extended for a further two years until January 2013, provided that the quality standards specified in the contract are met.</p>	
<p>Community Infrastructure Bids Question No: 1775 / 2008 Caroline Pidgeon Now that the Labour Government has turned down Community Infrastructure Fund bids in respect of the Archway gyratory and Drayton Park Station, will your Conservative administration meet the funding gap created by the lack of CIF funding?</p> <p>TfL and Islington Council has developed an outline scheme which would remove the current one-way gyratory at Archway and reconfigure the road to more efficient two-way working, thus improving the balance between vehicles, pedestrians and cyclists. In discussions to date, TfL has made it clear that they have not allocated funds to progress this work any further in the absence of third party funding, such as s106 or Growth Area Funding for implementation.</p> <p>Drayton Park was not assessed as a priority for CIF funding by TfL. This is a Network Rail managed station and any improvements should be funded by Network Rail.</p>	

<p>Red Routes Question No: 1776 / 2008 Caroline Pidgeon Please outline TfL’s procedures for consultation on the introduction or extension of Red Routes.</p> <p>The network of red routes (the ‘Transport for London Road Network’) has been established since 2000, and no new roads have been added since then. Where TfL propose extending the operational hours of existing red routes however, it devises a consultation strategy to ensure the public and other stakeholders have the opportunity to comment.</p> <p>Further to my answer to your question 1773/2008, TfL intend to contact you to discuss any specific concerns you have.</p>	
<p>Red Route – Upper Street and Holloway Road Question No: 1777 / 2008 Caroline Pidgeon When can Islington Council expect an answer to its objections to TfL’s proposal to introduce a 7-day Red Route along Upper Street and Holloway Road. Will you review these plans given that there has apparently been no consultation with local traders and residents; and there are concerns about the data TfL are using to support their proposal?</p> <p>TfL has met Islington Council to discuss its concerns with these proposals, and is now reviewing the proposals. It was always TfL’s intentions to discuss and agree its proposals with Islington before consulting publically.</p> <p>TfL’s original proposals were to extend the operational hours of the existing red route and bus lanes on Upper Street and Holloway Road, to better protect buses from the effects of parking in the evenings and on Sundays. The case for extending the existing controls is stronger on some parts of Upper Street and Holloway Road than others, and so TfL has agreed with Islington that it will now reconsider whether an event only controls extension can be delivered to protect bus operation on the A1. TfL will discuss its revised plans with Islington before consulting traders and residents, as is standard practice.</p>	
<p>Bike Hire scheme Question No: 1778 / 2008 Caroline Pidgeon What is your timetable for introducing City Bike hire and what stage have your negotiations reached?</p> <p>TfL has been working with the Clear Zones Partnership (Westminster City Council, City of London, London Borough of Camden and The Royal Parks) to undertake a feasibility study into a cycle hire scheme for London.</p> <p>The feasibility study assessed the demand for a London cycle hire scheme, as well as what land might be required and is available to accommodate the scheme.</p> <p>Now that the feasibility work has been completed, TfL is looking at the practicalities of implementation, how the scheme might best be achieved and when it could be launched.</p>	

<p>Bike Hire scheme (2) Question No: 1779 / 2008 Caroline Pidgeon What plans does TfL have to consult with residents and Borough councils on the location of bike hire stations for the City Bike hire scheme? Can this also be combined with the location of secure parking stands for bikes?</p> <p>The boroughs are key partners in the scheme. During the feasibility phase, TfL has been working with Westminster, Camden, and City Councils and The Royal Parks, and will continue to do so.</p> <p>As the project progresses and further detail of the scheme is developed, TfL will be working with the London boroughs to take the scheme forward. This will include local community engagement.</p> <p>Where possible, TfL will consider whether locations could include additional cycle parking.</p>	
<p>Pedestrian crossing Upper Street/Islington Park Street Question No: 1780 / 2008 Caroline Pidgeon Will you ask TfL to review the pedestrian waiting times and crossing times at the crossings outside Highbury & Islington station and at the junction of Upper Street and Islington Park Street, as both are too long and pedestrians are taking risks to save time?</p> <p>The pedestrian wait and crossing times at the pelican crossing at Highbury & Islington Station are compliant with the guidelines set by the Department for Transport (DfT). Decreasing this would have serious implications for traffic operations at Highbury Corner Gyratory. The timings at this site are reviewed on a regular basis and TfL believe the current timings provide the appropriate balance between the competing demands.</p> <p>The signal timings at the junction of Upper Street with Islington Park Street, similarly, are designed to achieve the optimal balance for traffic on all approaches while keeping pedestrian wait times to a minimum. The timings at this junction again, are compliant with guidelines set by the DfT.</p> <p>Notwithstanding the above, given your specific concerns, I have asked TfL to look again at these two locations to determine if they are able to make any further adjustments for pedestrians without imposing undue delay on traffic operations. TfL will update you on their findings</p>	
<p>iBus Question No: 1781 / 2008 Caroline Pidgeon Will TfL's "live-interactive bus-tracking system" [Question No: 1338/2008] be used to manage bus movements – for example, to prevent three buses arriving together?</p> <p>Further to my answer to 1338/2008, the iBus system provides live bus-tracking of bus services for service control. All bus operators have their own service control operation and use iBus as a tool to help regulate their bus service. The iBus system shows service controllers where each bus is along its route. With this information, service controllers are able to better regulate the service, which should prevent buses arriving at stops in groups</p>	

iBus (2)

Question No: 1782 / 2008

[Caroline Pidgeon](#)

What standard of real-time bus information is TfL expecting to provide at bus stops with their new iBus technology, and how will we be able to evaluate its success this time next year?

iBus provides improved arrival prediction times of buses at bus stops where Countdown signs are installed, allowing passengers to make informed decisions on how to best utilise any waiting time. When fully rolled out next year, all bus routes will be displayed at their respective Countdown signs, overcoming the limitations of the replaced Automatic Vehicle Location system. The success will be seen through (a) no missing routes on Countdown signs and (b) a better prediction result whereby the predicted time and actual arrival time of buses will be more accurate.

South West Trains ticket offices

Question No: 1783 / 2008

[Caroline Pidgeon](#)

In your Answer [South West Trains Question No: 1362/2008] you report that you intend to write to South West Trains opposing their plans to reduce ticket office staffing and to close some ticket offices. What was South West Trains' response to your letter, and has it become necessary for you to take this up with the Department for Transport?

It is my view that these stations should be properly staffed.

TfL has written to South West Trains and has also expressed its views to the DfT on this matter.

Access to Forest Hill and Sydenham Stations

Question No: 1784 / 2008

[Caroline Pidgeon](#)

While rail passengers along the East London Line extensions in South London are delighted that the Oystercard can now be used, many (including disabled passengers) are dismayed that Southern Railways have blocked access gates from Perry Vale to Forest Hill Station and from Peak Hill to Sydenham Station. Will you ask TfL to work with Southern Railways to find a more satisfactory solution?

The side entrances at Forest Hill and Sydenham stations are a matter for Southern as they currently own and manage these stations. TfL has worked with Southern to deliver gating at these stations and are continuing to liaise with them to achieve gating of the side gates, allowing them to remain open.

TfL will endeavour to address any outstanding issues when they assume responsibility for the stations in May 2010 with the reopening of the East London Line services.

<p>Bus route to Horn Park</p> <p>Question No: 1785 / 2008</p> <p>Caroline Pidgeon</p> <p>Can you confirm that TfL’s plan to extend the B15 bus route from Eltham to Horn Park in January 2009 will actually be implemented, as the Horn Park Estate is rather isolated and residents have been requesting a bus route through it for many years?</p> <p>The contract for the B15 expires early next year; and as part of the new contract to operate this route, TfL have proposed to extend this service to serve the Horn Park area. TfL are currently in the process of testing the proposed extended route to ensure that it is safe to use.</p>	
<p>Buses to North Greenwich tube station</p> <p>Question No: 1786 / 2008</p> <p>Caroline Pidgeon</p> <p>Will you ask TfL to look into improving bus services from the south of Greenwich Borough to North Greenwich Tube station as they seem not to have taken into account the very high passenger demand which this station is now experiencing?</p> <p>TfL has undertaken work in this regard already. Last year, the 486 was converted to a double deck service, which increased capacity along this corridor significantly.</p> <p>TfL is proposing to extend route 132 from Eltham to North Greenwich via Kidbrooke and Millennium Village. This will create new links between North Greenwich and Kidbrooke, Eltham, Avery Hill and Blackfen. This extension is intended to be introduced towards the end of this year. In addition, TfL propose to include additional peak journeys to the 472 early next year as part of the new contract for this route.</p>	
<p>Transport links to Ebbsfleet station</p> <p>Question No: 1787 / 2008</p> <p>Caroline Pidgeon</p> <p>The switch of the Eurostar terminal from Waterloo to St Pancras, while welcome in many ways, has not necessarily been good for people in South East London. Will you talk to the DfT and train operating companies about introducing better rail links to the new Eurostar station at Ebbsfleet?</p> <p>TfL supports Eurostar’s concession for Ebbsfleet passengers whereby Eurostar ticket-holders can travel free on any Southeastern service and the high-quality connecting “Fastrack” bus service that links Dartford, Greenhithe and Gravesend stations with Ebbsfleet.</p>	
<p>LIP rules</p> <p>Question No: 1788 / 2008</p> <p>Caroline Pidgeon</p> <p>Since you are strongly committed to devolution to Borough councils, will you review the LIP rules so that councils have much greater flexibility on how to spend the funding granted to them by TfL?</p> <p>With my strong support, TfL is working with boroughs to develop a more flexible and less bureaucratic approach to the way that TfL administrates the allocation, spending and monitoring of funds allocated to the boroughs to deliver their Local Implementation Plans (LIPs).</p>	

<p>Arising from this work, some changes are likely to be developed in time for inclusion in the 2009/10 allocation. Further changes will be developed next year in the context of TfL's 10 year business plan and revisions to my Transport Strategy.</p>	
<p>London Overground engineering works Question No: 1789 / 2008 Caroline Pidgeon What arrangements are in place if the current engineering works which have suspended the North London Line and Gospel Oak-Barking line should overrun?</p> <p>TfL and its operator LOROL will carefully monitor the progress of Network Rail's engineering works, and ensure that stakeholders and passengers are kept informed of latest developments.</p> <p>TfL and LOROL have established a communication structure with Network Rail to enable the monitoring of the work in progress. Network Rail will provide daily updates to LOROL, and site visits with qualified LOROL Project Managers and Civil Engineers will also be arranged to review progress through the closures. In the event that engineering works overrun, the current alternative arrangements will remain in place.</p>	
<p>London Overground engineering works (2) Question No: 1790 / 2008 Caroline Pidgeon Please give an account of the degree to which Borough councillors were consulted about the arrangements surrounding the suspension of rail services on the North London Line and Gospel Oak-Barking line.</p> <p>The suspension of rail services is a result of Network Rail's request for the possession of the lines to enable the undertaking of engineering works. TfL and its operator LOROL have engaged with a wide range of stakeholders regarding the bus and train services that are now in operation.</p> <p>Borough representatives were informed early on in the process, starting with a Network Rail meeting in January 2008. When the proposed travel arrangements were in development, TfL and LOROL informed the Borough transport planners and invited them to help finalise the bus routing. In July, letters were also sent to Council leaders affected by the changes, offering them the opportunity for a briefing.</p>	

Workplace cycle parking

Question No: 1791 / 2008

Caroline Pidgeon

What action can you take to press HMRC to ensure that when staff are relocated following the closure of local offices in their Workforce change programme, they are still provided by their employer with secure cycle parking so they can continue to cycle to work?

TfL is working with major organisations across the Capital, who collectively employ over 480,000 employees, to implement workplace travel plans.

These plans include measures such as the provision of secure cycle parking to ensure staff are able to make travel choices that minimise impacts on congestion and the environment, and maximise personal benefits such as health and convenience. This programme includes work with a number of government departments, such as Her Majesties Courts. However Her Majesty's Revenue and Customs (HMRC) however, have not yet participated in the programme.

If the HMRC 'Workforce change programme' to which you refer involves the development of new sites, then it is likely the organisation will need to implement a travel plan as part of any planning permission, which would address the need for adequate cycle parking (amongst other issues).

If the relocation programme does not involve the need for a travel plan as part of planning permission, then TfL would be happy to discuss with HMRC how they can support them on a voluntary basis. Information on the voluntary travel plan programme is available at:

<http://www.tfl.gov.uk/corporate/projectsandschemes/workplacetravelplanning/7604.aspx>

Personalised Travel Plans

Question No: 1792 / 2008

Caroline Pidgeon

Are you still committed to working with Transport for London to deliver Londoners "Personalised Travel Plans", such as the proposed project with Brent Council, which aimed to give 30,000 households a Personalised Travel Plan?

Following my election, I asked TfL to look in detail at its marketing programmes to assess effectiveness and value for money.

Following careful review of the Personalised Travel Planning (PTP) results achieved in previous years, it was clear to TfL that there is an opportunity to improve the method of engagement with residents, and the outcomes achieved in terms of travel behaviour change. TfL is now investigating more targeted and efficient PTP activities and is undertaking a number of pilot programmes over the next six months.

The planned activity in Brent, which was based on the original methodology has therefore been cancelled. Plans for PTP in London going forward will be considered once full evaluation of the pilot projects has been completed.

<p>Half price bus fares Question No: 1793 / 2008 Caroline Pidgeon 75,000 of the poorest Londoners will now have to pay double for their bus and tram fares, following your decision on 24 June. Are you planning any different scheme to replace the Bus and Tram Discount Card scheme or is your administration not interested in supporting those on very low incomes?</p> <p>As part of my fares announcement I stated that I would provide half price travel for people on income support.</p>	
<p>Air quality on A3 Question No: 1794 / 2008 Caroline Pidgeon Further to your Answer to Question 1464/2008, and your assertion that you are working with the boroughs on local air quality issues and specific projects, will you ask TfL to consider funding air quality monitoring and equipment on a suitable site on the A3 Red Route?</p> <p>It is the responsibility of DEFRA and the London boroughs to monitor air quality in London. TfL and I will however continue to support boroughs through Local Implementation Plans (LIPs) to ensure that affordable and cost-effective projects receive appropriate funding. This includes funding for specific air quality monitoring projects. I will also continue to sponsor the London Air Quality Network, which consists of over 200 sites operated by London boroughs.</p> <p>Until October 2007, DEFRA operated a monitoring site on the A3, but it was removed during a review of the monitoring network to comply with the 2007 EU Air Quality Directive. TfL would be pleased to consider bids through the LIPs process for air quality monitoring schemes from Boroughs through which the A3 runs. No such bids have been received to date.</p>	
<p>Rezoning Kingston and Surbiton stations Question No: 1795 / 2008 Caroline Pidgeon If you are proposing to raise the issue of rezoning Kingston and Surbiton rail stations with the train operating companies at your forthcoming "Emergency Summit" can you outline the preparation you are making to ensure that TfL prepares a strong case to support the rezoning proposal? Will you fulfil your promise to meet Kingston and Surbiton's MP Edward Davey to assist this process?</p> <p>I have now written both to Ed Davey and the Secretary of State expressing my support for this campaign and I shall be happy to raise the issue at my forthcoming summit with the Train Companies.</p> <p>However, as Mayor, I have no formal powers in this area. This initiative will therefore only come about as a result of pressure put on South West Trains (SWT) by the local people affected.</p> <p>Given the way the National Rail train franchising system operates, it is SWT that must formally propose any change to the way these stations are zoned and then seek the agreement of the other London Train Companies, and the consent of the Secretary of State for Transport and of TfL.</p>	

<p>There would be some loss of revenue to the Tube and buses if Travelcards from Surbiton and Kingston were re-zoned.</p> <p>However, in the event of a re-zoning proposal coming forward from SWT for my approval, I shall be happy to give it my consent without seeking any compensation from either SWT or the Secretary of State.</p> <p>I see no need for a specific meeting on this topic or any further special preparations prior to my meeting with the Train Companies.</p>	
<p>Walking Strategy Question No: 1796 / 2008 Caroline Pidgeon What are your plans for a walking strategy?</p> <p>I am committed to improving conditions for walking and to build on the successes of the existing Walking Plan for London. Looking ahead, we need to look at what can best be delivered with the available resources. Any proposals to review the current plan or produce a new strategy will, of course, involve stakeholders such as London Councils. The forthcoming review of my Transport Strategy will set out the issues and priorities for walking and I do not intend to issue any updates or strategies in advance of this.</p>	
<p>Active Travel Strategy Question No: 1797 / 2008 Caroline Pidgeon Will you consider making London the first city in the world to develop an active travel strategy?</p> <p>As you know, I am committed to improving conditions for walking and cycling. I made clear within "Planning for a Better London", published in July 2008, that the Transport Strategy will be reviewed as an early priority. This will set out the issues and priorities for walking and cycling (i.e. active travel), alongside other transport matters. It is not my intention to issue any other transport related strategies in advance of this.</p>	
<p>Walking routes on journey planner Question No: 1798 / 2008 Caroline Pidgeon Will you instruct TfL to amend the website system for journey planner so that walking journeys do not default to other transport options for journeys over ten minutes?</p> <p>TfL are currently developing a technical solution that will allow Londoners to personalise how Journey Planner responds to the enquiries they make. This will allow users to specify exactly what sort of responses they want, e.g. only give me walking options for journeys of less than 20 minutes and only public transport options for journeys longer than this; always give walking and cycling options first; etc. The technology being used can store these settings and it will automatically remember a user's preferences when they return to the site.</p>	

TfL funding for walking

Question No: 1799 / 2008

[Caroline Pidgeon](#)

How do you plan to co-ordinate the work across TfL in the smarter travel unit and surface transport to ensure walking funding is spent to maximum benefit?

Co-ordination of activities across TfL departments to promote and improve conditions for walking already takes place.

