

Questions to the Mayor
Mayor's Question Time, 16 March 2016

PRIORITY ORDER PAPER

Report No: 5

Subject: Questions to the Mayor

Report of: Executive Director of Secretariat

Knife crime

Question No: 2016/0728

[Caroline Pidgeon](#)

Knife crime with injury offences have risen across London. Given you campaigned to reduce knife crime in 2008, do you think you've done enough to tackle this serious issue?

Oral response

European Union Directives

Question No: 2016/1071

[Len Duvall](#)

Millions of Londoners rely on the social protections afforded to them by European Union Directives. Do you agree that any moves to water down these social protections could harm both London's economic prospects and the quality of life for those who live here?

Oral response

Cybercrime

Question No: 2016/1053

[Roger Evans](#)

Recent research from PwC found that more than half of the firms surveyed expect to become the victim of cybercrime in the next two years. However, a third reported that they have no plan to address such incidents. What conversations have you had with businesses in London to encourage them to take the necessary steps to prepare for a cyber-attack and protect their customers?

Oral response

London's housing crisis

Question No: 2016/0980

[Darren Johnson](#)

Have you left London's housing situation in a better state than when you first took office in 2008?

Oral response

New Housing Supply

Question No: 2016/1026

[Andrew Boff](#)

Is increasing regulation the best way to increase the supply of new homes in London?

Oral response

Housing (1)

Question No: 2016/1068

[Tom Copley](#)

In which years did you achieve your overall London Plan housing completions target?

Oral response

Redefining affordable housing

Question No: 2016/1069

[Nicky Gavron](#)

Are you concerned that the Government's proposed redefinition of affordable housing will result in fewer numbers of existing affordable housing products being built in London?

Oral response

Victims

Question No: 2016/1073

[Joanne McCartney](#)

Since 2008/09 - sanction detection rates have fallen by 6% across London. Why is this?

Oral response

Mainline Rail

Question No: 2016/1043

[Richard Tracey](#)

What changes would TfL make if it gained control of London's mainline rail?

Oral response

Cable car and Orbit Tower

Question No: 2016/1072

[Andrew Dismore](#)

Which do you consider to be your more important legacy, the Orbit Tower or the Cable Car?

Oral response

Far-right terrorism

Question No: 2016/1036

[Kemi Badenoch](#)

Research has suggested that law enforcement agencies and policy-makers should pay more attention to the threat from lone-wolf individuals inspired by far-right extremism. What steps have you, MOPAC and the Metropolitan Police Service taken to tackle far-right extremism?

Written response from the Mayor

Tackling extremism in any form is a priority for all major cities, especially following some of the recent atrocities that we have seen. The MPS tackles incidents of extremism whenever it takes place and remains vigilant to any threats to the capital.

No one agency can solve this issue on their own and that is why we continue to work together with other public authorities, as well as voluntary and community sector organisations to tackle extremism.

One of the great strengths of British policing is the relationships with communities on which police rely for their information. To this end, I have introduced London's first Hate Crime Reduction Strategy to encourage more people to report hate crime whenever or wherever it occurs so that we can prevent issues escalating.

The MPS do an outstanding job on combatting all forms of extremism, and my Deputy Mayor for Policing and Crime and I are regularly briefed by both the Commissioner and the national lead for Counter Terrorism Policing, Assistant Commissioner Mark Rowley.

The MPS together with the London Fire Brigade and other emergency services, recently took part in Europe's biggest ever disaster training exercise, Exercise Unified Response and the MPS will also be increasing the number of firearms officers by 600. While London remains one of the safest cities in the world, these activities ensure that we are continually prepared and equipped to meet any potential threat.

I have established a London CONTEST Board with the important mission of building the links between communities, local policing and anti-extremist activity to ensure that everyone knows what they should be doing to keep our city as safe as possible.

Back Garden Protections

Question No: 2016/1061

[Steve O'Connell](#)

What has been the impact of your London Plan policies on the protection of back gardens in London?

Oral response

Garden Bridge

Question No: 2016/1070

[Tom Copley](#)

Why did TfL tender for a pedestrian footbridge rather than a Garden Bridge, which you'd been trying to raise funds for in San Francisco?

Oral response

Air Quality Record

Question No: 2016/1074

[Murad Qureshi](#)

If you could turn the clock back to 2008, what would you have done differently to tackle air pollution?

Oral response

Greening London

Question No: 2016/1033

[James Cleverly](#)

How have your many programmes to improve parks, trees and other green spaces helped to improve London's environment, and how important is it that these should continue in the future?

Oral response

Economic legacy

Question No: 2016/0950

[Stephen Knight](#)

Are Londoners better-off now than when you first became Mayor eight years ago?

Oral response

Allotments on the London Land Commission Register

Question No: 2016/1024

[Andrew Boff](#)

Barking and Dagenham's allotment sites, some of which are part of the Capital Growth food growing network, are classified as 'non-operational' on the London Land Commission Register. Does this invite bids for their redevelopment?

Oral response

Pop-up Housing

Question No: 2016/1025

[Andrew Boff](#)

Do you support the recommendations of my recent report on Pop-Up Housing to help rapidly increase the supply of high-quality new homes in London?

Oral response

The Mayor's Health Legacy

Question No: 2016/1075

[Onkar Sahota](#)

With A&E waiting times rising, Ambulance response times lengthening and a crisis in NHS staffing in London, do you feel equity of access has improved in London health provision?

Oral response

Low pay

Question No: 2016/1076

[Fiona Twycross](#)

Why has the number of Londoners paid less than the London Living Wage increased under your mayoralty?

Oral response

Mayor's climate change record

Question No: 2016/0981

[Jenny Jones](#)

Are you at all concerned about your record of under delivery of your climate change programmes?

Oral response

Skills

Question No: 2016/1077

[Navin Shah](#)

Why, under eight years of your leadership, is London's economy suffering a gap in skills provision?

Oral response

Tri-Service report

Question No: 2016/1064

[Tony Arbour](#)

Following the release of my report 'Tri-Service - Broadening the role of London's PCSOs', what response do you have to the recommendations?

Oral response

[Note: The following are priority questions, but not in proportional order.]

London's fire service

Question No: 2016/1078

[Fiona Twycross](#)

You've axed 27 fire engines, closed 10 fire stations and cut hundreds of staff during your time as Mayor. Is it not the case that you're leaving your successor a fire service that is strained?

Written response from the Mayor

I am not leaving my successor a fire service which is strained.

Performance remains strong and London remains safe. The London Fire Brigade (LFB) continues to meet its target response times for first and second appliances. Since I took office, the numbers of fires and fire related deaths have fallen by more than a third and more than half a million home fire safety visits have been carried out.

It is worth noting that over the last three years I have had to issue 14 directions to the London Fire and Emergency Planning Authority (LFEPA), principally as a result of LFEPA Members refusing to act responsibly in relation to resource allocation. The legal costs to the public purse from the resulting conflict have been in the order of £1m.

The Government is therefore right to set out reforms to fire service governance in the capital and to have introduced legislation to abolish LFEPA. I have pressed strongly for these reforms and they will have the effect of improving the arrangements in place markedly.

I am proud of the legacy I am leaving and thank London's firefighters for their vital work.

Questions not asked during Mayor's Question Time will be given a written response by Monday, 21 March 2016.

QUESTIONS FOR WRITTEN ANSWER

Living Streets Town Centre pilot projects (1)

Question No: 2016/0695

[Caroline Pidgeon](#)

If the two Living Streets Town Centre pilot projects, in Tooting Broadway and Peckham, are successful will TfL be recommending to the next Mayor to roll out the scheme to all London boroughs?

Written response from the Mayor

London's two pedestrian town centre pilot projects are beginning the second year of a three year programme. Decisions on whether or not to roll out the whole programme, or individual components more widely will be taken at the end of the programme, after a review of the outcomes and scheme benefits.

Living Streets Town Centre pilot projects (2)

Question No: 2016/0696

[Caroline Pidgeon](#)

How will TfL measure the success of the two pilot projects?

Written response from the Mayor

A comprehensive monitoring plan is being prepared in partnership with the boroughs and other stakeholders engaged in the programme. Overall, the programme will be assessed on how it performs against its objectives, which are:

- 1) To identify innovative and creative approaches to reduce pedestrian casualties in the town centre, with a primary focus on the reduction of pedestrian KSIs;
- 2) To increase pedestrian activity; and
- 3) To improve overall pedestrian experience in the town centre.

Living Streets Town Centre pilot projects (3)

Question No: 2016/0697

[Caroline Pidgeon](#)

What funding would be available for rolling out the scheme to other London boroughs?

Written response from the Mayor

As part of this pilot programme, TfL is working with the boroughs and other stakeholders to trial new approaches to pedestrian safety and comfort.

Any allocation of funding to roll out the scheme to other boroughs will depend on the success of the pilot projects.

Alperton Station forecourt (1)

Question No: 2016/0698

[Caroline Pidgeon](#)

How much rental income has TfL lost since December 2014 as a result of the units on the forecourt of Alperton Station being empty?

Written response from the Mayor

TfL is working to improve the quality of its retail estate to both increase revenues and ensure stations provide the goods and services customers need. Much of this work is focused on supporting small businesses by helping them improve their retail units. The combined rent of the four retail units at December 2014 was about £43,000 per annum. The rental income to the end of March 2016 would have been around £54,000. However, TfL expects the refurbished units to generate an increased rental income of £65,000 per annum. Making the most out of its retail estate is an important part of TfL's aim to raise £3.4bn in commercial revenue over the next ten years.

Alperton Station forecourt (2)

Question No: 2016/0699

[Caroline Pidgeon](#)

TfL has stated that vacant possession of the forecourt units was necessary from December 2014, because the design process included work that required the units to be empty. Precisely what part of the design process required the units to be empty?

Written response from the Mayor

The units were constructed in the 1930s and the building structure had reached the end of its economic life, with persistent and long-term water ingress into the units from the bridge above. Due to the age and condition of the building and the water ingress issue, a full intrusive survey and comprehensive refurbishment was required. This included drilling bore holes in the concrete roof and the removal of all ceiling and wall coverings to investigate structural integrity. These works could not have been undertaken with the tenants remaining in place.

Alperton Station forecourt (3)

Question No: 2016/0700

[Caroline Pidgeon](#)

Could the process for design and gaining planning permission have been carried out more efficiently, so that the units did not need to remain empty for over a year?

Written response from the Mayor

The original scope of the project was to undertake wider works to both the station and forecourt. A comprehensive plan for the streetscape and public realm was designed with the London Borough of Brent. Due to increasing costs and the significant redevelopment of the adjoining school, a decision was taken in September 2015 to halt the proposed forecourt works and deliver just the retail units. This decision impacted on project timescales and delayed the redevelopment of the retail units.

Oxford Street pedestrian accidents (1)

Question No: 2016/0701

[Caroline Pidgeon](#)

Please list the number of pedestrians injured in all collisions on Oxford Street for the years 2012, 2013, 2014 and 2015, broken down by severity (i.e. fatal, serious, slight) and the mode of transport with which the pedestrian came into conflict. In particular please show where a TfL bus was involved.

Written response from the Mayor

The table in Appendix 1 shows the number of pedestrians injured on Oxford Street between 2012 and September 2015. These are the most recent figures available from the police.

Between 2012 and 2014 the number of pedestrians injured on Oxford Street fell by 28 per cent. Provisional figures show that no pedestrians have been killed or seriously injured in collisions with buses or coaches on Oxford Street between January and September 2015. This is the lowest level on record.

Collisions involving buses or coaches are reported as a single category by the police under the Department for Transport's (DfT) STATS20 guidelines, available at:

www.gov.uk/government/uploads/system/uploads/attachment_data/file/230596/stats20-2011.pdf. TfL is working with the DfT and the police to be able to identify the number of TfL buses within this dataset, but this information is not currently available.

Please see my response to MQ 2016 /0703 for further information on bus and coach incident data reporting.

Oxford Street pedestrian accidents (2)

Question No: 2016/0702

[Caroline Pidgeon](#)

Further to your answer to question 2015/4136, for the three hotspots involving Oxford Street, please provide a breakdown of the figures by severity (i.e. fatal, serious, slight) and the mode of transport with which the pedestrian came into conflict. In particular please show where a TfL bus was involved.

Written response from the Mayor

The table below shows the number of pedestrian casualties that occurred on Oxford Street at the junctions with Duke Street, Holles Street and Regent Street between 2012 and 2014, and the vehicle involved.

Pedestrian casualties by severity and vehicle in direct conflict with at Oxford Street J/W Duke Street - 2012 to 2014

Vehicle Type	2012			2013			2014		
	Serious	Slight	Sum	Serious	Slight	Sum	Fatal	Slight	Sum
Pedal Cycle	0	1	1	1	2	3	0	2	2
Powered 2 Wheeler	0	0	0	0	1	1	0	0	0
Taxi	0	1	1	0	0	0	0	1	1
Car	0	0	0	0	0	0	0	1	1
Minibus	0	0	0	1	0	1	0	0	0
Bus or Coach	1	4	5	0	3	3	1	2	3
Sum	1	6	7	2	6	8	1	6	7

Pedestrian casualties by severity and vehicle in direct conflict with at Oxford Street J/W Holles Street - 2012 to 2014

Vehicle Type	2012		2013		2014		
	Slight	Sum	Slight	Sum	Serious	Slight	Sum
Pedal Cycle	1	1	1	1	0	2	2
Taxi	1	1	0	0	0	0	0
Car	1	1	0	0	0	1	1
Bus or Coach	1	1	6	6	1	1	2
Sum	4	4	7	7	1	4	5

Pedestrian casualties by severity and vehicle in direct conflict with at Oxford Street J/W Regent Street - 2012 to 2014

Vehicle Type	2012		2013		2014		
	Slight	Sum	Slight	Sum	Serious	Slight	Sum
Pedal Cycle	2	2	0	0	0	0	0
Taxi	0	0	2	2	0	2	2
Car	1	1	0	0	0	0	0
Bus or Coach	2	2	1	1	1	0	1
Goods Vehicle	0	0	0	0	0	1	1
Sum	5	5	3	3	1	3	4

Oxford Street pedestrian accidents (3)

Question No: 2016/0703

Caroline Pidgeon

If you are not able to provide the specific data about the involvement of TfL buses in pedestrian accidents, please explain why.

Written response from the Mayor

TfL holds detailed data for road traffic collisions involving personal injury that occur on the public highway. This data is reported to TfL by the police in accordance with the STATS19 national reporting system and is collected by the police.

Collisions involving buses or coaches are reported as a single category by the police under the Department for Transport's (DfT) STATS20 guidelines. TfL is working with the DfT and the police to find ways to identify the number of TfL buses within this dataset, but this information is not currently available.

Incidents involving TfL buses are also reported to TfL directly by its bus operators. These include 'damage only' incidents (ie. where the only damage which occurs is to the bus itself or surrounding objects) and incidents involving pedestrians. The data is published on the TfL website every quarter at <https://tfl.gov.uk/corporate/safety-and-security/road-safety/bus-safety>.

Abbey Street Railway Bridge

Question No: 2016/0704

Caroline Pidgeon

There has been prominent graffiti on the Abbey Street Railway Bridge for over a year. Network Rail has refused to remove it, claiming they cannot justify the cost, but studies have shown that graffiti tends to attract more graffiti and criminal activity. What influence can you use to change Network Rail's position?

Written response from the Mayor

TfL works closely with Network Rail and has made them aware of this matter. On my request, TfL's Commissioner previously raised the general issue of graffiti on Network Rail infrastructure with Network Rail's Chief Executive. However, as this bridge is Network Rail's property, it is their responsibility to decide how it is maintained.

Public toilets at bus termini

Question No: 2016/0705

[Caroline Pidgeon](#)

Many of London's older public toilets were sited at bus termini. Over the years many of these facilities have been closed although they still perform a necessary function. The London Borough of Camden intends to save £200k per annum by closing a number of public toilets in the Borough, several of which are still sited adjacent to bus termini and are therefore used by both bus drivers and passengers. If some compromise scheme can be worked out including local business sponsorship, would TfL be prepared to contribute to keep the toilets open to drivers?

Written response from the Mayor

The majority of bus stands in the London Borough of Camden have dedicated toilets for bus drivers close by, so there should be little need for them to use public facilities as adequate provision already exists for drivers. The wider issue of public toilet provision is a borough responsibility.

TfL and tree planting (1)

Question No: 2016/0706

[Caroline Pidgeon](#)

How many mature trees have been felled by TfL each year since 2012? Please provide a breakdown of the figures showing the reasons why the trees were cut down and whether or not they were replaced.

Written response from the Mayor

The following is the record of all street trees removed from the Transport for London Road network since 2012.

Reason / Year	2012/13	2013/14	2014/15	2015/16
Safety	43	122	123	30
Natural causes	285	444	634	287
Development	2	3	43	14
Scheme	1	4	55	88
3rd party claim	30	5	11	1
Self-set trees	4	2	12	-
TOTAL	365	580	878	420

These figures relate to all street trees felled, which includes young, semi-mature or mature specimens, as the boundaries between these categories are not clearly defined.

The planting of new trees is not recorded as 'replacement' or 'additional' as it may be some way from a felled tree, or at some later date. As per my response to MQ2016/0707, a greater number of trees are planted than destroyed.

TfL and tree planting (2)

Question No: 2016/0707

[Caroline Pidgeon](#)

Please provide a breakdown by year of how many new trees have been planted by TfL in London since 2012 and what proportion of them survived for more than a year.

Written response from the Mayor

TfL has planted the following number of street trees on its roads since 2012.

2012/13: 1075

2013/14: 961

2014/15: 1008

2015/16: 1163 (projected)

The proportion of newly planted trees that survive for more than a year is not separately recorded, but is estimated to be over 90 per cent and in line with London averages.

TfL and tree planting (3)

Question No: 2016/0708

[Caroline Pidgeon](#)

What steps does TfL take to monitor the health of newly planted trees to ensure they survive to maturity?

Written response from the Mayor

All TfL trees, including newly planted trees, are inspected on an annual basis and any work which is required to rectify defects is arranged and undertaken in a time period appropriate to the defect. TfL's contract requires newly-planted trees to be watered and given young tree maintenance as appropriate, in accordance with best industry practice so as to give them the best chance of surviving the transplant. Any tree that dies within three years of planting is replaced at the contractor's expense, as experience shows the highest mortality risk is within that period.

Road Safety Audits (1)

Question No: 2016/0709

[Caroline Pidgeon](#)

What is TfL's policy towards the retention of Road Safety Audits? How long has this policy been in place? What was the previous policy?

Written response from the Mayor

In accordance with TfL's document retention policy, Road Safety Audit reports and related information are retained for 21 years after being issued. This procedure has been in place since May 2014 following a comprehensive internal review of the process.

Prior to May 2014, Road Safety Audits were retained in accordance with TfL's document retention policy in force at the time the audit was undertaken. This policy required retention of Road Safety Audits and associated information for a minimum of 7 years. TfL has maintained a comprehensive archive of all audits carried out since 2005, with Road Safety Audits undertaken prior to this date held in hard copy at an off-site archive from around 2001.

In March 2015, TfL's Road Safety Audit procedure was independently reviewed by Jacobs UK Ltd. The review concluded that "the current TfL Procedure for Road Safety Audit provides a clear, comprehensive and efficient method by which schemes on or affecting the TLRN are subjected to high quality road safety evaluation." The report also found that TfL's procedure is recognised internationally and suggested that the procedure may already reflect best practice. TfL regularly reviews its Road Safety Audit procedures to ensure they remain current.

Road Safety Audits (2)

Question No: 2016/0710

[Caroline Pidgeon](#)

Please provide copies of TfL's Road Safety Audits relating to the new layout around St. George's Circus, built to accommodate the North-South Cycle Superhighway.

Written response from the Mayor

I have asked TfL to provide the relevant reports to your office.

Road Safety Audits (3)

Question No: 2016/0711

[Caroline Pidgeon](#)

Does TfL possess Road Safety Audits for the gyratory along London Road, Westminster Bridge Road and St. George's Rd, including St. George's Circus, pre-dating the new version for the Cycle Superhighway? If not, please explain why there is no RSA.

Written response from the Mayor

TfL carries out Road Safety Audits for proposed changes to the existing highway. Along this stretch of the Transport for London Road Network, the only recent significant change prior to the North-South Cycle Superhighway was at the junction of London Road and Princess Street, as part of Cycle Superhighway 7. TfL holds the Road Safety Audits associated with this scheme.

Bus route 251 follow up

Question No: 2016/0712

[Caroline Pidgeon](#)

In response to question 2016/0553 you acknowledged that there is an issue with capacity on the 251 bus route and said TfL is "working with the operator to address this". Please provide more detailed information about the steps TfL is taking with the operator to address the problem.

Written response from the Mayor

TfL is currently in negotiations with the operator in relation to costs to introduce a reliability scheme for bus route 251. TfL hopes to implement this by summer 2016.

Cycling training for disabled adults and children

Question No: 2016/0713

[Caroline Pidgeon](#)

In order to measure the effectiveness of the Bikability scheme for disabled adults and children, it is necessary to record how many of them are taking the training on a year by year basis. Your responses to previous questions and information from TfL suggest that this is possible, but raised data protection issues as a barrier to collecting the data for children. This obstacle can be overcome if the schools report anonymised data to their boroughs.

Will you ask TfL to work with London boroughs to ensure that figures for disabled adults and children is collected and made available?

Written response from the Mayor

The data provided to TfL by each London borough is currently limited to age, gender and level of Bikeability training completed.

As you suggest, there are potential barriers in collecting additional personal information, especially of children. However, I will ask TfL to liaise with the boroughs and cycle training providers to investigate the possibility of collecting, and making available, figures for the number of disabled adults trained during the 2016/17 financial year, and disabled children trained during the academic year commencing September 2016.

Rail devolution and the Wimbledon Loop line

Question No: 2016/0714

[Caroline Pidgeon](#)

Under the proposals for the gradual devolution of London rail services to TfL, is it likely that the Wimbledon Loop line will be included? If so, will you ask TfL to highlight the importance of the line continuing to run direct trains north of Blackfriars?

Written response from the Mayor

I am delighted to have achieved Government agreement in principle for inner suburban rail services in London to transfer to TfL, and thank the Assembly for its longstanding support in this matter.

Initial proposals developed with the Department for Transport (DfT) do not identify the Wimbledon Loop, a Thameslink service, for transfer. However, given the existing franchise runs until 2021, TfL and the DfT will work as part of the proposed partnership to identify routes that would be better run by TfL, or indeed improvements to local services even if run as part of the national franchising programme.

New Private Hire Drivers and medical problems

Question No: 2016/0715

[Caroline Pidgeon](#)

What steps does TfL take to make sure that new Private Hire Drivers do not suffer from alcoholism, depression or other mental health issues that could affect their performance as a driver? In particular, what steps does TfL take when the driver has arrived from overseas and cannot provide their medical history?

Written response from the Mayor

TfL requires all applicants and existing drivers wanting to renew their licence, to satisfy DVLA Group 2 medical guidelines to assess whether they are medically fit to be licensed. These are the same standards required for drivers of large goods vehicles and buses and are higher than those for private cars and motorcycles.

If an applicant has recently entered the UK or has resided abroad for a period of time, the medical practitioner is required to confirm that all relevant tests have been carried out to ensure the applicant meets the DVLA Group 2 medical standards.

In order to assess an applicant or existing driver wanting to renew their taxi or private hire licence, a Medical Declaration is required to be completed and signed by a registered medical practitioner with full access to the applicant's medical records. The declaration has a section for recording psychiatric disorders (alcoholism, depression and mental health issues) and the medical practitioner is required to complete all sections and consult the DVLA's publication on Group 2 requirements where necessary. On receipt of a completed form, TfL assesses the information and, where any medical conditions are identified, will consult with medical experts to determine the applicant's fitness to be licensed.

Archway gyratory plans impact on Vorley Road (1)

Question No: 2016/0716

[Caroline Pidgeon](#)

Under TfL's plans the removal of the Archway gyratory will divert traffic from Junction Road in both directions along Vorley Road, which is a narrow, residential road. Unlike at present this will make the length of Vorley Road the route for the 41 and 210 buses, as well as a key route for blue light services. The road is also likely to be subject to heavy construction traffic in the near future as the old bus stand is set to be developed as housing.

What work has TfL done to model all of this traffic impact on Vorley Road? What work has been done to measure the likely impact on air quality?

Written response from the Mayor

The transformational improvements at Archway will create a new public space in the heart of the town, introduce a new two-way traffic system, include dedicated cycle lanes and improved pedestrian crossings. The existing one-way operation of Vorley Road will also be reversed.

The Archway scheme has been assessed extensively through traffic modelling, and the expected changes to journey times were communicated during the public consultation. It is expected that most journeys will continue on main roads, including those by emergency services. The changes will result in an overall reduction in the number of buses using Vorley Road.

TfL carefully considers the potential environmental impacts of schemes and has undertaken assessment impacts on air and noise quality.

Archway gyratory plans impact on Vorley Road (2)

Question No: 2016/0717

[Caroline Pidgeon](#)

Vorley Road is home to the large Archway Children's Centre, yet the pavement on Vorley Road is narrow and can put pedestrians in danger. Given the rerouting of traffic along Vorley Road planned under the changes to the Archway gyratory, what steps is TfL taking to improve the safety of pedestrians on Vorley Road?

Written response from the Mayor

The existing one-way operation of Vorley Road will be reversed as part of the transformational plans to improve Archway gyratory and its surrounds. As well as reducing the number of buses using Vorley Road, the scheme will also introduce wider footways outside Archway Children's Centre.

Old Oak Common and Crossrail

Question No: 2016/0718

[Caroline Pidgeon](#)

Sir Terry Farrell has said that the way Crossrail is being constructed at Old Oak Common is jeopardising the regeneration of this area. How do you react to his claim?

Written response from the Mayor

I wholeheartedly reject Sir Terry Farrell's claims regarding Crossrail construction jeopardising the regeneration of Old Oak Common and completely disagree with the disparaging remarks he has made about Old Oak Common more generally. The Old Oak and Park Royal Development Corporation (OPDC) are working hard to transform this area to create a brand new suburb with 25,500 new homes and 65,000 new jobs. The OPDC are working with TfL to review and finalise future options for the Crossrail depot site in a way that does not delay or disrupt Crossrail, which is critical to meeting London's transport challenge.

Dial-a-Ride buses and Fixed Penalty Notices

Question No: 2016/0719

[Caroline Pidgeon](#)

I understand that Redbridge Council is issuing Fixed Penalty Notices to Dial-a-Ride buses for stopping outside Ilford Library on a bus-only road. Given the bulk of the Dial-a-Ride fleet is made up of small buses aimed at helping disabled Londoners get to key places, what representations will you make alongside TfL to Redbridge Council to change this practice?

Written response from the Mayor

Dial-a-Ride has been in dialogue with Redbridge Council since 2013 over whether their vehicles should be allowed to stop on Clements Road, which has been designated as 'bus only'. The local Dial-a-Ride management team and the Council initially agreed that Dial-a-Ride buses would be allowed to pick up and drop off elderly and disabled passengers outside Ilford Library, which is one of the service's popular destinations. Unfortunately, towards the end of 2015, Dial-a-Ride again received a number of parking tickets and the matter was raised again with the Council.

I am pleased to report that, following further dialogue with the Council, they have recognised the importance of Dial-a-Ride as a door-to-door bus service for those unable to access mainstream services and, since 15 February 2016, Dial-a-Ride can pick up and drop off passengers outside the library without the threat of receiving a parking ticket.

Granting licenses for Private Hire Vehicles

Question No: 2016/0720

[Caroline Pidgeon](#)

In the light of LBC's investigation into how easy it is to get a Private Hire Vehicle license, do you think the current process does enough to make sure Hire & Reward insurance is in place?

Written response from the Mayor

I agree that more must be done to ensure that private hire drivers have the correct Hire or Reward insurance in place. TfL is looking at this as a part of its review of private hire vehicle regulations and discussed proposals at the TfL Board 17 March meeting.

Private Hire Review and Fleet Insurance

Question No: 2016/0721

[Caroline Pidgeon](#)

Will you review the decision not to require larger operators to obtain Fleet Insurance?

Written response from the Mayor

The requirement for operator fleet insurance was discussed by the TfL Board at their meeting on 17 March along with all proposals arising out of the private hire vehicle regulations review.

Black Taxi credit card payments mandate

Question No: 2016/0722

[Caroline Pidgeon](#)

Dial-a-Cab and other Black Taxi radio companies have been at the forefront of credit card payments in Black Taxis for over a decade and have had discussions in the past with TfL about the best ways to go about offering credit card payments. Why did TfL not consult directly with these companies until after the TfL Board had made its decision about how to mandate credit card payments?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Weapon dogs

Question No: 2016/0723

[Caroline Pidgeon](#)

What representations have you made to government about the sentencing of owners found guilty of grooming their dogs as weapons? Given this was one of your 2012 manifesto pledges, please publish any correspondence and a list of meetings.

Written response from the Mayor

I have lobbied hard for tougher punishments for any owner who uses their dog as a weapon. My Deputy Mayor took a petition to Downing Street in August 2011 for the Prime Minister's attention. The petition contained over 4,000 signatures showing that this is a huge issue in the capital.

I am pleased to see that in May 2014, the Dangerous Dogs Act 1991 was amended with these tougher punishments becoming part of the Act. The term 'a public place' was substituted to 'any place in England or Wales (whether or not a public place)'. Prior to the amendment dog bites and attacks on private property were excluded from the legislation. The changes also legislated that attacks on assistance dogs would also be an offence and the maximum sentences for allowing a dog to attack someone has been substantially increased.

MPS status dog unit

Question No: 2016/0724

[Caroline Pidgeon](#)

How many dogs have the MPS status dog unit seized in the last year? How does this compare to the number of dogs seized every year for the last four years? Please provide percentage increase/decrease figures.

Written response from the Mayor

The number of dogs seized by the MPS Status Dogs Unit can be found in the annual report. This will be published on MOPAC's website shortly.

Dog attacks

Question No: 2016/0725

[Caroline Pidgeon](#)

In your 2012 Crime Manifesto you made promises about tackling dangerous and status dogs in London. There has been a 36% increase in reported dog attacks since you took office, jumping from 940 reported offences in 2012 to 1275 offences in 2015. Could you have done more to tackle this issue and have you kept your manifesto pledge of doubling the size of the MPS Status Dog Unit?

Written response from the Mayor

There has been an increase in reported offences which is largely attributed to the legislation change which occurred on 13th May 2014 and which was supported by both the MPS and MOPAC.

The number of dedicated Police Officer numbers within the Status Dog Unit has remained the same and in addition they are supported by a number of qualified Dog Legislation Officers who have undergone rigorous training over the past few years.

Investment has been made in new technology to allow better and more efficient end to end management of dog cases, allowing for the reduced impact of the reduction in two administrator posts within the SDU. This includes mobile technology which allows officers to work more productively whilst away from the office.

Violence against the person

Question No: 2016/0726

[Caroline Pidgeon](#)

Reports of violence against the person offences have risen by 7,145 from December 2012 to December 2015. What measures have you put in place, in your final months as Mayor, to address this serious issue?

Written response from the Mayor

We continue to keep up the pressure on violent crime in London and at MOPAC Challenge in January I raised this issue with the Commissioner. I am pleased to see that Violence With Injury (VWI) offences have fallen in January and February.

Violence against the person includes a very broad range of offences such as common assault, cruelty to children, modern slavery, harassment, stalking through to GBH, causing death by dangerous driving, manslaughter and murder. The MPS uses a wide range of tactics and operations to tackle this broad range of offences including:

- Operation Dauntless, which has seen increased confidence in reporting of domestic abuse, an increase in sanction detections and a focus on repeat victims and suspects of domestic abuse. The MPS are also making use of Domestic Violence Protection Orders.
- Operation Equinox, targeting non-domestic violence with injury offences, in particular in relation to the Night Time Economy, using tactics such as test purchase for illegal alcohol sales, problem solving with local and transport authorities, enhanced licensing enforcement and focused patrols. This approach is being continued through Operation Scarlet.
- Operation Teal, focusing on reductions in gun discharges, reductions in gang stabbings through enhanced enforcement of gang nominals, use of enhanced judicial controls and breach enforcement.

Victim based crime

Question No: 2016/0727

[Caroline Pidgeon](#)

Victim based crime is at the same level as it was when you took office in 2012 yet sanction detection rates have dropped from 14% to just 11%. Do you think you've done enough to tackle crime in London and what more could be done?

Written response from the Mayor

Victim based crime is in fact significantly lower than it was when I took office in 2012.

In the year to May 2012 there were a total of 718,763 offences recorded as victim based with 101,139 sanction detections.

Victim based crime has reduced to 652,858 offences in the year to February 2016, with 89,312 sanction detections.

The sanction detection rate for these offences remains steady at 14%.

We can never be complacent in the fight against crime. The MPS have done a fantastic job over the last four years and by protecting officer numbers at 32,000 and investing to equip officers with the latest crime-fighting technology, I have ensured that the MPS has the resources it needs to keep up its excellent work, now and in the future.

Personal Service Companies (1)

Question No: 2016/0945

[Caroline Pidgeon](#)

How many current temporary employees at Transport for London who are engaged via employment agencies through their own Personal Service Companies are paid a salary of more than (a) £100,000 a year, and (b) £150,000 a year?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Personal Service Companies (2)

Question No: 2016/0946

[Caroline Pidgeon](#)

How many current temporary employees at Transport for London have been engaged via employment agencies for more than (a) six months (b) 12 months, (c) 18 months, (d) 24 months, and (e) 36 months, through their own Personal Service Companies?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Garden Bridge (1)

Question No: 2016/0947

[Caroline Pidgeon](#)

Considering your decision to describe your trip to San Francisco in February 2013 as a private trip in response to a freedom of information request for your diary appointments (ref: MGLA250314-2395), and further to your decision to not list the trip in your monthly report to the London Assembly, do you consider it now appropriate to refund the taxpayer for the cost of the flight and accommodation created by this trip?

Written response from the Mayor

No.

Garden Bridge (2)

Question No: 2016/0948

[Caroline Pidgeon](#)

What contingency plans or alternative design options does Transport for London have in place if the scenario arises that the Garden Bridge Trust does not successfully raise sufficient funding for the proposed Garden Bridge Trust as designed by Heatherwick Studio?

Written response from the Mayor

TfL is committed to supporting the delivery of the Garden Bridge, which has a strong transport case and significant wider economic benefits. This project is being delivered in a different way to other bridges in London, with the large majority of funding being secured from the private sector.

The public sector funding contribution is being used up front to develop the project and create the circumstances where private sector funding can be secured. I believe this kind of model will become increasingly common in a world where public sector resources are constrained and it is the kind of model that will need to be put in place for the bridge at Rotherhithe, which I know you support.

To date, the Garden Bridge Trust has raised £145m toward its fundraising target of £175m, including £85m from the private sector. The Trust has already raised more funding than the cost of the construction contract, and construction is due to begin later this year. On this basis TfL has confidence that the Garden Bridge Trust will be successful in raising all funds for the delivery and operation of the bridge. I have been very clear that while I am a great supporter of this project, there will be no further funding available from TfL towards the delivery of the project and the remaining funding gap is a matter for the Garden Bridge Trust to address.

Garden Bridge (3)

Question No: 2016/0949

[Caroline Pidgeon](#)

Are any accounts and details of fundraising carried out by the Garden Bridge Trust available to the Mayor's office or Transport for London other than the limited information currently available via Companies House and the Charity Commission websites?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Underemployment (1)

Question No: 2016/0951

[Stephen Knight](#)

Following the Resolution Foundation report showing the staggering extent of underemployment, what assessment have you made of the number of Londoners seeking to work more hours?

Written response from the Mayor

GLA Economics has provided an assessment of underemployment in Chapter 6 of the recently published Draft Economic Evidence Base 2016 (see: <http://www.london.gov.uk/business-and-economy-publications/draft-economic-evidence-base-2016>).

Underemployment (2)

Question No: 2016/0952

[Stephen Knight](#)

Following the Resolution Foundation report showing the extent and knock on effect of underemployment, what assessment have you made of the number of Londoners seeking part-time work?

Written response from the Mayor

There are 294,000 Londoners who are unemployed and seeking work. Many may be looking for part-time work, as will some of those in full-time employment looking to change their working patterns.

However, I should add that London has seen an increase in employment and a fall in unemployment since 2008. I have created jobs and growth in London and got people into work despite the economic downturn.

London Living Wage

Question No: 2016/0953

[Stephen Knight](#)

How many Londoners were paid less than the London Living Wage when you came to office in 2008, and how many are paid less than the London Living Wage in 2016?

Written response from the Mayor

Please see my response to oral MQ 1076/ 2016.

Currency markets

Question No: 2016/0954

[Stephen Knight](#)

Considering the drop observed in the value of the pound upon you announcing your intention to campaign for the UK to leave the EU, what assessment has been made of the short-term impact the campaigning of both sides could have on the value of the pound and by extension the London economy?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Global Powerhouse Report

Question No: 2016/0955

[Stephen Knight](#)

While your economic advisor's most recent report highlights the important role of the finance sector, what efforts are you making to ensure that Londoners are protected from the risks of such an unbalanced economic base?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Global Powerhouse Report- Universities

Question No: 2016/0956

[Stephen Knight](#)

The Global Powerhouse report recognises the need for funding if London's universities are to continue to compete internationally. Given that a great deal of funding currently comes from foreign students what assessment have you made of what 'Brexit' could mean for the financial stability of the city's universities?

Written response from the Mayor

London's universities are well-placed to take advantage of future funding opportunities, given the quality of research and teaching in the capital. London attracts around a quarter of all international students who come to the UK and has more top flight higher education institutions than any city in the world. I would expect this to continue.

Improving Broadband in London

Question No: 2016/0957

[Stephen Knight](#)

What steps do you intend to take to ensure that the recommendations of Ofcom's most recent review into digital communications are fully enforced, particularly those relating to compensation for customers?

Written response from the Mayor

I welcome the review and its promises to create conditions conducive to delivering the more diverse and innovative supply of connectivity services, something that is important ensuring that London has the digital infrastructure it needs to continue to grow and thrive.

Through my Digital Connectivity Group, I will work with London's connectivity stakeholders to ensure that the review's recommendations are followed through in a way that serves our ambition for more ubiquitous connectivity supply in the capital.

Flexible working practices

Question No: 2016/0958

[Stephen Knight](#)

What practical support do you currently provide for businesses adopting flexible working practices and how many businesses have accessed such support?

Written response from the Mayor

I worked closely with Timewise, an organisation which works with a broad range of businesses in London, to promote flexible working practices through three business breakfasts. These business breakfasts were chaired by Joe Mitton and Rosie Boycott and jointly hosted by the GLA and Timewise at City Hall during November last year. The three events were aimed at the legal, professional and businesses services, and science, technology, construction and engineering sectors.

Following the three events a summary of the discussions was produced and sent with a cover letter from Joe and Rosie to over 130 businesses, including those who attended the business breakfasts, signposting those businesses to Timewise who provide both the expertise and the support services for businesses who wish to adopt flexible working practices.

New Routemaster (1)

Question No: 2016/0959

[Stephen Knight](#)

Can you confirm that all of the 195 New Routemaster buses ordered by TfL last month are to be fitted with windows that open, following over 500 customer complaints about the on-board heat of the existing fleet?

Written response from the Mayor

Yes. The latest contract variation requires the new buses to include this specification. Each of the new buses will be fitted with six opening windows in the upper deck and three in the lower saloon within the agreed vehicle price.

New Routemaster (2)

Question No: 2016/0960

[Stephen Knight](#)

Given that the New Routemaster vehicle is already driven by an electric motor (but powered by a diesel engine), how difficult would it be to convert the Euro 5 Routemasters to electric buses in the future?

Written response from the Mayor

This has serious cost implications. It is not as simple as you suggest.

New Routemaster (3)

Question No: 2016/0961

[Stephen Knight](#)

Was a comprehensive new business case put together before deciding to order an additional 195 new Routemaster buses last month? If not, why not? Please also outline what appraisals have been undertaken of the existing fleet of new Routemaster buses to assess their performance against the fuel efficiency figures and passenger time savings promised in the original business case?

Written response from the Mayor

A new financial business case was formulated before TfL ordered a further 195 New Routemasters. TfL updated all the financial benefits and disbenefits included in the business case and refreshed a series of assumptions including fuel efficiency and passenger time savings.

New Routemaster (4)

Question No: 2016/0962

[Stephen Knight](#)

Further to the comments made by TfL's Managing Director of Surface Transport at September's meeting of the Budget and Performance Committee - during which he stated that "the opportunity for high-capacity, long, three-door double-deckers has its limitations. There is not an infinite supply of routes that these particular types of vehicles could go on" - how many of the additional Routemaster buses recently ordered by TfL will have to have their vehicle length shortened in order to meet the operating requirements of their chosen routes.

Written response from the Mayor

TfL has the option to buy either the current existing length or a shorter version of the New Routemaster. The decision on which type to buy will depend on the route in question, to ensure TfL buys the most suitable type for each service. This gives TfL the opportunity to achieve best value from the tendering process on behalf of the travelling public.

New Routemaster (5)

Question No: 2016/0963

[Stephen Knight](#)

Will the reduced length of the additional Routemaster buses ordered by TfL mean these buses will carry fewer passengers than those currently in service?

Written response from the Mayor

No. The lighter unladen weight of the shorter vehicle will enable it to carry the same number of passengers. The shorter variant will have eight fewer seats but more standing room for passengers.

New Routemaster (6)

Question No: 2016/0964

[Stephen Knight](#)

Please provide a list of all the bus routes that will be served by New Routemaster vehicles by summer 2017.

Written response from the Mayor

TfL has not yet made a decision on which routes the additional 195 New Routemasters will serve. It will release these details once commercial discussions are concluded with the bus operators. Releasing these details sooner would undermine TfL's ability to attract competitive bids to operate these routes and achieve best value on behalf of the travelling public.

TfL - engine idling complaints (1)

Question No: 2016/0965

[Stephen Knight](#)

Is Transport for London's dedicated 'No Engine Idling' email address (noidling@tfl.gov.uk) still active? If so, how many reports of idling were received via this email address in 2015?

Written response from the Mayor

The 'no engine idling' email address received zero reports of engine idling in 2015. As per my response to MQ2015/1724, the email address has not received a significant number of inquiries on engine idling, so TfL's traditional customer experience channels are also checked for this type of query. The email address will be closed at the end of 2016.

TfL - engine idling complaints (2)

Question No: 2016/0966

[Stephen Knight](#)

How many reports of engine idling were received in total by TfL Customer Services between 1 January 2015 and 31 December 2015?

Written response from the Mayor

TfL's Customer Experience team received 188 comments about bus engine idling from 1 January to 31 December 2015. Information was forwarded to the bus operators to help mitigate issues and was also used to deploy TfL operational staff to targeted locations to encourage good practice. More modern buses in the fleet have automatic switch off that turns the engine off within a couple of minutes when a vehicle is stationary. Drivers are also advised to switch off their engines immediately to be good neighbours if they are not about to return into service.

Engine idling near Tower Bridge

Question No: 2016/0967

[Stephen Knight](#)

In your latest official Report to the Assembly, you stated that "On 11 February, drivers using Tower Bridge were encouraged to stop idling and switch their engines off when the bridge is opening to help lower emissions and boost air quality." Can you confirm that nearly three years after funding was allocated to the London Borough of Southwark to tackle engine idling that occurs during the lifting of Tower Bridge, variable message signs advising driver to switch off their engines are still yet to appear?

Written response from the Mayor

The Tower Bridge project commenced on 11 February. Variable message signs were put in place at this time and are currently being used to remind drivers to switch off when the bridge lifts.

Fines for vehicle idling

Question No: 2016/0968

[Stephen Knight](#)

Do you regret not convincing government of the need to bring the penalty charge for vehicle idling into line with parking penalty charges to provide a stronger deterrent and to encourage wider enforcement, as you promised in your Air Quality Strategy?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Air quality plan for nitrogen dioxide (NO2) in London

Question No: 2016/0969

[Stephen Knight](#)

Given your own Air Quality Manifesto (2014) showed how London could meet European legal limits for nitrogen dioxide (NO2) by 2020, do you feel the government's current plan for reducing NO2 in London - which does not see the capital meeting legal targets until 2025 at the earliest - contains a list of measures that will bring air pollution down to within legal limits in the shortest possible time?

Written response from the Mayor

I want London to be compliant with EU legal limits as soon as possible. My air quality manifesto and TfL's Transport Emissions Road Map set out a plan of how to achieve this.

It is encouraging the Government is fully behind the measures we are implementing in London but there is always more that can be done with the right funding and powers. We are engaging regularly with Defra since the plan was published to ensure we meet legal limits at the earliest opportunity.

Indoor air quality

Question No: 2016/0970

[Stephen Knight](#)

Following reports that indoor air pollution is contributing to around 40,000 early deaths a year in the UK (according to the Royal Colleges of Physicians and of Paediatrics and Child Health), will you consider what more the GLA could do to increase awareness among Londoners of the risks that wood-burning stoves, spray deodorants, air fresheners, fly sprays and gas cookers can pose to the quality of indoor air?

Written response from the Mayor

The equivalent of 40,000 early deaths identified are due to outdoor pollution; the report states that the impacts of indoor pollution still need to be quantified, please see relevant extract below.

My focus remains on delivering our extensive programme of work to reduce concentrations of the regulated pollutants of concern, which are outdoor pollutants. However, in addition to reducing carbon emissions and saving people money, my new boiler scrappage scheme will also reduce indoor pollution from gas boilers.

Extract from Costs of Air Pollution report:

The annual mortality burden in the UK from exposure to outdoor air pollution is equivalent to around 40,000 deaths. To this can be added further impacts from exposure to indoor air pollutants such as radon and second-hand smoke.

Impact of the Housing and Planning Bill (1)

Question No: 2016/0971

[Stephen Knight](#)

As the Housing and Planning Bill nears the final stages of the legislative process, what is your assessment of the impact of the Bill on London's social rented housing stock, particularly following the government's announcement that housing associations will be able to replace rented homes with other tenures such as shared ownership and starter homes as and when they are sold through the extension of the Right to Buy scheme?

Written response from the Mayor

I support the aim of the Bill to increase housing supply and home ownership while providing a wide range of housing options for Londoners.

I have not made a final assessment of the impact of the Bill on London's social rented stock as its detailed provisions have yet to be finalised.

Impact of the Housing and Planning Bill (2)

Question No: 2016/0972

[Stephen Knight](#)

Do you regret not convincing government of the case for ensuring that the money raised from council housing sales in London is spent in London?

Written response from the Mayor

I am very pleased that I, along with other MPs, succeeded in persuading government that for every high value council home sold in London there should be two new affordable homes built.

Starter Homes in London

Question No: 2016/0973

[Stephen Knight](#)

Are you content that London homes bought at a 20 per cent discount and subsidised by the state should then be sold on at the open-market rate after five years? If not, will you lobby the government to ensure that starter homes remain discounted in perpetuity?

Written response from the Mayor

I await the forthcoming consultation on Starter Homes with interest, and will make appropriate representations at that point.

Estate regeneration schemes

Question No: 2016/0974

[Stephen Knight](#)

Further to the Prime Minister's announcement that the government intends to redevelop 100 so-called "sink estates" across the country, what discussions have you had with central government about how many of these sites will be in London?

Written response from the Mayor

London's estates could make an important contribution to the homes London needs to build. My officers are closely involved in discussions with government.

Old Oak Common

Question No: 2016/0975

[Stephen Knight](#)

How do you respond to the comments made by Sir Terry Farrell who has stated that Old Oak Common is in danger of turning into London's "worst [planning] cock-up in 50 years"? Will you look again at whether space could be made for the pilings that would be needed to support the construction of offices, homes, shops and restaurants over Crossrail lines?

Written response from the Mayor

Please see my response to MQ 2016 /0718.

London - the world's most expensive city

Question No: 2016/0976

[Stephen Knight](#)

Do you see it as a badge of honour or a mark of shame that London is now the world's most expensive city in which to live and work according to a recent study published by Savills?

Written response from the Mayor

London's high costs are clearly the result of enormous demand for living and working space in this fantastic city combined with the difficulty of increasing the building stock fast enough to meet that demand. I therefore see this ranking as a measure of how we need to build enough homes and workspaces for all Londoners to be able to enjoy the benefits of its growth

Housing Need

Question No: 2016/0977

[Stephen Knight](#)

What is your latest assessment of the number of London households that are currently in some form of housing need, and how does this compare to the backlog of housing need recorded in 2008?

Written response from the Mayor

The 2013 London Strategic Housing Market Assessment found that almost 349,000 households in London were in some form of backlog need, but of these only 121,000 represented a requirement for net additional homes. Due to a change in methodology the results are not directly comparable to those of the previous assessment.

London's social housing stock

Question No: 2016/0978

[Stephen Knight](#)

What total net addition have you made to London's social housing stock since you became Mayor in 2008 (i.e. taking account of demolitions and sales)?

Written response from the Mayor

Please see the Department for Communities and Local Government live tables.

Rough sleeping in London

Question No: 2016/0979

[Stephen Knight](#)

Four years after you pledged to end rough sleeping in London, how do you respond to figures published by the Department for Communities and Local Government which found that 940 people were sleeping rough on London's streets on a typical night in autumn 2015, compared to 742 the year before - an increase of 198 (27%)?

Written response from the Mayor

Street counts are only a snapshot of rough sleeping on one night of the year. The UK Statistics Authority recently suggested they do not meet the standard for national statistics. More robust information is captured by the CHAIN database that I commission. Data recorded there showed a 16 per cent increase in rough sleeping in the capital between 2013/14 and 2014/15. I invest around £9 million a year in vital services for rough sleepers and, largely thanks to No Second Night Out, almost three quarters of those new to the streets now spend only one night out.

Right to Buy sales data (1)

Question No: 2016/0982

[Darren Johnson](#)

In answer to question 2016/0638 you restate what you told me last November, that 'the GLA does not hold information on properties sold through the Right to Buy', and only holds information on replacement homes you have funded. Please explain, therefore, how you were able to state at the January MQT when challenged by me about replacement homes that that 'we have been able to produce a ratio of 3:1 rather than 1:1'?

Written response from the Mayor

The average grant per new home allocated by the GLA from London borough Right to Buy proceeds is around one-third of the average retained capital receipts per Right to Buy home sold across London, indicating that around three new homes are funded by the GLA for every one sold through the Right to Buy.

Right to Buy sales data (2)

Question No: 2016/0983

[Darren Johnson](#)

In January you told me that you have received Right to Buy underspends by three boroughs. Which boroughs were they, and how much did you receive from each one?

Written response from the Mayor

As requested, the below table shows Right to Buy receipts received by local authority.