For example last year's 'Why not Walk It' campaign, was jointly developed by Surface Transport and the Smarter Travel Unit and formed a key part of the information made available to schools through the School Travel Plan programme.

Nevertheless, a review has been initiated at TfL to look across all the programmes which contribute to the objectives of improving conditions for walking (and cycling) to ensure they are as effectively co-ordinated as possible and are delivering maximum benefits and value for money. This includes the work of the Smarter Travel Unit, Surface Transport and Borough Partnerships and will be completed by the end of this financial year.

Potters Fields

Question No: 1800 / 2008

[Caroline Pidgeon](#)

Given your commitment in Planning for a Better London to "focus on genuinely strategic issues and on areas where the GLA and its related organisations can really help improve the quality of planning policy and decisions", and your answer to question 1328/2008, will you now withdraw the threat of Compulsory Purchase Order made by your predecessor on the Potters Field site and allow Southwark Council to develop a scheme with the applicant, without threat of interference?

This is the most important Thames-side site left in London, and it is disappointing that such a strategically important asset has been derelict for so long. I hope that Southwark Council will, at long last, bring about its redevelopment, and I am pleased that they are working constructively with Berkeley Homes to design a scheme that can bring about the regeneration of Potters Field. I look forward to seeing the new scheme in due course, and in the meantime there is no threat of a CPO.

999 text service

Question No: 1801 / 2008

[Caroline Pidgeon](#)

Will you take the lead on making London a pilot for a text message 999 service, whereby the many people who are unable to talk when they need to call an emergency service (such as those with respiratory conditions, hearing impairments or other speech debilitating conditions or those who may be in dangerous or threatening situations) could text for help?

I recognise the issue and the MPS are supporting a National Emergency SMS texting system for the deaf. This is still in the planning stages but it will allow registered members of the deaf community to text the police on their mobile phones via a type talk operator.

Flooding at Finchley Road station

Question No: 1802 / 2008

[Caroline Pidgeon](#)

What action are TfL and London Underground taking to prevent a future repetition of the flooding that closed Finchley Road station on Sunday August 31st?

London Underground had to close Finchley Road station on Sunday 31 August when drains were unable to cope with the 'flash flood' effect of a large volume of rain falling in a short space of time.

Tube Lines, the infraco whose responsibility it is to maintain the assets on the Jubilee line, were called out as soon as the problem was identified and, with the help of London Underground staff, the station was reopened within two hours.

Tube Lines are investigating why the drains were unable to cope and have agreed to look into resilience measures as a priority, to ensure the situation is guarded against as fully as possible in future. In the meantime, London Underground continues to monitor the situation closely

Empty Dwellings

Question No: 1803 / 2008

[Mike Tuffrey](#)

Please confirm that you are going to stick to your Housing Manifesto commitment to cut the number of empty dwellings in London to 1% by 2011, rather than simply to reduce long-term empty homes to 1% of London's total housing stock as stated by your press release of 8 July - which in fact was achieved before you took office according to the Empty Homes Agency.

The Empty Homes Agency is wrong to assert that my target to reduce long-term empty homes to one per cent of the housing stock in London has already been met. Their claim is only counts private sector empty homes and does not account for local authority, housing association and other publicly owned long term empty homes, which take the existing figure to over one per cent. Achieving this target in a market downturn (during which the number of empty homes normally rises) will be challenging, and require almost 3,000 homes to be brought back into use. In support of this target I will recommend that up to £60 million of the housing capital available for 2008-11 be allocated to projects tackling the blight of empty homes.

East London Line Extension

Question No: 1804 / 2008

[Richard Tracey](#)

Will the Mayor provide an update on what progress has been made on securing Government funding for Phase 2 of the East London Line Extension since his last answer?

TfL are still in discussion with the DfT regarding the funding for this project and hope that an agreement can be reached shortly to ensure that it can be completed by December 2011.

River Transport

Question No: 1805 / 2008

[Richard Tracey](#)

Will the Mayor provide an update on what progress has been made on the expansion of river transport between Putney and Blackfriars since his trip from Putney in July? What talks about piers is TfL having with developers? What support is currently given to Thames Clippers by TfL?

There was a meeting of the River Passenger Services Concordat Working Group chaired by Kulveer Ranger on 24 July which was attended by stakeholders including local boroughs, pier owners and boat operators. A draft Pier Plan for the Thames was presented and attendees have now provided useful feedback which will enable the Pier Plan to be finalised. The Pier Plan will provide a framework with which local boroughs and TfL will be able to engage with developers and other potential sources of funding to enable new or expanded piers to be built.

The Thames Clippers Monday to Friday peak hours service between the London Eye and Woolwich received £439,891 financial support from TfL in the year ending 17 August 2008, less deductions for journeys not operated. The Thames Clippers contract for peak hours service was awarded following a competitive tendering process. Thames Clippers off-peak and other services operate commercially without financial support from TfL.

Waterloo Eurostar Platforms

Question No: 1806 / 2008

[Richard Tracey](#)

Will the Mayor do all he can to exert pressure on the relevant parties to introduce an earlier transfer of the longer Eurostar platforms at Waterloo for commuter trains?

The future of Waterloo International is ultimately the responsibility of the DfT and therefore I do not have any direct control over the future use of these platforms. However, TfL is closely involved with Network Rail's project to redevelop Waterloo including the integration of the International platforms into the main station. In the short term, Network Rail and South West Trains have plans to allow a small number of trains to use one of the Eurostar platforms at peak times.

Clapham Common Westside

Question No: 1807 / 2008

[Richard Tracey](#)

What has been the result of the petition from local residents, which I presented to the Assembly in July following a fatal accident at Clapham Common Westside?

You should already be in receipt of my response to this petition. However, for the record I will outline my response again here.

Naturally I was very sorry to learn of the tragic death of a young resident killed whilst crossing Clapham Common Westside, and my thoughts are with his family at this

<p>time.</p> <p>Please be assured that Transport for London will look at the options for improving the safety at this location.</p> <p>I understand that more recently, TfL has written to your office providing some additional details of this site, including the collision history, and I hope that their correspondence has helped to put into context the very important work that they do to reduce casualty rates in London.</p> <p>Once all investigations regarding this matter have been completed, I have asked that TfL write to you again to provide a further update.</p>	
<p>No Strike Agreement Question No: 1808 / 2008 Richard Tracey What progress is being made towards a no strike agreement with transport unions on TfL services?</p> <p>I have asked London Underground to begin the process of leading discussions on a no-strike agreement and there have already been some discussions with the Trade Union General Secretaries on this matter.</p> <p>The important issue in all of this is to ensure that we jointly arrive at a solution which greatly reduces the inconvenience of Industrial Action to Tube customers.</p>	
<p>Mainline Oyster Cards Question No: 1809 / 2008 Richard Tracey Will the Mayor provide an update on what progress is being made towards the aim of securing Oyster availability on all mainline rail services in London?</p> <p>See my answer to 1763</p>	
<p>London Streets Question No: 1810 / 2008 Richard Tracey When will London Streets hand over enforcement powers on illegal pavement advertising, pavement repairs, and litter on Red Routes to London boroughs?</p> <p>TfL is responsible for enforcement against illegal pavement advertising and repairs to pavements on the red routes; however litter picking is a Local Authority responsibility under the Environmental Protection Act. TfL contacted you in June as they shared your concerns about litter, particularly at markets within Wandsworth, where the sale of produce often extends onto the footway.</p> <p>TfL met with the Wandsworth Council Officer responsible for highway enforcement and maintenance and discussed a potential pilot whereby such enforcement powers would be delegated to Wandsworth Council for action on the A24. The practical, legal and financial implications are currently under consideration. TfL will keep you advised as to progress here.</p>	

<p>BAA Crossrail Funding Question No: 1811 / 2008 Richard Tracey Is the Mayor concerned about the reports suggesting that BAA have yet to publicly commit to a specific funding figure for Crossrail?</p> <p>The BAA contribution, underwritten by the Department for Transport, is part of the Crossrail funding arrangements as laid out in the Heads of Terms published November 2007.</p> <p>A series of agreements, including the BAA contribution, which underpin the Heads of Terms, is due to be concluded this autumn.</p>	
<p>Thameslink Question No: 1812 / 2008 Richard Tracey What alternatives and diversions will TfL introduce during the period when work on Thameslink will disrupt commuters?</p> <p>The planning of alternative train services during Thameslink programme works is primarily a matter for Network Rail and the DfT. However, TfL are keen to ensure that passenger inconvenience is minimised and are therefore working closely with them on train service provision during the disruption. Additionally, the new East London line services to Crystal Palace and West Croydon will provide an alternative route for some passengers during the disruption. TfL is also negotiating with DfT to provide funding for ELL Phase 2 services to Clapham Junction, which would provide an alternative service for the South London Line during Thameslink works.</p>	
<p>Brighton to Watford Line Question No: 1813 / 2008 Richard Tracey Will the Mayor campaign to retain a through rail service from Watford to Brighton via Clapham Junction?</p> <p>I am fully aware that this is a vital through train service and that many passengers will now be greatly inconvenienced by having to change trains at Clapham Junction.</p> <p>I have therefore written to the Secretary of State explaining my desire for the DfT to retain this vital direct service.</p>	
<p>South West Trains Question No: 1814 / 2008 Richard Tracey As South West Trains starts a public consultation on the potential reduction in ticket office opening hours and closures at 114 stations, will the Mayor put pressure on the company to ensure there is no further reduction in the manned ticket offices at Merton's stations, and that the ticket office at Motspur Park Station currently threatened with closure is retained for the benefit of passengers' convenience and safety?</p> <p>I support the need to provide safe and secure stations on national rail and that they</p>	

<p>should be properly staffed during operational hours.</p>	
<p>Tube Station Closures Question No: 1815 / 2008 Richard Tracey Will the Mayor provide a list of all the major events in London over the next calendar year, which TfL deem to be of sufficient importance that they will ensure that nearby tube stations remain open for their duration?</p> <p>Track and station closures are necessary to carry out essential maintenance, and renewal work that will see capacity, reliability, ambience and accessibility improvements across the Tube network.</p> <p>London Underground (LU) has a meticulous closure planning process, and liaises regularly with event organisers to ensure that it takes into account major events taking place across the capital.</p> <p>LU will always try to ensure that there is sufficient provision for events, taking into account expected attendance. However due to the necessary intensity of the closure programme and the large number of events that take place in London, it is inevitable that some closures will have to be accommodated alongside other events, provided sufficient capacity is available elsewhere on the transport network. The list of such events is extensive and is changing constantly so it would not be practical to provide this.</p> <p>A full list of forthcoming closures for the next six months is available on the TfL website.</p>	
<p>Safer Neighbourhood Teams Question No: 1816 / 2008 Richard Tracey Does the Mayor agree with me that it is undesirable for Safer Neighbourhood Team officers to transfer from their local wards too regularly? Does he agree that there is a consequent loss of vital local contacts, knowledge, and experience of the local area when this happens? Will he consult with the Metropolitan Police Service on avoidance of this sort of 'churn' effect to avoid it happening more regularly than absolutely necessary?</p> <p>I agree it is vital that Safer Neighbourhood team officers are able to build up local knowledge and experience about their local area. The ethos of Safer Neighbourhoods is that officers are visible, accessible and familiar.</p> <p>Members of the Metropolitan Police Service are required to provide a statement of expectation setting out the length of time an officer can be expected to serve within a given department. For Safer Neighbourhoods the MPS recommend that officers serve a minimum of two years.</p>	
<p>Clapham Common Question No: 1817 / 2008 Richard Tracey Clapham Common, which is split between Wandsworth and Lambeth</p>	

<p>Boroughs, is managed by Lambeth Council on behalf of both local authorities. However, is the Mayor aware that neighbouring residents in my constituency are very concerned about the deteriorating state of the Common, its buildings, trees and various sports facilities, and think that Lambeth Council is not carrying out its management function efficiently?</p> <p>In the light of your recent welcome statements about the value of London commons and parks, will you look at Clapham Common and urge Lambeth Council to start urgent refurbishing and restoration works on the facilities?</p> <p>I do not have the authority to direct the Borough of Lambeth on how to manage its parks and green spaces. However, through my Priority Parks Programme, I have invited every London borough to nominate a number of parks, which potentially could include Clapham Common, to be considered for funding to facilitate improvements. Londoners will have the final say by voting for up to 10 sites that will receive around £400k to support improvements. However, as Clapham Common is a very large site it is likely it would take a great amount of funding to achieve a visible difference.</p>	
<p>Clapham Common Question No: 1818 / 2008 Richard Tracey</p> <p>Does the Mayor feel that the current management arrangements for Clapham Common are adequate, and would he be prepared to look at an alternative Clapham Common Trust to ensure that this valued open space is maintained for residents?</p> <p>At present, I do not feel it's appropriate for me to intervene in the management of the common, which is an enormously important asset for both local residents and the thousands of other Londoners who enjoy it for football and other sports. Local people could approach the Borough Council to explore alternative arrangements.</p>	
<p>Clapham Common Question No: 1819 / 2008 Richard Tracey</p> <p>Does the Mayor share the safety concerns of neighbouring residents around Clapham Common, particularly due to derelict buildings and overgrown trees and bushes on the Common? What measures can be taken to improve the security of these areas? Does the Mayor agree that well-maintained public areas are essential to the prevention of crime?</p> <p>I agree that well-maintained public green spaces are vital to our quality of life. Run-down buildings and signs of neglect, such as accumulated litter, tend to attract antisocial behaviour. There is a balance to be struck between retaining the wildness of the more natural parts of the Common, which is part of its appeal, and maintaining views through the more wooded areas and sightlines along paths, so that people feel safe. One of the best ways to encourage safety is to make sure the park is welcoming and well used.</p>	

<p>Clapham Common Question No: 1820 / 2008 Richard Tracey Does the Mayor agree that any development plan on the Commons, especially in the fairground area, should take account of its impact on the local community?</p> <p>I do not have details of any current proposals for this area, but I agree that any development on the Common should take account of the local context, including its historic and wildlife importance, as well as its impact on the surrounding community.</p>	
<p>Affordable London Question No: 1821 / 2008 Steve O'Connell What is the Mayor doing to make it more affordable to live in London?</p>	ORAL ANSWER
<p>Housing Targets Question No: 1822 / 2008 Richard Tracey When will discussions be taking place with boroughs regarding new housing targets, and when does the Mayor expect that these targets will be agreed?</p> <p>Discussions with boroughs will be undertaken in the coming months and I expect them to conclude with agreed targets at the latest before the end of the financial year.</p>	
<p>Housing Strategy Question No: 1823 / 2008 Steve O'Connell What progress has been made in developing the Mayor's Housing Strategy, and when does the Mayor expect this to be published?</p> <p>The London Housing Strategy is currently being drafted and will be published for Assembly and functional body consultation in November 2008.</p>	
<p>Carshalton Village Question No: 1824 / 2008 Steve O'Connell Will the Mayor of London give assurances that the distinctive character of Carshalton Village will be protected at the TfL Streetscape Review Group, that he will veto any plan to replace the ornate lampposts in the area and look to find a solution that is acceptable to local residents?</p> <p>I have asked TfL to meet with LB Sutton to discuss this issue further and seek to determine a mutually acceptable solution.</p>	

North Circular Plans

Question No: 1825 / 2008

[Andrew Boff](#)

How soon will TfL resolve the plans for the junction of Green Lanes and the North Circular and so lift the blight that has contributed to the dereliction of the properties in its ownership?

TfL is awaiting the publication of the Secretary of State's decision on the Side Road Orders and Compulsory Purchase Orders for the proposed A406 Bounds Green to Green Lanes Safety and Environmental Improvement Scheme.

Once the decision is published, TfL will be in a position to make firm decisions about the future of the surplus properties it owns along the route, in conjunction with Enfield Council.

Narrowway Bus Congestion

Question No: 1826 / 2008

[Andrew Boff](#)

What plans does TfL have for solving the bus congestion problems on the Narrowway in Hackney? What are the obstacles to rerouting most of the buses elsewhere?

Whilst Narrowway is currently restricted to buses and delivery vehicles only, buses often experience severe delays in exiting this one-way road at its junction with Amhurst Road owing to congestion on the A107 (Amhurst Road/Mare Street), in and around the railway station and over the bridge.

TfL has, for some time, been working closely with officers from the London Borough of Hackney on developing possible solutions to ease the traffic delays currently experienced by bus passengers in the vicinity of Hackney Central Rail Station and the Town Centre. As part of this work, in association with the Route 38 initiative, TfL has provided significant funding for feasibility work and input to Hackney's Central Masterplan, which is scheduled for adoption at the end of 2008. I very much hope that these initiatives will soon bear fruit in helping to resolve some of these very difficult issues and continuing the area's regeneration.

Narrowway lies at the heart of Hackney Town Centre, close to the shops and other facilities, and is thus a popular destination for passengers. Running bus services along Narrowway therefore minimises walking distances for passengers. Diverting buses away from the Narrowway would inconvenience bus passengers and is therefore not something TfL is considering.

Equestrian Venue 2012

Question No: 1827 / 2008

[Andrew Boff](#)

Could you state whether the ODA has finalised the location of the Equestrian Events in Greenwich Park, and what negotiations have taken place between LOCOG, ODA and the Royal Parks on any possible works that would alter the landscape of this location?

Proposals for the equestrian venue continue to be developed by LOCOG and are currently also being examined in a review commissioned by the Olympic stakeholders.