Local Authority	Cumulative Total Receipts	Cumulative Total Interest	Total RtB receipts
Haringey	£23,675,728	£980,957	£24,656,685
Hillingdon	£569,315	£0	£569,315
Islington	£7,548,122	£42,366	£7,590,487
TOTAL	£31,793,165	£1,023,322	£32,816,487

Affordable housing - annual compliance audit (1)

Question No: 2016/0984

[Darren Johnson](#)

In answer to question 2016/0637 you told me that the GLA conducts an annual compliance audit of schemes completed under its affordable housing programmes. Have there been any cases where actual rents specified in the tenancy agreement for the home have differed from the rents agreed with the GLA?

Written response from the Mayor

Yes. This can occur for various reasons, the most common of which are errors or a change in local lettings policies occurring between the time the scheme is agreed with the GLA and the tenancy agreement being signed. Where this is identified in the compliance audit the investment partner is required to take remedial action to ensure the correct rents are reflected on the GLA investment management system. If due to an error the rents no longer qualified as affordable under the Mayor's definition then the grant invested in that home would be recovered.

Affordable housing - annual compliance audit (2)

Question No: 2016/0985

[Darren Johnson](#)

Does the annual compliance audit of schemes completed under its affordable housing programmes take account of the tenure and rent levels entailed in the original section 106 agreements?

Written response from the Mayor

Yes, where applicable it would take account of the terms of the current section 106 agreement for the scheme in question.

Affordable housing - grant process

Question No: 2016/0986

[Darren Johnson](#)

When the GLA considers applications from registered social landlords for affordable housing grants and loans for specific schemes, do officers cross-check the application's details with planning applications, in order to assess whether the RSL is meeting the conditions agreed in the section 106 agreement?

Written response from the Mayor

We share details of all bids with the relevant local authority for them to comment.

Edgware bus station danger (1)

Question No: 2016/0987

[Darren Johnson](#)

My constituent reports that when walking along Station Road a double decker bus with registration number PG04 WGP failed to stop at the exit of Edgware Bus Station on 6th December 2015, almost colliding with him. Please investigate this incident and let me know the outcome?

Written response from the Mayor

TfL did receive information from a member of the public about an incident on this date but due to limited information it was not possible to retrieve CCTV footage, either from buses or Edgware Bus Station, to identify the driver. From the details given, the operator was able to narrow down its search to three drivers who could have been there at the time.

All three were interviewed in accordance with company policies and guidelines. The garage manager has also reminded drivers of the stop line at the top of the exit and their duty of care to ensure pedestrians cross safely at all times.

Edgware bus station danger (2)

Question No: 2016/0988

[Darren Johnson](#)

Please can you confirm that pedestrians have right of way at the exit of the bus station? If this is the case, will you urgently contact Edgware bus station to ensure that all drivers are aware that they must stop here and will you install signage to this effect?

Written response from the Mayor

There is no pedestrian right of way at the access to the bus station from Station Road but there are two crossing points within the site, both controlled by traffic signals. These enable pedestrians to cross safely to get to the tube station or retail centre either side. There are currently no plans to install signage.

Silvertown Tunnel - Public Private Partnership funding (2)

Question No: 2016/0989

[Darren Johnson](#)

In your response to 2016/0626 you stated 'it would not be possible to accommodate funding for the Silvertown Tunnel within the current business plan other than through a PPP arrangement.' Can you explain why not?

Written response from the Mayor

Financing the Silvertown Tunnel through a public private partnership (PPP) means the private sector is responsible for meeting the costs and bearing the risks associated with the construction, maintenance and operation of the new tunnel. On the opening of the new tunnel, TfL will then repay the PPP contractor through availability payments, which will be funded from the user charging revenue generated at the Blackwall and Silvertown tunnels.

The Government's spending review announcement in November 2015 has reinforced the rationale for using a PPP rather than a more traditional procurement model, as accommodating the design and construction costs of the Silvertown Tunnel within the current business plan would mean a number of other high benefit schemes to the equivalent value would have to be deferred.

Future of the Crystal Palace NSC

Question No: 2016/0990

[Darren Johnson](#)

According to Investment and Performance Board papers, you have deferred the decision about the future of the National Sports Centre in Crystal Palace for the next mayoralty. Given widespread public interest and concern about the NSC's future, why haven't you issued a public announcement about this?

Written response from the Mayor

The GLA are currently finalising an extension of the GLL contract. Once that has been completed, information on the future of the NSC will be provided via the GLA's website

Maintenance at the Crystal Palace NSC (1)

Question No: 2016/0991

[Darren Johnson](#)

What repairs and maintenance work has the GLA undertaken or funded at the National Sports Centre in the past year?

Written response from the Mayor

In 2015/16, £452,000 will have been spent on repairs and maintenance at the NSC. In addition, £155,000 has been invested on capital improvements.

Maintenance at the Crystal Palace NSC (2)

Question No: 2016/0992

[Darren Johnson](#)

What repairs and maintenance work is planned for the National Sports Centre in the coming financial year? Constituents have raised concerns with me about poor lighting (in spite of recent repairs), parking and the state of the astroturf pitch which a number of hockey clubs have complained about.

Written response from the Mayor

There is a budget of £510,000 in 2016/17 for planned and reactive maintenance at the NSC. In addition, there is a capital expenditure budget of £168,000.

A survey of the lighting has recently been carried out and improvements are proposed from the 2016/17 capital budget. Parking will be back to full capacity shortly, once LB Bromley install security barriers and reopen their car parks. The astroturf pitch will be maintained as far as possible but it is nearing the end of its operational life.

Maintenance at the Crystal Palace NSC (3)

Question No: 2016/0993

[Darren Johnson](#)

The decision not to open hard-covered parking areas around the National Sports Centre has led to more cars and coaches parking on grassed areas over the winter, turning many of these banks into badly rutted mud pits. What action will you take to restore these grassed areas, and will you investigate other ways to provide more suitable car parking facilities in the short term while longer term options are explored?

Written response from the Mayor

LB Bromley will be installing security equipment to their car park during March and once completed, car parking within the park/NSC will be back to full capacity. The GLA will then reinstate the damaged grassed areas and are looking to install additional measures to reduce the opportunities for vehicles to park on the grass in the future.

20mph limit in London

Question No: 2016/0994

[Darren Johnson](#)

What percentage of London's road network had a 20mph limit when you entered office and what percentage will have this limit by May 2016?

Written response from the Mayor

In 2008, 11 per cent of London's road network had 20mph speed limits. This has increased to almost 25 per cent of roads in London now having a 20mph limit at the decision of each borough. This is set to increase further as the London Borough of Lambeth will be rolling out a 20mph speed limit borough-wide next month. To coincide with this, TfL will be trialling 20mph speed limits on the TfL Road Network (TLRN) in Lambeth. The trial sites include Brixton Town Centre, Clapham High Street and Stamford High Street.

20mph zones in London

Question No: 2016/0995

[Darren Johnson](#)

How many 20mph zones were there in London when you entered office and how many will there be by May 2016?

Written response from the Mayor

In 2008 there were 398 20mph zones in London. There is no comparable figure for May 2016 because the 2008 figure came from a one-off piece of research by the London School of Hygiene and Tropical Medicine. Boroughs are increasingly adopting an approach of using 20mph speed limits across the borough, rather than stand alone 20mph zones. At time of writing, 3,887 kilometres of road in London fall within 20mph zones or with 20mph speed limits. This represents almost 25 per cent of all roads in London.

20mph roads in London

Question No: 2016/0996

[Darren Johnson](#)

How many kilometres of 20mph road were there in London when you entered office and how many will there be in May 2016?

Written response from the Mayor

In 2008 there were 2,006 kilometres of road in London with a 20mph speed limit. Through the support and investment of TfL and the boroughs, the total length of 20mph road in London has increased to 3,887 kilometres at the decision of each borough. This represents almost 25 per cent of all roads in London. This is set to increase further as the London Borough of Lambeth will be rolling out a 20mph speed limit borough-wide next month. To coincide with this, TfL will be trialling 20mph speed limits on the TfL Road Network (TLRN) in Lambeth. The trial sites include Brixton Town Centre, Clapham High Street and Stamford High Street.

Cycling Level of Service (CLOs) scores in the Olympic Park

Question No: 2016/0997

[Darren Johnson](#)

Have LLDC officials had sight of the results of a CLoS assessment carried out by Newham Cyclists on behalf of Newham Council? If not, will LLDC officers take a look at these results and provide a response?

Written response from the Mayor

The LLDC has received and reviewed the CLoS assessment carried out by London Borough of Newham. We note that all the roads within the control of the London Legacy Development Corporation attain either an "Improved Level of Service" or "Good Level of Service". LLDC officers have reviewed the report, and undertaken a site visit with representatives of the London Cycling Campaign to review areas where further improvements can be made. In addition, the LLDC is setting up a Sustainable and Active Travel Group to engage stakeholders on a more structured basis, with a remit to discuss issues for pedestrians and cyclists within the Park. The CLoS assessment will help inform those discussions.

Olympic Park Loop Road Passenger Car Unit (PCU) Forecasts

Question No: 2016/0998

[Darren Johnson](#)

Please can you provide the LLDC's PCU forecast for the Loop Road so that the need for segregated cycle lanes here can be assessed?

Written response from the Mayor

Parameters for segregated cycle lanes, for the section of the Southern Loop Road from Carpenters Road in the north to the approach to the proposed H16 bridge in the south, were approved as part of the Legacy Communities Scheme (LCS). Detailed proposals for the delivery of new road and cycle infrastructure for this development zone (Sweetwater) will be brought forward later this year. In terms of the residual section of the southern loop road, the last traffic modelling undertaken by the LLDC for the Park, for the LCS, in 2011. This considered peak hour traffic flows for a forecast year of 2031, and has figures for certain junction flows only. The Marshgate Lane junction, which was assessed, sits midway between the H16 approach and Carpenters Road junction and has the following flows modelled on the southern Loop Road at this point (2014 baseline figures in brackets):

- ☐ AM northbound 274 (22)
- ☐ AM southbound 107 (6)
- ☐ PM northbound 180 (84)
- ☐ PM southbound 130 (31).

It should be noted the majority of vehicles either leave or join the Southern Loop Road at the Marshgate Lane junction. Full details, including those of junctions in the wider area, can be found in the Section H of the Appendix to the Transport Assessment for the Legacy Communities Scheme application (reference 11/90621/OUTODA).

Olympic Park as a haven from motor traffic

Question No: 2016/0999

[Darren Johnson](#)

In a recent television interview you said 'I still get on my bike and I just go off and cycle around the Olympic Park and I remember what it was like. It still has magic in that place'. Won't the magic be lost for all Londoners if the Monier Road Bridge is converted to a general traffic bridge, thus flooding the Park with vehicles?

Written response from the Mayor

No, the Park will continue to be a great place for cyclists. Outline planning permission for the conversion of the Monier Road (H14) bridge to a vehicular bridge was granted, as part of the Legacy Communities Scheme, in September 2012. This forms part of a wider series of proposals for infrastructure enhancements to help improve future connectivity between Queen Elizabeth Olympic Park and Fish Island, as identified in the LLDC Local Plan (adopted 2015). These network enhancements are required to support future development in and around the Park (including the new neighbourhood at Sweetwater), and has been identified as a potential future bus route. An element of these wider infrastructure enhancements will be the provision of an additional bridge (H16) which will be provided a little further to the south, and which will be for cyclists and pedestrians only. These proposals therefore collectively help reduce barriers the two sides of the Lee Navigation for users of all modes, and ensure that cyclists will continue to have access to the excellent cycle routes throughout the rest of Queen Elizabeth Olympic Park.

Cycling infrastructure on Carpenters Road, Olympic Park

Question No: 2016/1000

[Darren Johnson](#)

This road is forecast to handle an estimated 9000 passenger car units per day. Segregation, by Dutch standards, is needed at 2000 passenger car units per day on main cycle routes . Shouldn't this road therefore feature a fully segregated cycle lane?

Written response from the Mayor

The current road configuration was approved as part of the legacy transformation works and met the standards in place at the time. The Legacy Corporation will always work to TfL's standards and seek to improve where possible. Traffic numbers and facilities for all road users (including cyclists and pedestrians) along this route will be reviewed in light of the emerging Olympicopolis development at Stratford Waterfront.

The Park is well connected to the segregated Cycle Superhighway 2 (CS2) :

- Cyclists can connect to the Park from the CS2 (Stratford High Street) via Warton Road which is a distance of approximately 0.2 miles / one minute journey time. Warton Road does not have a segregated cycle lane as it is not a high traffic area.
- Cyclists can also connect to the Park from CS2 (Stratford High Street) via Marshgate Lane which is just under a mile, with an approximate journey time of three minutes and again, this is not a high traffic area.
- Alternatively, cyclists can avoid the roads and connect straight to the Park from CS2 (Stratford High Street) via the Greenway which is also under a mile in distance (temporarily closed, and will reopen April 20126, due to works carried out by Thames Water).

We have also provided strategic cycle routes through the Park and are working with TfL to introduce a Quietway (Hainault to Aldgate) through the Park, including proposals to upgrade Wallis Road Bridge. Other initiatives such as the introduction of the Santander Cycle Hire stations in the Park have further enhanced cycle provision in the Park.

Camberwell Green junction

Question No: 2016/1001

[Darren Johnson](#)

Please give me an update on the latest developments regarding the remodelling of Camberwell Green junction.

Written response from the Mayor

The London Borough of Southwark has developed proposals for improving safety and the public realm at the Camberwell Green junction. However, traffic modelling indicates that they would delay general traffic and bus passenger journeys.

TfL will shortly be meeting with LB Southwark and the GLA to discuss the scheme and potential ways forward. It remains TfL's intention to consult on proposals later this year.

Challenging Quietways Delivery Dates

Question No: 2016/1002

[Darren Johnson](#)

The October 2015 Cycling Portfolio Update stated 'TfL is challenging boroughs' post 2016 Quietways delivery dates'. Please explain how much success TfL has had in this endeavour, listing routes where delivery dates have been brought forward.

Written response from the Mayor

I am pleased to report that progress on the routes referred to in the October 2015 Cycling Portfolio Update is being made. Quietways Q1, Q2, Q3 and Q6 are all under construction, and consultation on proposals for Q4, Q5 and Q7 are substantially complete.

As Quietway routes commonly run across two or more boroughs, slower delivery by one or more delivery partners along the proposed route mean that delivery dates for whole routes cannot be brought forward. Reasons for differing delivery timescales across boroughs can include timescales for internal governance procedures, committee cycles for approving proposals, an available borough officer resource to engage with and develop schemes, the level of local political support and the scale of the proposed intervention.

Through TfL's Delivery Agent for Quietways, Sustrans, boroughs are drawing on design, consultation and engagement and construction management resource to help speed up delivery. In parallel, TfL and the Mayor's Cycling Commissioner continue to emphasise the importance of Quietway delivery to the relevant council lead members and leaders to encourage an appropriate level of prioritisation.

Bus ridership drop (1)

Question No: 2016/1003

[Darren Johnson](#)

TfL's latest quarterly monitoring report states 'Over the full year we expect bus passenger journeys to be 79 million under target. The primary cause of this decline in demand is due to the deterioration in bus reliability from increased congestion...' While I am aware that TfL has introduced a range of bus priority measures recently, are you satisfied that you are leaving London so congested that getting around by bus is becoming untenable?

Written response from the Mayor

Tackling the recent deterioration in speeds and reliability is a key priority.

TfL and the bus operators carefully manage bus schedules and use a wide range of service control techniques to manage the network. Additionally, TfL have identified over 800 potential bus priority schemes along 24 of the bus routes which have seen the largest decline in service reliability. TfL and the boroughs have already delivered over 70 bus priority schemes this year in inner and central London, with 125 more planned in 2016/17.

TfL therefore expects the longer-term trend of underlying passenger journey growth of over 1 per cent per annum to continue, broadly mirroring the rise in London's population.

Bus ridership drop (2)

Question No: 2016/1004

[Darren Johnson](#)

TfL's latest quarterly monitoring report states that TfL will take £48m lower bus fare income - from less passengers as a result of a deterioration in bus reliability - which was partly offset by higher income on Tube and London Rail. Do you therefore conclude that passengers no longer using buses are instead using the underground or rail services and, if so, has TfL assessed the impact that this trend is having on overcrowding on these modes?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Bus fares income drop

Question No: 2016/1005

[Darren Johnson](#)

TfL's latest quarterly monitoring report states that the bus fares income forecast has been adjusted down by £14m and is now expected to be £77m under Budget over the full year. Are you concerned about this shortfall and how will TfL compensate for it?

Written response from the Mayor

Whilst the revenue shortfall is of concern, it has been partially offset through the strong performance of London Underground and the Overground.

Returning speeds and reliability of the bus network is a priority, as laid out in my response to MQ2016/1003. TfL has an extensive programme in place to mitigate the impacts of congestion currently prevalent on the network.

Dangerous bus driving

Question No: 2016/1006

[Darren Johnson](#)

Given TfL has recently issued press releases asking members of the public to report sexual harassment on public transport, would it not be a good idea to ask TfL to call on members of the public to report instances of dangerous bus driving in the same way?

Written response from the Mayor

TfL's 'Report it to stop it' campaign to encourage passengers to report unwanted sexual behaviour to the police was introduced to tackle the issue of the significant under-reporting of this type of crime on the transport network. There is no current plan to introduce a similar campaign in relation to reporting instances of dangerous bus driving.

Members of the public can report incidents of any nature about the bus network to the TfL Contact Centre by telephone, textphone or online form, and its Customer Experience team will ensure that the bus operator is made aware of any incident as a matter of urgency. TfL also monitors the action taken, tracks progress and provides the outcome to the inquirer. Contact details for TfL's Customer Contact Centre are available at <https://tfl.gov.uk/help-and-contact/>.

Data on cab related sexual offences

Question No: 2016/1007

[Darren Johnson](#)

TfL's taxi and private hire senior relationship manager has confirmed that provisional and unverified figures on 'cab related sexual offences' were shared with a Licensing, Compliance and Enforcement meeting in January, and that these were subsequently leaked into the public domain. In the interests of transparency, and to assuage public concerns, will you ask TfL and the Met Police to publish verified open data on a regular basis on all black cab and private hire vehicle related sexual offences?

Written response from the Mayor

TfL is working with London's policing agencies to publish the total number of reported cab related sexual offences on an annual basis.

Capco - 'monitoring intelligence on activist groups

Question No: 2016/1008

[Darren Johnson](#)

According to Capital & Counties Properties PLC (Capco) year end results to the London Stock Exchange (audited preliminary results for the year ended 31 December 2015), Capco revealed they are 'monitoring intelligence on activist groups' and have categorised 'public interest or activist group' as a risk to their business. As a public body, should TfL be in partnership with a corporation implying that residents opposing the demolition of their homes, the exhibition industry, local businesses, public figures from both the political and music industry and any parties opposed to the demolition of the Earl's Court exhibition centres should be 'monitored'?

Written response from the Mayor

TfL's partnership with Capco is through the Earls Court Partnership Limited. The information contained in Capco's annual report relates to Capital & Counties Properties PLC and is therefore a matter for them.

Capco - disclosure of 'monitoring intelligence on activist groups

Question No: 2016/1009

[Darren Johnson](#)

Will you ask Capital & Counties Properties PLC (Capco), which is working in partnership with TfL on the demolition of Earls Court exhibition centres and the West Kensington and Gibbs Green Housing Estates, to:

- a) reveal the exact nature of their monitoring activity on 'activist groups' as indicated in Capco's year end results to the London Stock Exchange (audited preliminary results for the year ended 31 December 2015)
- b) disclose all relevant documents?

Written response from the Mayor

TfL is not in partnership with Capco on the redevelopment of West Kensington and Gibbs Green Housing Estates. The Earls Court Partnership is limited to the redevelopment of Earls Court Exhibition Centres.

Capco - collateral agreement (1)

Question No: 2016/1010

[Darren Johnson](#)

In its Earl's Court collateral agreement with Hammersmith and Fulham, Capital & Counties Properties Plc (Capco) have effectively bound the council to oppose residents of the West Kensington and Gibbs Green estates from transferring ownership of their estates from the Council to a community owned landlord in order to save their homes which are due to be demolished. As Chair of Transport for London are you comfortable with your joint venture partnership with Capco?

Written response from the Mayor

TfL has a joint venture with Capital & Counties to develop part of the land within the Earls Court Opportunity Area. The joint venture is making excellent progress in the development of that site. The West Kensington and Gibbs Green estates fall outside that land.

Capital & Counties Properties Plc - collateral agreement (2)

Question No: 2016/1011

[Darren Johnson](#)

Should developers be allowed to curtail elected councils from representing the best interests of their electorate through the type of collateral agreement the Mayor's joint venture partner Capco has agreed with Hammersmith and Fulham?

Written response from the Mayor

Capco's collateral agreement is with Hammersmith & Fulham Council and does not relate to the area and relates to the West Kensington and Gibbs Green estates. This falls outside of the land where TfL has an interest. This is therefore a matter for the Capco and the local authority.

Viridor Waste Management and Viridor Environment Credits

Question No: 2016/1012

[Jenny Jones](#)

'Entrust' has confirmed that under the Landfill Communities Fund regulations landfill operators such as 'Viridor Waste Management' can directly fund Environment Bodies (EBs) without the need of a separate legal entity such as 'Viridor Environment Credits' which as I had previously highlighted in my question 2016/0058 had distributed most funds to organisations that were not local or affected by the proposed Viridor incinerator in Sutton. Do you agree with me that the current regulations are open to abuse and can be potentially used to further the interest of the landfill operator, rather than the local communities directly affected?

Written response from the Mayor

As I stated in my response to question MQ2015/058 it is up to Viridor and Government to decide how Landfill Communities Funds are spent. If you believe Viridor has acted outside of the approval they have from Government I suggest you take it up directly with Government.

Viridor - district heat network and Barratt Homes

Question No: 2016/1013

[Jenny Jones](#)

In your response to 2016/0061 you made clear the 'high level commitment' Barratt Homes has made to connect to the district heating network. Can you confirm whether Barratt's has formally signed this agreement? If not, when do you expect completion and can you explain the reason for the delay?

Written response from the Mayor

I understand that the London Borough of Sutton and Barrett Homes are discussing the connection to their district heating scheme. This is a matter of commercial negotiation between the two parties, something I am not involved with.

Viridor - air pollution monitoring

Question No: 2016/1014

[Jenny Jones](#)

With regard to your air quality responsibilities and your decision to approve the Viridor energy from waste incinerator in Beddington, what assurances can you give constituents that effective monitoring and measures will be in place to prevent a) any further air quality deterioration and b) keep emissions within legal limits?

Written response from the Mayor

The decision to approve the Viridor energy from waste plant in Beddington was taken by Sutton Council as the local planning authority. My role was to assess compliance with the London Plan and whether to allow Sutton's decision to stand. Regarding your specific questions, the applicant's air quality report was initially assessed by the GLA's air quality consultant, the Environment Agency and the Council's consultant SKM, and as a result of feedback, the chimney stack was increased in height by 10 metres to 95 metres, and additional chemical treatment measures were introduced. This has been found to result in reduced emissions of nitrogen dioxide to below the level specified in the EU Waste Incineration Directive.

The applicant is also required to fund the operation of an air quality monitoring station as part of its legal obligations. The Environment Agency accordingly has issued an Environmental Permit for the scheme.

London Borough of Sutton will be responsible for monitoring the facility's performance on air quality and ensuring the plant remains within legal limits is the responsibility of the Environment Agency.

Viridor - air pollution assessments

Question No: 2016/1015

[Jenny Jones](#)

Given your air quality responsibilities, what air pollution modelling and assessment have you carried out with regard to the impacts of the Viridor energy from waste incinerator in Beddington?

Written response from the Mayor

For this scheme, the GLA commissioned an initial review of the applicant's air quality assessment, and it was also reviewed by the Environment Agency and Sutton Council's environmental consultant for the scheme (SKM). See response to MQ1014 regarding the air quality advice and additional mitigation measures that was required for the application.

Viridor - air pollution conclusions

Question No: 2016/1016

[Jenny Jones](#)

Did any GLA assessments or modelling of the air quality implications of the Viridor energy from waste incinerator in Beddington indicate a deterioration of air pollution? Please can you supply any relevant findings?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

TSG Riot Squad

Question No: 2016/1017

[Jenny Jones](#)

It has been reported that the Territorial Support Group unit at Paddington Green has been decommissioned. How many of the 119 officers working in that unit are still working in the Metropolitan Police Service?

Written response from the Mayor

As a result of an internal reorganisation the MPS has closed the TSG base at Paddington Green. All 119 officer posts have all been reallocated to the remaining TSG bases in the Metropolitan Police Service.

Cost of youth knife crime

Question No: 2016/1018

Jenny Jones

What is the total cost of an investigation into a London knife crime with an injury incident where both victim and perpetrator were under the age of 25?

Written response from the Mayor

There is no one cost figure that could be applied in answer to this question. The cost of any investigation into a 'London knife crime with an injury' will vary, depending on a great many factors including (but not exclusively):

- the injury level/s
- the number of victims, suspects and witnesses
- whether suspect/s are identified, arrested, prosecuted (and, if the latter, the cost of any subsequent court proceedings and their outcome)
- the number of crime scenes and scale of resources applied
- the cost of any forensic examinations

Cost of knife crime

Question No: 2016/1019

Jenny Jones

What is the total cost of an investigation into a London knife crime with an injury incident where both victim and perpetrator were over the age of 25?

Written response from the Mayor

Please see my response to MQ 2016/ 1018.

Met outreach services

Question No: 2016/1020

Jenny Jones

How many London schools or colleges did the Met attend last year giving specific anti-knife crime workshops?

Written response from the Mayor

Whilst the MPS do not record specific data around visits, there are over 270 Safer Schools Officers who deliver a knife crime presentation in each of their school at least once a year. The MPS have a partnership with over 550 secondary schools, so within one academic year the presentation is delivered at least 550 times.

In addition to this the MPS has rolled out Pan-London engagement with Primary schools in Trident areas delivering a "choices and consequences" talk to year 6, which would include knife crime. In the current school year 99 schools have been visited. This number will continue to rise.

MOPAC has made available online preventative programs available to schools; the MPS will have some input into: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/mayors-mission/gangs-and-serious-youth-violence>.

District heating

Question No: 2016/1021

[Jenny Jones](#)

The DECC report 'An Assessment of the Costs, Performance, and Characteristics of UK Heat Networks' published last year carried out a review of the prices charged to customer by a representative sample of heat networks. The average heat price was found to be 6.43p/kWh but with a wide range of 4.64 to 9.88 p/kWh, which was still on average less than a typical average gas central heating system. Given your involvement in the roll out of district heat networks, does this price range accord with your expectations of district heat network suppliers in London and how much they charge customers?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Sex Work Guidance

Question No: 2016/1022

[Andrew Boff](#)

The National Police Chiefs' Council has published its guidance on Policing Sex Work. What work will be undertaken to ensure that Borough Commanders align their services to meet its objectives?

Written response from the Mayor

The National Police Chiefs' Council currently has draft guidance on Policing Sex Work out for consultation. As this guidance is still under development the answer to MQ 0653/ 2016 still stands.

Enforcing planning conditions

Question No: 2016/1023

[Andrew Boff](#)

What powers do you have to ensure compliance with a planning consent granted after referral to the Mayor?

Written response from the Mayor

None.

National Referral Mechanism

Question No: 2016/1027

[Andrew Boff](#)

At the recent London Assembly Health Committee focusing on maternity services, it was stated that while police officers are regularly informed of possibly trafficked pregnant women receiving care, not enough of them are aware of the process of the national referral mechanism. What training is available to ensure that Metropolitan Police Service officers understand the national referral mechanism?

Written response from the Mayor

The MPS is working hard to ensure that all front line officers receive training on the National Referral Mechanism (NRM).

All police officers now receive mandatory National Centre for Applied Learning Technologies (NCALT) training on the NRM.

In addition all new recruits receive training on Modern Slavery Offences, including the NRM. Officers attending promotion courses receive further training, which again includes Modern Slavery Offences and the NRM.

Bespoke training is also delivered by officers from the Trafficking and Kidnap Unit to a variety of boroughs and units where a training need has been identified and specifically requested.

Mental Health

Question No: 2016/1028

[Andrew Boff](#)

Following your call for increased awareness of mental ill health, do you think that schools educating children about mental ill health would make an effective way of raising awareness?

Written response from the Mayor

My Healthy Schools London programme, launched in 2013, supports and rewards London schools that promote mental health and wellbeing. Currently 73% of all London schools are involved (1710 schools) with 848 schools that have achieved a Bronze Award. Schools that have achieved a Bronze Award ensure that they address the emotional health and well-being of their pupils including implementing policies and practice to address anti-bullying and provide opportunities for children and young people to build confidence and self-esteem; develop responsibility, independence and resilience and learn how to assess risk and stay safe.

Suicides in London

Question No: 2016/1029

[Andrew Boff](#)

According to the Office for National Statistics, the number of suicides in London increased by 4% compared to the previous year. Following your pledge to work with NHS London and boroughs to support young people at risk of mental health problems, what further work could be done to tackle suicides in London and reduce the health inequalities associated with mental health issues?

Written response from the Mayor

The London Health Board, which I chair, is exploring what more can be done to improve London's mental health. London excels in developing innovative approaches to addressing mental health issues and we can learn much from the rail industry for example, a recognised world leader in suicide prevention.

Healthy Eating Scheme

Question No: 2016/1030

[Andrew Boff](#)

The news that 500 takeaway restaurants have signed up to your healthy eating scheme to encourage them to sell healthier food is welcome. Given that this is a voluntary scheme, what measure will be put in place to assess how many takeaways serve healthy food?

Written response from the Mayor

In 2012, in partnership with the Chartered Institute of Environmental Health, we launched the Healthier Catering Commitment. Since then over 500 businesses have signed up to the scheme and at the beginning of this year we secured a partnership with one of the biggest suppliers in London – JJ Food Service, who supply to 13,000 takeaways in London. Through increasing healthier options available, JJ Food Service is helping fast food businesses to buy healthier products which can have a positive impact on what customers eat.

While I support the Healthier Catering Commitment scheme, the running of it is the responsibility of London boroughs' environmental health teams. They work directly with takeaways in their local area to encourage them to sign up and award those that have met the Healthier Catering Commitment criteria.

London apprenticeships completions

Question No: 2016/1031

[Andrew Boff](#)

In its "Infrastructure for London Manifesto" the Institute of Civil Engineers reports that of the 40,050 apprenticeships started in London in 2014, only 52% were completed; a far lower proportion than other parts of the Country. What is the reason for this disparity?

Written response from the Mayor

Apprenticeships now take a minimum of one year to complete; with higher and advanced level apprenticeships typically taking between two to three years. Therefore it is misleading to compare the percentage of apprenticeship completions against the number of apprenticeship starts over a one year period as many of those that started apprenticeships in 2014 may not complete until 2016 /2017.

London's apprenticeship success rates (defined by the Skills Funding Agency as the percentage of apprenticeship frameworks achieved against the overall number that have finished) are lower than the rest of the country. This may be due in part to the number of job opportunities available in the capital; learners may therefore choose to discontinue their apprenticeship in favour of a job with higher remuneration.

Nevertheless, the next Mayor must continue investment in apprenticeships alongside a review of the London skills gap.

Sugar Tax

Question No: 2016/1032

[Andrew Boff](#)

A recent report from Cancer Research UK and the UK Health Forum suggested that a 20% tax on sugary drinks in the UK would prevent 3.7 million people becoming obese over the next decade. Following your recent statement that you were "willing to explore the implications of introducing a sugar tax in London" have you come to a position on the proposal?

Written response from the Mayor

As you know City Hall was the first government building to introduce a sugar tax. From Monday 11 January 2016 a 10p levy was added to the price of all added-sugar soft drinks sold in the café.

I welcome the Government's recent announcement in the budget to introduce a levy targeted at producers and importers of soft drinks containing added sugar.

'Boris Boilers' Cashback Scheme

Question No: 2016/1034

[James Cleverly](#)

How will your new 'Boris Boilers' scheme help to cut Londoner's energy costs and London's air pollution, and what level of savings are expected for both?

Written response from the Mayor

My new London Boiler Cashback Scheme is expected to reduce annual energy bills by an average of around £340 per participating household (over £2.2m per year off Londoners' fuel bills in total). The scheme will also deliver improved air quality, by reducing NOx emissions by around ten tonnes per year.

£5m Air Quality Funding

Question No: 2016/1035

[James Cleverly](#)

What improvements are expected from your recently-announced air quality funding and how will these projects be delivered?

Written response from the Mayor

The projects will be delivered by boroughs (and their partners). 23 innovative and exciting projects have been supported through the fund, spanning 28 boroughs. The projects will deliver a range of improvements including reducing emissions from construction, promoting walking and cycling, supporting electric vehicles and raising awareness about air pollution.

UK National Disaster Victim Identification Unit

Question No: 2016/1037

[Kemi Badenoch](#)

How many officers and staff in the Metropolitan Police Service have been involved with the UK National Disaster Victim Identification Unit in the last three years and where have they been deployed?

Written response from the Mayor

As Mayor I am very proud of the expertise the MPS has in this field of work. The officers and staff who work on these operations are to be commended for their professionalism in dealing with some of the worst human tragedies; it cannot be easy for them, or for their families.

The deployment of officers and staff to these disaster scenes fall into two categories: counter terrorist deployments to scenes such as in Algeria, Kenya and Tunisia. In these cases the details of officer deployments will not be released.

There has been one deployment in the last three years that does not fall into the above category. This involved the shooting down of flight MH17 in Ukraine in July 2014. There were a total of 34 officers were deployed.

The officers were:

- 1 Gold Commander London & Netherlands
- 5 Senior Identification Managers to Kiev, rota basis
- 9 officers/ staff to Hilversum Mortuary, Netherlands
- 6 officers reconciliation work, Hilversum, Netherlands
- 5 officers London family liaison coordination role
- 8 officers/staff London coordinating team

Victim satisfaction text message survey

Question No: 2016/1038

[Kemi Badenoch](#)

The Police Service of Northern Ireland is introducing a new text message-based victim satisfaction survey to replace the current telephone process. What assessment have you, MOPAC and the Metropolitan Police Service made of this scheme?

Written response from the Mayor

MOPAC administer the User Satisfaction Survey (USS) for the Metropolitan Police. The Home Office mandate that this must be conducted as an over the telephone survey. An assessment of the PSNI text message survey has not yet been made and we will look with interest at its evaluation.

This is something that the MPS has trialled at a more local level. A text message survey was previously run which canvassed callers to the 999/101 service. The MPS is currently piloting an online survey, "Rate Your PC" in Waltham Forest. This allows members of public, including victims of crime, the opportunity to provide feedback on quality of service. The pilot is being evaluated by the College of Policing and we await the findings.

HMIC PEEL Inspections

Question No: 2016/1039

[Kemi Badenoch](#)

The Deputy Mayor for Policing and Crime has said it "must be very hard" for HMIC to grade all police forces on the same measures. What reforms would you and MOPAC like to see to the HMIC inspection regime, making it fairer for all forces?

Written response from the Mayor

The HMIC PEEL Inspection process has much to commend it; the Service needs an independent body to review practice and challenge the Service to improve. However, there is a danger that such Inspections become a bureaucratic process, and the grading can merely drive a league table approach.

I have argued for inspections to be based on risk, to be more focused and not to be graded in a manner that leads to others comparing Forces that are disparate and difficult to compare in scale, complexity and in the operational environment.

I am sure that the inspection process will evolve over time especially as this was the first year of the new approach.

Driving offences with no license

Question No: 2016/1040

[Kemi Badenoch](#)

What options are available to Metropolitan Police Service officers to deal with individuals who commit driving offences while not in possession of a driving license?

Written response from the Mayor

For the sole offence of driving not in accordance with a license the driver would be issued with penalty points and a fine. Their vehicle could also be seized under powers in section 165 of the Road Traffic Act 1988.

Individuals committing driving offences while not having a license

Question No: 2016/1041

[Kemi Badenoch](#)

In the last three years, how many individuals have been dealt with by the Metropolitan Police Service for driving offences while not having a driving license?

Written response from the Mayor

Please see Fixed Penalty Notices for the offence of driving without a license

Year	Total no FPNs issued
2013	5,503
2014	3,766
2015	6,688

Information on further offences cannot be linked directly

Elephant & Castle Lift Refurbishment

Question No: 2016/1042

[Richard Tracey](#)

In February 2014, a TfL press release stated that lift refurbishment at Elephant and Castle Tube Station would take six months. Two years later this work is ongoing. When will it be complete?

Written response from the Mayor

Refurbishment works on the two lifts serving the Northern Line ticket hall at Elephant & Castle Underground station were completed on Monday 7 March 2016.

The aim of the works was to improve the availability and reliability of these lifts by replacing and refurbishing several major components. As works on the first lift took place, the assets were discovered to be in a poorer condition than the asset condition data originally implied, extending the length of the project.

Furthermore, once works on the first lift had been completed, works on the second lift were deferred while more urgent work took place to replace two of the lifts serving the Bakerloo line. Consequently, both Northern line lifts were available between January and September 2015, and at least one lift was available at all times during the works.

Fit for the Future

Question No: 2016/1044

[Richard Tracey](#)

How much will Transport for London save over the next 4 years by closing underused station offices as part of its "Fit for the Future" programme?

Written response from the Mayor

The Fit for the Future – Stations programme is about improving the customer service available on the Tube and has not necessarily been about making cost savings. This programme has been investing in staff and stations to provide world class customer service and customers are now benefitting from these changes, with recorded increases in customer satisfaction measures across the network.

Part of providing great service means that TfL needs to demonstrate to fare payers and taxpayers that it is providing value for money and through this programme TfL is delivering significant cost savings. In total, this programme equates to savings of around £50m per annum over the TfL Business Plan 20/21 – around £270 million in total, which TfL is investing in other vital improvements to the Tube network. This is being delivered with no compulsory redundancies and a job for all staff who want one.

The financial impact of this change will be enhanced in the future by higher commercial revenue from shops and services at stations making use of space previously dedicated to underused ticket offices.

Dangerous Junctions

Question No: 2016/1045

[Richard Tracey](#)

What would be the cost of improving all 100 'dangerous' junctions listed by TfL?

Written response from the Mayor

TfL has concentrated resources on the 33 largest, highest profile and worst performing junctions and gyratories across London, and plans to spend over £300m transforming all of these junctions.

The review of the original 100 Better Junctions was completed in December 2015. The total cost of previous or future improvements at the 100 locations has not been accounted for separately. Where requirements for infrastructure improvements have been identified they have been, or will be, included in a range of different work programmes.

Boomerang Bridge

Question No: 2016/1046

[Richard Tracey](#)

What is the estimated cost of "Boomerang Bridge" between Rotherhithe and Canary Wharf?

Written response from the Mayor

Sustrans' feasibility report on the Rotherhithe to Canary Wharf pedestrian and cycle bridge is available from their website and includes estimated costs. The project is at a very early stage and, at present, there is a single concept design. Therefore, cost estimates will vary over time as more options are considered and more information is available. Based on what is currently known, however, the report suggests a range of cost scenarios between £200m and £270m.

The plans for a new pedestrian and cycle crossing at this location form part of my wider proposals for the future of river crossings in the Capital. This vision, which was outlined last year in TfL's *Connecting the Capital* report, proposes 13 new tunnels and bridges across the Thames, increasing the total number between Imperial Wharf and Dartford by more than a third, and the number for pedestrians and cyclists by almost 50 per cent. These include public transport crossings such as the Elizabeth Line, and a number of pedestrian and cycling crossings such as the Garden Bridge, the New Thames Bridge, connecting Nine Elms with Pimlico and the Diamond Jubilee bridge between Battersea and Imperial Wharf Overground station.

Bus Driver Salaries

Question No: 2016/1047

[Richard Tracey](#)

How much would it cost Transport for London per annum to standardise bus driver salaries so that all drivers match the Central London rate?

Written response from the Mayor

The headline basic hourly rate is a simplistic and potentially misleading comparison. While there are in excess of 80 different headline rates of pay across the London bus companies, annual pay is broadly comparable between employers in each area of London.

Standardising the headline rate hourly rates would require very detailed negotiations between the Employers and Unions. A detailed costing has not been undertaken by TfL at this point, as this would be dependant on a number of variables, however it is estimated that it could cost up to £100m per annum to standardise all wage rates to the highest hourly rate.

Incentivising Walking

Question No: 2016/1048

[Richard Tracey](#)

Would it be technologically feasible to use the existing Oyster card system to reward those who choose to get off public transport a stop early and walk?

Written response from the Mayor

No. A review of the feasibility of using the Oyster card system to reward customers who get off public transport a stop early to walk was carried out in 2014 as part of TfL's engagement with the London Health Commission. Unfortunately, this would be extremely challenging as it is not possible to verify customers' final destinations.

TfL Staff Pay Increases

Question No: 2016/1049

[Richard Tracey](#)

What is the scheduled pay increase for all Transport for London staff each year to 2021?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

TfL Salaries

Question No: 2016/1050

[Richard Tracey](#)

How much would Transport for London save over 4 years to 2021 if there was a real terms cash freeze on all staff salaries?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Child protection failures whistleblowing hotline

Question No: 2016/1051

[Roger Evans](#)

What steps will you, MOPAC and the Metropolitan Police Service take to promote the new Home Office whistleblowing hotline for employees from any sector, who are afraid to raise concerns about the way their organisation is dealing with cases of child abuse, or who feel they have exhausted all avenues with their employer directly?

Written response from the Mayor

Whistle blowing is an essential part of safeguarding and accountability, especially in regard to priority areas such as child protection. This Home Office line is a useful addition to current systems in place for the MPS.

The Home Office have already written to targeted groups, policing being one of those, to start discussions on how agencies promote this hotline. My office for policing and crime will also engage with these plans and support wherever possible.

Dealing with animals loose on live carriageways

Question No: 2016/1052

[Roger Evans](#)

What guidance is provided to Metropolitan Police Service officers for dealing with animals running loose on live carriageways?

Written response from the Mayor

The MPS provides guidance to officers in these circumstances that seek to balance the needs of road users, and the safety of the animals while operating in a manner appropriate to the officer's health and safety. On fast roads, such circumstances should be dealt with by officers from the Roads and Transport Command who receive additional training concerning the specific demands of such environments. Despite recent press coverage, the guidance officers receive does not include 'running over' live animals

Rose Hill Roundabout

Question No: 2016/1054

[Steve O'Connell](#)

TfL's plans for improved lane markings, road resurfacing and the introduction of new signs at the Rose Hill roundabout will be ineffectual in terms of safeguarding pedestrians. The roundabout has been revealed as the most dangerous junction in Sutton for pedestrians and I therefore urge you to commit to funding for improved lane management here. Are you able to do so?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Wheelchair users on buses

Question No: 2016/1055

[Steve O'Connell](#)

If wheelchair users feel that bus drivers are discriminating against them, either by not stopping to allow wheelchair users to board or by failing to ensure that wheelchair users have priority over those with pushchairs, what action should those wheelchair users take?

Written response from the Mayor

TfL encourages anyone who feels that they have been discriminated against to report the incident to them, through the Customer Services phone number, 0343 222 1234, as soon as possible in order for it to be investigated. Buses should serve every stop and where they do not, this should also be reported.

Where space is occupied by pushchairs, the driver should make an announcement to encourage passengers to make way for the wheelchair user so both can share the space equally or to fold the pushchair to make space to accommodate the wheelchair user if necessary.

TfL recently co-hosted the UK's first 'Buggies Summit' which was attended by parenting groups, buggy retailers and manufacturers. The summit addressed the challenges facing passengers who need to share designated space on buses, particularly parents with pushchairs and wheelchair users. One of the key objectives was to encourage the manufacturers and retailers to think about how they can design buggies to make travelling on the bus network easier.

Wheelchair users on buses (2)

Question No: 2016/1056

[Steve O'Connell](#)

What training do bus drivers undergo in order to ensure that discrimination against wheelchair users does not happen?

Written response from the Mayor

As part of their bus driver training, all London bus drivers undertake a training course entitled 'All Aboard' which was developed in collaboration with Age UK and Transport for All. This training course is designed to provide drivers with the knowledge and confidence to provide the best possible service to older and disabled bus passengers. In addition, all new drivers undertake a City and Guilds qualification in their first year of employment which includes a specific unit covering accessibility, developed in collaboration with Scope.

Road link from A23

Question No: 2016/1057

[Steve O'Connell](#)

Will the Mayor instruct TfL to support a road link from the A23 (bypass) to the Cane Hill development?

Written response from the Mayor

Please see my response to MQ 2016 /0672.

Additional Overground Sutton train service

Question No: 2016/1058

[Steve O'Connell](#)

Would you agree to work in tandem with the Suburban Metro Project to deliver a decent Overground train service to Belmont and a better service from Sutton to the City and Docklands? Clearly the inception of Docklands has had a major impact on the demand for rail services to the east of London, deposing Victoria as the number one central London destination and to date, route structure has not kept up with the changing demands of rail users.

Written response from the Mayor

The creation of a London Suburban Metro is an exciting proposition that could introduce faster and more frequent metro-style services, and provide more consistent calling patterns and more clearly identifiable routes. New interchanges would increase connectivity and open up new journey opportunities. Changes to existing routes could be considered, subject to passenger demand analysis and discussion with local stakeholders. TfL would work closely with local authorities to identify funding streams to support the London Suburban Metro. For example, contributions from development in the vicinity of stations such as Belmont could be used to improve services from those stations.

Safer Neighbourhood Policing

Question No: 2016/1059

[Steve O'Connell](#)

Your commitment to PCSOs is very much welcomed. Are you able to guarantee there will be sufficient officers within the Neighbourhood teams, who will be ring fenced from response duties (barring major emergencies)?

Written response from the Mayor

PCSOs play a vital role preventing crime, boosting confidence and keeping Londoners safe.

We secured an announcement by the government last year that overall police spending in London will be protected, and I have ensured that all Safer Neighbourhood Teams will have sufficient PCSOs.

Every ward in London will continue to have a dedicated, named PCSO and the Commissioner has given his assurance that these will only be abstracted for other duties in an emergency.

Detention of dogs

Question No: 2016/1060

[Steve O'Connell](#)

It was recently reported that Devon and Cornwall Police had held a dog due to be destroyed in solitary captivity without exercise for two years. What process does the Metropolitan Police Service have in place to ensure that dogs which are due to be destroyed are not held in similar circumstances?

Written response from the Mayor

In line with the RSPCA Good Practice Guide, the MPS requires all kennels to provide a minimum of 30 minutes daily exercise for all seized dogs along with an appropriate level of socialisation for all puppies kennelled.

Each dog is visited by a specialist Dog Legislation Officer within three days of seizure and in addition each dog receives a monthly health check conducted by a veterinary surgeon. The MPS do have a small number of dogs that are considered to be particularly difficult and some of these will only be exercised by the most experienced staff and in some cases by two members of staff.

Croydon School Food Growing Scheme

Question No: 2016/1062

[Steve O'Connell](#)

Further to your grants scheme to support food growing in Croydon schools, what will be the main benefits of this scheme?

Written response from the Mayor

I have partnered with the Whole Kids Foundation to pilot their successful US School Garden Grants programme in the UK. After a very competitive application process this programme is providing 21 grants of between £600 and £3,000 to 21 schools in the flagship boroughs of Lambeth and Croydon. These grants are being used to improve or create edible gardens. 11 of these gardens are in Croydon and 10 are in Lambeth.

The programme will have many benefits including: connecting children to the natural environment; helping children understand where food comes from; increasing the amount of healthy food available to children and their parents; encouraging healthy eating; and connecting schools with volunteers and parents.

Through my Food Flagship programme I am also supporting more projects relating to food and healthy eating.

Ticket office closures

Question No: 2016/1063

[Steve O'Connell](#)

It is disappointing that within a few days of the launch of the consultation entitled "A new approach to rail passenger services in London and the South East", with a view to the Mayor and TfL taking responsibility for rail services in London, GTR Thameslink and Southern announced the closure of 38 station ticket offices in London, including Sutton, the sixth busiest station on the Southern network. Does the Mayor not agree that the closure is premature and will the Mayor be asking that these ticket offices remain open until TfL assumes responsibility for rail services in London?

Written response from the Mayor

As on the Tube network, the way passengers are choosing to pay for their National Rail journeys is changing. The popularity of Oyster and contactless payment as an efficient and easy way to pay for services is, in turn, changing the way ticket retail services are offered. The recent closures of ticket offices on London Underground were part of a move to a more modern way of providing customer service, which also includes improved ticket machines, more online ticketing options, and staff being brought out from behind glass into public areas of stations where they are more visible and available to help customers. The changes have seen customer satisfaction rise.

The rail prospectus the Secretary of State and I launched on 21 January proposes a new partnership between TfL and the DfT that, in time, would more closely harmonise customer service levels across London's railways. I would hope that GTR can deliver such an improved customer environment as seen on London Underground.

Foreign national driving convictions

Question No: 2016/1065

[Tony Arbour](#)

In the last three years how many foreign nationals have been caught committing driving offences by the Metropolitan Police Service, and what is done to ensure they pay any fines which are due?

Written response from the Mayor

Neither the MOPAC nor the Metropolitan Police Service (MPS) collects data relating to the number of foreign nationals reported for driving offences. The systems used in processing traffic offences do not have a unique identifier for foreign nationals and so this management information is not available.

If an individual does not pay a fine, it is for the Courts to decide what action should be taken against them

Joint enterprise

Question No: 2016/1066

[Tony Arbour](#)

What response do you and MOPAC have following the Supreme Court's ruling that the laws relating to joint enterprise have been wrongly interpreted for more than 30 years?

Written response from the Mayor

Any miscarriage of justice should be rectified by the criminal justice system as soon as possible and I am confident that they will do so.

The ruling appears to state that only a small section of these past convictions will be considered unsafe and therefore the impact will be considerably less than reported in the press.

I am aware that the CPS in London has begun a process to review current cases awaiting trial. I am confident that the MPS will cooperate and fully support this work.

For historical cases, it will be for the individual concerned to decide whether to apply for an appeal.

Bike box infringements

Question No: 2016/1067

[Tony Arbour](#)

In the last three years, how many drivers have been fined for infringing traffic regulations in relation to bike boxes at junctions; and what steps are you, MOPAC and the Metropolitan Police Service taking to combat this?

Written response from the Mayor

Throughout my period in office I have worked hard to encourage cycling and to make the roads safer.

In regard to infringements of cycle boxes, there is no specific offence relating to such actions.

However, drivers can be reported for the offence under Section 36 of the Road Traffic Act 1988 for contravening the red traffic light at a junction. There is no method of separating out from these offences when the violation meant that a cycle box was infringed.

Regrets from the past eight years

Question No: 2016/1079

[Jennette Arnold](#)

Reflecting on your past 8 years as Mayor, in policy terms, what is your greatest regret?

Written response from the Mayor

In an ideal world I would have forged ahead with my current segregated Cycle Superhighways (CSH) programme right from the beginning. Despite this, I am truly proud of my cycling record.