<p>Segway Licensing Question No: 1828 / 2008 Andrew Boff As London is the only major European city where the Segway PT is not allowed on the pavement or public highway would the Mayor consider undertaking trials of Electric Personal Assistive Mobility Devices (EPAMDs) as part of the “roadmap” process to regulatory approval?</p> <p>Currently, Segways can only legally be used on private land with the owner's consent. TfL would need to give careful thought to whether it would support trials as you suggest. It is not clear for example to what extent Segways and pedestrians could share the footway, or what effect these machines would have on disabled pedestrians (the blind or partially sighted in particular). There would also be questions about whether there would be sufficient space to accommodate them. Changes to this would require legislation at the national level and TfL would follow any debate in this area this with interest.</p>	
<p>Lend Lease Question No: 1829 / 2008 Andrew Boff How long will the Mayor have to endure the excuses from Lend Lease over its inability to raise the private capital necessary for the building of the Athlete’s Village?</p> <p>The ODA are continuing to negotiate with Lend Lease to come to a sensible financial arrangement which strikes an appropriate balance between the investment made and risk taken by the public and private sectors. I and my staff are working closely with Government and the ODA to get this resolved as quickly as possible, although it is important to stress that there has been no delay to the construction of the Village.</p>	
<p>Athlete’s Village Question No: 1830 / 2008 Andrew Boff Is the Mayor impressed by the design of the Athlete’s Village and persuaded that this design is adequate to meet the needs of families in London after the Olympics have finished?</p> <p>I place a great deal of importance on high design quality in the Olympic Village, as I do with all housing developments across London. I have had a number of meetings over recent months with the Olympic Delivery Authority to make clear my expectations for the Village design, and will continue to press for them to be achieved.</p>	
<p>Downtown Development Question No: 1831 / 2008 Andrew Boff With the Mayor’s commitment to protect and promote trees and woodland how does he view the Downtown development in Southwark?</p> <p>This is a current application that I have not yet determined, and it is therefore not appropriate for me to comment. If I were to do so, I am advised that I would be</p>	

<p>fettering my discretion and so would be unable to deal with the relevant planning application at the appropriate time.</p>	
<p>Seven Sisters Road Question No: 1832 / 2008 Andrew Boff Will the Mayor give his support to Woodberry Down residents by opposing the narrowing of the Seven Sisters Road</p> <p>The proposed scheme aims to reduce to barrier that the Seven Sisters road poses to the residents of the Woodberry Down estate and will improve the urban realm in this area, which I support. I wrote to Central Government to express this support for this scheme and others in June 2008.</p> <p>I am aware of Hackney’s proposals to reduce the number of lanes from 6 to 4 and the concerns of the residents in doing so, and I am aware of local concerns. Therefore, I have asked TfL to review the impact this will have on traffic, and to visit the area and meet with local residents to hear their concerns.</p>	
<p>Climate Change Adaptation Strategy Question No: 1833 / 2008 Gareth Bacon How does the Mayor’s Climate Change Adaptation Strategy underline his commitment to tackling climate change in London?</p>	<p>ORAL ANSWER</p>
<p>Flooding Question No: 1834 / 2008 Gareth Bacon Does the Mayor believe that additional measures will be necessary to improve flood defences in London, and which options are currently under consideration?</p> <p>Yes, managing flood risk is not all about building defences. In some cases the most appropriate action will be to be better prepared in case a flood does happen or to construct buildings in a way that minimises the risk and damage that a flood would do.</p> <p>London is relatively well protected at present from tidal flood risk but climate change is increasing fluvial and surface water flood risk. My officers are working with the Environment Agency to understand these risks and any measures that may be needed to better manage them.</p> <p>Surface water flooding is an area that the recently published Pitt Review identified nationally as a particular weakness and I am pleased to say that London is leading the way on this with the Drain London project.</p> <p>We also need to protect critical infrastructure and the most vulnerable communities, and work with our partners, particularly the Environment Agency, to improve flood risk management on the tributaries and the Thames. My officers will be completing the Regional Flood Risk Appraisal linked with the London Plan over the coming</p>	

<p>months; one of its key themes is improving the links between town planning and emergency planning.</p>	
<p>London Waste and Recycling Board Question No: 1835 / 2008 Gareth Bacon What are the Mayor’s long-term priorities for the London Waste and Recycling Board, and what does it hope to achieve within its first year?</p> <p>As Chairman of the London Waste and Recycling Board, I want London’s recycling rate to increase dramatically, with a greater emphasis on the opportunities that recycling waste brings to tackling climate change - in particular business waste which makes up three quarters of London’s waste.</p> <p>The Board is meeting for the first time tomorrow. My key aim for the remainder of this year will be to quickly establish the projects that it will be funding, with a view to a massive improvement in the infrastructure London needs to properly and responsibly deal with its waste.</p> <p>An early decision of the Board will be to consider the funding for the continuation of the Recycle for London campaign, which is an important way to encourage Londoners to keep up their efforts to boost our recycling rates – the success of which largely depends on individuals’ behaviour.</p>	
<p>Trafalgar Square Question No: 1836 / 2008 Gareth Bacon How will the “makeover” of Trafalgar Square improve its impact on the environment? Are there any plans to extend this approach to other London landmarks?</p> <p>The “makeover” will include conservation and restoration work to the Grade II* fountain bowls and statues, along with the installation of a new LED lighting system.</p> <p>The new lighting will significantly reduce the carbon footprint by 16,250 kgCO₂ per year – a reduction of around 90%.</p> <p>These works, together with routine conservation to a high standard and previous major projects, such as that for Nelson’s Column in 2006, serve to demonstrate the GLA’s commitment to one of London’s principle landmarks.</p> <p>The GLA’s portfolio of landmarks is limited to Trafalgar and Parliament Squares, but I trust serve as example to other public and private bodies in terms of the need for conservation and to reduce environmental impacts.</p>	
<p>Olympic Medals Question No: 1837 / 2008 Brian Coleman Can the Mayor make a commitment to ensure that the organisers of the Games give the contract for manufacturing the Medals for 2012 to a UK</p>	

<p>company?</p> <p>No. Restricting contracts like this could give rise to competition law issues. The priority for my office is to get businesses into the best possible shape to compete for 2012-related contracts. I therefore encourage companies of all sizes across London and the UK to register themselves at www.london2012.com/business, where they can join the London 2012 Business Network and use 'CompeteFor', the on-line business brokerage service. So far, 98% of all 2012-related contracts have been awarded to UK-based businesses, which shows that the best of British can compete with the rest of the world without protectionist measures.</p>	
<p>Visit London Question No: 1838 / 2008 Brian Coleman Does the Mayor have confidence in the management of Visit London?</p>	<p>ORAL ANSWER</p>
<p>Low Emission Zone Question No: 1839 / 2008 Brian Coleman Is the Mayor aware of the serious difficulties faced by charities, voluntary organisations and youth groups in London due to the Low Emission Zone? Many of these organisations are reliant on vehicles such as minibuses and horseboxes, but cannot afford either to adapt their vehicles or pay the £200 charge. Does the Mayor agree that these organisations are being unfairly penalised, and will he urgently consider exemptions or other forms of assistance for them?</p> <p>The aim of the LEZ is to improve air quality in London by deterring the most individually polluting vehicles from driving in the area. In order to maximise the air quality and health benefits of the LEZ, only a small number of vehicles are entitled to an exemption or 100% discount from the scheme on the basis that there are technical reasons why they cannot meet the emissions standards.</p> <p>However, I have asked TfL to review the impact that the scheme has on organisations and individuals, whilst ensuring that it still meets the objectives of improving air quality and the associated health benefits. I expect to make an assessment of the changes and propose a way forward in the autumn. Any changes to the scheme will be subject to consultation and will be communicated to stakeholders well in advance of any change being made.</p>	
<p>Health Investigations Question No: 1840 / 2008 James Cleverly Will the Mayor support the London Assembly's investigation into youth drinking in the capital and give every co-operation at the evidence gathering stage of the report?</p>	<p>ORAL ANSWER</p>

<p>Olympics and Healthcare Question No: 1841 / 2008 James Cleverly Did the Mayor during his time in Beijing find any lessons for London NHS in handling the huge influx of visitors 2012 will bring?</p> <p>Following the closure of the Paralympic Games we will need to have a series of conversations about our joint learning to inform our future plans on health matters, including the provision of health services during the 2012 Games.</p> <p>NHS London is already developing plans for the provision of world class health services for the Games for visitors and athletes. To inform this planning, NHS London is looking at the experience of delivering health services from a range of previous Games including Sydney and Athens, and will also be involved in a debrief from the Beijing organising committee (BOCOG) on the experiences from Beijing.</p>	
<p>Budget savings (1) Question No: 1842 / 2008 Roger Evans What savings have been found so far in the budget following the various investigations undertaken and where do you see the direction of travel to be in terms of reducing the overall expenditure burden of City Hall in future years?</p>	ORAL ANSWER
<p>Budget savings (2) Question No: 1843 / 2008 Roger Evans Of the savings made, how much and how many were down to common sense saving or avoidance of duplication that the previous administration failed to ublici?</p> <p>It is not possible at this stage of the budget process to list potential savings. However, the savings required by the GLA in response to my budget guidance will be reflected in the draft budget and business plan which will be developed over the next two months.</p>	
<p>Budget savings (3) Question No: 1844 / 2008 Roger Evans Are you able to demonstrate that, in essence, by careful planning, the GLA can do more for less through prudent and sensible financial planning?</p> <p>My budget guidance for the GLA includes a challenging, but realistic target of a 15 per cent reduction from net spending in 2008-09. I hope to demonstrate later in the budget process when the draft budget and business plan is developed further that it will be possible to bring about this reduction without compromising the work in supporting me or discharging of my responsibilities.</p>	

<p>Gallows Corner Question No: 1845 / 2008 Roger Evans Will the Mayor instruct TfL to work round the clock on Gallows Corner in order to complete these works as quickly as humanly possible?</p>	<p>ORAL ANSWER</p>
<p>Gants Hill Station Question No: 1846 / 2008 Roger Evans There are still major problems with flooding at Gants Hill Station. With reference to his answer to question 0885/2008, can the Mayor update the Assembly on what progress is being made by TfL in solving this long-term problem?</p> <p>TfL has been investigating this issue further as water has been observed running into the subway rather than backing up through the internal drainage system. Investigative works were undertaken and TfL will update you once the causes of the flooding are known and the timeframe for resolution can be determined.</p> <p>Meanwhile, TfL’s contractor continues to check and clear the drainage channels within the subway monthly and emergency call out arrangements have been put in place.</p>	
<p>372 Bus Route Question No: 1847 / 2008 Roger Evans What call was there for TfL to re-route the 372 bus route down residential streets and streets with no history of regular heavy vehicle traffic?</p> <p>TfL has proposed that the 372 be rerouted between Hornchurch and Elm Park. However no decisions have yet been made however.</p> <p>TfL is aware of the concerns that some people have raised about the 372 proposal. The next step to undertake a full public consultation and TfL is discussing this with Council officers.</p>	
<p>A12 Footbridge Question No: 1848 / 2008 Roger Evans Will the Mayor instruct TfL to re-examine the case for the replacement of the footbridge over the A12 as my constituents find the current situation completely unacceptable?</p> <p>The Mawney Road footbridge over the A12 Eastern Avenue West was removed in June 2006 following a vehicle strike. Providing a modern, compliant footbridge in the same location was considered.</p> <p>However, a new structure that would be compliant with current accessibility legislation cannot be physically accommodated. The requirements of footbridges to meet the needs of the mobility impaired have changed since the construction of the original bridge and now require considerably more space for ramps. A new footbridge would require compulsory purchase orders to be served on a number of properties. The preferred solution remains to provide pedestrian and cycle crossing facilities on the eastern arm of the A12/ Mawney Road traffic signalled junction.</p>	

<p>The surface level crossing is currently scheduled for detailed design and implementation works commencing in 2009/10 with a likely completion in 2010/11, although works to deliver the 2012 Olympic Games may mean that these dates are subject to change.</p>	
<p>Safer Tubes Question No: 1849 / 2008 Roger Evans Will the Mayor update the Assembly on what measures he has introduced to make Tube travel safer?</p> <p>The Tube is a very safe form of transport with a safety record that compares very well with other leading metro systems across the world. It is also an environment where the risk of being a victim of crime is extremely low – less than one crime for every 60,000 passenger journeys – and where the crime rate continues to fall. However, I am aware that Londoners still find low level disorder a problem that affects their travelling experience.</p> <p>I will continue to strive to improve the safety record even further. The Neighbourhood Policing Teams mean officers are also providing visible re-assurance to local communities. They will work alongside the additional 440 uniformed officers for the bus network which I announced in May to tackle crime.</p> <p>It is also crucial to improve passengers’ perceptions of the risk of crime, by making the Tube a more pleasant and welcoming environment. The ban on the carrying or consumption of alcohol on all TfL services, which I introduced on 1 June, will have a lasting impact in this respect.</p> <p>Continued investment in the Tube network will also bring further improvements over the next few years, with extended and enhanced CCTV coverage on new trains and refurbished stations, alongside other features such as more sophisticated passenger alarms on new trains, and more Help Points at stations. I am determined to ensure that Tube passengers can continue to travel safely and feel secure.</p>	
<p>Gatwick Rail Link Question No: 1850 / 2008 Victoria Borwick Does the Mayor agree that the Government should rethink its plans to cut Harrow’s direct rail links with Gatwick and Brighton?</p>	<p>ORAL ANSWER</p>
<p>Wellesley Road Question No: 1851 / 2008 Steve O’Connell The Wellesley Road currently cuts Croydon town public in two, restricting the economic development of the town. Transforming this road into an attractive boulevard is the number one priority for Croydon’s regeneration plans. Will he ensure that the whole of the GLA family – particularly TfL, LDA and Design for London – commit to working with Croydon Council and Croydon developers to transform this road into a great new public space.</p>	

<p>Yes. LDA have jointly funded, with Croydon Council, a design competition for the transformation of Wellesley Road and Park Lane. TfL, LDA and Design for London have been working closely with Croydon Council to develop the brief and ensure the best designers are selected to change this area to a new attractive public space that promotes economic development in Croydon.</p>	
<p>School Pastors Question No: 1852 / 2008 Steve O'Connell Given your stated support for school pastors, will you consider granting them free travel on buses?</p> <p>I am working with TfL to deliver my manifesto commitments, but have no plans at present to extend the free travel concessions further.</p>	
<p>Wickham Road Question No: 1853 / 2008 Steve O'Connell Nearly 2 months after I visited the site with a representative of TfL, TfL seem no closer to finding a solution to the continuing problems with safety at the Wickham Road/ Bridal Road junction. Given the Mayor's desire to see the outer London boroughs treated fairly, will the Mayor instruct TfL to commit to a timetable to find a solution as soon as possible?</p> <p>TfL had commissioned consultants to develop a scheme to provide safe pedestrian crossing facilities at this junction whilst ensuring that general traffic and bus passengers were not unduly delayed. However, it proved challenging to produce a viable scheme that had a minimal impact on the mature street trees in the area and also avoided the need for extensive and costly diversions of utilities infrastructure.</p> <p>This is a priority and TfL is continuing to work towards finding a cost effective solution that meets the needs of pedestrians, preserves the trees on Wickham Road and negates the need for disruption to all road users caused by the diversion of the utilities. TfL will keep you updated.</p>	
<p>Traffic Lights Question No: 1854 / 2008 Steve O'Connell Many traffic lights in London, including the traffic lights at the junction of South Norwood Hill and High Street in South Norwood in Croydon, display a red light for 15 seconds but only display a 'green man' to show pedestrians that they can cross for 5 seconds. The result of this is that many people – especially the elderly – retreat back to the pavement when the 'green man' is extinguished as they do not publicize that they still have time to cross. There is no need for the 15 seconds crossing time to be extended, but will the Mayor instruct TfL to lengthen the time that the 'green man' is displayed so that pedestrians make full use of the time they have to cross?</p> <p>The length of the blackout time is governed by DfT guidelines, to ensure that pedestrians, who have started to cross during the green man period, can finish</p>	

<p>crossing safely. In the case of the South Norwood junction, this is 10 seconds. It is therefore not possible to shorten this period.</p> <p>Any increase in the green man period at this junction or elsewhere would mean a reduction in time for other modes, i.e. motorists and will impose delays. I am confident that TfL has properly balanced the needs of the pedestrians at the junction.</p> <p>I have asked TfL to consider other ways in which pedestrian crossing opportunities could be implemented and TfL are currently investigating a range of options.</p>	
<p>LEZ</p> <p>Question No: 1855 / 2008</p> <p>Steve O'Connell</p> <p>One of the problems with the LEZ is the number of popular local events, which will be immeasurably damaged. One example is the annual Funday held in Riddlesdown in my constituency. One of the most popular attractions is a donkey ride. However the vehicles, which transport the donkeys are old and the £200 charge means that the donkey's owners would lose money even if they started charging for rides. Will the Mayor commit to finding a way to introduce LEZ exemptions, which would allow a relatively small number of vehicles to continue to enter London free of charge?</p> <p>The aim of the LEZ is to improve air quality in London by deterring the most individually polluting vehicles from driving in the area. In order to maximise the air quality and health benefits of the LEZ, only a small number of vehicles are entitled to an exemption or 100% discount from the scheme on the basis that there are technical reasons why they cannot meet the emissions standards.</p> <p>There is currently no discount or exemption for animal transport or livestock carriers from the LEZ, as there are no technical reasons why such vehicles could not comply with the scheme.</p> <p>However, I have asked TfL to review the impact that the scheme has on organisations and individuals, whilst ensuring that it still meets the objectives of improving air quality and the associated health benefits. I expect to make an assessment of the changes and propose a way forward in the autumn. Any changes to the scheme will be subject to consultation and will be communicated to stakeholders well in advance of any change being made.</p>	
<p>•Affordable Housing</p> <p>Question No: 1856 / 2008</p> <p>Nicky Gavron</p> <p>Given your commitment to deliver 50,000 affordable homes between now and 2011; is the decision not to direct refusal for the Bloemfontein Road development in White City, where all the socially rented housing has been removed and the for-market homes increased, a precedent for the way you will deal with future applications?</p>	<p>ORAL ANSWER</p>

Mayors for Peace

Question No: 1857 / 2008

[Joanne McCartney](#)

Does your acceptance of the invitation from Mayor Tadatoshi Akiba to remain a member of Mayors for Peace mean that your “commitment to value for money for London taxpayers being a much better use of your time” has been abandoned, or is your U Turn simply one of good common sense?