In my 8 years I have:

- Launched, and since expanded, the Cycle Hire Scheme - which now covers 100sq km through 11,500 bikes and 761 docking stations and has over 10 million journeys per year.
- Seen the number of cyclists Killed and Seriously Injured fall to their lowest rate since records began. One journey in every 513,000 now ends in death or serious injury.
- Introduced the Safer Lorry Scheme and worked with operators and manufacturers to generate demand for trucks with much improved direct driver vision.
- Begun a programme to improve 33 of London's nastiest road junctions to make them safer and less threatening for cyclists and pedestrians. 10 junctions will be completed by this summer.
- Overseen a massive increase in the number of people cycling on London's streets - since 2008 the number of daily cycling trips has risen from 490,000 to 645,000.
- Announced the three boroughs in receipt of full Mini-Holland status, sharing £90 million between them, and overseen the successful completion of the first schemes in Waltham Forest.
- Opened the first fully segregated Cycle Superhighway from Oval to Pimlico, which has already seen a 73 per cent increase in cycling since November. Three further segregated superhighways - including Crossrail for the Bike - will be open by the end of my term. Cyclists will be able to travel from Westminster to Blackfriars, the City, Tower Hill, Canary Wharf and Barking, a distance of just under 12 miles, entirely on traffic-free segregated tracks or low-traffic streets.
- Announced a series of Quietways across London.

Housing and Planning Bill (1)

Question No: 2016/1080

[Tom Copley](#)

What specific measures in the Housing and Planning Bill will create the circumstances needed to deliver the 50,000 homes a year that are needed in Greater London?

Written response from the Mayor

The Bill contains a raft of welcome measures to support the delivery of the new homes London needs, including:

- Changes to streamline the Compulsory Purchase Order process and to enable public land to come forward for housing development much more quickly;
- Freeing up resources to support new building through unlocking the value in existing council homes and ensuring additional supply through the commitment to replace any sold on a 2 for 1 basis; and
- Setting out a series of changes to planning policy that will increase overall supply, including Permission in Principle, the Brownfield Register and powers for the Secretary of State and Mayor to intervene where Local Planning Authorities are derelict in promoting housing delivery.

Furthermore, the Government has also committed to a substantial increase in funding for affordable housing; making more than £20 billion available over the next 5 years to deliver the biggest affordable house building programme by any government since the 1970s.

Exercise Unified Response

Question No: 2016/1081

[Andrew Dismore](#)

Do you agree that cooperation with other European countries is vital to the safety of Londoners, as exemplified by Exercise Unified Response?

Written response from the Mayor

Clearly, in seeking to reduce crime, bring offenders to justice, and defeat terrorism cross border cooperation is important. The EU currently provides one of the frameworks used by the police to do this. Other frameworks exist such as those provided by Interpol and Intelligence protocols with the United States of America and Canada. If we were to leave the EU we would need to renegotiate and I am confident that European countries would want these good working relationships to continue. There would be nothing to stop us holding exercises such as 'Unified Response' in either scenario.

London Fire Brigade

Question No: 2016/1082

[Andrew Dismore](#)

How many pump fire appliances did the London Fire Brigade have when you first came to office, and how many will it have after your directive to cut 13 more has taken effect; how many fire stations were there then and are there now; and how many operational firefighters were there, and will there be after your imposed cut under your directive to cut 13 pumps has taken effect?

Written response from the Mayor

When I took office as Mayor in 2008, and leaving aside the river station, there were 111 fire stations and 168 fire engines in London. Over the last eight years, by the time I leave office, eleven fire stations will have been rebuilt (or replaced). In 2010 a new fire station was built at Harold Hill in Havering and a new fire engine added to the fleet there, bringing the total to 112 fire stations and 169 fire engines. In January 2014, ten fire stations and 14 fire engines were removed as part of the Fifth London Safety Plan (LSP5) and 13 fire engines will be removed as part of the proposals for the 2016-17 budget. For 2016/17 there will be 102 fire stations and 142 fire engines in London.

Overall, the agreed establishment for operational firefighter posts (i.e. all operational staff) has reduced by 1,172 since 2008 (from 5,969 to 4,797). This includes the impact of the changes for the 2016/17 budget, including the permanent removal of thirteen fire engines, with a net reduction in the operational establishment of 188 posts. As you are aware, there will be no compulsory redundancies.

In the eight years I have been in office, the number of incidents the LFB attend each year have reduced by 33 per cent (146,589 in 2007 to 98,553 in 2015), fires have reduced by 37 per cent (33,084 in 2007 to 20,942 in 2015), fire deaths have reduced by 35 per cent (51 in 2007 to 33 in 2015) and more than half a million home fire safety visits have been carried out (597,055).

Human Rights Act

Question No: 2016/1083

[Andrew Dismore](#)

Further to your answer to Question No: 2015/2759:

'Do you consider the Human Rights Act and the European Convention on Human Rights provide important safeguards to Londoners in their dealings with state bodies including the GLA family?'

Your response being:

'There are some important safeguards in both of these documents, which, if we were to replace them with a new British Bill of Rights, would need to be maintained.'

Which of those safeguards do you regard as important; and which do you regard as unimportant?

Written response from the Mayor

The Government has not yet brought forward a draft British Bill of Rights, but I am clear that it would need to offer my constituents adequate protections and safeguards, whilst returning sovereignty to British courts.

Fuel Poverty Strategy

Question No: 2016/1084

[Murad Qureshi](#)

Why after eight years as Mayor does London still not have a fuel poverty strategy?

Written response from the Mayor

Fuel poverty is addressed as a key policy area in my Climate Change Mitigation and Energy Strategy. It acknowledges the three key contributors to fuel poverty - low incomes, rising energy prices and poor energy efficiency, with the former having the most significant impact on likelihood of a household being in fuel poverty.

I have implemented several initiatives which help to alleviate fuel poverty, including promotion of the London Living Wage, the Know Your Rights campaign, and RE:NEW home energy efficiency retrofit programme.

A Toxic Legacy

Question No: 2016/1085

[Murad Qureshi](#)

In 2008 you promised to make London "the greenest city in the world". Can you honestly say that the London of 2016 is what you had in mind when you made that statement?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Garden Bridge

Question No: 2016/1086

[Navin Shah](#)

Have you at all reflected on the Garden Bridge saga?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Child poverty

Question No: 2016/1088

[Fiona Twycross](#)

What does your failure to produce a strategy for reducing child poverty - as requested on numerous occasions by London Assembly Members - say about the priorities you have pursued as Mayor?

Written response from the Mayor

I have introduced and supported a number of initiatives to help families in low income to reduce their costs and increase their earnings. These initiatives are across transport, education, employment & skills, the London Living Wage, housing, fuel efficiency and food poverty, as well as making tackling child poverty a key aim of the Mayor's Fund for London. I remain of the view that work is the best route out of poverty.

Food Poverty

Question No: 2016/1089

[Fiona Twycross](#)

What is your advice to the next Mayor about the future of the London Food Board?

Written response from the Mayor

I know that the London Food Board, chaired by Rosie Boycott, and supported by the food team here in City Hall, has done a great amount of work to make food better for all Londoners. This includes Londoners who may be at risk of experiencing food poverty.

London has become a world-leading exponent of urban food policy and I very much hope that the London Food Board is able to build upon its successes under future Mayors.

Young Londoners

Question No: 2016/1090

[Fiona Twycross](#)

What legacy have you left for young Londoners over your past two terms?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Cost of housing in Hackney

Question No: 2016/1091

[Jennette Arnold](#)

Are you happy to have left such a poor housing legacy for Londoners that it now costs £4,272 in upfront charges just to move house as a private renter in Hackney? Would you agree with me that this amount of money is a rip-off?

Written response from the Mayor

The only way to address high rents is to increase the supply of homes of all tenures as I have done across my two Mayoral terms. In the meantime, I am encouraging more employers to follow my lead by setting up tenancy deposit loan schemes for their employees. Government departments, the Co-operative supermarket, Notting Hill Housing Group and Gerald Eve LLP have already done so.

Cost of Housing in Islington

Question No: 2016/1092

[Jennette Arnold](#)

Are you happy to have left such a poor housing legacy for Londoners that it now costs £4,530 in upfront charges just to move house as a private renter in Islington? Would you agree with me that this amount of money is a rip-off?

Written response from the Mayor

Please see my response to MQ 2016/1092.

Cost of Housing in Waltham Forest

Question No: 2016/1093

[Jennette Arnold](#)

Are you happy to have left such a poor housing legacy for Londoners that it now costs £3,139 in upfront charges just to move house as a private renter in Waltham Forest? Would you agree with me that this amount of money is a rip-off?

Written response from the Mayor

Please see my response to MQ 2016/1091.

Moped enabled Crime

Question No: 2016/1094

[Jennette Arnold](#)

What actions are the Met taking in order to tackle moped enabled crime in London?

Written response from the Mayor

Moped enabled crime is a high priority for the MPS and they are making sure there is a local focus in areas where this is an issue.

There are two specific MPS Operations focused on tackling moped enabled crime; Operation Venice and Operation Attrition. Operation Venice is MPS wide and works to reduce the theft of powered two wheeled vehicles and enabled offending. Operation Attrition is a dedicated team based in Camden, Islington and City of London.

Activity includes:

- prevention: through the target hardening of venues and vehicles in partnership with Local Authorities and the vehicle industry;
- the roll-out of a media and crime prevention campaign;
- targeting and management of prolific offenders;
- the creation of industry impact statements to assist sentencing; and
- amendment of policy to allow for the pursuit of motorcycles by trained drivers. This training is being delivered to local officers.

Pay Gap

Question No: 2016/1095

Jennette Arnold

A recent report by the TUC shows there is a pay gap of 23% between black and white university graduates in the UK. Similarly, black people with A-levels are paid 14% less on average than white workers with equivalent qualifications, and for black workers with GCSEs there is an 11% pay gap. What hard evidence is there that your Mayoralty has had a positive impact on the employability and employment of black Londoners?

Written response from the Mayor

The tables shows that over the course of the Mayoralty the ethnic minority employment rate of Londoners has risen faster than that of London as a whole, and faster than the rise in the UK employment rate for both all people and ethnic minorities. The ethnic minority unemployment rate of Londoners has also improved both absolutely, and relative to other groups.

employment rate 16-64

	UK	all	UK	ethnic minority
		London		London
year to June 2008	72.6%	69.3%	60.4%	60.6%
year to June 2015	72.9%	72.2%	61.9%	63.8%
percentage point change	0.3%	2.9%	1.5%	3.2%

unemployment rate 16+

	UK	all	UK	ethnic minority
		London		London
year to June 2008	5.1%	6.5%	10.2%	10.9%
year to June 2015	5.7%	6.6%	9.7%	9.4%
percentage point change	0.6%	0.1%	-0.5%	-1.5%

The table presents year-on-year comparisons to remove the effects of in year fluctuations in employment and unemployment.

Prostitution in Hackney

Question No: 2016/1096

[Jennette Arnold](#)

In response to my question of November 2015 2015/3979 you said that MOPAC does not hold any data regarding the extent of prostitution and trafficking in LB Hackney. Is this the case for all Boroughs in London? Are you happy that this is the case?

Written response from the Mayor

On further investigation it has been identified that there were technical changes in the recording of prostitution in 2013 and the data on ASB related prostitution is in fact available at a borough level. Please accept my apologies for this error and find below the data you originally requested for Hackney.

	2011	2012	2013	2014	2015	Total
Prostitution related Anti-Social Behaviour	38	115	151	228	175	707
Trafficking for Sexual Exploitation offences	0	0	0	0	2	2

Trafficking data is not recorded as crime rather than ASB and I have also included this below.

Cost of Forensic Services

Question No: 2016/1097

[Jennette Arnold](#)

I am still awaiting an answer to my question of October 2015 "Please can you provide me with the names of all external or outsourced medical, pathological or digital forensic services used by the MPS in the year 2014/15 and in the year 2015/16 to date and the amount spent with each company? Please provide this in excel format." Can you now answer this question?

Written response from the Mayor

Please see my response to MQ 3325 / 2015.

Dog Micro-Chipping

Question No: 2016/1098

[Jennette Arnold](#)

Compulsory Dog Micro Chipping is to become mandatory on the 6th of April. How does the Met expect this to impact on their ability to both prevent and investigate dog-attacks in the capital?

Written response from the Mayor

The micro-chipping regulations and associated powers build on the package of measures already available to enforcers in respect of irresponsible dog ownership. The act of micro-chipping a dog may assist in early identification to support intervention and referral for education opportunities with the charity, welfare and veterinary sectors.

Every dog admitted to MPS kennels will be chipped and registered by trained implanters in the Status Dog Unit prior to release, with additional micro-chip readers being made available to front line Dog Handlers to aid enforcement opportunities.

Closure of Tower Bridge

Question No: 2016/1099

[John Biggs](#)

When Tower Bridge is closed for maintenance for an extended period later this year, will you work with the Corporation to examine options to make the bridge more cyclist friendly by including a segregated cycle path and/or removal of the guard rails?

Written response from the Mayor

TfL will work with the City of London during the planned maintenance works to consider options to improve Tower Bridge for cyclists. This would need to consider challenges posed by Tower Bridge's status as a listed building and the available road space.

East-West Cycle Superhighway

Question No: 2016/1100

[John Biggs](#)

How will the new East-West Cycle Superhighway connect safely with CS3? When will the link be completed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Electrification of the Barking - Gospel Oak Rail Route

Question No: 2016/1101

[John Biggs](#)

As the railway between Barking, Woodgrange Park and Forest Gate Junction is already electrified and will remain open while the rest of the route is closed for electrification, will London Overground continue to operate trains between Barking (platforms 1, 7 or 8) and Woodgrange Park where turn back facilities are already provided?

Written response from the Mayor

Electrification of the Barking to Gospel Oak Line is being undertaken by Network Rail and we are working closely with them to ensure that the project minimises the impact on passengers. The vast majority of Class 172 diesel trains are stabled at Willesden so would not be able to reach the far end of the route at Barking to provide the connection you propose. In any case, a connection between these two stations would be expected to carry very few passengers. Additionally, TfL is using the period of the blockade to overhaul a number of Class 172 vehicles, which means limited rolling stock of that type will be available during that period.

Electric Trains for Barking - Gospel Oak Service

Question No: 2016/1102

[John Biggs](#)

Could the Mayor please explain why it not viable to lease electric trains to fill the gap between the completion of the electrification and platform extension projects in mid 2017 and the arrival in passenger service of the new Class710 electric trains in April 2018?

Class315 electric trains on TfL Rail duties will be replaced by new Crossrail Class345 trains from early 2017 and the Class315 trains are not currently designated for any further use. Could not the lease of ten of these Class315 trains be extended for 10-12 months to enable them to be transferred to the electrified Barking - Gospel Oak route so enabling the eight 2-car diesel trains on the service to come off lease instead? This will end the appalling overcrowding at a stroke and allow 8 desperately needed modern diesel trains to be transferred to another train operator.

Written response from the Mayor

Class 315 trains will not be available from the TfL Rail route until late summer 2017, and the new Class 710 trains will start to be introduced on the Gospel Oak to Barking route from December the same year. Transferring Class 315s to the Gospel Oak to Barking line would be expected to bring significant costs in terms of the lease extension, driver training and solving the logistical issues of maintaining and stabling the fleet. Given the short period of time the trains would be in service on this route, this would be unlikely to provide value for money.

Empty Homes

Question No: 2016/1103

[Tom Copley](#)

Further to Question 2016/0401, please outline how many empty homes have been brought back into use by the Greater London Authority in every year since 2008/09 by borough?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Housing and Planning Bill (2)

Question No: 2016/1104

[Tom Copley](#)

How will the proposed two-for-one replacement for homes sold as 'high value' council properties be (i) delivered and (ii) enforced?

Written response from the Mayor

The government will set out details on the implementation of its amendment in due course.

Housing and Planning Bill (3)

Question No: 2016/1105

[Tom Copley](#)

Will you categorically state that every council home sold as a result of the 'higher value' council properties provisions in the Housing and Planning Bill will be replaced by two affordable housing properties?

Written response from the Mayor

Yes. Both the Prime Minister and the Secretary of State for Communities and Local Government have confirmed that this will be the case.

Housing (2)

Question No: 2016/1106

[Tom Copley](#)

In what ways has London's housing situation improved under your mayoralty?

Written response from the Mayor

Please see my response to MQ 2016 / 0980.

London Rental Standard (1)

Question No: 2016/1107

[Tom Copley](#)

The London Rental Standard website claims that 139,400, which is the "estimated number of properties managed by accredited ARLA, NALS and UKALA members". What is the average number of properties managed by the agents of each of the organisations' members?

Written response from the Mayor

ARLA and NALS (who are responsible for the bulk of agent accreditations) estimate that their members manage around 200 properties per branch office.

London Rental Standard (2)

Question No: 2016/1108

[Tom Copley](#)

What difficulties are there in establishing an online list of accredited landlords and letting/managing agents?

Written response from the Mayor

We have explored establishing an online list of accredited agents and landlords. Whilst accredited agents can be found by visiting the ARLA and NALS websites, it is more difficult to publish a list of accredited landlords due to data protection difficulties and the fact that landlord accreditation bodies do not record information about properties owned by their members.

No Second Night Out

Question No: 2016/1109

[Tom Copley](#)

What plans are there to expand No Second Night Out? In particular, what plans are there to increase the number of hubs in London?

Written response from the Mayor

I have committed £5 million to fund three permanent hubs and staging post accommodation for the service. This will mean greater certainty, stability and value for money for this highly successful project, which is ensuring that three quarters of new rough sleepers in the capital spend only one night on the street.

Regional cooperation (1)

Question No: 2016/1110

[Tom Copley](#)

Please provide an update on the actions taken by the Greater London Authority to cooperate with local authorities in the neighbouring regions (particularly in relation to housing and planning) and the achievements that have resulted from this.

Written response from the Mayor

I have a duty to cooperate with local authorities in neighbouring regions and the GLA has close established working relationships with these authorities. I respond to Local Plan consultations by authorities outside London as part of this duty.

The GLA is working with the East of England Local Government Association and South East England Councils on opportunities for further collaboration. City Hall hosted a summit for leaders of local authorities within the Wider South East in December where new collaboration arrangements and priority areas of joint work were agreed, including the full review of the London Plan and work to address barriers to housing delivery. A political steering group will oversee specific collaboration activities going forward.

Regional cooperation (2)

Question No: 2016/1111

[Tom Copley](#)

What progress has been made in establishing a formalised structure for cooperation with London's neighbouring local authorities?

Written response from the Mayor

Please see my response to MQ 2016 /1110.

Affordable housing dataset (1)

Question No: 2016/1112

[Tom Copley](#)

Many of the rental figures in the scheme and unit level affordable housing data published by the Greater London Authority are inaccurate - with figures inputted by registered providers appearing to conflate monthly rent levels with weekly rent. Will the Mayor commit to ensure that the Housing and Land Directorate undertakes a quick audit of the data to pick out obvious errors?

Written response from the Mayor

Officers will investigate the feasibility of this exercise

Affordable housing dataset (2)

Question No: 2016/1113

[Tom Copley](#)

In regards to your response to question 2016/0403, are all units that are not registered as 'new build' in the unit level affordable housing data published by the Greater London Authority already existing properties?

Written response from the Mayor

Yes they are existing properties.

Housing Zones

Question No: 2016/1114

[Tom Copley](#)

How many bids for Housing Zones have not been accepted by the Greater London Authority since the policy began? Please list the bids that have been rejected.

Written response from the Mayor

Since the introduction of Housing Zones, we have received a total of 36 approaches from London Boroughs for designation, of which 31 Zones have been announced – details of these Zones are available on our website. We are proactively working with the remaining Boroughs to look at alternative routes to deliver the same outcomes.

Hendon Central junction

Question No: 2016/1115

[Andrew Dismore](#)

The junction of the A41 and Queen's Road in Hendon Central has become more dangerous since a change in the light filters that give southbound traffic on the A41 around 20 seconds more time than northbound. This is extremely dangerous for cars on the northbound side turning right into Queen's Road, who can't tell when the lights opposite are changing. Will you instruct TfL to return the timings of the lights for north and southbound traffic to simultaneous?

Written response from the Mayor

TfL changed the traffic signals at this junction as there was a higher than average number of right turning collisions between vehicles and pedestrians, particularly from the A41 southbound into Vivian Avenue. The new signal layout introduced a longer green phase for southbound traffic, specifically to address the poor collision record. As with the previous layout, northbound A41 vehicles turning right continue to do so through gaps in oncoming traffic.

TfL is continuing to monitor these changes to ensure the safe operation of the junction.

31 bus route fleet

Question No: 2016/1116

[Andrew Dismore](#)

After complaints from residents, the 31 bus route operated a fleet of quieter buses at night. It seems that these have occasionally been replaced by louder buses again. Will you return the quieter fleet to this service, as originally requested?

Written response from the Mayor

There have been no changes to the double-deck buses operating on this route. Tower Transit, the bus operator responsible for this route, has plans in place to monitor these vehicles and ensure that any buses making more operational noise than expected are identified, checked for defects and reconfigured if necessary.

Torriano School

Question No: 2016/1117

[Andrew Dismore](#)

Further to Question 2015/4045:

'Representatives from Torriano Primary School and the school community met with TfL officers recently and discussed the safety of the nearby crossing which is greatly used by children and parents. TfL are taking the matter seriously and are planning to put forward proposals, some of which may need lengthy consultation. Is it therefore possible for the implementation to take place in stages?'

Your answer being:

'TfL is developing proposals for the crossing, which includes assessing whether any changes are required to the existing parking facilities on Camden Park Road. If changes are required this would require a full public consultation. The design work will confirm how works could be planned, including the potential of a phased approach. TfL will keep stakeholders informed of progress including timescales as soon as these become available.'

The School and parents have yet to receive an update from TfL since the site visit on 9th November. Will you instruct TfL to make progress on their plans and to contact the school?

Written response from the Mayor

TfL is continuing to design proposals to address concerns raised by the school and other local stakeholders. TfL plans to meet the London Boroughs of Camden and Islington later this month to discuss the design options, and will update the school after this meeting.

Falloden Way

Question No: 2016/1118

[Andrew Dismore](#)

Can you give a progress report on the agreed actions to improve pedestrian after the site visit with TfL at Falloden Way on Wednesday 11th November 2015?

Written response from the Mayor

Following the site visit, general maintenance activity was carried out including inspecting the existing bollards. Design work is underway for a central island beacon, road markings and signage improvements. Subject to necessary approvals, these improvements are planned for completion in summer 2016.

156 West End Lane [1]

Question No: 2016/1119

[Andrew Dismore](#)

What discussions have you or the deputy mayor for planning had with directors of Travis Perkins, concerning the proposed development 156 West End Lane?

Written response from the Mayor

The Deputy Mayor met with Martin Meech, Group Property Director of Travis Perkins Plc, on Friday 11 March 2016, and discussed the redevelopment of industrial and sui generis sites and the specific case of 156 West End Lane was used as an example of one of these sites.

156 West End Lane [2]

Question No: 2016/1120

[Andrew Dismore](#)

In a stage 1 planning determination, how often are the interests of a particular business referred to by name as opposed to its land use and land use considerations, as Travis Perkins are, in paragraph 20 of the stage 1 determination for the proposed development 156 West End Lane; and is this a usual course of action?

Written response from the Mayor

We usually refer to land uses in stage 1s rather than particular occupiers but in some circumstances such as this, the conclusions reached about future land use change can usefully be informed by a knowledge of the current occupiers business investment plans and operation within London.

East Finchley High Road junction

Question No: 2016/1121

[Andrew Dismore](#)

Will you support the efforts of local schools, residents, councillors and myself to provide an "Oxford Circus" style "X" crossing on East Finchley High Road at the junction with East End Road and Fortis Green?

Written response from the Mayor

As advised in my answer to MQ2016/0413, the roads in question are all borough roads and the junction is the responsibility of the London Borough of Barnet. Any changes on a borough road have to be promoted by the borough. TfL would not be involved at the inception stage of a borough scheme. In the first instance, the borough would need to develop the plans and then secure all the necessary consents and approvals, including from TfL with regards to the signals.

Stirling Corner

Question No: 2016/1122

[Andrew Dismore](#)

Is the reason you haven't cycled around Stirling Corner since your promise to do so of almost 4 years ago is that you've known all along that it isn't safe to cycle around?

Written response from the Mayor

In December 2012 you asked whether I would accept your invitation to 'attempt to go round Stirling Corner on your bike?'. As you are fully aware, I did not accept your invitation then and I have not accepted it since.

Furthermore, as there are around 60,000 streets or roads within 6 miles of Charing Cross, it is simply not possible for me to cycle down every street or around every roundabout in London at your request. However, as I first made clear in December 2012, 'When I next do Stirling Corner I will give you a report'.

Mill Hill East station

Question No: 2016/1123

[Andrew Dismore](#)

Have TfL looked into any potential European Union sources of funding to install step-free access at Mill Hill East station, and if so with what outcome and if not why not?

Written response from the Mayor

TfL is not aware of any European Union funding for step-free access schemes in general, nor for the development of the Mill Hill East area specifically.

There is already an identified scheme and funding strategy in place for step free access at Mill Hill East. The release of this third party funding is dictated by the Planning Consent for an adjacent residential development and the supporting Section 106 agreement, which will only release funds according to development profitability thresholds. Discussions with the developer have indicated that this profitability threshold could be achieved by the early 2020s.

West Hampstead Jubilee Line station

Question No: 2016/1124

[Andrew Dismore](#)

Have TfL looked into any potential European Union sources of funding to install step-free access at West Hampstead Jubilee Line station and if so with what outcome and if not why not??

Written response from the Mayor

TfL is not aware of any European Union funding for step-free access schemes in general, nor for the development of the West Hampstead area specifically.

Step-free access for the station has been explored in the past and studies showed that there are no quick or easy solutions. There are significant space constraints in the ticket hall, at platform level and around the station. To install a lift, either the existing station would have to be comprehensively remodelled (and closed for the duration) and/or a temporary (possibly permanent) second station entrance constructed elsewhere.

Consequently, any solution will be expensive, with costs probably well in excess of £10m. TfL's Step Free Access Partnership Fund is based on match funding, so should potential sources for third-party funding come forward TfL would be happy to review the situation at West Hampstead.

Barnet jobs reliant on the European Union

Question No: 2016/1125

[Andrew Dismore](#)

How many jobs in Barnet do you estimate are dependent on British membership of the European Union?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Camden jobs reliant on the European Union

Question No: 2016/1126

[Andrew Dismore](#)

How many jobs in Camden do you estimate are dependent on British membership of the European Union?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

"Israel Apartheid Week" posters on the Tube

Question No: 2016/1127

[Andrew Dismore](#)

Will you join me in condemning the "Israel Apartheid Week" posters flyposted on the tube network on the week of 22nd February 2016? What efforts are you making to ensure this doesn't happen again?

Written response from the Mayor

I condemn the appalling "Israel Apartheid Week" posters flyposted on the Tube network. Placing posters on trains is a criminal act and this material had no place whatsoever on the Transport for London (TfL) network. As soon as it was alerted to the presence of these posters, TfL took immediate steps to get the posters removed from trains and premises as soon as possible. Staff at TfL removed more than 200 posters. This included mobilising train drivers, train technicians, depot teams, station staff and TfL's cleaning and advertising contractors to physically check carriages. The BTP is investigating the incident and TfL staff are assisting them to identify perpetrators with CCTV evidence.

TfL take acts of vandalism extremely seriously and maintains the ability to mobilise resources quickly to check trains, remove adverts and support the BTP with CCTV. TfL's CCTV is coordinated 24/7 via its central control room co-located with the BTP. Station staff conduct routine inspections at regular intervals while services are running, and will always challenge anyone acting suspiciously and report acts of vandalism on the network.

I am committed to ensuring Londoners can use the transport network without fear or intimidation and the provocation these posters provided is unacceptable. This was a commitment I made as part of my Transport Strategy and the Tube has seen a decline in crime and antisocial behaviour over the last few years. LU works closely with the BTP and TfL-funded officers regularly patrol the network, providing a visible reassurance to customers and a deterrent to offenders.

Hertfordshire Bus routes

Question No: 2016/1128

[Andrew Dismore](#)

What progress has been made in negotiations with Hertfordshire County Council regarding the proposed £390,000 cut in funding to TfL for the 107, 142, 258, 292 and 298 bus services; and will you confirm that these routes will continue?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Finchley Memorial Hospital bus service

Question No: 2016/1129

[Andrew Dismore](#)

What is the present position concerning a bus service for Finchley Memorial Hospital?

Written response from the Mayor

The NHS is in the process of transitioning services into Finchley Memorial Hospital and it is working in partnership with TfL on the transport implications. As part of this, TfL is working with the local NHS to determine the best time to carry out a detailed travel survey to advise them.

Pay to stay [1]

Question No: 2016/1130

[Andrew Dismore](#)

In the DCLG consultation; 'Pay to stay: Fairer rents in social housing' the Government states that "tenants in social housing should not always benefit automatically from subsidised rents" and will therefore increase rents on households with incomes over £40,000 in London., How many Londoners will be at risk of higher rents or the loss of their homes as a result of this?

Written response from the Mayor

GLA's analysis of English Housing Survey data on the household incomes of social housing sector tenants in London suggests that between five and ten per cent of households in the social housing sector could be subject to Pay to Stay if it was applied across the board. However, the Government announced in December that the policy will be voluntary for housing associations. Without knowing how many housing associations implement it, it is impossible to calculate how many households might be charged higher rents.

Pay to stay [2]

Question No: 2016/1131

[Andrew Dismore](#)

Given the revenue from the Government's 'pay to stay' rent hike will go straight to the Treasury, with only Housing Associations allowed to build new homes from the revenue, how many affordable homes that could otherwise have been built in London if such proceeds were retained in London would not be built?

Written response from the Mayor

The Government has yet to determine the details of its 'Pay to Stay' policy, without which it is impossible to identify the potential proceeds from London local authorities.

Pay to stay [3]

Question No: 2016/1132

[Andrew Dismore](#)

Is it fair that as a consequence of the government's 'pay to stay' proposals social housing tenants in London will be priced out of their own homes for improving their incomes?

Written response from the Mayor

Fairness lies in the equitable allocation of limited resources. And as the Government's consultation document on this policy explained, "...those on higher incomes should not be subsidised through social rents." Tenants may choose to exercise their Right to Buy if they do not wish to move or pay higher rents. And the Government has made clear, in its recently published response to last autumn's consultation on this policy that "...households at the lower end of income above the proposed threshold will see their rent rise by only a few pounds each week."

Police officer experience: Barnet

Question No: 2016/1133

[Andrew Dismore](#)

a) how many police constables are there presently stationed at Barnet; and b) how many of those have i) less than 2 years' service; and ii) less than 1 year's service?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police officer experience: Camden

Question No: 2016/1134

[Andrew Dismore](#)

a) how many police constables are there presently stationed at Camden; and b) how many of those have i) less than 2 years' service; and ii) less than 1 year's service?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Detectives in Barnet [1]

Question No: 2016/1135

[Andrew Dismore](#)

How many substantive detectives are there in Barnet BCU; and how many should there be under the establishment?

Written response from the Mayor

At the end of February 2016 there was a Full-Time Equivalent (FTE) of 53.82 substantive detectives in Barnet.

The establishment target number of FTE detectives for this OCU is 79.00.

Detectives in Barnet [2]

Question No: 2016/1136

[Andrew Dismore](#)

Of the substantive detectives there in Barnet BCU how many are attached to the borough ward clusters?

Written response from the Mayor

There are two substantive detectives that are directly attached to the Borough Ward clusters in the Barnet BCU.

In addition, all of the detectives within the OCU assist with more complex investigations in order to provide support to all officers throughout the OCU.

Detectives in Camden [1]

Question No: 2016/1137

[Andrew Dismore](#)

How many substantive detectives are there in Camden BCU; and how many should there be under the establishment?

Written response from the Mayor

At the end of February 2016 there was a Full-Time Equivalent (FTE) of 72.93 substantive detectives in Camden.

The establishment target number of FTE detectives for this OCU is 90.00.

Detectives in Camden [2]

Question No: 2016/1138

[Andrew Dismore](#)

Of the substantive detectives there in Camden BCU how many are attached to the borough ward clusters?

Written response from the Mayor

The Camden Borough Command Unit is divided into three clusters and each one has a dedicated Detective Sergeant.

Chief Inspectors [1]

Question No: 2016/1139

[Andrew Dismore](#)

Further to Question No: 2015/3523

How many Chief Inspectors posts in Barnet are in jeopardy due to funding cuts?

Your response being:

'It is likely that the MPS will face an extremely challenging budget situation. However, neither the police funding formula proposals nor the Spending Review have been agreed and finalised and therefore no decisions have yet been made on savings.'

As the police funding formula proposals nor the Spending Review have been agreed, will you now give a substantive answer; or are you holding out so there is no announcement of such cuts until after the May London elections?

Written response from the Mayor

The CSR announcement last year, with its protection of police budgets meant that I was able to reaffirm my commitment to the neighbourhood policing numbers in London and I can confirm that no Chief Inspector Posts are in jeopardy as a result of funding cuts.

The MPS continues to consider how best to organise its resources across London and we have a commitment within the Police and Crime Plan to explore “de-layering”.

Chief Inspectors (2)

Question No: 2016/1140

[Andrew Dismore](#)

Further to Question No: 2015/3524

How many Chief Inspectors posts in Camden are in jeopardy due to funding cuts?

Your response being:

'It is likely that the MPS will face an extremely challenging budget situation. However, neither the police funding formula proposals nor the Spending Review have been agreed and finalised and therefore no decisions have yet been made on savings.'

As the police funding formula proposals nor the Spending Review have been agreed, will you now give a substantive answer; or are you holding out so there is no announcement of such cuts until after the May London elections?

Written response from the Mayor

The CSR announcement last year, with its protection of police budgets meant that I was able to reaffirm my commitment to the neighbourhood policing numbers in London and I can confirm that no Chief Inspector Posts are in jeopardy as a result of funding cuts.

The MPS continues to consider how best to organise its resources across London and we have a commitment within the Police and Crime Plan to explore “de-layering”.

Merging BCUs

Question No: 2016/1141

[Andrew Dismore](#)

Further to Question No: 2015/3525

Which Police Borough commands are under consideration for merger due to funding cuts?

Your response being:

'As part of the work the MPS are undertaking in response to the proposed reductions in funding, they are exploring all options to meet the funding challenge. No decisions have been taken.'

Will you now give a substantive answer; or are you holding out so there is no announcement of such cuts until after the May London elections?

Written response from the Mayor

The MPS continue to explore the future operating model for the force.

No proposals have been brought to me at this stage.

Police Buildings

Question No: 2016/1142

[Andrew Dismore](#)

Further to Question No: 2015/3526

Which police buildings are being considered for disposal due to funding cuts?

Your response being:

'MOPAC continues to deliver its approved Estates Strategy for 2013 - 2016.'

Will you now give a substantive answer; or are you holding out so there is no announcement of such cuts until after the May London elections?

Written response from the Mayor

MOPAC continues to deliver its approved Estates Strategy for 2013-16.

Contact points

Question No: 2016/1143

[Andrew Dismore](#)

Do you intend to continue with barely attended contact points?

Written response from the Mayor

The Policing and Public Access in London document published in 2013 identified contact points and undertook that we would continue to provide access in this form for the public. Subsequently, borough commanders have identified some further sites as being suitable for contact points. Where these are not used by the public, they have not been continued with.

Abstractions Barnet

Question No: 2016/1144

[Andrew Dismore](#)

How many officer shifts were abstracted from Barnet in the last 3 months?

Written response from the Mayor

From the 01/12/2015 to 08/03/2016, Barnet has had 1,231 officer shift abstractions (including Police Constables, Sergeants and Inspectors).

Officers are abstracted to perform a variety of London wide duties including Public Order Aid, protective security patrols for venues and communities at risk, central proactive operations and support to critical/major incidents in London.

Abstractions Camden

Question No: 2016/1145

[Andrew Dismore](#)

How many officer shifts were abstracted from Camden in the last 3 months?

Written response from the Mayor

From the 01/12/2015 to 08/03/2016, Camden has had 1,342 officer shift abstractions (including Police Constables, Sergeants and Inspectors).

Officers are abstracted to perform a variety of London wide duties including Public Order Aid, protective security patrols for venues and communities at risk, central proactive operations and support to critical/major incidents in London.

Inward aid Barnet

Question No: 2016/1146

[Andrew Dismore](#)

For the last 3 months, on how many occasions and for how many officer shifts did Barnet benefit from inward aid from other boroughs?

Written response from the Mayor

From the 1/08/15 to 8/03/16 Barnet did not receive any inward aid.

It is important to understand that officers on aid are sent to where they are needed and inevitably this tends to be inner London boroughs that are more likely to host events and protests etc.

Inward aid Camden

Question No: 2016/1147

[Andrew Dismore](#)

For the last 3 months, on how many occasions and for how many officer shifts did Camden benefit from inward aid from other boroughs?

Written response from the Mayor

From the 1/08/15 to 8/03/16 Camden received 4 inward aid shifts.

Note that throughout the football season, officers routinely patrol the Kings Cross and Euston area in support of the borough.

It is important to understand that officers on aid are sent to where they are needed and inevitably this tends to be inner London boroughs that are more likely to host events and protests etc.

I and S calls Barnet

Question No: 2016/1148

[Andrew Dismore](#)

What percentage of i) I and ii) S calls in Barnet and b) Camden were not answered within the target time in each of the last 3 months?

Written response from the Mayor

- a) In December 2015, January 2016 and February 2016, the following percentages of I and S calls in Barnet were not answered within the target time:
 - i I calls: December 2015 (17.3%); January 2016 (15%); February 2016 (13%)
 - ii S calls: December 2015 (15.2%); January 2016 (13%); February 2016 (15%)

- b) For the same three months, the following percentages of I and S calls in Camden were not answered within the target time:
 - i I calls: December 2015 (8.8%); January 2016 (7%); February 2016 (10%)
 - ii S calls: December 2015 (9.7%); January 2016 (9%); February 2016 (12%)

I and S calls Camden

Question No: 2016/1149

[Andrew Dismore](#)

What percentage of i) I and ii) S calls in Camden were not answered within the target time in each of the last 3 months?

Written response from the Mayor

Please see my response in MQ 1148 /2016.

Internet and phone frauds

Question No: 2016/1150

[Andrew Dismore](#)

As it becomes increasingly clear that internet and phone frauds are gathering huge sums per year, can you explain why fraud is not included in MOPAC's targets for crime reduction?

Written response from the Mayor

It is clearly important that the police should seek to reduce all crime.

The MOPAC 7 offences have dramatically fallen and they are the only offences for which I have set targets. Specifically they are victim based crimes which are typically reported and relatively easy to log confidently.

I have not set specific reduction targets for reduction of internet and phone frauds precisely because I want the reporting and investigation of those crimes to rise (not the incidences of crimes themselves).

I have been using information about these crimes as performance indicators to inform work with the City of London Police and the MPS.

Operation Falcon is now deploying 400 officers to help tackle fraud, and I have established the London Digital Security Centre to help protect the business community.

Since the changes in the Fraud Act 2006, fraud offences are recorded via the National Fraud Intelligence Bureau. The Home Office are using these systems to record and publish these crime types and as reporting and understanding of these issues increases nationally, we will see a steady increase in the numbers reported in the years to come.

Crime statistics for Barnet [1]

Question No: 2016/1151

[Andrew Dismore](#)

In Barnet, for the last 6 months, what percentage of burglaries resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all burglary offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Barnet	2016/1151 Burglary
Percentage of offences with at least one arrest	3%
Percentage of offences detected by event clear up of Charge	2%
Total Number of Offences	2173
number of offences with at least one arrest	74
Number of offences detected by event clear up charge	34

Crime statistics for Barnet [2]

Question No: 2016/1152

[Andrew Dismore](#)

In Barnet, for the last 6 months, what percentage of theft from person offences resulted in an arrest; and what percentage in the charging of a suspect; how many such offences were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all theft from person offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Barnet	2016/1152 Theft from Person
Percentage of offences with at least one arrest	1%
Percentage of offences detected by event clear up of Charge	0%
Total Number of Offences	319
number of offences with at least one arrest	2
Number of offences detected by event clear up charge	0

Crime statistics for Barnet [3]

Question No: 2016/1153

[Andrew Dismore](#)

In Barnet, for the last 6 months, what percentage of 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many 'MOPAC 7' were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Barnet	2016/1153 Total MOPAC 7
Percentage of offences with at least one arrest	14%
Percentage of offences detected by event clear up of Charge	5%
Total Number of Offences	6418
number of offences with at least one arrest	923
Number of offences detected by event clear up charge	346

Crime statistics for Camden [1]

Question No: 2016/1154

[Andrew Dismore](#)

In Camden , for the last 6 months, what percentage of burglaries resulted in an arrest; and what percentage in the charging of a suspect; how many burglaries were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers.

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all burglary offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Camden	2016/1154 Burglary
Percentage of offences with at least one arrest	9%
Percentage of offences detected by event clear up of Charge	5%
Total Number of Offences	1472
number of offences with at least one arrest	132
Number of offences detected by event clear up charge	74

Crime statistics for Camden [2]

Question No: 2016/1155

[Andrew Dismore](#)

In Camden, for the last 6 months, what percentage of theft from person offences resulted in an arrest; and what percentage in the charging of a suspect; how many such offences were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all theft from the person offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Camden	2016/1155 Theft from Person
Percentage of offences with at least one arrest	2%
Percentage of offences detected by event clear up of Charge	1%
Total Number of Offences	1318
number of offences with at least one arrest	23
Number of offences detected by event clear up charge	13

Crime statistics for Camden [3]

Question No: 2016/1156

Andrew Dismore

In Camden, for the last 6 months, what percentage of 'MOPAC 7' offences resulted in an arrest; and what percentage in the charging of a suspect; how many 'MOPAC 7' were there in absolute numbers and what do those percentages of arrests and charges represent in absolute numbers?

Written response from the Mayor

Please find below a table detailing offences recorded between 1 September 2015 and 29 February 2016.

Please be aware not all MOPAC 7 offences will result in an arrest or charge, the MPS may use a number of other methods which they have at their disposal including cautions, penalty charges and warnings which are not reflected in the figures provided, and many may take more than 6 months to achieve a disposal.

Camden	2016/1156 Total MOPAC 7
Percentage of offences with at least one arrest	16%
Percentage of offences detected by event clear up of Charge	7%
Total Number of Offences	6518
number of offences with at least one arrest	1062
Number of offences detected by event clear up charge	432

Stop and search Barnet

Question No: 2016/1157

Andrew Dismore

How many stops and searches have been conducted in each ward of Barnet borough in the last 3 months?

Written response from the Mayor

The MPS produce comprehensive stop and search data by borough which is published monthly on the MPS website. Ward level data is not currently available.

In the last three months (Dec-Feb inclusive) a total of 767 stop and searches were conducted in the London Borough of Barnet.

London Borough level Stop and Search data is also available from the MOPAC Intrusive Tactics dashboard which can be accessed through the following link -

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-research/policing/intrusive-tactics>.

Stop and search Camden

Question No: 2016/1158

[Andrew Dismore](#)

How many stops and searches have been conducted in each ward of Camden borough in the last 3 months?

Written response from the Mayor

The MPS produce comprehensive stop and search data by borough which is published monthly on the MPS website. Ward level data is not currently available.

In the last three months (Dec-Feb inclusive) a total of 1,549 stop and searches were conducted in the London Borough of Camden.

London Borough level Stop and Search data is also available from the MOPAC Intrusive Tactics dashboard which can be accessed through the following link:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-research/policing/intrusive-tactics>.

Brent Cross Oyster Card top-up machine

Question No: 2016/1159

[Andrew Dismore](#)

Will you put an Oyster card top-up machine in Brent Cross bus station, especially as the shopping centre have offered a secure place to put it, free of charge to TfL?

Written response from the Mayor

Please see my answer MQ 2016 /1160.

Oyster Card top-up machine

Question No: 2016/1160

[Andrew Dismore](#)

Why will you not put Oyster card renewal machines in major bus stations as well as tube stations?

Written response from the Mayor

TfL is working on a project to install Oyster card machines at major bus stations that will dispense Oyster cards and provide top-up facilities. Brent Cross bus station will be the first site, with a machine installed there in advance of other sites, potentially in late 2016. Machines at other sites should be installed in the first half of 2017.

TfL is also investigating the possibility of installing two cashless machines – at Brent Cross and Victoria – in advance of this programme. However, this has not yet been finalised.

DBS Checks [1]

Question No: 2016/1161

[Andrew Dismore](#)

How many DBS applications currently make up the backlog of applications to the Met?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

DBS Checks [2]

Question No: 2016/1162

[Andrew Dismore](#)

What is the average time a DBS check by the Metropolitan Police has taken in the year i) 2013 ii) 2014 iii) 2015?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

DBS Checks [3]

Question No: 2016/1163

[Andrew Dismore](#)

Have you filled the officer vacancies in the Met's DBS applications? If so, by how many?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Saffron Hill

Question No: 2016/1164

[Andrew Dismore](#)

Residents have written to me to express concern about proposals to turn Saffron Hill into the northbound half of a cycling super highway. This proposal will ban cars from picking up and dropping off to the flats on the road, some of whom are mobility impaired. Will you look into this and ensure that the scheme you come up with does not create parking problems?

Written response from the Mayor

TfL is consulting on the detailed proposals for the northern section of the North-South Cycle Superhighway between Farringdon and King's Cross. The consultation will enable local views to be taken into account when finalising the proposals. While there are some proposed changes to parking and loading on Saffron Hill, this would not restrict picking up and dropping off.

194 bus

Question No: 2016/1165

[Len Duvall](#)

A few years ago I asked, on behalf of constituents, about the possibility of reinstating the 194 bus link to Forest Hill, where it used to terminate in the past before being curtailed to its current terminus at Bell Green retail park. At that time TfL felt that such an extension would not be value for money. I have now been approached about this again. My constituents point out that the new retail park at Bell Green is now fully operational, which they feel has increased bus usage in the area, and the existing 356 service between Bell Green and Forest Hill is now more overcrowded, especially at peak times. Please would you ask TfL to reassess this request?

Written response from the Mayor

Route 356 runs every 20 minutes from Bell Green to Forest Hill. Although the service is well used, there is still sufficient spare capacity to cater for further increases in passengers numbers. Therefore, the extension of route 194 is not currently a priority. TfL will continue to monitor the network to ensure there is sufficient capacity in this area.

Junction of Bromley Road & Beckenham Hill Road

Question No: 2016/1166

[Len Duvall](#)

Please give an update on any TfL plans for improving this junction and it's pedestrian crossing facilities.

Written response from the Mayor

Subject to funding, TfL plans to review this section of the A21 in summer 2016. This will include an assessment of the pedestrian crossing facilities at this junction.

Effects of Poor Housing on Children

Question No: 2016/1167

[Len Duvall](#)

The Mental Health Taskforce Strategy highlighted that children living in poor housing have increased chances of experiencing stress, anxiety and depression. How will you use your remit as Mayor over housing in London to ensure stable housing for the city's children and families.

Written response from the Mayor

My housing policies are addressing head on the affordability pressures that can result in families ending up in poor housing. I have increased the supply of homes of all tenures, delivering 100,000 affordable homes, built to the standards set out in my London Housing Design Guide. My London Rental Standard is driving up management standards in the private rented sector and I have worked closely with boroughs to help them use their enforcement powers to tackle the abuses of a small minority of landlords.

Mayoral land

Question No: 2016/1168

[Nicky Gavron](#)

Are there any examples of the GLA disposing of land at less than market value in order to secure more affordable homes? If so can you please provide details?

Written response from the Mayor

No disposals procured since 2012 fall into this category.

The proportion of affordable homes is set at the commencement of the procurement.

Unimplemented planning permissions

Question No: 2016/1169

[Nicky Gavron](#)

How many potential homes in London have been given planning permission but have not yet been built?

Written response from the Mayor

The net pipeline of approved conventional homes which have not been completed is currently 261,600 homes. This does not include non-conventional housing for students and older people.

Supply of luxury homes

Question No: 2016/1170

[Nicky Gavron](#)

Do you agree with Capco chief executive Ian Hawksworth's assessment that London has saturated the market for luxury homes, as reported in the Guardian on 24 February 2016?

Written response from the Mayor

I agree that the increase in housing supply has had the desired effect of bringing down prices in this market segment, and I would like to extend the phenomenon to the rest of London's market by meeting in full our need for around 50,000 new homes a year.

Swiss Cottage tower

Question No: 2016/1171

[Nicky Gavron](#)

Do you agree with Secretary of State Greg Clark's opinion that Essential Living's plans for a 24-storey tower in Swiss Cottage is "an attractive design and will fit in with the area"?

Written response from the Mayor

Yes.

Directly commissioning homes in Old Oak

Question No: 2016/1172

[Nicky Gavron](#)

In response to Question 2016/0247, you indicated that specific sites for the direct commissioning of homes in Old Oak had yet to be determined. Did any member of Government or the civil service contact you, the GLA, or the OPDC prior to this announcement to inform you of it?

Written response from the Mayor

The Government's intention for direct commissioning is a relatively new proposal and the details are still emerging. A large proportion of the land in the core development area of Old Oak is in public sector ownership. The GLA and OPDC have been discussing how direct commissioning of homes on public sector could play a role in delivering homes at Old Oak Park Royal. These discussions are at a very early stage and there is currently no proposal for how this could be achieved. As you might expect, there were of course broad discussions between DCLG and OPDC/GLA prior to the Government's announcement.

Public hearings and website 1

Question No: 2016/1173

[Nicky Gavron](#)

In regards to the public hearings held when the Mayor takes over a planning application, how many days before the hearing do you aim to announce it on the website?

Written response from the Mayor

As per the procedure for representation hearings, possible speakers will be given at least fourteen days' notice of the hearing and the public will be given at least seven clear days' notice. However, when a date is known we will seek to publish the information on the website as soon as possible.

Public hearings and website 2

Question No: 2016/1174

[Nicky Gavron](#)

You notified Tower Hamlets that you would act as the local planning authority for the purposes of determining the planning application for the Former Westferry Printworks on 4 February 2016. When did the papers first go up on the website:

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings/former-westferry-printworks?>

Written response from the Mayor

The papers were available on the website on the 25 February 2016.

MALP costs

Question No: 2016/1175

[Nicky Gavron](#)

How much the production of MALP, including all the preliminary work, cost the GLA?

Written response from the Mayor

The cost to the GLA of preparing the Housing Standards and Parking Standards Minor Alterations to the London Plan (MALP) was approximately £230,000. This figure excludes the cost of officer time.