I have reviewed my initial decision and decided that London will remain a member of Mayors of Peace.

Membership of Mayors for Peace does not involve any significant use of GLA resources. I agree with the principles of Mayors for Peace, which deplore acts of violence and that cities should be spared the scourge of war. In this context, I consider my continuing involvement with the network to be efficient, reasonable and a good thing for Londoners.

Mr. Parker’s departure

Question No: 1858 / 2008

[John Biggs](#)

Do you agree with a recent report that your team is now “..overly represented by a group of undistinguished Tory councillors, all of them pretty low-grade, with the exception of Milton,” and that one of the ‘dangers’ now that Mr. Parker has departed City Hall is that you, “will take on too much....because the decisions are all political, and that’s not [your] area of competence.”

No I do not. I have an excellent team in place that I believe will deliver my priorities for London.

Powers of Direction

Question No: 1859 / 2008

[Valerie Shawcross](#)

Will you be adopting any protocol for the use of ‘powers of direction’ over functional bodies?

Whilst there is no statutory requirement for the Mayor to consult when considering a direction to Transport for London (TfL) or the London Fire and Emergency Planning Authority (LFEPA), standard practice has been that, wherever practicable, the relevant functional body should be consulted on any proposed direction before it is issued. I am formally required under the Regional Development Agencies Act 1998 to consult the London Development Agency (LDA) before issuing a direction to the Agency. Any Direction issued would then be formally reported to the Board in the case of LDA or TfL, or to the LFEPA.

I consider this approach remains appropriate.

<p>London Schools Environment Awards Question No: 1860 / 2008 Murad Qureshi The London Schools Environment Awards, introduced by Ken Livingstone in 2003, have played a significant role in raising awareness of green issues among young people. Indeed, a press release from your office reporting on the success of this year’s Awards described them as “a key part of the environmental agenda for London”. Yet the plan for restructuring the Mayor’s Office has proposed the deletion of both LSEA posts. Can you give assurances that you intend to maintain the previous administration’s commitment to the London Schools Environment Awards and that there will be no cutback in resources for this important project?</p> <p>I look forward to working with London’s schools on environmental projects in the future.</p>	
<p>Planning Powers Question No: 1861 / 2008 John Biggs You recently (before the Summer ‘recess’) announced that you would be taking back your delegation of planning powers. Given that in late August this had still not happened, when do you think it will?</p> <p>I began making my planning decisions on 3 September.</p> <p>It was always my intention to deal with planning applications, but it was necessary to delegate decisions to Ian Clement, Deputy Mayor Government Relations, whilst I was heavily involved in setting up my new administration, and attending to various duties relating to the Beijing Olympic and Paralympic Games.</p>	
<p>First Deputy Mayor and Chair of TfL Question No: 1862 / 2008 John Biggs What happened between August 14th, when in a press release announcing its new Board you reaffirmed that Tim Parker would be Chair of TfL and Tuesday August 19th when you announced that this would no longer be the case?</p> <p>As I have already announced, Tim Parker will remain a member of the TfL Board and I have decided to take the Chair of TfL as I believe the Mayor should be accountable for major political decisions.</p>	
<p>Bendy Buses Question No: 1863 / 2008 Valerie Shawcross Are you consulting bus passengers regarding the review and re-tendering of services on routes 38, 507, 521?</p>	

Yes. TfL began the consultation on the 20th August 2008 and will be consulting on changes to these routes in the same way as any other proposal.

TfL is consulting the London Boroughs of Camden, Hackney, Islington, Lambeth, Waltham Forest, Southwark and City of Westminster; Metropolitan Police; London Travelwatch and Members of Parliament and Assembly Members for constituencies served by the routes, plus a range of other groups.

Utilities

Question No: 1864 / 2008

[Murad Qureshi](#)

What are the terms and penalties under which utilities currently dig up our roads? Is this arrangement effective?

Utilities have a right to access their networks for maintenance and improvement, and a responsibility to cooperate with the traffic authorities to coordinate works to minimise impacts; the key legislation is the New Roads and Street Works Act 1991 (NRSWA). Utilities are required to give 'notice' that they will be undertaking street works, with minimum notice periods set through a Code of Practice. The notice period depends upon the intrusiveness of the works. Utilities are encouraged by TfL additionally to give advance notice of draft works proposals, so that works schedules can be planned to combine the works of multiple utility companies where practical and thereby reduce cumulative impacts.

Prior to the introduction of the Traffic Management Act 2004 (TMA) the mechanisms for control and sanction were not effective. Enactment of the TMA has started to focus utility companies on the need to improve their noticing and working practices. The TMA creates the opportunity for introduction of a 'permit' regime which gives traffic authorities greater powers to set conditions on timing and methods of working by utilities. TfL has been working with boroughs to devise a common permit scheme for authorities to use in London, and jointly with boroughs has proposed a scheme to the Secretary of State for Transport. Neither notices nor permits enable an authority to refuse permission to undertake works.

Working without issuing an accurate notice, or in due course, contravention of permit conditions, is illegal, and may lead to prosecution. The TMA created the option of giving Fixed Penalty Notices (FPN) by which, for a fixed fee, a utility company can avoid prosecution. Exceeding the working period of a notice also makes a utility liable to a charge for occupying the roadspace. TfL is of the view that aggressive punitive action is not efficient and will alienate the utility companies. It aims to operate a regime of intelligent cooperation and collaboration with utilities and neighbouring boroughs in the management of its roads. It issues FPNs and initiates prosecutions where it perceives these as adding incentives for utility companies to improve traffic management and coordination.

<p>Western Extension & Air Quality Question No: 1865 / 2008 Valerie Shawcross When taking your decision on the future of the Western Extension of the Congestion Charge, what weight will you give to the need to maintain and improve London’s air quality?</p> <p>As you know, I have a duty under the GLA Act to take steps towards achieving Government and European air quality targets for pollutants in London.</p> <p>The non-statutory consultation on the future of the Western Extension of the Congestion Charging zone, which began on 1 September, is a means of gauging the views of Londoners on options for the future of the scheme. It will inform the statutory processes which would follow if the scheme were to be removed or altered.</p> <p>The information for the consultation highlights the impacts of the Western Extension to date on emissions of air pollutants. However, if any of the options were to be taken forward, I would seek for it to be accompanied by wider measures which would help to tackle this important issue. More detailed modelling would also accompany future consultations.</p>	
<p>No Strike Agreement Question No: 1866 / 2008 Valerie Shawcross What progress have you made on your manifesto commitment to negotiate a no-strike deal with Tube Unions?</p> <p>I have asked London Underground to begin the process of leading discussions on a no-strike agreement and there have already been some discussions with the Trade Union General Secretaries on this matter.</p> <p>The important issue in all of this is to ensure that we jointly arrive at a solution which greatly reduces the inconvenience of Industrial Action to Tube customers.</p>	
<p>Emergency Public Rail Summit Question No: 1867 / 2008 Valerie Shawcross You made a manifesto commitment to convene an emergency public summit with rail companies in your “first few weeks in City Hall”. When is it going to happen?</p> <p>Please refer to answer for question 1755 / 2008.</p>	
<p>Crystal Palace Park I Question No: 1868 / 2008 Valerie Shawcross Please clarify what your concerns are about the Masterplan currently before LB Bromley and who presented those concerns to you?</p> <p>Earlier this year the London Development Agency submitted to the London Borough of Bromley a planning application, which seeks to rejuvenate this run-down and under-utilised historic park. The London Borough of Bromley, as the planning</p>	

<p>authority, is scheduled to consider the planning application later this year. This is a current application that I have not yet determined, and it is therefore not appropriate for me to comment</p>	
<p>Dial a Ride Question No: 1869 / 2008 Valerie Shawcross</p> <p>In your reply to 1503/2008, you said that you would discuss part 3 of my question with the Commissioner. I am still receiving extremely strong representations that suggest that Dial a Ride does not actually operate as publicized. Can you please let me know your conversation with the Commissioner discovered. For ease of reference the question was. " Users have been told that the Dial-a-Ride service operates from 6.00am until 02.00am but they say it is impossible to get any booking before 7.30am/8.00am and after about 11.30pm. Please can this be investigated? "</p> <p>TfL is aware that in recent years users have indicated that they wish to have more journey opportunities at either end of the day, however this interest has not materialised into a significant demand for such services. Demand at these times remains relatively very low and Dial-a-Ride endeavour to balance their resources to best match demand throughout the day to maximise the journey opportunities for all passengers.</p> <p>A number of improvements to the service are underway including:</p> <ul style="list-style-type: none"> • Providing 61 new low floor minibuses this year, which I was pleased to publicly launch at City Hall on 5 September • Expanding the supply network to increase capacity and improve flexibility through the introduction of taxi and PHV providers across all London boroughs • Changes to the booking system enabling customers to have more choice about when they make their booking by allowing them to book trips in advance, rather than only the day before. <p>I have asked TfL to get in contact with you to further discuss the specific nature of the representations that you have received.</p>	
<p>Accountable policing Question No: 1870 / 2008 John Biggs</p> <p>Do you believe, if a single elected representative were to become responsible for policing, the most appropriate level of accountability in London would be The London Mayor or a Borough Leader or elected Mayor? If the former, how would you see a London Mayor responding to the very different priorities of individual Boroughs and areas of London?</p> <p>I believe that the Mayor should have some level of direct responsibility for policing. How any such governance structure might work would be a matter for close consultation with many key stakeholders.</p>	

<p>Rephasing Traffic Lights Question No: 1871 / 2008 John Biggs Given your early promise to re-phase traffic lights to speed up traffic and reduce congestion can you explain your actions at Holborn where the opposite has happened?</p> <p>Camden Council is the highway authority for all roads at and in the vicinity of the Holborn junction. The Council requested that TfL modify the signal phasing at this junction due to concerns about pedestrian safety. Under the Road Traffic Regulation Act 1984 (as amended by the GLA Act 1999), at a Borough's request, and subject to the request being reasonable, TfL has an obligation to provide or amend the operation of traffic signals on roads for which that borough is the highway authority.</p> <p>In a three year period, ending August 2006, 35 accidents occurred at the Holborn junction, including one fatality, five serious and 29 slight accidents. 17 of the accidents involved pedestrians, including the one fatality, as well as four of the five serious recorded accidents. Camden requested that the signals at this junction be revised to reduce those accidents and improve conditions for vulnerable users.</p>	
<p>Olympic Village and Housing Pot Question No: 1872 / 2008 John Biggs Will you give a commitment that the 'Housing Pot' for London will not be used to bail out the Olympic Village?</p> <p>Any bids made for the 'Housing Pot' for London will be assessed against agreed criteria and on merit.</p>	
<p>Aldgate Gyratory Question No: 1873 / 2008 John Biggs Do you support the current works to change part of the Aldgate Gyratory system to two-way working, in doing so creating a new open space and a far more pedestrian friendly environment or, is this another example of a hostile imposition on car drivers? Will you be 'de-gyrating' any other of London's gyratory schemes?</p> <p>I do support this scheme, which as you know is currently being implemented with developer section 106 funding contributions. By removing fast-moving, one-way traffic flows and providing improvements to pedestrian crossing facilities, TfL will improve the area significantly for pedestrians, cyclists and other road users.</p> <p>TfL is continuing to undertake feasibility studies into removing a number of gyratories around London and restoring two-way working. In many cases, the large financial cost of removing gyratories, against limited available funding from TfL, would mean that removal could only be funded through section 106 agreements with developers. TfL continues to explore every opportunity for involving developers in regeneration projects of this kind.</p>	

<p>LDA Board Question No: 1874 / 2008 John Biggs Why have you chosen to minimise (or in the case of the LDA, eliminate) Labour membership of functional body boards if you are confident of your policies? Is this not contrary to your commitment to transparency and scrutiny and does it not show a Mayor devoid of confidence in his ideas?</p> <p>I am accountable to the London Assembly, and Assembly members of all parties are responsible for scrutinising my policies and decisions in that forum.</p>	
<p>Freedom Pass Question No: 1875 / 2008 John Biggs Please can you specify which month you aim to begin the 24 hour Freedom Pass? Can and will TfL introduce this measure by September, as your Transport Priorities on the GLA website suggests?</p> <p>I have now made an announcement on this matter. The 24-hour freedom pass will begin on 2 January 2009.</p>	
<p>100 Day review Question No: 1876 / 2008 John Biggs In your answer to 1395 / 2008 you advised that ‘The Forensic Audit Panel reported their findings on Wednesday 16th July and I shared the findings with Assembly members.’ However, that report was not a comprehensive review into City Hall Finances. Would you accept therefore that you have failed to produce a 100-day review?</p> <p>No, I do not accept that.</p>	
<p>Appointments Question No: 1877 / 2008 John Biggs Have you made any further key appointments, or changes to appointee responsibilities, since your last report to the Assembly?</p>	ORAL ANSWER
<p>Olympic Memorandum of Understanding Question No: 1878 / 2008 John Biggs At the last MQT I asked (1415 / 2008) ‘Have you now overcome your existential crisis and acquainted yourself with the Olympic memorandum?’ You replied: ‘I am happy to answer questions from Assembly members that clearly refer to statutory functions exercisable by me. Indeed, I have gone</p>	

further than my predecessor by, for example, reversing his policy of refusing to answer questions relating to the MPA or MPS. This was done in the spirit of openness, transparency and accountability. Sadly this question does not seek to obtain information on my statutory functions and is therefore a waste of taxpayers' money.' In total, you gave this reply to five written questions from Labour members at that meeting. And yet all were asking you about matters on which you or your advisers have freely commented. Is this a standard response to questions that are potentially embarrassing to you? *

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

Sadly questions of this nature do not seek to obtain information on my statutory functions and are therefore a waste of taxpayers' money.

Well-motivated Work Force

Question No: 1879 / 2008

[John Biggs](#)

I am grateful for your reply to my previous question about bus workers pay and the Unite Union campaign (1419 / 2008). You referred to the London Living Wage. While I do not believe any bus crews are on a wage below the London Living Wage, would you agree that it is reasonable as an example that drivers on different services passing each other in Oxford Street could have a pay differential of almost 50% for essentially the same work?

No. The last Mayor didn't, and I don't either. Driver pay is a matter for the bus operating companies to agree with the Union and staff. Drivers can be on different grades and can be paid different rates. Again, this is agreed between the employers and the Union, and for driving different sorts of vehicles (you omit to mention the 25 is an articulated bus)

There is not a wide variation in the value of pay packages for staff across the companies in the same areas, however how this pay is made up and how the pay is structured can vary substantially. Agreements will vary, to some degree, in every area, including starter rates and progression scales, holidays, pensions, unsocial hours and overtime rates and sick pay provisions. There are a number of other variables including annual review dates, and lengths of settlements.

Between 2001 and 2007, driver pay rates have increased by around 45%, and other (non-pay related) initiatives have improved conditions, including the reduction of the average rostered week from over 40 hours to 38.

<p>Road Surfaces – Elephant and Castle Roundabouts</p> <p>Question No: 1880 / 2008</p> <p>Valerie Shawcross</p> <p>Having been contacted regularly and visited recently I can now concur with many cyclists that the surface on both Elephant and Castle Roundabouts and the dual carriageway linking them have significant cracks in them My pleas to TfL meet with the reply that managers make inspections with contractors and repairs made where necessary but this is only ‘patching’ and that cracks are still wide enough to catch a bike tyre in.</p> <p>As Chair of TfL can the Mayor ensure that a through inspection of the roundabouts and the road take place and long term repairs are made rather than ‘patching up’</p> <p>As well as routine inspections and repairs, TfL also carries out detailed annual inspections which inform its carriageway resurfacing programme. The section of road between the two roundabouts at Elephant and Castle has been identified through this process as being in need of renewal and is due to be resurfaced in 2009. The exact timing will depend on the phasing of improvement works at the southern roundabout which will require the whole of that roundabout to be resurfaced. The northern roundabout will continue to be subject to both routine and annual inspections and renewal works will be programmed accordingly.</p>	
<p>Official Opposition</p> <p>Question No: 1881 / 2008</p> <p>John Biggs</p> <p>When you were quoted in ‘Total Politics’ of September 2008 that ‘...I have no official opposition.’ what did you mean by that? Do you think the Assembly should configure itself in such a way that it becomes one?</p> <p>Any change to the powers of the Assembly are a matter for legislation, and it is up to the Assembly to lobby for them.</p>	
<p>Liaison with Functional Bodies</p> <p>Question No: 1882 / 2008</p> <p>Valerie Shawcross</p> <p>Do you intended to meet regularly with the Chairs and Chief Executives of the Functional bodies? If so, how often? How many formal and minuted meetings have you held with the Chair and Commissioner/ CEO of each functional body since you took up post in May? Please give dates.</p> <p>I meet regularly with all senior officials and members of my team, and I report all such significant meetings in my written report to the Assembly.</p>	
<p>Mayoral Visits?</p> <p>Question No: 1883 / 2008</p> <p>Valerie Shawcross</p> <p>What is your policy with regards to involvement and courtesy notification of Constituency Assembly members when you make public visits to their Divisions?</p>	

<p>I am not aware of any convention practiced by my predecessor of informing opposition members about Mayoral visits to their constituencies.</p>	
<p>Bus Journeys Question No: 1884 / 2008 Valerie Shawcross Please list the journeys you have taken on London Buses since 2 May 2008 in pursuance of your Mayoral duties.</p> <p>I use a number of modes of transport in pursuance of my Mayoral duties, as do most Londoners. For example, I cycle into work almost every day and I mainly use the Tube and buses to external events or meetings.</p>	
<p>Fares Concessions Question No: 1885 / 2008 Joanne McCartney At the last MQT you said that you had asked "TfL to investigate fares concession for low income Londoners for consideration at the next fares revision". With the latter approaching, I wonder if you could give us an update on progress in this matter. As you know, the half-price travel arrangements, negotiated by the previous mayor, are important to many Londoners and their everyday lives and they are anxious not to lose these benefits.</p> <p>I have now made an announcement on this matter.</p>	
<p>East London Line Phase 2 (1) Question No: 1886 / 2008 Valerie Shawcross What progress have you made in securing the funding for the second phase of the East London Line Extension?</p> <p>TfL are still in discussion with the DfT regarding the funding for this project and hope that an agreement can be reached shortly to ensure that it can be completed by December 2011.</p>	
<p>East London Line Phase 2 (2) Question No: 1887 / 2008 Valerie Shawcross Will the second phase of the East London Line Extension be completed before the South London Line rail service from London Bridge to Victoria (via Denmark Hill) is withdrawn?</p> <p>TfL are still in discussion with the DfT regarding the funding for this project and hope that an agreement can be reached shortly to ensure that it can be completed by December 2011.</p>	

Half Price Bus and Tram Travel

Question No: 1888 / 2008

[Valerie Shawcross](#)

I have been contacted by a constituent who receives Income Support who has been given the news that she will not be able to renew her Oyster card providing her with half price bus and tram travel when it expires in October. She has asked me 'Is there going to be any other scheme to help people on benefits regarding travelling on public transport?' Please could you provide an answer that I can forward to my constituent?