Seven Sisters Indoor Market

Question No: 2016/1176

[Joanne McCartney](#)

The Seven Sisters Indoor Market hosts over 30 traders and a range of multicultural businesses within it, and the traders have formed the N15 Development Trust to try and restore the indoor market on TfL owned land. The Trust is seeking to manage the market and have contacted TfL to seek to arrange this, but TfL have not responded to their offer. Can you tell me whether you are constructively engaging with the N15 Development Trust? Will you please examine their offer to manage the market and enter constructive dialogue with the Trust in respect of this issue and the longer term future of the market?

Written response from the Mayor

TfL has received an offer of interest in the management of the market from the West Green Road Development Trust and is currently engaging with them to request additional information about their proposals.

TfL does, however, have an existing tenant and believes that the optimum solution is likely to be a new lease with that tenant in the period ahead of a likely compulsory purchase by Haringey Council. This compulsory purchase will enable Haringey's development partner to progress a wider regeneration scheme in the area, which includes provision for the market in the future.

TfL has had discussions with the existing tenant and is close to finalising terms for a new lease which provides for the management of the market in the interim period ahead of the compulsory purchase.

West Anglia Main Line complaints

Question No: 2016/1177

[Joanne McCartney](#)

How many complaints have been received on West Anglia Main Line since TfL took over? Please provide these by month and type of complaint. Please provide the same data for the year previous to TfL's takeover, if available.

Written response from the Mayor

TfL is not responsible for West Anglia Main Line services, but it does now run services on local West Anglia routes to Chingford, Enfield Town and Cheshunt via Southbury. Complaints data for these services is provided in the below table. TfL does not have access to complaints records kept by the previous operator of the route, Abellio Greater Anglia, nor for the West Anglia Main Line route.

Total complaints about these London Overground services have substantially decreased since May 2015, from 482 to 89 in February 2016, the most recent complete month. TfL has invested £2m to improve rolling stock, and consequently reliability has improved fourfold. TfL will continue to focus on operating performance which is expected to improve further over the course of the year.

Month	Jun 15	Jul 15	Aug 15	Sep 15	Oct 15	Nov 15	Dec 15	Jan 16	Feb 16
Total	482	206	175	170	187	217	340	195	89
Safety& Security	68	7	25	17	25	20	28	16	13
Accessibility	7	0	5	3	2	1	4	2	1
Train service performance	294	110	61	70	79	131	177	103	28
Timetabling connection	7	3	26	10	4	2	9	5	5
Staff	24	21	16	21	23	13	40	19	14
Quality on train	14	3	3	6	10	3	15	13	8
Quality on station	11	17	2	4	5	6	5	4	3
Fares & retailing	20	27	21	13	22	16	33	16	7
Provision of info	28	5	6	14	12	15	23	14	8
Company policy	7	9	7	11	4	10	5	2	2
Environment	1	2	2	1	0	0	1	1	0
Complaints handling	1	2	1	0	1	0	0	0	0

Stepping Stones (1)

Question No: 2016/1178

[Joanne McCartney](#)

Can you tell me which schools will be involved in the Stepping Stones programme? Please provide this by borough.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stepping Stones (2)

Question No: 2016/1179

[Joanne McCartney](#)

How many young people do you expect this programme to reach?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Stepping Stones (3)

Question No: 2016/1180

[Joanne McCartney](#)

How will you be measuring the success of this programme?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Complaints (1)

Question No: 2016/1181

[Joanne McCartney](#)

Please can you provide me with the number of complaints against Metropolitan Police officers per borough over the last four years? Please can this be organised by the type of complaint (e.g. harassment). Please provide this in excel format.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Complaints (2)

Question No: 2016/1182

[Joanne McCartney](#)

Of those complaints against Metropolitan Police Officers please can you provide me with the outcomes per borough and organised by the type of complaint over the last three years. Please provide this in excel format.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Police Officer Overtime

Question No: 2016/1183

[Joanne McCartney](#)

Please can you provide me with the amount of Police Officer overtime in each policing unit per borough over the last four years? Please provide this in excel format.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Officers by Rank

Question No: 2016/1184

[Joanne McCartney](#)

Please can you provide me with the total numbers of officers in the MPS by rank for the calendar years 2008 to 2015? Please provide this in excel format.

Written response from the Mayor

The numbers of officers from 2008 to 2015 is provided in Appendix 2.

Shift Patterns

Question No: 2016/1185

Joanne McCartney

Please can you provide me with the shift patterns of i) borough detectives and ii) detective sergeants in the years 2010 - 2015?

Written response from the Mayor

Prior to 2013 and the introduction of the Local Policing Model (LPM) shift patterns varied greatly across boroughs and between Criminal Investigation Departments (CID).

With the implementation of the LPM a standard roster was applied (see attached spreadsheet). The shifts are divided into Early (07:00-16:00), Morning (10:00-18:00), Late (15:00-23:00) and Night (22:00-07:00). Rest days are represented by RD.

In order to provide a comprehensive service, detectives will occasionally work a night rota. The frequency a given detective works this rota will vary between units. A typical night rota is included on the spreadsheet.

As the LPM has developed, boroughs have been given freedom to vary rosters to meet local business needs with the permission of the Area Commanders. Therefore there will still be some degree of variance.

Standard LPM CID Roster

Week	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hours
1	M	M	E	E	RD	RD	RD	34
2	E	E	L	L	L	RD	RD	43
3	L	L	RD	RD	E	E/L	E/L	43
								<u>120</u>
M	1000-1800	E	0700-1600	L	1500-2300	L	1400-2300	

3 week period when an officer is Night duty

Week	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hours
1	M	M	RD	RD	N	N	N	43
2	N	N	N	N	RD	RD	RD	32
3	L	L	RD	RD	E	E/L	E/L	45
								<u>120</u>
N	2300-0700	N	2200-0700					

Female and BAME Detectives

Question No: 2016/1186

[Joanne McCartney](#)

Please can you provide me the number of i) female officers ii) female BAME officers and iii) BAME officers in the role of a detective in the Metropolitan Police per borough, and across the Met, per year from 2010 to 2015?

Written response from the Mayor

This information is provided in Appendix 3.

BAME contact with the Police (1)

Question No: 2016/1187

[Joanne McCartney](#)

A constituent has raised the issue of BAME members of the community who have difficulty with the English language, and how this may affect their confidence in the Police and their ability to report a crime. What specific initiatives, if any, are provided by MOPAC to directly engage with BAME communities in London who have language barriers?

Written response from the Mayor

This is an important issue and both I and the Deputy Mayor for Policing and Crime have been happy to support the MPS and the Safer Neighbourhood Boards, who are best placed to know what is needed in their local communities, in developing a number of responses to this, including:

- through the funding I have provided to Safer Neighbourhood Boards, they have worked to address the needs of their communities, developing local engagement projects that seek to increase community confidence and to respond to the specific needs of different sections of their communities;
- MPS recruitment initiatives seeking officers who speak a second language, helping to ensure we have the right mix of skills to successfully police London;
- the Language Line service for any member of the community whose first language is not English; and
- the MPS' Confident Communities' scheme through which BAME groups identify their preferred channels of communication by which the police can make them aware of how their needs can be met, whether by personal contact, print or social media.

BAME contact with the Police (2)

Question No: 2016/1188

[Joanne McCartney](#)

What efforts have been made to advertise the fact that all 999 calls and 101 calls have translators available?

Written response from the Mayor

The availability of textphone and translation services for users of the 101 and 999 services who are hard of hearing or who have English as an additional language is widely advertised on the internet on the police.uk and gov.uk websites.

The Metropolitan Police Service's information page for non-emergency contact on the met.police.uk internet site also advises visitors of the services that are available to callers who may need translation services.

Importantly, when officers and staff are engaging directly with the community, particularly with those that may have language needs, they will usually explain the different ways to contact the police and the availability of translation services.

BAME contact with the Police (3)

Question No: 2016/1189

[Joanne McCartney](#)

Would you support an initiative that would see Champions in specific communities that can speak both with the Police and with BAME communities to increase communications and ensure the inclusion of all Londoners?

Written response from the Mayor

I'm happy to support any such initiatives and in fact already do so through the MPS Community Ambassadors Programme. The Community Ambassadors programme works with influential volunteers from local BAME communities who provide an engagement link between their communities and the police. These ambassadors have also helped to encourage recruitment from those communities through support for local recruitment campaigns.

I'm also aware that a number of Safer Neighbourhood Boards have used this approach in some of their projects, using individual community members, or 'champions' to initiate engagement with the police, enabling their communities to voice their specific concerns and how they would like the police to respond.

Crossrail and Lords Hill Bridge Refurbishment

Question No: 2016/1190

[Murad Qureshi](#)

Residents of Bayswater and Warwick Estate have pointed out the poor state of Lords Hill Bridge, immediately outside Royal Oak tube station. Now that Crossrail works are coming to a close in Paddington, when can we expect a complete refurbishment of the bridge for both pedestrian and car traffic?

Written response from the Mayor

The overall refurbishment of Lords Hill Bridge does not fall within the scope of Crossrail Ltd's works. Lords Hill Bridge is a Network Rail asset and they are responsible for its maintenance. The City of Westminster is the Highways Authority and they are responsible for the road and footpath.

During Crossrail construction works, temporary measures were installed on Lords Hill Bridge to protect water and gas mains that pass over the bridge for when the Tunnel Boring Machines (TBMs) passed under the bridge. Following the successful passing of the TBMs, Thames Water completed works on the water mains and National Grid Gas will be undertaking works on the gas mains. Crossrail Ltd is currently seeking a timetable confirming the dates that the National Grid Gas work will be carried out. Crossrail Ltd will continue works at Paddington Station through to 2019 in preparation for the full railway opening.

Baker Street Tube Noise

Question No: 2016/1191

[Murad Qureshi](#)

When I raised concerns about tube noise from residents who live near Baker Tube station at a Mayor's Question Time on 17 June 2015 you responded by saying: "We are going to have a 24-hour Tube but we cannot be rattling people's teacups at 3.00am and so we will sort that out." Are you satisfied that TfL have addressed these concerns before the night service begins in May?

Written response from the Mayor

TfL works to prevent noise and vibration issues through regular maintenance and improvement work. It has a robust process of investigating any noise or vibration complaints and will carry out remedial work to manage and mitigate the issues as required, including on lines that operate Night Tube. This is happening across the network.

TfL undertook planned maintenance on the Jubilee line in the Baker Street area in August 2015, and grinding of 'rough' rail in this section in February 2016. Both of these actions have resulted in incremental decreases in noise.

TfL will continue to engage with the local community over any concerns and regularly monitor the condition of rail and track condition to manage appropriate levels of noise in the lead up to Night Tube becoming operational, and once the service has begun.

Hatton Cross Station (1)

Question No: 2016/1192

[Murad Qureshi](#)

Hatton Cross Underground tube station is a main interchange between tube and local bus services for local residents and people working at Heathrow Airport. Why has a lift not been installed? This would not only help those with disabilities but also those with heavy luggage and children.

Written response from the Mayor

TfL officers met with Hillingdon Council officers in October 2015 to discuss the Council's priorities for step-free access that could attract funding through TfL's £76m Step Free Access (SFA) Partnership Programme. At this meeting, the Council did not raise Hatton Cross station as one of their priorities for step free projects.

Making Hatton Cross station step free would be technically complex and expensive and there are currently no imminent sources of third party matched funding to take this forward. TfL's financial position means that SFA funding must be prioritised for improvements that will benefit the most passengers and enable the most step-free journeys.

Both adjacent Heathrow stations are step-free and there are direct bus links from Hatton Cross to the airport which are fully accessible. Hounslow East and West nearby are also both step-free providing links to Hammersmith, Earl's Court and Green Park onward to numerous stations on the Jubilee line.

The SFA Partnership Programme is scheduled to run over ten years and, should potential sources of third party funding become available, TfL would be happy to review the situation at Hatton Cross.

Hatton Cross Station (2)

Question No: 2016/1193

[Murad Qureshi](#)

The wifi works on the platform of the Hatton Cross underground station but not in the bus waiting area above. Can you extend the connection for all passengers using the interchange?

Written response from the Mayor

The main reason why WiFi is available at Hatton Cross Tube station is London Underground's (LU) operational needs. Given this requirement, LU covers the installation and operating costs of the service. The passenger WiFi offering through Virgin Media is made possible due to the existing WiFi infrastructure. Neither LU, London Buses nor the bus operators currently have an operational need for WiFi in the bus station and revenue from the extension of this to the bus station on a purely commercial basis would not cover the installation and operating costs. Therefore, there is no current plan to extend WiFi to the bus station.

TfL is keen to improve digital connectivity for customers and will continue to work with its partners to see if opportunities for third party funded WiFi can be identified.

Hatton Cross Station (3)

Question No: 2016/1194

[Murad Qureshi](#)

Given the volume of local passengers passing through this key interchange, why is there no countdown service on the bus stops at street level above Hatton Cross tube station?

Written response from the Mayor

There is no current plan, nor funding in place, for TfL to increase the number of Countdown signs at bus stops across London. However, London boroughs have been offered the option of purchasing new signs through secured Section 106 funding or alternative private purchase funding streams.

TfL is working to develop a means of displaying real time bus arrival information at bus stations and other busy interchange environments using their digital sign technology. Nine of these digital signs have been installed at bus stations, with two signs at Harrow, Walthamstow and North Greenwich bus stations and one sign each at Vauxhall, East Croydon and Victoria Coach station. Hatton Cross station has been selected as a potential location for a digital sign and work is underway to assess the site for feasibility. If suitable, the location will be placed on the programme for the 2016/17 financial year.

Air Pollution

Question No: 2016/1195

[Murad Qureshi](#)

How many days for every year since 2008 has London experienced "high" or "very high" air pollution episodes, as defined by the UK Air Quality Index?

Written response from the Mayor

The Daily Air Quality Index has only been in place since 2012, so the data below is for 2012-2015 inclusive (please note that 2015 data is provisional and still to be ratified). The data has been supplied by Kings College London, and is based on the approximately 140 automatic monitors in the London Air Quality Network.

NO₂ - hourly

There were 131 days when one site was high or very high for at least one hour, ten days when two sites were high or very high for an hour or more and two days when three sites were high or very high for an hour or more. There were no days when four or more sites were high or very high.

PM₁₀ – daily (midnight to midnight)

There were 84 days when one or more site recorded high or very high. However, of these 49 were recorded at only one site, and ten at only two sites and four at only three sites.

PM_{2.5} – daily (midnight to midnight)

There were 25 days when one or more sites recorded high or very high.

The latest London Atmospheric Emissions Inventory (2013) has now been published on the London Datastore. This shows that overall NO_x emissions reduced by 25% and PM₁₀ emissions by 20% between 2008 and 2013. Further reductions are also expected from measures undertaken in my second term.

Future of Paddington Green Police Station

Question No: 2016/1197

[Murad Qureshi](#)

Has the new owner of 285-329 Edgware Road (W2 1DH), on the North side of Newcastle Place, made an offer to purchase the site of Paddington Green Police Station. If so, how much for?

Written response from the Mayor

I refer to my response to your MQ 547/ 2016. MOPAC are in discussion with the owner of the adjoining site about future options for the MOPAC/ MPS site. These discussions are currently commercially confidential.

Chelsea Crossrail 2 Station to Imperial Wharf

Question No: 2016/1198

[Murad Qureshi](#)

Given the amount of local objection to locating a Crossrail 2 station on the Kings Road, how feasible would it be to move the site to Imperial Wharf, just inside the boundaries of Hammersmith and Fulham in Sands End Ward? I understand the move would be welcomed by the borough.

Written response from the Mayor

TfL has considered a range of options for possible station locations between Clapham Junction and Victoria. TfL is currently analysing the thousands of consultation responses they have received, all of which will be considered alongside further planning and engineering work to form the development of a single preferred option later in the summer.

Regenerating Shepherds Bush Market

Question No: 2016/1199

[Murad Qureshi](#)

When was the last time the bridges and viaducts above Shepherds Bush Market, between Shepherds Bush and Goldhawk Road tube station, were repaired and painted? When can we expect them to next be repaired and painted?

Written response from the Mayor

Responsibility for the maintenance of the bridges and viaducts above Shepherds Bush Market is divided between TfL and Orion Shepherds Bush Market Limited (OSBML). TfL is responsible for the safety and structural integrity of the structures. TfL's latest principle inspection, which is a detailed inspection carried out every four years, took place in March 2014 and only showed some minor maintenance requirements. OSBML have a 125 year lease for the market site. Under the terms of their lease OSBML are responsible for the interior curve of the arches and therefore painting and repair of the interiors of the arches is a matter for OSBML.

Funding for Taxi Ranks

Question No: 2016/1200

[Murad Qureshi](#)

The taxi trade were told that £600,000 was going to be spent on taxi ranks but recent reports say that £150,000 of that amount will be spent on a review. Please explain why; the taxi trade were initially led to believe that the entire amount would be spent on new taxi ranks.

Written response from the Mayor

The £600,000 funding of the Ranks Action Plan will be spent on implementing ranks and related infrastructure. Additional money will be invested to support the accessibility review, which is expected to cost around £70,000 and not £150,000.

Illegal Removal of Diesel Particular Filters (DPF)

Question No: 2016/1201

[Murad Qureshi](#)

If the City of London Police Force is acting against the removal of Diesel Particular Filters why is the MPS not doing the same? After all it is an illegal activity.

Written response from the Mayor

Specially trained officers from the Road Traffic Policing Command conduct visual checks on applicable vehicles, which for some systems can be as simple a process as checking the warning light on the dash board.

All Euro 5 and 6 engine lorries are fitted with a particulate filter, in conjunction with other systems which reduce the impact of the emissions. It is possible to remove parts from these systems for cost saving and better performance, but that in turn diminishes the positive effect on the emissions and is likely to render it illegal.

Edgware Road Housing Zone and West Green Development Proposal (1)

Question No: 2016/1202

[Murad Qureshi](#)

Have you included the West Green Development proposal (285-329 Edgware Road), currently being considered by City of Westminster, in your key statistics for the Edgware Road Housing Zone?

Written response from the Mayor

No. I have included Westminster Council's initial estimate of what might be built on the site. This was based on site capacity work completed as part of Westminster Council's Futures Plan for the area. The figures will be updated to take account of any planning approval for the site.

Edgware Road Housing Zone and West Green Development Proposal (2)

Question No: 2016/1203

[Murad Qureshi](#)

If it is the case that the West Green Development proposal (285-329 Edgware Road) is included in your key statistics for the Edgware Road Housing Zone, how many of the total number of homes and in particular affordable homes will it make up?

Written response from the Mayor

The West Green development proposal is not included in the key statistics for the Edgware Road Housing Zone. I have included Westminster Council's initial estimate of what might be built on the site key statistics for the Edgware Road Housing Zone. This was based on site capacity work completed as part of Westminster Council's Futures Plan for the area. The figures will be updated to take account of any planning approval for the site.

Edgware Rd Housing Zone and West Green Development Proposal (3)

Question No: 2016/1204

[Murad Qureshi](#)

If it is the case that the West Green Development proposal (285-329 Edgware Road) is included in your key statistics for the Edgware Road Housing Zone, how much of the total value of investment and development will it make up?

Written response from the Mayor

The West Green development proposal is not included in the key statistics for the Edgware Road Housing Zone. None of the GLA funding earmarked for this Housing Zone is currently allocated against this development.

Edgware Rd Housing Zone and West Green Development Proposal (4)

Question No: 2016/1205

[Murad Qureshi](#)

If it is the case that the West Green Development proposal (285-329 Edgware Road) is included in your key statistics for the Edgware Road Housing Zone, will indicative GLA funding allocation go into the West End Green Development proposal?

Written response from the Mayor

The West Green development proposal is not included in the key statistics for the Edgware Road Housing Zone. None of the GLA funding earmarked for this Housing Zone is currently allocated against this development.

Edgware Road Housing Zone and Poor Private Rented Accommodation

Question No: 2016/1206

[Murad Qureshi](#)

Miles Building, Penfold Place, NW1, has some of the worst private rented housing in Central London. It is located within the Edgware Road Housing Zone, is there anything in the current proposals to tackle this issue?

Written response from the Mayor

No.

Stopping Money Laundering in London

Question No: 2016/1207

[Murad Qureshi](#)

Is it not time for estate agents to run checks on the buyers of properties, as they are legally obliged to do with sellers, at least at the top end of the housing market in Central London?

Written response from the Mayor

Responsibility for anti-money laundering activities has recently been transferred from the Office for Fair Trading to Her Majesty's Revenue & Customs. HMRC are now enforcing the Money Laundering Regulations 2007, which require estate agents to take adequate measures to verify the identity of customers and beneficial owners. Failure to comply can result in a criminal record or an unlimited fine.

The Government has also said it will launch a consultation on how to stop entities in offshore tax havens from owning property in the UK anonymously.

Trade Union Recognition and Rights for Hotel Workers in London

Question No: 2016/1208

[Murad Qureshi](#)

Major hotel chains in New York, like the Hilton, have signed up to trade union recognition and improved the terms and conditions of hotel staff; why can't we do the same in London?

Written response from the Mayor

I have encouraged all employers in London who can to afford to do so, including those in the hotel sector, to pay their staff the London Living Wage.

Car Parking and Air Quality

Question No: 2016/1209

[Murad Qureshi](#)

At the 10 February Plenary on the Minor Alterations to the London Plan I asked a series of questions about the impact of your proposed changes to car parking on air quality. Your staff stated that you have alternative legal advice to that which I quoted from the McCracken QC. Please could you provide a copy of this legal advice?

Written response from the Mayor

I am happy to provide a copy of this legal advice which has been publicly available on the GLA's website since October 2015.

In September 2015 I obtained legal advice from Stephen Tromans QC which addresses the lawfulness under EU and UK air quality law of the Parking Standards Minor Alterations to the London Plan (MALP) and concludes that they are lawful. The advice is appended in full to a note on potential air quality mitigation measures which my officers submitted to the MALP EiP Inspector at his request on 19 October 2015.

The document can be downloaded from <https://www.london.gov.uk/what-we-do/planning/london-plan/minor-alterations-london-plan/minor-alterations-london-plan-2015> – scroll down and click on MALP parking standards – note on air quality mitigation under the *Pre-EiP suggested changes and notes from the Mayor* section of this webpage.

Royal Family Associations with London's Transport Network

Question No: 2016/1210

[Murad Qureshi](#)

When was the last time any member of the Royal Family used a tube or bus in London?

Written response from the Mayor

Data protection legislation prevents me from providing details about any customer's journey history.

However, the last time members of the Royal Family used the Tube or bus in London in an official capacity was in 2013 as part of the celebration of London Underground's 150th anniversary.

TfL's Sub-surface Signal Contract

Question No: 2016/1211

[Murad Qureshi](#)

What is the opportunity cost of TfL's problems on the sub-surface signal contract for the tube, which is going to be five years delayed and cost £ 900m more to deliver?

Written response from the Mayor

Re-letting the Bombardier signalling contract was the right decision for London. It was clear that the project would not have been delivered under the previous contract without very considerable overruns, cost increases and disruption to passengers.

It has been TfL's priority to ensure that the new contract provides clear value for money, and that the new cost and timescales for the project are realistic and achievable. The previous contract with Bombardier could not have delivered what was required for the amount promised and the new cost is the right price for this work.

TfL regularly reviews and updates its long term Business Plan and annual Budget to take into account changes in strategic priorities, income, expenditure and other factors. The 2016/17 Budget was published on 16 March 2016. Both TfL and I are determined that the plans already set out to modernise London's transport network, and accommodate and enable the city's growth, will continue.

Crossrail 2 Station at Imperial Wharf

Question No: 2016/1212

[Murad Qureshi](#)

What work has TfL done with the local council to determine the feasibility of Crossrail 2 station at Imperial Wharf?

Written response from the Mayor

Please see my response to MQ 2016 /1198.

Energy cost reductions for TfL

Question No: 2016/1213

[Murad Qureshi](#)

With the wholesale costs of energy significantly reduced, what savings will TfL be making both annually and cumulatively up to 2020?

Written response from the Mayor

TfL purchases its electricity via the Crown Commercial Service as part of central government procurement, which ensures it is able to do so at a very competitive price. Electricity purchasing activity will be subject to further price movements over the next few years, so it is not possible at this stage to provide savings figures.

It should be noted that 35 to 50 per cent of the total cost of electricity is made up of charges other than the price of the commodity itself (eg taxes, supplier levies, distribution, transmission and administration charges). The expected reduction in commodity costs may be offset by increases in these other charges which historically have been significantly above inflation.

Debt costs for TfL

Question No: 2016/1214

[Murad Qureshi](#)

Are TfL currently receiving a better deal on their debt than is offered by the public works loan board? As a result, what savings are being made annually and cumulatively up to 2020?

Written response from the Mayor

Yes, the rates on all borrowing arranged in 2015/16 financial year were lower than those offered by the Public Works Loan Board (PWLB).

In 2015/16, TfL sourced its borrowing through a combination of capital market transactions and loans from the European Investment Bank (EIB). For individual transactions, the savings were in a range of 33 to 45 basis points versus Public Works Loan Board (PWLB) rates. The cumulative saving of the borrowing raised in 2015/16 versus PWLB is approximately £10m in a period to 2019/20.

During the 2015/16 financial year TfL had also forward fixed the rates for £1.2bn of borrowing under loan facilities with the EIB and Export Development Canada. This borrowing will be disbursed over a number of years and will form part of the annual incremental borrowing amounts agreed with Government. For individual tranches fixed under these facilities, the savings were in a range of around 60 to 100 basis points against forward-adjusted PWLB rates. The annual savings vary from one year to another. The cumulative saving against forward adjusted PWLB rates is approximately £29m to 2019/20.