I have now made an announcement on this matter and will provide half price bus travel for those people on income support.

Young Londoners' Fund 1

Question No: 1889 / 2008

[Murad Qureshi](#)

Can you give us a full break-down, by borough, of how much has been allocated by the LDA from the Young Londoners' Fund since its launch by the previous Mayor?

This funding you refer to is comprised of two elements:

£14m over two years is being channelled via the 33 London Boroughs, complementing parallel investment by central government. It will provide positive activities for young people to develop confidence, knowledge, skills and abilities and gain recognition and /or accreditation for them.

Allocations for this funding by borough are listed in Table A below. Boroughs are at varying stages of developing plans for this funding, and we expect to be able to provide updates on expenditure by borough by January 2009.

£4.7m over two years (the Young Londoner's Fund) to which Third Sector organisations can bid for funds to deliver and expand innovative projects into areas of need in London.

The LDA is part way through assessing bids to this fund and successful applicants will be notified in October 2008.

Table A

Borough	TOTAL
Barking & Dagenham	£436,480
Barnet	£395,624
Bexley	£248,476
Brent	£528,855
Bromley	£287,663
Camden	£467,861
City of London	£90,489
Croydon	£504,808
Ealing	£339,748

Enfield	£492,948
Greenwich	£563,340
Hackney	£680,672
Hammersmith & Fulham	£372,905
Haringey	£531,590
Harrow	£218,857
Havering	£223,477
Hillingdon	£438,520
Hounslow	£393,228
Islington	£575,767
Kensington and Chelsea	£355,791
Kingston upon Thames	£145,361
Lambeth	£678,845
Lewisham	£650,849
Merton	£200,513
Newham	£771,817
Redbridge	£237,990
Richmond upon Thames	£152,009
Southwark	£670,172
Sutton	£230,415
Tower Hamlets	£724,262
Waltham Forest	£496,750
Wandsworth	£369,653
Westminster	£524,264
TOTAL	£14,000,000

Fuel Poverty

Question No: 1890 / 2008

[Murad Qureshi](#)

What are you doing to assist vulnerable Londoners who are in fuel poverty?

Due to the many factors that cause fuel poverty such as low income, high fuel prices and energy inefficient homes, there are a number of strands of my work which assist vulnerable Londoners who are in fuel poverty. These include:

- Investing in improving the energy efficiency of London's homes through the Targeted Funding Stream
- Working with the London Energy Partnership Fuel Poverty task group. This group works with boroughs to encourage vulnerable households to take up the grants available from Warm Front and promotes best practice delivery in fuel poverty programmes.
- Working with energy suppliers and London boroughs to develop an insulation scheme for London (which will be free to those on certain benefits and those over 70)
- Continued lobbying on a decent living wage for Londoners and
- Exploring with London Councils ways to increase uptake of the unclaimed benefits by older people.

<p>Environmental Efficiency Question No: 1891 / 2008 Murad Qureshi How efficient is London in environmental terms compared to other regions?</p>	<p>ORAL ANSWER</p>
<p>Thames Water Question No: 1892 / 2008 Murad Qureshi What are the exact terms of the package of environmental measures you have agreed with Thames Water? Have you approached other utilities with a similar package?</p> <p>Thames Water has said that it would be pleased to work with GLA, boroughs and housing associations in seeking to attain 'Code for Sustainable Homes Level 3' status for estate renewal projects. Also to work with the LDA on its Green Homes programme, and with the GLA and LDA to investigate opportunities for a grey water/rainwater harvesting pilot project. There are ongoing discussions between GLA and LDA officers and Thames Water.</p> <p>Discussions with energy suppliers have focused on ensuring Londoners get the maximum benefit from national energy supplier obligations, for example, on carbon emissions reductions. The criteria set out in the Targeted Funding Stream and the insulation scheme are key to achieving this.</p>	
<p>Better Service Question No: 1893 / 2008 Murad Qureshi In return for Thames Water's assurances of better service you agreed to withdraw the legal objection to their desalination plant. Will you close the de-salination plant down if they fail to deliver on their promises?</p> <p>The operation of the desalination plant will be controlled by an agreement, yet to be completed, under Section 20 of the Water Resources Act 1991 between Thames Water and the Environment Agency. Once the Environment Agency has prepared a draft agreement, it will consult interested parties.</p> <p>There is also a Section 106 agreement and two Unilateral Undertakings that commit Thames Water to the use of renewable fuel to run the plant. These are between Thames Water and the London Borough of Newham as the local planning authority.</p> <p>The enforcement authority is the Environment Agency in the former case and the London Borough of Newham in the latter case. I have no power to close the plant.</p>	
<p>Deal Agreement Question No: 1894 / 2008 Murad Qureshi Will you make public the specific terms of the service deal agreed recently with Thames Water?</p>	

<p>I am pleased to make available the exchange of correspondence on 9th May 2008 between David Lunts, Executive Director Policy & Partnerships and Richard Aylard, External Affairs and Sustainability Director at Thames Water.</p> <p>See attached (Appendix D).</p>	
<p>Chinese Culture Question No: 1895 / 2008 Murad Qureshi You are on record in your book ‘Have I Got Views for You’ as saying; “Chinese cultural influence is virtually nil, and unlikely to increase... Indeed, high Chinese culture and art are almost all imitative of western forms”– have your views changed since your recent visit to China?</p> <p>My comments are often wrenched out of context, and this is no different.</p> <p>During my visit to China I was afforded generous hospitality, and was able to see their superb cultural ancient and modern contributions to the world, including the iconic Great Wall and the newly iconic Bird’s Nest Stadium.</p>	
<p>Overseas Travel Question No: 1896 / 2008 Valerie Shawcross Was it always your intention to ask to be upgraded to business class on your flight to China based on your status as Mayor? If it was not your intention, why did your aides ask for this special treatment?</p> <p>This question does not seek to obtain information on my statutory functions.</p>	
<p>S67 Appointment Question No: 1897 / 2008 Nicky Gavron What do you think the impact will be on the reputation and standing of the GLA if none of your most senior appointments (under section 67, GLA Act 1999) are BAME and/or women?</p> <p>As you know I have made senior women and BAME appointments to my team, and am committed to ensuring that my administration reflects the city it serves.</p>	
<p>100 Public Spaces Question No: 1898 / 2008 Nicky Gavron When will you announce what the successor to the Mayor’s 100 Public Spaces Programme will be, given you have committed to launching your own strategy for public space?</p>	

<p>I refer you to my answer to question no 1621/2008.</p>	
<p>Farms Question No: 1899 / 2008 Murad Qureshi How many farms are there in the GLA area and which boroughs are they in?</p> <p>We do not have the detailed information for which you ask but Defra states that in 2007 there were 499 farm holdings within London. However, there is not a borough breakdown. Additionally, there are currently 15 city farms and the details of these can be found on the Intranet as well as in the GLA's publication 'London's City Farms'</p>	
<p>Crystal Palace Park II Question No: 1900 / 2008 Valerie Shawcross At a recent Crystal Palace Dialogue Main Group meeting on May 17th, James Cleverly, the newly elected Conservative GLA member for Bromley and Bexley, indicated to the meeting that he wished to see Commercial development at Crystal Palace Park. Has this statement any support from the Mayor and his advisers? What exactly did it mean?</p> <p>I am not able to answer on behalf of James Cleverly. However, as this is a current application that I have not yet determined, it is not appropriate for me to comment.</p>	
<p>Crystal Palace Park III Question No: 1901 / 2008 Valerie Shawcross Will the Mayor be prepared to meet a representative group from the Crystal Palace Dialogue's Park and Sports Working Parties at an early date, to hear their positive views about the Dialogue Process and Masterplan, but also some serious concerns about the statements being made and the uncertainty being created. Please confirm that this can be done?</p> <p>This is a current application that I have not yet determined, it is not appropriate for me to comment at this time, and therefore it is also not appropriate for me to meet with any particular groups involved.</p> <p>However, they could arrange to meet with GLA officers.</p>	
<p>Bus Only Roads Question No: 1902 / 2008 Len Duvall What consideration would you give to changing the rules in bus only roads, for example Westcombe Hill in Greenwich, to prevent private coaches using roads designated for buses?</p> <p>Coaches are legally defined as a bus, and as such, are able to use public highways</p>	

<p>and bus priority measures as permitted by the relevant traffic order. However, such measures can be designated solely for the use of local bus services, which would exclude coaches, and this would be a decision for the highway authority. The highway authority for Westcombe Hill is the London Borough of Greenwich. They would be in the best position to comment on the measures used on this road.</p>	
<p>Hydro-electric Power Generation Question No: 1903 / 2008 Murad Qureshi Would you please update me on your manifesto commitment to commission an in-depth study of the potential for hydro-electric power generation on the Thames?</p> <p>As you may know, there have been several studies covering a wide range of technology options to take energy from the Thames. I have asked officers to review this work before deciding whether to commission further research.</p>	
<p>Low Carbon Competition Question No: 1904 / 2008 Murad Qureshi When is the closing date for students to submit their entries to your Low Carbon competition?</p> <p>We have not yet opened applications for my low carbon technology prize. We have been working to draw up criteria for the competition and identify academic institutions and panel members in London to judge the prize. We will make an announcement once the competition is ready to be launched.</p>	
<p>Restaurant Tips and Wages Question No: 1905 / 2008 John Biggs Will the Mayor join with me in congratulating the union Unite in its successful campaign to ensure that tips are not included by restaurants and others to make wages up to the national minimum wage and will the mayor adopt the same principle in the implementation of the London Living Wage?</p> <p>Yes, I agree that it is inappropriate to include tips in making up wages to the national minimum wage. The calculation of the London Living Wage does not include tips or any other payment in kind, and I would encourage employers seeking to pay the London Living Wage to exclude tips.</p>	
<p>Tower Hamlets Question No: 1906 / 2008 John Biggs Will the Mayor join me in congratulating the Borough of Tower Hamlets on being awarded the highest possible rating of 4 Stars by the independent Audit Commission?</p> <p>Congratulations to Tower Hamlets on their fantastic achievement. I look forward to working with all the boroughs to deliver the excellent service that Londoners</p>	

deserve.	
<p>Insurance and Registration For Cyclists</p> <p>Question No: 1907 / 2008</p> <p>John Biggs</p> <p>What is the Mayor's view on demands from some quarters that cyclists should be required to have insurance and to display registration numbers?</p> <p>I have little sympathy with calls to regulate and "bureaucratise" cycling. Furthermore, this suggestion is neither practical nor within my remit.</p>	
<p>Cycle Parking</p> <p>Question No: 1908 / 2008</p> <p>John Biggs</p> <p>What is the timetable for the implementation of the Mayor's Manifesto commitment to "increase cycle parking by funding over 10,000 cycle stands"?</p> <p>TfL already has a very substantial programme to provide around 10,000 cycle parking spaces each year. It is proposed that an additional 26,000 cycle parking spaces will be provided during the course of this term. This will comprise 2,000 additional spaces in 2008/9 and 8,000 additional spaces in each of the remaining years</p>	
<p>Zip – Oyster Photocard for Young People</p> <p>Question No: 1909 / 2008</p> <p>John Biggs</p> <p>Does the Mayor believe that placing "No Zip, No Travel" signs, visible to passengers boarding buses, would assist in clarifying the policy and therefore reduce the number of potential confrontational incidents?</p> <p>No. There are already signs within buses advising passengers to validate their Oyster cards when travelling, and this includes children using Zip cards.</p> <p>TfL's Conditions of Carriage also clearly stipulate that children aged 11 and over must have a valid ticket when travelling on the bus. According to the data on Oyster card validations, children clearly understand the need to swipe their Zip cards; as validations of concessionary Oyster cards, including Zip, more than doubled from around 166,000 to over 400,000 per day within the first week of the scheme.</p> <p>Also, as part of improving general levels of safety on the bus, you will know that I am increasing the number of police patrolling buses, through the inclusion of an additional 440 officers over the next year across the network; who will be deployed to those areas where the greatest impact on customer assurance can be made.</p>	
<p>'Affordable' Retail or Workspace</p> <p>Question No: 1910 / 2008</p> <p>John Biggs</p> <p>While superficially attractive, would you not agree that the market-distorting impact of having low rent workspaces provided by developers would cause such problems of market distortion with competitors placed at a disadvantage as to be effectively unworkable? How would you propose</p>	

<p>overcoming this difficulty?</p> <p>I do not necessarily agree that provision of affordable workspaces or retail units through the planning system would have the kind of effect you suggest. To the contrary, by helping to ensure a diversity of provision in circumstances where larger firms or higher value uses crowd out smaller enterprises, policies of this kind can help promote competition while also ensuring availability of services and opportunities to Londoners. It is also unlikely that policies of this kind would operate on anything like the scale that would result in significant market distortion.</p> <p>It is worth bearing in mind that it is not uncommon for large developments to include small shops and other workspaces, which are then made available on more advantageous terms even without intervention, without undue detrimental effect. Use of the planning system allows us to put this on a formal basis and to ensure that it can be sustained over time</p>	
<p>Protected Wharves Question No: 1911 / 2008 John Biggs Will you be reviewing protected wharves as a part of your review of the London Plan?</p> <p>I strongly support use of the Thames and other London waterways to transport people and goods, and I will continue to protect the wharves and other infrastructure that are needed to support this objective.</p> <p>While the London Plan itself provides the policy basis for protection of safeguarded wharves (Policy 4C.9), the safeguarded wharves are identified in a London Plan Implementation Report (published in January 2005).</p> <p>The London Plan contains a commitment (para 4.162) to periodically review the safeguarded wharves. This was last done in 2004-5 and I feel that about every 5 years is the right time period for a review. Therefore I have instructed my officers to undertake a review during 2009-10. I would expect the review to consider trends and demands in water cargo against the number, scale, location and distribution of wharves. I would also like the review to consider whether it is appropriate to safeguard any sites on the canal network.</p> <p>I do not anticipate that I would change my support for protection and promotion of river cargo facilities as these are an important element in reducing road traffic, especially HGVs, across London's streets.</p>	
<p>Size Zero Models Question No: 1912 / 2008 John Biggs Should London not be continuing with its campaign on this issue, rather than surrendering as is suggested in the media?</p> <p>It is absolutely not the case that the campaign has been 'surrendered' and this has been wrongly reported in the media. The British Fashion Council and the Model Health Inquiry have done some excellent work on the issue of improving the working conditions for models and I welcome the findings of their report. They have made</p>	

<p>some valuable recommendations and are implementing a broad set of measures, including banning under 16's from the catwalk, improving conditions backstage, provide advice and support for models. In response Equity has also established a section for models for the very first time.</p>	
<p>Convention centre Question No: 1913 / 2008 John Biggs Does London need a convention centre? Will you be prioritising this under your mayoralty?</p> <p>The London Leadership Forum comprising major tourism businesses in the capital identified the need for a convention centre as their main priority in 2003. Subsequently, an independent Mayoral Commission, funded by the LDA was set up to investigate this matter in 2004. The Commission, headed by Gerry Acher, undertook a number of in-depth studies including a review of the UK and international meetings and conventions market and an analysis of the economic and non economic impacts of a London ICC, and consulted widely with leading convention industry representatives both in the UK and internationally. The Commission's report was published in 2005 and presented to the former Mayor.</p> <p>The report strongly recommended a new ICC for London however the main issue that remains unresolved, despite subsequent work, is identifying a suitable funding package for the project.</p> <p>The need for a centre remains but it can only progress if a new opportunity that resolves the funding issues is identified.</p>	
<p>St Alphege House Development Question No: 1914 / 2008 John Biggs Without fettering your wider discretion, do you share the concerns of my constituents at the Barbican about the scale of this proposed development? And is the 'deal' in which development rights appear to be traded for a public good an appropriate one?</p> <p>The St. Alphege House scheme that was reviewed by my planning officers has been withdrawn before being submitted as a planning application. I have not, and now will not, receive a report on it, and am therefore unable to comment. I will fully consider any views that your constituents might have about any future proposal for the site.</p>	

25 Bus at Aldgate - Weak Bridge Diversion

Question No: 1915 / 2008

[John Biggs](#)

The Eastbound 25 bus is being diverted because of a weak bridge above Aldgate Station. What steps are you and TfL taking to reinstate its normal route? Or do you have another solution in mind?

The highway authority for this bridge is City of London and TfL is discussing with City what alternatives to the current diversion are possible. City has commissioned consultants, using TfL funding, to investigate the feasibility of providing a contra-flow bus lane on Aldgate High Street, which would allow buses to use the bridge on Aldgate High Street, which is sufficient in strength. TfL will keep you updated on the discussions with City as they progress.

488 Bus Route

Question No: 1916 / 2008

[John Biggs](#)

While broadly welcoming other service changes, do you recognise the widespread anger at the recent changes since the withdrawal of the S2 bus service and introduction of the 488 bus service? Will you urgently investigate a relatively minor change with the 488 terminating and then restarting at Tesco's Bromley-by-Bow so that passengers can both disembark and catch the bus there, recognising that this will be a more equitable solution for older and less mobile passengers? These constituents while those accessing Bromley-by-Bow tube station will have a slightly longer trip but will have a greater likelihood of being able to manage the short walk entailed, and in any event have other options for accessing the underground.

TfL is aware of the issue and I met you and local Councillors to determine how it could best be resolved. TfL announced recently that from 30 August, route 488 passengers no longer need to cross the road or use the underpass near the Tesco store. Instead, those wishing to travel northbound from Tesco will be able to catch the bus outside the store and travel two stops to the bus stand at Twelvetrees Crescent before changing onto the next bus going northbound. Passengers changing buses will not have to pay an additional fare. If there is no other bus at the stand, passengers will be able to remain on the bus until it is ready to depart.

TfL considered whether route 488 could terminate at Bromley by Bow Tesco. However, as you say, this would mean passengers would have a lengthy walk to access Bromley by Bow Underground station. On balance therefore, TfL consider the arrangements announced recently represent the best overall solution.

Stairway to Heaven

Question No: 1917 / 2008

[John Biggs](#)

Thank you for receiving the Stairway to Heaven deputation. Are you happy to make a public statement of support and what are the limits, if any, to your support?

My recent meeting with Alf Morris, one of the survivors of the 1943 Bethnal Green

<p>Tube station disaster, and his recollection of this occurrence brought home to me the magnitude of this terrible tragedy where 173 people lost their life and I am happy to publicly give my support to a fitting memorial.</p> <p>I hope that local businesses will recognise the enormous debt we owe to the people of this area and will provide the financial support necessary to enable this memorial to be built.</p>	
<p>Accessible stations Question No: 1918 / 2008 John Biggs Do you plan to revise the previous Mayor's target of 33% accessible stations by 2013?</p> <p>London Underground is currently on track to meet the target of making 25% of stations accessible by 2010. Five step-free projects were completed this year (Heathrow Terminal 5, Pinner, Hendon Central, Oakwood and Finchley Central) taking the total to 53. Another 16 are to be made step free by 2010 in order to reach the target, taking the total to 69. In addition, Green Park and the sub-surface platforms at Baker Street will be made step-free ahead of the 2012 Games as these are key stations for the Games.</p> <p>LU has several projects underway which will increase the number of step free stations beyond 2010. I support the continuing programme to make the Tube more accessible. Current spending constraints necessitate that this programme, like all such on-going multi-year programmes, remains under review.</p>	
<p>State of London Debate Question No: 1919 / 2008 John Biggs Please can you explain the £25,000 virement from the Project Development Fund to fund the State of London Debate? Can you provide a breakdown of the total costs of this event that was cut to a 2 hour session from the previous successful and participative whole day format?</p> <p>The State of London Debate (SOLD) is a statutory event, and under the GLA Act 1999, must take place. MA 3280 approved the form and budget for SOLD 2008. At this stage the LDA had agreed to provide £60,000 to part fund the event. The LDA then made a decision not to provide this funding, leaving a shortfall in the conference's budget. In order to cover this shortfall, the conference's budget was revisited and costs reduced. A virement of £25,000 from the Project Development Fund (PDF) was sought in order to support and fully fund the conference (DD 0020). Any underspend was to be transferred back to the PDF after the conference. However, good budget management and negotiations with suppliers ensured that the PDF virement was not required. SOLD 2008 cost approximately £66,000.</p>	
<p>Barking to Gospel Oak Line Question No: 1920 / 2008 John Biggs When will the much needed 3-car trains be ordered for the Barking to</p>	

Gospel Oak Line? Why have only 2-car trains been ordered when works are planned to lengthen the sole platform that is currently too short to enable 3-car operation? As part of the North London Railway, this line is TfL's first and flagship management of an overground line. Ordering 2-car trains when works are planned to enable 3-car operation seems at best confused, at worst wasteful if new 3-car trains then have to be ordered shortly afterwards. Can the 2-car order for 2009 please be amended to 3-car to deliver a scheme that meets demand, utilises the lengthened platform, and proudly wears TfL's London Overground brand?

The new trains for the Gospel Oak to Barking line are being ordered by LOROL the train operator as part of the concession agreement. TfL is currently in discussion with LOROL to discuss the options for 3 car on the line. This would require some infrastructure work including lengthening of platforms and relocating signalling and communication equipment which we are investigating. We will be doubling the number of trains per hour on this line from September 2009 to relieve current overcrowding issues.

Emergency Vehicle Sirens

Question No: 1921 / 2008

[John Biggs](#)

What are your views on the use of sirens at night time on relatively empty streets, and the disturbance and interrupted sleep that roadside residents suffer from as a result? Would you encourage the development of other siren technology, such as broadband, that is less disturbing for residents while still alerting other road users?

I agree that sirens should not be used on empty streets wherever possible. They should be used only to inform other traffic and pedestrians of their presence which I believe is standard practice. In terms of broadband technology, I am aware that the MPS ran a trial some years ago. The results showed the system to be ineffective as the output was too low to attract the attention of drivers at a distance that would give drivers sufficient time to react in a controlled manner. MPS therefore did not adopt the system.

Post Offices

Question No: 1922 / 2008

[John Biggs](#)

Please can you clarify the actions and timescales for your campaign to protect Post Offices, as suggested in your Appreciating our Seniors manifesto promise? Since the rejection of the High Court challenge initiated by your predecessor, you have written to the Secretary of State, and you propose incorporating the need for a Post Office within walking distance in the London Plan. But where and what is your actual campaign that you promised in addition to this?

I am of course disappointed that the High Court challenge to the closure programme was rejected.

I remain committed to supporting the Post Office Network in London and am exploring further ways in which they can be supported, for example through the

<p>development of new services.</p> <p>I would be very happy to hear from Assembly members any suggestions that they may have for ways in which the network could be supported.</p>	
<p>First Steps Housing Scheme Question No: 1923 / 2008 John Biggs Why have you appointed Tribal Consulting to carry out a short scoping project of this housing programme. Does this scoping replace the appraisal by the Audit Commission you proposed in your manifesto? If so, what value do you believe is added by Tribal Consulting carrying out this work instead of the Audit Commission?</p> <p>Tribal have been asked to produce a scoping report to assist the GLA and partners in the process of developing the First Steps programme. This is separate from and additional to my manifesto commitment to ask the Audit Commission to assess First Steps once it is up and running.</p>	
<p>Community Land Trusts Question No: 1924 / 2008 John Biggs I commend your support of Community Land Trusts (CLTs). Will the scoping project of the First Steps Housing Programme carried out by Tribal Consulting include assessments of the plans to sell GLA land to CLTs? If not, when will this part of the project proposals be appraised? When do you aim to instruct the LDA to proceed with disposals of land to CLTs?</p> <p>I remain a strong supporter in principle of community land trusts and have tasked the London Development Agency with bringing forward a pilot CLT in London.</p> <p>CLTs are not at present part of the scope of the work being done by Tribal on First Steps Housing, which is intended to be high-level, rather than focusing on specific land disposals. The LDA will continue to seek opportunities to support CLTs, whether as part of the First Steps programme or as stand-alone schemes.</p>	
<p>Seaside and Country Homes Scheme Question No: 1925 / 2008 John Biggs What plans do you have to support and promote the Seaside and Country Homes Scheme?</p> <p>I am very keen to support all options that meet tenants' aspirations to move within and outside London. This option often has the double benefit of providing homes for older residents and also freeing up much needed family sized homes.</p> <p>I intend to promote this in my London Housing Strategy and through my role as chair of the Homes and Communities Agency's London Board.</p>	

Making bus travel accessible

Question No: 1926 / 2008

[John Biggs](#)

What can you do, through TfL, to encourage all bus drivers to pull into the kerb and lower the platform for less mobile passengers? Despite more through training for drivers, I continue to hear from my constituents that this remains a problem and in effect reduces their travel choices. Would you support a suggestion for a notice to be installed in the driver cab to remind them to comply with this requirement?

TfL already specifies that drivers are to pull up close to the kerb, and this is reflected in driver training. TfL has also developed a DVD training film to emphasise the importance to drivers of pulling up close to the kerb. A notice such as you suggest may not be an effective way of emphasising to drivers the importance of this issue, as there are already a number of demands upon a drivers attention in the cab. TfL will instead continue to improve standards through training. There can be issues of the driver being able to access the curb such as illegally parked cars blocking the turn in or issues with the road layout.

Bus drivers' care towards less mobile passengers

Question No: 1927 / 2008

[John Biggs](#)

What can you do, through TfL, to encourage all bus drivers to wait for elderly or disabled passengers to sit safely before leaving the bus stop? I continue to be shocked by stories of passengers who have fallen as the bus accelerates from the bus, causing them to tumble before they have a chance to take a seat. Despite more through training for drivers, I continue to hear from my constituents that this remains a problem and in effect reduces their travel choices.

As outlined in my answer to your question 1926/2008, TfL has developed a DVD training film to emphasise to drivers the need to drive with consideration to elderly or disabled passengers, including giving sufficient time for vulnerable passengers to find a seat before moving off.

Again I would recommend that your constituents contact TfL Surface Transport Customer Services on 0845 300 7000 or customerservices@tfl-buses.co.uk, so that TfL can investigate.

Door-to-Door Review

Question No: 1928 / 2008

[John Biggs](#)

What is the current status of the Door-to-Door Review? In your manifesto, you sounded as frustrated as I am with the progress. What time-frame do you have for your priority for the new booking system? What improvements will this new system include?

Progress on the strategy for an integrated door to door service is continuing to be made and discussions are ongoing with key stakeholders including London Councils. I will communicate my views on the integrated service once this process has been completed.

I am very pleased to report that the final stage of the centralisation of the Dial-a-Ride booking system was completed on 1 September 2008. TfL's ability to meet

<p>each customer's needs will be enhanced now that all of London can book through one centre. Dial-a-Ride has been providing around 7-8% more trips per month this year, through the call centre, compared to last year.</p> <p>I am committed to providing a range of enhancements to the Dial-a-Ride service. A number of improvements are underway throughout 2008/09 to ensure improved access to the service, greater access to trips and a customer-focused approach to application and assessment. Other improvements to Dial-a-Ride that will take place include:</p> <ul style="list-style-type: none"> • Providing 61 new low floor minibuses this year, which I was pleased to publicly launch at City Hall on 5 September • Expanding the supply network to increase capacity and improve flexibility through the introduction of taxi and PHV providers across all London boroughs • Changes to the booking system enabling customers to have more choice about when they make their booking by allowing them to book trips in advance, rather than only the day before. 	
<p>Pay Increase Percentages Question No: 1929 / 2008 John Biggs Last month (Question No: 1394 / 2008) I asked 'In what circumstances would a 60% pay increase be justified?' and you replied 'As your question has no obvious context, I cannot give an informative answer.' The information is that this was a proposed special responsibility allowance increase by the Chairman of LFEPA. Would you sanction such an increase?</p> <p>The setting of special responsibility allowances in LFEPA is an issue for agreement by its own members.</p>	
<p>Foreign Travel Question No: 1930 / 2008 John Biggs Thank you for your reply at the last meeting. Can you update me since the last meeting, including this time in addition details of cost and who paid for the visit. The question now reads: What foreign travel has been carried out by any of your staff on GLA business since your last reply? How was each request authorised? And what was its cost?</p> <p>Please find attached the information requested regarding the international travel undertaken by my staff and me since July (see Appendix C).</p>	
<p>Consumption of alcohol on public transport Question No: 1931 / 2008 John Biggs In question No: 1398 / 2008 I asked 'How many incidents involving the consumption of alcohol on public transport have been recorded since the ban was introduced? Are staff being encouraged to adopt a pro-active or a softly softly approach?' Unfortunately, your reply, whilst welcome, didn't answer the first part of the question. I presume that incidents are being</p>	

<p>recorded, as this is a key policy?</p> <p>As outlined in my answer to 1398/2008, TfL has not required front line staff to record every time they have reminded passengers of the alcohol ban. This would require establishing a system of form filling and paperwork, which would take uniform staff away from their primary role in providing a service for the customer.</p>	
<p>Parking Spaces</p> <p>Question No: 1932 / 2008</p> <p>John Biggs</p> <p>In question No: 1410 / 2008 I asked for you to advise: ‘... on what development proposal the former leader of Bexley argued with the Mayor’s office over 10 parking spaces? Would you agree that on some applications such an argument might raise strategic questions?’ You replied: ‘The Executive Director of Policy and Partnerships, David Lunts will deal with the proposal to which you refer, under delegated authority.’ Please advise on progress with this matter and would you also please answer the second question?</p> <p>I will be considering this application as I am no longer delegating my planning decisions to Ian Clement, the deputy mayor who was formerly the leader of Bexley Council. I will, of course, take full account of the strategic planning implications of the application when it comes before me.</p>	
<p>LEZ and Disabled Owners</p> <p>Question No: 1933 / 2008</p> <p>John Biggs</p> <p>From October 2010 older motor homes will be required to pay the LEZ charge and this will have an adverse effect on those registered disabled residents who rely on such transport. Will the Mayor consider granting a similar exemption to this group, as is the case with the current Congestion Charge?</p> <p>The aim of the LEZ is to improve air quality in London by deterring the most individually polluting vehicles from driving in the area. In order to maximise the air quality and health benefits of the LEZ only a small number of vehicles are entitled to an exemption or 100% discount from the scheme on the basis that there are technical reasons why they cannot meet the emissions standards.</p> <p>However, I have asked TfL to review the impact that the scheme has on organisations and individuals, whilst ensuring that it still meets the objectives of improving air quality and the associated health benefits. I expect to make an assessment of the changes and propose a way forward in the autumn. Any changes to the scheme will be subject to consultation and will be communicated to stakeholders well in advance of any change being made.</p>	
<p>Clapham Transport</p> <p>Question No: 1934 / 2008</p> <p>Valerie Shawcross</p> <p>One of my Constituents has asked for your response to the following observations about transport links in Clapham. I strongly share his views and would like to hear your answer? “There is a key issue in my local area (Clapham town) where TfL has a serious problem with the Underground. Effectively, the system is jammed between 7:30 and 9:30 every morning</p>	

<p>making it impossible to get on a train between Tooting and Stockwell. This situation has existed for years but is getting worse as the economy has grown and more people are in work. This cuts Clapham off from commuting into central London.</p> <p>The buses to Stockwell are not frequent in the peak hours. It seems to be that TfL should come up with a congestion relief scheme for this problem and currently none is proposed. I also think that LUL ought to manage the problem better by not allowing the platforms to build up to levels that in my opinion are dangerous - they should prevent people from accessing the platforms. Congestion is very dangerous both on the platform and within the trains.</p> <p>It would be easy to run a couple of buses between the tube stations in the peak hours as a medium term solution - but in the long term, there needs to be a recognition of the problem - and there is nothing in the TFL business plan to address it. "</p> <p>The northern line will be upgraded at the beginning of 2012, will bring some further improvements to the service with LU anticipating running around 30-32 trains per hour on this section of the line in the peak, providing capacity increases of around 20%.</p> <p>A bus service that simply mirrors an Underground line is unlikely to provide crowding relief. Even as an express service it is unlikely that buses could offer a comparable journey time to the Underground, especially as most Tube users are bound for destinations north of the river in the City or the West End.</p> <p>In addition, a very high frequency of service would be required to offer any significant level of relief as one double deck bus carries about 85 people whereas a Northern Line train can carry almost 800 people.</p>	
<p>Chair of Fire Authority Question No: 1935 / 2008 Navin Shah Do you share the views of the Chairman of the Fire Authority as expressed in the Local Government Chronicle of 21st August that his national ambitions within the Local Government Association were thwarted by Conservative Councillors who are "homophobic, bigoted old farts"?</p> <p>No</p>	
<p>'The Knowledge' Question No: 1936 / 2008 Valerie Shawcross The final report of the May 2005 City and Guilds assessment of the Knowledge of London examination concluded: "There is no systematic approach to examiner observations. It appears to be ad-hoc and as such is not consistent with City and Guilds requirements....There is no systematic approach to review candidates files...it was evident that there were inconsistencies in individual examiner approach to file comments and to individual scoring</p>	

<p>awarded....Standardisation of methodology should be introduced and regular file audits undertaken with records kept by the auditor.”</p> <p>Since this assessment, what changes have been made to the Knowledge of London examination, and in light of these comments will you consider further action including outsourcing to an independent provider, formal accreditation of the testing process and anonymised computerised testing?</p> <p>TfL’s Public Carriage Office invited City and Guilds to review the Knowledge of London examination system.</p> <p>Since the report, which was published in 2006, TfL’s Public Carriage Office has introduced a range of measures that have ensured ongoing accreditation with the City and Guilds. These measures include a more objective and quantifiable marking system, improved record keeping and a structured monitoring programme.</p> <p>TfL meets with the City and Guilds on an annual basis and they are aware of all improvements made.</p>	
<p>‘The Knowledge’ 2</p> <p>Question No: 1937 / 2008</p> <p>Valerie Shawcross</p> <p>The London Chamber of Commerce and Industry report in July 2007 entitled ‘The London Taxi Trade’ concluded: “The Public Carriage Office should urgently consider accrediting the Knowledge by an appropriate qualifications and skills body. The examinations should not be delivered by the regulator themselves, rather outsourced to an independent provider.” What is your response to this?</p> <p>In publishing this report the London Chamber of Commerce and Industry (LCCI) appeared unaware that the Knowledge of London examination system has been formally accredited by City and Guilds since November 2006. The accreditation process involves ongoing assessments by City and Guilds to ensure that standards, consistency and the integrity of the system are maintained at the highest level.</p> <p>The LCCI also did not offer any reason why outsourcing would improve the delivery of Knowledge examinations or increase the supply of taxis in London, which was the main focus of its report.</p>	
<p>Cross Bones Graveyard – SE1</p> <p>Question No: 1938 / 2008</p> <p>Valerie Shawcross</p> <p>TfL own a very interesting piece of history in Redcross Way SE1 - Cross Bones Graveyard, an un-consecrated medieval graveyard for prostitutes. The land is currently enclosed in London Underground boards, but has a gate with a bronze plaque describing its history.</p> <p>As Chair of TfL can the Mayor ensure that Officers of TfL contact the Friends of Cross Bones Graveyard and start a discussion to work with them to protect this piece of London’s more interesting past?</p> <p>The site is to be used as a Thameslink 2000 project works site between now and 2015. Future development plans have yet to be worked up but will be prepared recognising the archaeological interest of this site. This will include consultation with all parties with an interest in the site.</p>	
<p>Airports</p> <p>Question No: 1939 / 2008</p>	

<p>John Biggs</p> <p>Do you accept the competition commission’s recommendations as far as they go on the future of aviation in the UK? Will splitting the ownership of London’s airports solve the problems of Heathrow?</p> <p>London’s airports, and the international connectivity that they provide, are of primary importance for the economy of the Capital. Far too often the experience of travellers passing through these airports is one of queuing, delay, needless stress and hassle.</p> <p>I welcome the Competition Commission’s <i>BAA Airports Market Investigation</i> and the publication of the <i>Provisional findings</i> report and the <i>Notice of possible remedies</i>. The provisional findings of the report include that common ownership of the three London airports - Heathrow, Gatwick and Stansted – is a feature of the market which prevents competition.</p> <p>I believe that competition would provide the necessary incentive to raise the often unacceptably low level of service quality for both the passenger and the airlines at these airports, including Heathrow. However, I was disappointed that the Competition Commission’s report did not acknowledge that increased competition would not overcome the significant environmental costs of expanding capacity at Heathrow.</p>	
<p>Broken Society</p> <p>Question No: 1940 / 2008</p> <p>John Biggs</p> <p>Following your recent Telegraph article, and reflecting on your priorities for London, to what extent do you agree with the assertion by others that we live in a ‘broken society’? Would you agree that the somewhat doom laden approach of those making such an assertion risks creating a political culture solely based on negative campaigning?</p> <p>In my article, I explained how I was immensely proud of what young British athletes have achieved in Beijing. Their success is a tribute to their sense of ambition, determination and self-discipline.</p> <p>These are the qualities I am keen to encourage in teenagers across London, where a lack of purpose, discipline and self-esteem lead many to wasted lives and violence.</p> <p>Those who pretend there is not a problem are complacent, and should recognise that there is a huge challenge if every teenager is to fulfill their potential as our athletes have managed.</p>	
<p>Additional Bus Route Request</p> <p>Question No: 1941 / 2008</p> <p>Len Duvall</p> <p>Will you ask TfL Buses to look into ways to improve access to Hither Green Crematorium and Cemetery in Lewisham for those who rely on public transport? Two single deck bus routes, the 284 and 124 serve the crematorium and cemetery; these are small neighbourhood buses using lengthy routes. There is no direct service from the south-western areas of the borough such as Bellingham or Sydenham – travel to the crematorium from these areas involves at least two buses. For older people in particular who wish to attend funerals or visit the graves of loved ones this really does prove prohibitive. In addition, Phoenix Community Housing have now</p>	

taken over the John Henry neighbourhood office, very close to the crematorium, so residents from the Bellingham area who need to access this housing office also have no easy way to get there, particularly since there is no bus service running the entire length of Whitefoot Lane.

Could TfL Buses review bus routes in this area with a view to making some adjustments to existing routes or creating a new one to facilitate easier and faster access to the crematorium and cemetery?

Hither Green Crematorium and Cemetery and the surrounding area are served by routes 124 and 284. Each of these runs every 12 minutes (every 20 evenings and Sundays). These routes give links to the interchanges at Catford, Lewisham and Grove Park.

Given the high frequency of service already operating in the area a completely new route to provide the requested link is unlikely to be justifiable.

Diverting route 181 has been considered. This links southwestern districts of the borough to Grove Park via Downham Way, a facility introduced in 2006 in response to requests. Diverting it to the Cemetery area means ceasing to service Grove Park Station or parts of Downham Way. Neither appears desirable as this relatively new link is considered valuable.

Hence it does not appear likely that there is a straightforward way to provide this link at present. TfL would be happy to discuss the issue in more detail with you should you wish.

Resignation of Metropolitan Police Officers

Question No: 1942 / 2008

[Murad Qureshi](#)

Have the Metropolitan Police provided figures for Black and Asian officers who have resigned or have been asked to resign in the last three years?

The Data produced from MetHR 09/09/08

Ethnic Breakdown officers who have resigned or dismissed past 3 years

2006/07	BME	Non BME	Total
Dismissed	1	6	7
Voluntary resignation	50	322	373
2007/08	BME	Non BME	Total
Dismissed	2	4	6
Voluntary resignation	52	302	354
2008/09*	BME	Non BME	Total
Dismissed	2	0	2
Voluntary resignation	19	140	159

* year to 30 August 2008

Ethnicity of Metropolitan Police Officers

Question No: 1943 / 2008

[Murad Qureshi](#)

Could the Metropolitan Police provide a breakdown (actual numbers not percentages) of front line Police Officers who are from an ethnic minority not PCSO's, cooks, cleaners and office staff. which they normally include in their figures.

The data below has been provided by the MPS Human Resources. The table below shows a breakdown of the MPS as at the end of August 2008. It uses the Operational Policing Measure to identify frontline or Operational police officers.

Operational (frontline) Police Officers

End of August 2008

Operational Policing Measure	BME	Non BME	Grand Total
Operational	2,021	21,020	23,042
Operational support	419	6,086	6,505
Organisational support	39	751	791
IPLDP	110	536	646
Secondee	8	197	205
Not known	26	195	221
Grand Total	2,624	28,785	31,409

data from MetHR

Council Leaders

Question No: 1944 / 2008

[Valerie Shawcross](#)

Please list the Council Leaders you have met individually, formally at meetings with agendas, to discuss their local concerns since you took up office in May?

I am delivering on my commitment to engage with the boroughs and a programme of meetings with the borough leaders is being taken forward. In addition, my Deputy Mayors are regularly meeting with the borough leaders.

I have held the following events to which all the borough leaders were invited:

9 May: Lunch with borough leaders at City Hall

8 July: London Leaders' Reception at City Hall

To date I have met the following Leaders individually as part of my programme of

<p>engagement.</p> <table border="0"> <tr> <td>4 June</td> <td>Stuart Fraser</td> <td>City of London</td> </tr> <tr> <td>30 June</td> <td>Cllr Stephen Carr</td> <td>LB Bromley</td> </tr> <tr> <td>17 July</td> <td>Cllr Merrick Cockell</td> <td>RB Kensington and Chelsea</td> </tr> <tr> <td>18 July</td> <td>Cllr Edward Lister</td> <td>LB Wandsworth</td> </tr> <tr> <td>31 July</td> <td>Cllr Stephen Greenhalgh</td> <td>LB Hammersmith and Fulham</td> </tr> </table>	4 June	Stuart Fraser	City of London	30 June	Cllr Stephen Carr	LB Bromley	17 July	Cllr Merrick Cockell	RB Kensington and Chelsea	18 July	Cllr Edward Lister	LB Wandsworth	31 July	Cllr Stephen Greenhalgh	LB Hammersmith and Fulham	
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<p>London Resilience Question No: 1945 / 2008 Valerie Shawcross Please list the briefings and meetings - with dates, you have held to discuss London Resilience since you took up post in May?</p> <p>I received an introductory briefing on resilience issues from Chris Hayes, Regional Director Government Office for London and Lorraine Shepherd, Head of the London Resilience Team on 9 June 2008.</p> <p>I received a briefing from the London Resilience Team on 23 July 2008 regarding the Agenda items to be discussed at the quarterly meeting of the London Regional Resilience Forum.</p> <p>I chaired the meeting of the London Regional Resilience Forum on 24 July 2008.</p>																
<p>London Apprenticeship Taskforce Question No: 1946 / 2008 Joanne McCartney How will your skills strategy utilise and work with the London Apprenticeship Taskforce, launched on 14 July 2008?</p> <p>The London Skills and Employment Board (LSEB), which I chair, is working closely with the London Apprenticeship Taskforce (chaired by David Lammy, Minister for Skills)) to ensure that the Board's Strategy - <i>London's Future: The Skills and Employment Strategy for London (2008-2013)</i> - informs the Taskforce's work, and that implementation of Board's Strategy takes account of any future recommendations from the Taskforce. Expanding apprenticeships in London is one of the key actions supporting the Strategy. This is underpinned by an Apprenticeships Plan for Growth, developed by the Learning and Skills Council, which will also inform the work of the Taskforce. Two Board members Lucy Adams and James Wates, have recently joined the Taskforce.</p>																
<p>Child-friendly City Question No: 1947 / 2008 Joanne McCartney What are your plans to make London a more child-friendly city?</p> <p>I am in the process of developing a youth framework to set out the contribution I can make, through the GLA group, to help children and young people have the opportunities to develop new skills, raise their aspirations and enhance their health and well-being. We shall bring together plans for new and future initiatives by which</p>																

<p>we can develop ways for young Londoners to access more positive activities, enjoy learning and achieving and to increase opportunities for them to share in the city's success as they become adults. Measures will range from increasing the number of London Apprenticeships, and so reduce the numbers of young people not in education, employment or training, through to ensuring that we build housing in London that has adequate provision for children to play. Clearly, improved safety is a key component of a more child-friendly London and targeted interventions to reduce serious youth violence will be a top priority. We know that enforcement can only be part of lasting solutions and a sustained approach requires strong and early prevention too, as the most gains will be realised in the lives of the very young. I am determined to work with the boroughs, other agencies, young Londoners, parents, communities to improve London as a truly child-friendly and safe city.</p>	
<p>Review of GLA Offices Overseas Question No: 1948 / 2008 Joanne McCartney Who are you consulting in your review of the GLA foreign offices?</p> <p>The review has used material provided by the offices themselves and by other partner organisations, including Think London, Visit London and London Higher.</p> <p>We have also requested and received written evidence from a number of stakeholders, including UKTI, the CBI, the City of London Corporation, the UK-India Business Council and the China-Britain Business Council. Deputy Mayor Ian Clement, who is leading the review, has held face-to-face follow-up meetings in some cases.</p> <p>GLA Economics is providing input on the economic aspects of the review.</p> <p>In addition, the review has made use of existing written material from the Trade and Industry Select Committee, UKTI, Oxford Economics and other RDAs.</p>	
<p>Criteria for GLA Offices Overseas Question No: 1949 / 2008 Joanne McCartney What criteria are you using in any assessment of the GLA foreign offices?</p> <p>Assessment of the overseas offices will be based on:</p> <ol style="list-style-type: none"> 1. The role and activities of the offices and the extent to which they: <ol style="list-style-type: none"> (a) Fit with Mayoral priorities (b) Contribute to London's economy 2. The efficiency with which the offices are run and whether they perform their role in a way that gives Londoner's value for money. 	
<p>Secure Cycle Parking Question No: 1950 / 2008 Joanne McCartney What are your plans to improve the provision and quality of secure cycle</p>	

<p>parking?</p> <p>Increasing provision for cycle parking and improving security are central to my plans for making London a world class cycling city. In addition to provision on streets, at schools and at stations of around 12,000 additional spaces in 2008/9 and 8,000 additional spaces in each of the following three years, TfL is working with a wide range of project partners to:</p> <ul style="list-style-type: none"> • Share international innovation and good practice in design and security to tackle cycle theft; • Establish standards and processes to ensure that appropriately secure provision is made within new developments; and • Investigate suitable sites and introduce more secure cycle parks in London, building on the lessons learned from the boroughs participating in the London Cycling Benchmarking Project and a recent user and security review of London's first secure cycle park at Finsbury Park. 	
<p>Recycling</p> <p>Question No: 1951 / 2008</p> <p>Joanne McCartney</p> <p>What are you doing to encourage London's tourist attractions and venues to recycle?</p> <p>The GLA runs a Green Theatres programme, one element of which provides advice on recycling to theatres. The Draft Business Waste management Strategy also details a number of case studies showing how iconic venues can and do achieve high recycling levels.</p> <p>The LDA is encouraging the greening of London's tourist attractions and venues – especially recycling – through its "Green Tourism for London" awards scheme. This is the first independently audited green accreditation scheme for London's tourism businesses. This scheme targets hotels, guest houses, attractions and event venues. The awards recognise businesses that excel in both energy and resource management. Businesses can display a bronze, silver or gold award depending on their achievements.</p> <p>Many boroughs also have pedestrian recycling bins, and commuter recycling bins. These enable both Londoners and tourists to recycle on the go.</p>	
<p>Educational Work</p> <p>Question No: 1952 / 2008</p> <p>Joanne McCartney</p> <p>Will you continue the educational work the GLA does with the Capital's schools?</p> <p>Education is of vital importance to the GLA's responsibilities for regeneration and social inclusion. From the economic development standpoint and the long-term employment needs of Londoners and of the London economy, I want to see high levels of achievement across the London school system in all London Boroughs. I am keen to support the City Challenge initiative (at DCSF) to continue being a powerful tool for improving the educational attainment and life chances of young Londoners. Children growing up in persistent poverty do less well at school, have poorer health and often end with poor life chances when they become adults.</p>	

Through the London Child Poverty Commission, we are addressing such factors as how to improve literacy in primary schools. Narrowing the gap in attainment between lower income families and the middle classes also remains a challenge, though GLA research (State of London's Children Report, 2007) shows that there has been progress, especially in inner London schools. Whilst there has been welcome progress in narrowing attainment gaps for London's diverse pupil population in recent years, there remains work to be done. As such, I will continue to support initiatives such as the London Schools and the Black Child conference and other related initiatives to address the issues of inequality of educational outcomes for London's schoolchildren.

I want to both to support 'in school' initiatives, such as the Extended Schools and Academy programmes, as well as 'out of school' provision, particularly the London Youth Offer and new cultural and sports opportunities including the 2012 Olympics. All will contribute to helping individual children and young people to obtain the life skills and educational qualifications they and the economy need, and to ensure that disadvantage does not persist from one generation to the next.

Play Spaces in London

Question No: 1953 / 2008

[Joanne McCartney](#)

What are your plans to make more play spaces in London?

I strongly believe play is vital for children and young people's health and well-being. Access to good quality play spaces allows young Londoners and their parents and carers to spend time together - having fun, staying fit and feeling safe within their own communities. As children grow up and become teenagers the provision of more challenging play and leisure opportunities from "Free Running" to more traditional community sports helps ensure young people stay fit, active and out of trouble.

I am taking forward plans to improve facilities for play, sport and recreation through the implementation of the London Plan and my Housing Strategy. I am also in the process of developing an overarching opportunities framework for young Londoners which will set out the range of plans and programmes to be put in place to raise aspiration and ambition for all young Londoners and ensure a safer and more child-friendly city.

Miheer Dodhia

Question No: 1954 / 2008

[Navin Shah](#)

Will the Mayor join me in congratulating young Harrow resident Miheer Dodhia, on his inspirational journey from London to Beijing by bicycle to raise money for Medicins Sans Frontieres (MSF)?

I am happy to join you in congratulating your constituent; such an endeavor sets a fine example for all young Londoners.

Outstanding Fines

Question No: 1955 / 2008

[Navin Shah](#)

<p>What discussions has the Mayor had with the Foreign & Commonwealth Office over recoveries of owed congestion charge payments from Embassies?</p> <p>Has the Mayor had any discussions with Embassies directly regarding this matter?</p> <p>TfL obtained specialist legal advice which confirmed that the Congestion Charge is a charge payable for specific services rendered and therefore does not fall within the exemptions from certain taxes set out in the Vienna Conventions. Diplomatic and Consular personnel remain liable to pay the charge.</p> <p>TfL continues to have a positive dialogue with the Foreign & Commonwealth Office with a view to resolving this matter. I am determined that we find a resolution and I have asked TfL to review the situation to see how we can move forward.</p>	
<p>Staverton Road</p> <p>Question No: 1956 / 2008</p> <p>Navin Shah</p> <p>Residents in Staverton Road, Willesden, NW2 regularly have their parked vehicles scraped by double deckers on the 52 and 302 routes squeezing past on this narrow road. Does the Mayor pose any solutions to the ongoing problem, which residents claim occur on at least a weekly basis? Could the Mayor detail the number of incidents and provide the total cost of compensation to these residents?</p> <p>In 2005, the number of buses on Staverton Road reduced by about a third when TfL diverted route 6 via Donnington Road, responding to a suggestion from Brent Council. There were 17 reported incidents involving buses on Staverton Road in 2007/08, with four in 2008/09 up to the beginning of August.</p> <p>If it were agreed that the bus driver was at fault in any of the incidents then the level of compensation paid would be agreed between the operator and the owner of the car, and as such TfL would not have this information.</p> <p>Suggested diversions of routes 52 or 302 on top of the change already made to route 6 have been fully considered but all involve worsened service quality for significant numbers of passengers.</p> <p>TfL will continue to work with the Council on the matter. It has for example suggested that the Council might want to consider relatively small-scale changes to the road layout as a response to residents concerns.</p>	
<p>Rephasing of Traffic Lights</p> <p>Question No: 1957 / 2008</p> <p>Navin Shah</p> <p>How much progress has the Mayor made in his rephasing of traffic lights?</p> <p>TfL is continuing to investigate options for rephasing traffic signals both in the short and longer term and is scheduled to present its findings to me later in the autumn.</p>	
<p>Recycling in Brent</p> <p>Question No: 1958 / 2008</p> <p>Navin Shah</p> <p>Would the Mayor like to see compulsory recycling schemes, such as the one recently introduced in Brent, spread across the capital?</p>	

<p>I believe the best way to encourage recycling is through the use of incentives. I will work with London's boroughs to trial innovative schemes such as Recycle Bank in London. However, it is for boroughs to decide the most appropriate way to achieve the outcome of higher recycling in their area.</p>	
<p>London Living Wage Question No: 1959 / 2008 Navin Shah I am pleased the Mayor is insisting on the Living Wage for Metronet contract cleaners from this August. Yet Metronet management are unsure how this will be paid for. Does the Mayor envision this pay rise coming from existing Metronet contracts or will TfL supplement the contracts? What discussions has the Mayor had on this issue and what approximations of the cost to TfL have been made?</p> <p>The London Living Wage for Metronet contract cleaners will be addressed through the renewal of related Metronet contracts. These contracts are still under negotiation, and cost estimates are commercially sensitive and cannot be made public.</p>	
<p>Recognition of Unions Question No: 1960 / 2008 Navin Shah Tube Lines has refused a meeting with the RMT regarding the Living Wage without the presence of Transport for London, who have also refused. Does the Mayor recognise the role of unions in aiding the low paid and will he direct his officers to meet with those representing the cleaners?</p> <p>Tubelines is a private company and has its own negotiating procedures. This matter has been raised within Tubelines and, is a matter for them to deal with.</p> <p>I believe that the Trade Unions are directly dealing with the Cleaning companies involved in providing this service to Tubelines.</p> <p>TfL companies adhere to the London Living Wage and the Mayor has insisted that any commercial contracts with their suppliers, when they come to be reviewed, contain a London Living wage clause.</p>	
<p>Regeneration along the North Circular Road Question No: 1961 / 2008 Navin Shah What plans does the Mayor have to improve regeneration along the North Circular Road? In particular, does he have plans to improve residents' air quality through any form of green screening?</p> <p>As part of the regeneration of the North Circular Road, the A406 Bounds Green to Green Lanes Safety and Environmental Improvement Scheme will deliver much needed safety and environmental improvements, as well as easing congestion and improving traffic flow on this part of the North Circular Road. It will create a predominantly two-lane dual carriageway with improved traffic flow at junctions, greatly improved pedestrian crossing facilities, new bus lanes and a dedicated cycleway. Lighting will be upgraded and significant improvements made to the local</p>	

<p>environment and street scene.</p> <p>As part of the detailed Environmental Impact Assessment, an air quality assessment was undertaken to assess the impact of the Scheme at Bounds Green during both the construction and operational phases. The assessment indicates an overall reduction in PM₁₀ and NO₂ levels in its opening year and in later years when compared to forecast conditions without the scheme. TfL has also committed to provide Enfield £45,000 of funding when the scheme commences for upgrading and maintaining air quality monitoring equipment in the locality.</p> <p>Enfield Council is currently developing an Area Action Plan which will further assist in the regeneration of the area.</p>	
<p>Special Responsibility Allowance Question No: 1962 / 2008 Navin Shah Does the Mayor support the substantial Special Responsibility Allowance increases proposed by his Chair of LFEPA?</p> <p>The setting of special responsibility allowances in LFEPA is an issue for agreement by its own members.</p>	
<p>Aiding Young Athletes Question No: 1963 / 2008 Navin Shah What measures will the Mayor be making under his powers to aid young athletes in the run up to 2012? Would he consider a scheme to provide free travel to training sessions or other measures to enable athletes to concentrate on their sport in an expensive city like London?</p> <p>As part of the London Development Agency's sports legacy work, initiatives such as Winter of Sport and London Summer of Sport are providing a wide range of opportunities for young people and athletes to participate in sport. The recently opened Redbridge Cycle centre also provides a first class facility to encourage youth participation in cycling.</p> <p>A Legacy Plan for London Sport is currently being developed by the LDA in partnership with sporting agencies in London that will identify the key priorities and initiatives for creating a sporting legacy for London. Overseen by Kate Hoey, the Mayor's Commissioner for Sport, the plan is due for publication later this Autumn.</p> <p>In terms of free travel, a scheme providing free travel across all public transport modes in London is already in place.</p> <p>This scheme is available to potential young Olympians from across the UK and was launched two years ago by the previous mayor and the Minister for Sport (Tessa Jowell).</p> <p>I am very happy to continue to support this scheme, but have no plans to extend these free travel concessions further.</p>	
<p>Young Londoners' Fund 2 Question No: 1964 / 2008</p>	

<p>Murad Qureshi</p> <p>Can you provide us with a table of which boroughs have been the most effective in spending the Young Londoners' Fund monies over the summer?</p> <p>This LDA Youth funding you refer to is comprised of two elements:</p> <p>The LDA is investing £14m over two years via the 33 London Boroughs to match the ongoing programme of DCSF investment (£59m). It will provide positive activities for young people to develop confidence, knowledge, skills and abilities and gain recognition and /or accreditation for them. It is unlikely that the Mayors part of this funding was utilised this summer as the Boroughs are at varying stages of developing plans for this expenditure and we expect to be able to provide updates on expenditure by borough by January 2009.</p> <p>£4.7m over two years (the Young Londoner's Fund) to which Third Sector organisations can bid for funds to deliver and expand innovative projects into areas of need in London.</p> <p>The LDA is part way through assessing the bidding process to this fund and successful applicants will be notified in October 2008. None of this funding has yet been spent.</p>	
<p>London's Carbon Footprint</p> <p>Question No: 1965 / 2008</p> <p>Murad Qureshi</p> <p>How does London's carbon footprint compare with Britain as a whole? What happens to this figure if emissions from aviation, shipping and other embedded CO2 emissions are included in this calculation?</p> <p>According to DEFRA statistics, London's per capita carbon dioxide footprint is much less than that of the UK (6.9 tonnes per resident compared to 9.2). One of the reasons for this is that London has much lower emissions from transport than other regions due to its highly developed public transport network and fewer industrial emissions. (More information is available at: www.defra.gov.uk/environment/statistics/globalatmos/globalghg.htm) However, if emissions from aviation, shipping and other embedded carbon dioxide emissions (such as food) are included in this calculation, London's carbon dioxide footprint would increase significantly.</p>	
<p>Sustainable Energy Sources</p> <p>Question No: 1966 / 2008</p> <p>Murad Qureshi</p> <p>What are you doing to ensure that London's energy comes from sustainable sources?</p> <p>The Climate Change Action Plan set out a target for London to secure 25 per cent of its energy requirements from decentralised energy sources by 2025. The greater use of decentralised energy will help ensure London secures more of its heat and power from sustainable low-carbon and renewable sources.</p> <p>Decentralised energy technologies are being supported through the Mayor's policies</p>	

<p>in the London Plan, through a programme of work across functional bodies to introduce low carbon and renewable decentralised energy systems, and through projects being developed by the LDA, including the Barking Power Station Heat Offtake project.</p> <p>Additionally, I am continuing to lobby Government to remove the regulatory barriers to decentralised energy, which will help to fully exploit its potential across London, and as part of my response to the Government’s national renewable energy strategy I will be supporting the greater use of large-scale renewable energy projects, such as the London Array, which will greatly help to decrease the carbon intensity of the grid mix.</p> <p>Through the London Waste and Recycling Board I will also be making available financial incentives for the development of advanced waste to energy technologies.</p>	
<p>Census Information Question No: 1967 / 2008 Murad Qureshi In light of the recent report by New Local Government Network (NLGN) do you think the current census information-gathering techniques are out of date? And are we in London better-off pursuing other means of calculating the population for resource allocation from Central government?</p> <p>There is currently no viable alternative to the Census. There is no source or combination of sources that has been shown to count the population better or provide the range of small area data that is vital to planning and service delivery. Known problems with the last Census are being addressed by ONS who plan to utilise improved address lists, post out and back amongst others.</p> <p>Population change in recent years has been significant and data providers are looking at ways of using alternative sources to inform policy makers. However these fledgling initiatives such as linking administrative data sets have not yielded anything that could, as yet, be an adequate alternative to a population census.</p>	
<p>Freedom Pass Question No: 1968 / 2008 Jennette Arnold I was pleased to read in June’s Strategy magazine that you are “committed to protecting and extending the Freedom Pass, which provides such a vital lifeline to hundreds of Londoners.” Can you please clarify what you mean by “extending”?</p> <p>I recently announced older Londoners, in receipt of a freedom pass, will be able to travel free on buses, tubes and the overground network from 2 January 2009.</p>	
<p>Freedom Pass (2) Question No: 1969 / 2008 Jennette Arnold Although the Freedom pass can be used on London buses from 9.00am onwards, they can only be used on non-TfL buses until after 9.30am. This is an inconvenience for people in outer London Boroughs and, in particular, my own constituency of Waltham Forest, where people may need to travel</p>	

<p>into adjoining Boroughs early in the morning. Will you bring an end the existing discrepancy and ensure that the Freedom Pass can be used 24 hours a day on all London buses?</p> <p>As I promised in my election manifesto, I will make the Freedom Pass valid 24/7 on all TfL services from 2 January 2009.</p> <p>Any specific bus services serving the fringes of Greater London where it is felt there is a case for a fuller acceptance of TfL tickets should be brought to the attention of TfL Surface Transport</p>	
<p>Taxi expenses Question No: 1970 / 2008 Jennette Arnold</p> <p>As Cllr Coleman’s taxi bill was nearly as high as that of all the other 24 Assembly members together, will the Mayor be giving Cllr Coleman the advice of a former Tory colleague and tell him to get on his bike?</p> <p>I strongly encourage all GLA staff and Assembly members to take advantage of the bicycle loan scheme.</p>	
<p>Barking to Gospel Oak line Question No: 1971 / 2008 Jennette Arnold</p> <p>I was sorry to hear that due to “diary constraints”, you are unable to accompany me on an early morning trip to witness the terrible overcrowding on the Barking to Gospel Oak line. I am disappointed that at no time over the next 4 years you will be able to find the time to experience the awful conditions endured by my constituents each and every working day on what is politely known as the horror express. Is this a move away from your promise to be a Mayor for all Londoners?</p> <p>You will appreciate that it is not always possible for me to accept every diary request. However, I acknowledge the severe overcrowding that your constituents experience.</p> <p>As you will be aware TfL only took over control of the line in November and they are committed to increasing capacity. In September 2009 TfL will increase the frequency on the line to 4 trains an hour. The trains on order are currently 2 car, and I have instructed TfL to investigate whether this can be amended to deliver 3 car trains, although funding is not yet available.</p>	
<p>Youth Crime Question No: 1972 / 2008 Jennette Arnold</p> <p>When you visited the Brixton Road Youth Centre in July, you said: “Everyone knows what the root causes of youth crime are and everyone knows what the solution is.” Can you state what you specifically think are the root causes of youth crime and exactly what is your solution that will stop it?</p>	

I do not remember saying those exact words, although we know that there are a number of complex factors involved in youth crime and youth violence. These include lack of positive role models, being a victim of crime, exclusion or truanting from school, early years support, fear leading to the carrying of weapons, amongst others. Of the £700,000 funding for programmes in schools dealing with issues surrounding youth crime and violence I will be announcing, in November, my strategic approach for dealing with serious youth violence in London.

Binge drinking

Question No: 1973 / 2008

[Jennette Arnold](#)

Do you not think that the drinks industry should play its part and take some responsibility for young people over-indulging in alcohol? So, rather than trying to curtail binge-drinking by placing a blanket ban on all 18-21 year olds, wouldn't your time be better employed by calling for a ban on "Happy hours" in bars or demanding that pubs serve drinks in smaller glasses or in pressurising supermarkets to stop selling cheap alcohol as a loss leader?

Yes I think the drinks industry has a very significant part to play in promoting the responsible use of alcohol among young people and the wider population. I am not happy with industry practices such as 'Happy Hours' that blatantly encourage excessive drinking and would encourage London licensees to reject these.

The Government is currently consulting on the need for further regulation in alcohol retailing and within this I will be calling for a new retailing code that is mandatory and holds the industry to account on responsible practices.

Can I also say that I think there has been some misunderstanding regarding my support to a blanket ban on the sale of alcohol to under-21s. I have never suggested this. What I have suggested is that in areas where there are persistent problems with underage and binge drinking it should be open to the boroughs to encourage licensees, on a voluntary basis, not to sell alcohol to people under 21.

LDA Board

Question No: 1974 / 2008

[Jennette Arnold](#)

Given the exclusion of the second largest political group on the Assembly from the LDA Board, how will the concerns of the hundreds of thousands of Londoners that voted for them be heard?

I am accountable to the London Assembly, and Assembly members of all parties are responsible for scrutinising my policies and decisions in that forum.

Oyster card

Question No: 1975 / 2008

[Jennette Arnold](#)

In response to the supposed hacking of the Oyster Card by Dutch Academics you said that this was not a hack of the Oyster system and there was no

<p>security breach. However, the academics have also claimed they used their trip to London to prove that they could carry out a denial of service attack by jamming shut Oyster-operated ticket gates. How will TfL protect Londoners against possible delays caused by tickets gates that are jam shut by people that want to try similar stunts?</p> <p>There is no evidence that the Dutch academics have either carried out or are capable of carrying out a denial of service attack on the Oyster system.</p>	
<p>Recruitment Process Question No: 1976 / 2008 Nicky Gavron What efforts are you making to ensure your head-hunting and recruitment process is based on proactive regard to equalities?</p> <p>The headhunters who were selected recently to undertake a search process on behalf of the Mayor were informed in the specification that a key criteria for the Mayor was proactively dealing with equalities issues in relation to his appointments.</p> <p>The headhunters have indicated that they will provide recruitment and selection services in a manner that supports the Authority’s equality duties. Specifically they are committed to:</p> <ul style="list-style-type: none"> - ensuring that all staff working on the contract clearly understand the Authority’s equality duties. - provide details on their equality and diversity training programme for staff engaged on the contract, particularly those who have direct contact with the GLA. - ensure search and selection services are accessible to disabled clients. - outline the measures in place to deal promptly and sensitively with complaints about discrimination. <p>The recruitment process for the appointments matches key competencies against a specification, and the process is similar to GLA recruitment processes.</p>	
<p>Final Appointments Question No: 1977 / 2008 Nicky Gavron Are you any closer to appointing the remainder of your statutory appointments? In particular, an environment advisor?</p> <p>As you will know, I have appointed Isabel Deding as my environment adviser. I will inform the Assembly of any further appointments in the usual manner.</p>	
<p>Bus 388 - Passengers not allowed to use whole route Question No: 1978 / 2008 Jennette Arnold As Chair of TfL will the Mayor intervene and stop the nonsense whereby passengers, many of whom are from my constituency, are not allowed to complete their journey on the whole route of Bus 388. Currently all passengers must alight at Temple and then follow the bus on foot as it goes all the way to Trafalgar Square, the same destination as them with no</p>	

passengers on board!

Route 388 has been extended to provide a link between Blackfriars and Temple Stations while Blackfriars underground station is closed during Thameslink works. This is a temporary facility funded as part of the rail upgrade project and it is intended it would be withdrawn when the works finish.

In practice the buses need to run a little beyond Embankment Station to reach a suitable turning place (they do not reach Trafalgar Square itself). TfL will consider if the stops between Temple and Embankment can also be served, on the same basis.

Borough transport funding

Question No: 1979 / 2008

[Jenny Jones](#)

What are the total bids from boroughs to Transport for London for local transport grant for 2009/10 for the following areas of work: road safety; cycling; London Cycle Network + ; walking; 20mph zones; bus priority; town centres and travel plans?

The areas of work listed above are a part-selection of the current TfL budgets that boroughs can access. It omits borough principal road maintenance, station access and bridge strengthening, for example.

The total value of all applications from the Boroughs for TfL funding for 2009/10 is £289m. The table below sets out the programme breakdown, with those requested highlighted.

Programme	£k
20mph Zones	13,143
Bridge Assessment & Strengthening	21,082
Bus Priority	30,265
Bus Stop Accessibility	5,550
Community Transport	1,206
Controlled Parking Zones	3,361
Education, Training & Publicity Schemes	2,724
Environment	5,343
Freight Schemes	2,664
LCN	37,928
Local Area Accessibility	2,717
Local Safety Schemes	25,214
Non-LCN+ Cycling Schemes	15,083
Parallel Initiatives	3,538
Principal Road Renewal	55,271
Regeneration Area Schemes	12,458
School Travel Plans	16,771
Station Access	875
Streets-for-People	2,413
Town Centres	300
Travel Awareness	2,796
Walking	26,419
Work Travel Plans	2,061

<p>Chairing TfL Question No: 1980 / 2008 Caroline Pidgeon In what ways will the policies and management of Transport for London be different now you are chairing TfL instead of Tim Parker?</p> <p>TfL will continue to run an efficient and value for money public transport network.</p>	
<p>Westferry Road Planning applications Question No: 1981 / 2008 Andrew Boff Will the Mayor comment on two proposed link planning applications in Tower Hamlets which breach the current London Plan and existing policy with regard to sustainable housing? These are for a 62-storey tower block on Westferry Road E14, which will rise higher than Canary Wharf and dominate the riverscape and which contains no element of affordable housing. Instead the affordable housing is to be located on a site some way away in a conservation area, which it contravenes in terms of style and height. This second application will be for 91% social rented housing, with no provision for key worker or affordable housing. This proposal does nothing to provide sustainable housing or provision of first step housing for those who need assistance in home ownership.</p> <p>This is a current application that I have not yet determined, and it is therefore not appropriate for me to comment. If I were to do so, I am advised that I would be fettering my discretion and so would be unable to deal with the relevant planning application at the appropriate time.</p>	