TfL will have to raise another £1.6bn in the period to 31 March 2020. TfL will strive to fix interest rates which are more competitive than comparable PWLB rates, as they have done in the past. However, given current markets volatility and economic uncertainty, it is not possible to confirm at this stage if that will be possible.

Impact of Leaving the EU to London's security

Question No: 2016/1215

[Murad Qureshi](#)

London's Deputy Mayor for Policing, Stephen Greenhalgh has stated "Quitting the EU will place capital in peril". Why are you willing to risk the security of Londoners to pursue your own political ambitions?

Written response from the Mayor

Please see my response to MQ 1081 / 2016.

Fast Tracking the Garden Bridge

Question No: 2016/1216

[Murad Qureshi](#)

TfL are currently investigating as many as 13 new connections across the River Thames, how can you explain the fast tracking of the Garden Bridge?

Written response from the Mayor

The Garden Bridge has not been fast tracked at the expense of progress with other river crossings in London. As per TfL's *Connecting the Capital* report, the Garden Bridge is one of 13 additional crossings of the Thames in London that TfL has identified as being necessary to support London's future growth. This report is available from the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/new-river-crossings-for-london>.

TfL has made great progress with three major new road and public transport crossings in east London with a Development Consent Order application for the first of these at Silvertown, to be submitted very shortly. While the speed of delivery for the other two major east London crossings at Gallions Reach and Belvedere will be a matter for the next Mayor, TfL will shortly publish the results of the most recent consultation on options for these crossings which provides an opportunity for the next Mayor to bring them forward at a fast pace.

The Garden Bridge is being taken forward by the Garden Bridge Trust, a charity established with the purpose of raising the funds and managing the construction and future upkeep of the bridge. Due to the Trust's success with private sector fundraising, and given the need to accommodate the construction works alongside those of the Thames Tideway project, there is a clear timeframe in which this can be delivered.

Crossrail 2 Station at Imperial Wharf (1)

Question No: 2016/1217

[Murad Qureshi](#)

What work has TfL recently done with the local authority (Hammersmith and Fulham) for the feasibility of Crossrail 2 station at Imperial Wharf?

Written response from the Mayor

Please see my response to MQ 2016 /1198.

Crossrail 2 Station at Imperial Wharf (2)

Question No: 2016/1218

[Murad Qureshi](#)

Will the Imperial Wharf proposal for Crossrail 2, currently being discussed with the local authority, have a better link to river services along the Thames?

Written response from the Mayor

Please see my response to MQ 2016 /1198.

Paddington Green Police Station Sale (1)

Question No: 2016/1219

[Murad Qureshi](#)

Has MOPAC had any other offers made for the Paddington Green Police station site other than that of the adjoining owner of 285-329 Edgware Rd, W2 1DH?

Written response from the Mayor

Please see my response to MQ 1197 / 2016.

Paddington Green Police Station Sale (2)

Question No: 2016/1220

[Murad Qureshi](#)

Will it be a requirement of the sale of Paddington Green Police station to provide another police station on the site?

Written response from the Mayor

Please see my response to MQ 1197 / 2016.

Old Oak Common and Incineration

Question No: 2016/1221

[Murad Qureshi](#)

Can you reassure us that there are no plans for an incineration plant in Old Oak Common?

Written response from the Mayor

The Local Plan for OPDC is currently out for public consultation. This draft Local Plan does not propose the development of a incineration plant in the core development site of Old Oak and OPDC do not currently have any planning applications for incinerators.

Additional Red Routes to Ease Congestion

Question No: 2016/1222

[Murad Qureshi](#)

Red routes in London were established after a consultation in June 1992 and formed the basis of TfL Road Network in 2000. After more than two decades and a whole lot more congestion, it is not time to have another consultation and extended the Red Routes in Greater London?

Written response from the Mayor

Please see my response to MQ 2015 /4092. I have no plans to ask TfL to review the red routes.

ECO Cuts

Question No: 2016/1223

[Murad Qureshi](#)

Do you still maintain that the cuts to "green levies", such as the ECO, have made energy bills more affordable for Londoners?

Written response from the Mayor

According to estimates by the Department of Energy and Climate Change, reductions in ECO and other on-bill levies have brought the cost of energy bills down across the country.

Boiler Scrappage Scheme (1)

Question No: 2016/1238

[Murad Qureshi](#)

What steps will be taken to prevent fraud in relation to this scheme?

Written response from the Mayor

We have rigorous requirements and checks in place to make sure that we prevent fraud, including:

- installer checks: all vouchers submitted for a claim must include the installer's accreditation/registration number which are checked against work recorded with the accrediting organisations
- boiler checks: we visit a random sample of applicants/homes to check that all the requirements of the scheme are met, before and after installation
- property checks: we check all applications to make sure we only give one voucher per property
- accreditation checks: if the applicant is a landlord, we may check their accreditation, or that of their agent, with the accrediting organisations.

Boiler Scrappage Scheme (2)

Question No: 2016/1239

[Murad Qureshi](#)

What targets have been set in relation to this scheme? How many landlords are anticipated to take up this initiative?

Written response from the Mayor

My London Boiler Cashback Scheme operates on a first come first served basis and is open to all home owners and accredited private landlords who meet the scheme's eligibility criteria. 6,500 households will benefit from the scheme but as it is demand led there are no specific targets and it is not possible to forecast take up from landlords.

London Tree and Woodland Community Grant Scheme

Question No: 2016/1240

Murad Qureshi

How many grants and of what value have been provided since this scheme's inception?

Written response from the Mayor

The London Tree and Woodland Community Grant scheme has run four grant rounds since it has been run by the GLA. In each round the grants offered have been between £2,000-£10,000.

- 2012-13: supported 16 projects; total grant value £81,000
- 2013-14: supported 20 projects; total grant value £110,000
- 2014-15: supported 21 projects; total grant value £89,000
- 2015-16: supported 24 projects; total grant value £140,000

More detail about the projects supported in 2015-16 is on the website:

www.london.gov.uk/what-we-do/environment/parks-green-spaces-and-biodiversity/london-tree-and-woodland-community-grant.

This will be updated with case studies in the next few weeks.

A similar grant scheme was previously funded and run by the Forestry Commission in London from 2008-12.

New Road Tunnels

Question No: 2016/1241

[Murad Qureshi](#)

What scoping work has been undertaken to assess the emissions impact of new road tunnels?

Written response from the Mayor

TfL's feasibility work to date has included an initial assessment of the impact of new strategic road tunnels on air quality. This demonstrated that a ventilation strategy can be put in place within the tunnel network to ensure air quality remains at a safe level for tunnel users. There is expected to be a beneficial impact on air quality at the surface as some traffic is diverted underground. The main focus will be around the portals where, at some locations, air quality could get worse without mitigation. Measures will be required to reduce this impact, for example by locating ventilation shafts close to the portal, with the necessary measures to be developed in the next stages of design.

These proposals are part of a wider package of measures including new ways of paying for roads to ensure new roads do not generate additional traffic, therefore increasing overall road traffic emissions in London.

The smaller-scale key corridor tunnels will not impact traffic flows in most cases as there is no change in road capacity for traffic. Therefore, this will not have a significant impact on emissions overall, apart from localised benefits as traffic will be travelling underground rather than on the surface. In other cases where traffic flows are affected, more detailed assessment of the impact on air quality will be required as the schemes are developed further. Measures similar to those mentioned above for the strategic tunnels will be considered for the tunnel portals in order to minimise any adverse localised impact.

Neighbourhoods of the Future

Question No: 2016/1242

Murad Qureshi

What criteria will be used to set the areas that will be chosen as the eight "neighbourhoods of the future" for the use of ultra-low emission vehicles?

Written response from the Mayor

The locations of London's Neighbourhoods of the Future (NoFs) have been chosen and were included in London's bid into the Office for Low Emission Vehicles (OLEV) 'Go Ultra Low Cities' scheme £35 million fund. London's bid is available at <http://www.londoncouncils.gov.uk/node/27433>.

In January, the Government announced that London had been awarded £13 million for the promotion and expansion of electric vehicle charging technology. The NoFs were assessed against their contribution to the overall OLEV assessment criteria, which London's bid was judged against. The criteria to determine the successful NoFs, and weighting for each, were:

- Ultra Low Emission Vehicle (ULEV) uptake (50 per cent)
- Becoming an exemplar (10 per cent)
- Air quality improvement (20 per cent)
- Innovation (5 per cent)
- Linking with other schemes (5 per cent)
- Monitoring (10 per cent)

With a focus on driving ULEV uptake, priority was also given to NoF proposals that can demonstrate this uptake will lead to air quality improvements.

Waste Heat and Crossrail

Question No: 2016/1243

Murad Qureshi

Will the waste heat be taken from Crossrail and be used in district heating?

Written response from the Mayor

Crossrail is constructing eight new sub-surface stations across London and, where possible, has integrated ground source heat technology into station designs to capture waste heat.

Four Crossrail stations in central London – Bond Street, Tottenham Court Road, Farringdon and Liverpool Street – have pipework embedded within thermal piles and station structures to allow for the extraction of heat from the vicinity of the station boxes. This will result in a more comfortable temperature within stations, and can be used as a renewable energy source for the private developments above stations, once they have been built. The installation of this technology provides a one off opportunity to future-proof these sites for future above station developments.

London Energy Plan

Question No: 2016/1244

Murad Qureshi

Will there be a consultation on the London Energy Plan or an opportunity for stakeholder feedback?

Written response from the Mayor

The initial outputs of the London Energy Plan including an interactive map showing data relating to four scenarios to meet estimated future energy demand are available at www.london.gov.uk/londonenergyplan. As stated on the website, feedback should be submitted to environment@london.gov.uk.

Studies

Question No: 2016/1245

Murad Qureshi

When will your studies:

'Developing an energy demand model for domestic and non-domestic buildings in London until 2050'; 'Developing models that estimate: power demand and generation in London until 2050 and potential for heat networks in London until 2050' and 'Developing a model to estimate the potential for solar PV until 2050', be published?

Written response from the Mayor

The outputs of these studies will be published on the London Datastore in the coming weeks.

Decentralised Energy

Question No: 2016/1246

Murad Qureshi

What was London's decentralised energy capacity and generation output for each of the year's 2008 to 2015? What percentage of London's energy consumption did this generation output represent for each of those years?

Written response from the Mayor

Please see response to previous MQ 2016/0597.

DECC figures for annual estimates of capacity and generation for renewables and combined heat and power can be found at the following websites:

<https://www.gov.uk/government/statistics/regional-renewable-statistics>

<https://www.gov.uk/government/statistics/energy-trends-september-2015-special-feature-article-combined-heat-and-power-in-scotland-wales-northern-ireland-and-the-regions-of-england-in-20>

Environment Team Budget

Question No: 2016/1247

[Murad Qureshi](#)

What has been the GLA's Environment Team budget been for each of the years 2008/2009 to 2015/16?

Written response from the Mayor

Please see Appendix 4.

Excess Winter Deaths

Question No: 2016/1248

[Murad Qureshi](#)

How many Londoners have died as a result of Excess Winter Mortality for each of the years 2008 to the latest data available?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

RE:NEW (1)

Question No: 2016/1249

[Murad Qureshi](#)

How many site visits has the Mayor made to RE:NEW insulation projects over the past year?

Written response from the Mayor

My Deputy Mayor for Environment and Energy visited an extensive multi-measure project (which includes insulation) that has received support from RE:NEW, in the Royal Borough of Greenwich in autumn 2015.

RE:NEW (2)

Question No: 2016/1250

[Murad Qureshi](#)

Which RE:NEW insulation projects have the Deputy Mayor for Energy and the Environment or the Deputy Mayor for Housing visited?

Written response from the Mayor

Please see my response to MQ 2016/1249.

RE:NEW (3)

Question No: 2016/1251

[Murad Qureshi](#)

The latest GLA Investment and Performance Board 'Finance and Performance' report states on your home energy efficiency programme RE:NEW that "The project continues to be rated red due to the risk that KPI targets will not be met." What KPIs are not being met? What are the principal reasons for the programme's delivery problems?

Written response from the Mayor

Phase III of the RE:NEW programme is on track to meet its target to lever in c£50m of investment by 2017, and around 70 social landlords are currently signed up.

There is, however, a risk that ambitious targets set in 2013 for the number of homes retrofitted and the level of carbon savings for this phase of the programme may not be met. This is due to unforeseen and challenging market conditions, including:

- significant reductions in ECO funding and solar PV feed in tariffs, and the cessation of the Green Deal and associate funding schemes
- the one per cent rent reduction for social housing providers, the extension of the Right to Buy and the sale of high value council homes.

I am boosting the delivery of RE:NEW on a number of fronts. For example, I recently launched the London Boiler Cashback Scheme, to reduce carbon and energy bills for 6,500 London home owners and private tenants. I have also commissioned an assessment of the transferability to London of the Dutch Energiesprong zero energy approach to domestic retrofit.

Meeting with the Secretary of State for Energy

Question No: 2016/1252

[Murad Qureshi](#)

Can you detail what London issues you prioritised in your January 2016 meeting with the Secretary of State for Energy? Can you publish all correspondence with the Secretary of State for Energy on this meeting and let the Assembly know when this correspondence has been published?

Written response from the Mayor

I discussed the Energy Company Obligation, retrofitting and my Boiler Scrappage Scheme with the Secretary of State. There is no correspondence in relation to this meeting.

Meeting with the Chair of the National Infrastructure Commission

Question No: 2016/1253

[Murad Qureshi](#)

Can you detail what London issues you prioritised in your January 2016 meeting with Lord Adonis, Chair of the National Infrastructure Commission? Can you publish all correspondence with the National Infrastructure Commission, on this meeting and let the Assembly know when this correspondence has been published?

Written response from the Mayor

I discussed London's transport system, including Crossrail 2, and the capital's energy requirements. There is no correspondence in relation to this meeting.

Unanswered Question

Question No: 2016/1254

[Murad Qureshi](#)

Can you respond to MQ 2016/0270 on London's progress to install smart meters?

Written response from the Mayor

Department for Energy and Climate Change (DECC) is responsible for the smart energy meter implementation programme. Energy companies are not required, as delivery agents, to provide regional data on the number of meters installed. However, GLA officers have met with DECC to understand what progress is being made. DECC reiterated that regional data is not released by them or energy companies. As a result they are looking into the possibility of releasing London's data.

Thames Water is planning to install over 900,000 smart water meters over the next five years in London. To date (15 Jan 2016), Thames Water have installed 11,601 smart water meters.

Licence Lite (1)

Question No: 2016/1255

[Murad Qureshi](#)

You have previously stated in MQ 2015/2350 that you would make an announcement on your Licence Lite initiative "prior to the end of August". MQ 2015/3395 went on to say "I expect to make an announcement about Licence Lite by January 2016." Has an announcement been made which the Assembly has missed?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Licence Lite (2)

Question No: 2016/1256

[Murad Qureshi](#)

What improvement in electricity export price is anticipated for those generators who enter into an agreement with your Licence Lite initiative?

Written response from the Mayor

The amount of the improvement will vary from one generator to another, depending upon their current arrangements for exporting their electricity and the characteristics of their electricity production. Our financial modelling currently indicates an improvement of between 10 and 20 per cent. Since there is no increase in the generating costs associated with this improvement, the result should be very beneficial to economics of such electricity generation.

Licence Lite (3)

Question No: 2016/1257

[Murad Qureshi](#)

How has Ofgem's requirement that your Licence Lite initiative can not only enter into agreements with London-based generators affected the ambitions of this programme?

Written response from the Mayor

It has not affected the ambitions of the Licence Lite programme. All the generators appointed to the panel have London-based generation which has been the focus of their discussions with us, in addition to which there are economic advantages for generating plant that exports its power for consumption locally.

District Heating (1)

Question No: 2016/1258

[Murad Qureshi](#)

What redress do Londoners have who are unhappy with the service being offered in relation to a district heating scheme that has been required to be installed through the London Plan?

Written response from the Mayor

The Heat Trust was formed in November 2015 to provide heat customers with protection through a common standard of quality and provision of an independent dispute resolution service. If Londoners are unhappy with their district heating service and cannot resolve the issue with their supplier, the Heat Trust provides access to a specialist independent complaint handling service operated by the Energy Ombudsman.

District Heating (2)

Question No: 2016/1259

[Murad Qureshi](#)

Will you create an online database making transparent heat charges from all London district heating schemes, a service which is available to energy consumers in Denmark?

Written response from the Mayor

I understand that in Denmark district heating companies are required to submit an annual report and their high-level heat tariffs to the regulator who publishes the information. There is no similar requirement in the UK. It would be very difficult to acquire the information to create a similar online database for London.

I am aware that some London district heating scheme operators do publish their heat tariffs. I will look into whether it is practical for my London Heat Map website to create a 'heat tariff' page and provide links to published London heat tariffs.

Independent Healthcare Commission for North West London

Question No: 2016/1260

[Onkar Sahota](#)

Have you read the Independent Healthcare Commission for North West London yet?

Written response from the Mayor

I have not read the report but I have been briefed on its contents by my Health Team.

NHS staff shortages in London

Question No: 2016/1261

[Onkar Sahota](#)

On the 3rd February 2016 the London Assembly Health Committee met with leaders from across the health sector to discuss the acute shortage of key staff in London. There were discussions about how you in your role as Mayor and how you could help with the cost of living.

Why have you not used your powers to reduce the cost of living for our hard working NHS staff with a key worker housing scheme or reduced transport costs?

Written response from the Mayor

As Mayor I have done a great deal to support hard working families including our valued NHS staff. I am on track to deliver 100,000 affordable homes over my two terms as mayor of London. Last year we delivered more than 18,000 affordable homes - higher than any time since the early 1980s.

I have also helped to reduce the cost of Living in London by:

- Freezing and cutting the council tax - in total I will have saved a council taxpayer around £500 over 8 years. This equates to a real terms reduction in Council Tax of 28 per cent since 2008/09.
- Retrofitting a total of 111,500 homes. Coupled with wider market delivery, over 500,000 homes in London have already been retrofitted.
- Confirming a real terms fares freeze for 2016/17. From 2nd January fares rose only by RPI (1%).
- Introducing and protecting travel concessions for the most vulnerable.
- Part time travel card - I have lowered the 'Pay as you go daily cap' cut to provide fairer and more affordable travel for part-time workers.
- The London Food Board is also working on a range of interventions to improve access to affordable food for vulnerable Londoners.
- Launching London's first boiler cashback scheme – offering £400 for people to replace their old polluting boilers and saving people money.

A&E Waiting Times

Question No: 2016/1262

[Onkar Sahota](#)

In the latest figures from the NHS only one type 1 A&E department in the capital achieved its 4 hour waiting time target. Do you feel this represents not only a failure and collapse of the NHS A&E system under intense pressure, but also a disgraceful inequality of access to quality NHS services?

Written response from the Mayor

In London, 85.8% of attendances at type 1 A&E departments in December 2015 were seen, treated and then admitted, transferred or discharged in under four hours. Whilst this performance is below the 95% target it has improved from 84.0% in December 2014.

The performance in London is only slightly lower than the England average of 86.6%. However, in London a higher proportion of Urgent and Emergency Care patient attendances are seen in type 3 units (e.g. minor injury units / walk in centres) than any other part of the country. This means that attendances at type 1 units in London are likely to include a higher proportion of more complex patients who by their nature can take longer to treat and admit or discharge from A&E departments.

91.1% of all Urgent and Emergency Care patient attendances seen in type 1, 2 and 3 units in London were admitted, transferred or discharged in under four hours in December 2015. This is the same as the England average of 91.0% and London was the second best performing NHS region in December for all-type A&E performance.

Five Year Forward view for Mental Health

Question No: 2016/1263

[Onkar Sahota](#)

Have you read the excellent 'Five Year Forward View for Mental Health? How do you intend to use your powers to help bring the comprehensive recommendations' to reality, specifically the support housing recommendation?

Written response from the Mayor

I congratulate the Mental Health Taskforce on the publication of its excellent report. I also welcome the Prime Minister's announcement of over £400m investment over the next five years to properly resource crisis resolution and home treatment teams. The London Plan already requires boroughs to identify the need for supported housing when developing local plans. The London Housing Strategy recognises the value of this sort of housing and highlights the need for joint work between housing, health and social care services to deliver supported housing that meets local needs. As part of my investment in affordable housing during 2015-18 and through the dedicated Care and Support Specialised Housing Fund, at least £40m is available for the development of specialist supported housing, including accommodation for those with mental health problems.

TfL passes

Question No: 2016/1264

[Onkar Sahota](#)

If Police Officers can travel for free on TfL services- why will you not extend the privilege paramedics or nurses?

Written response from the Mayor

Nurses and paramedics carry out essential work for Londoners, but I do not believe an extension of free travel to this group is justified as we need to make our transport system pay its way as much as we possibly can. TfL already operates a huge range of concessions and discounts, including for pensioners, people aged over 60, those seeking work and young people.

TfL's arrangement with the Metropolitan Police is long-standing and recognises the role the police play in providing security and reassurance to customers.

London Health Commission

Question No: 2016/1265

[Onkar Sahota](#)

I cannot accept your answer to 2016/0486, you have failed to respond to the question in a satisfactory manner.

Of course we want people to be more active and of course there are plenty of demands on advertising space. But Lord Darzi in the London Health Commission report recommended that 20% of the TfL advertising budget should be used encourage individuals' to walk 10, 000 steps a day.

. Why have you not implemented this recommendation and what percentage of TfLs current advertising budget is dedicated to public health promotion?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Northwood Development (1)

Question No: 2016/1266

[Onkar Sahota](#)

The Mayor (as Chairman of TfL) will be aware that TfL submitted a planning application to the Borough of Hillingdon on 2nd November 2015 to redevelop land at Green Lane in Northwood. He may also be aware that Historic England returned a formal letter recommending the refusal of the development. What are the Mayor's views on an alternative development concept, to develop instead on the TfL car park, the TfL station itself, the nearby TfL property across the main road and then to beautify the remainder of the TfL estate?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Northwood Development (2)

Question No: 2016/1267

[Onkar Sahota](#)

What is TfL doing to protect the 17 local "high street" businesses that will be directly affected development and keep them within the local area?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Northwood Development (3)

Question No: 2016/1268

[Onkar Sahota](#)

What is TfL doing to protect the dental practice, which serves up to about 4,000 NHS patients, that will be demolished as part of the development?

Written response from the Mayor

The dentist's lease expired on 28 September 2015 and TfL has sought to negotiate a new lease during the course of the past six months. TfL recognises that the dental practice offers an important service to the local community and, in its application for the site, has sought permission for a D Class unit specifically to protect the dentist's relocation. TfL is ready to assist the dentist both with a new lease and to enable the practice to continue to trade throughout the development.

Northwood Development (4)

Question No: 2016/1269

[Onkar Sahota](#)

What is TfL doing to mitigate the potential increase in air pollution that may result from the increase in cars and delivery lorries into Northwood town centre?

Written response from the Mayor

TfL has gathered air quality data in Northwood town centre over the last seven months. When modelled against the planning proposal, results are significantly below European regulations. However, to mitigate any potential impact on air quality, TfL has committed to improve surrounding junctions to improve traffic flow, retro-fit older buses with catalytic equipment, increase hybrid buses serving the area and undertake further trials of pure-electric and hydrogen cell vehicles. TfL is also proposing green walls as part of the development.

Bakerloo Line (1)

Question No: 2016/1270

[Navin Shah](#)

Please can you advise when the time table and the budget for the refurbishment of Bakerloo line stock?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Bakerloo Line (2)

Question No: 2016/1271

[Navin Shah](#)

Please can advise whether the refurbishment will cover the installation of closed circuit TV cameras and passenger information screens?

Written response from the Mayor

TfL carefully considered the package of improvements to be made as part of the life extension works. The objectives were to meet the requirements of the Rail Vehicle Accessibility Regulations, ensure the continued safe and reliable performance of the trains, and make improvements to customers' travel environment, while maintaining overall best value for money – taking into account the limited further lifespan of the trains before they are replaced.

As a result of this work, passenger information screens will be included in this package, while CCTV will not. London Underground is a low crime environment, and CCTV is only one of a number of tools used to prevent and detect crime. TfL also funds over 2,300 British Transport and Metropolitan police officers, and has brought staff out of underused ticket offices into public areas of stations, including platforms to improve customer safety.

Bakerloo Line (3)

Question No: 2016/1272

[Navin Shah](#)

Following refurbishment how long will these trains be expected to operate?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Bakerloo Line (4)

Question No: 2016/1273

[Navin Shah](#)

When are the new Bakerloo line trains expected to be ordered and enter service?

Written response from the Mayor

An Invitation to Tender was published in January 2016 and it is expected that the order for new trains will be placed in 2017. The trains will be introduced on the Bakerloo line from the late 2020s.

European Investment Banking funding

Question No: 2016/1274

[Navin Shah](#)

I understand TfL recently secured European Investment Banking funding for two new Overground stations. What discussions have you had with TfL about these stations?

Written response from the Mayor

The funding that TfL has secured is from the European Commission – Innovation and Networks Executive Agency. It is for a feasibility study into potential interchange links between London Overground and the other existing and new railways in the area; the Elizabeth line, the Great Western Main Line and HS2. TfL's work to date has indicated this could be achieved by building two new interchange stations.

Both TfL and the Old Oak and Park Royal Development Corporation continue to keep me informed of progress.

Empty Homes in Harrow

Question No: 2016/1275

[Navin Shah](#)

How many empty homes in Harrow have been brought back into use by the Greater London Authority in every year since 2008/09?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Empty Homes in Brent

Question No: 2016/1276

[Navin Shah](#)

How many empty homes in Brent have been brought back into use by the Greater London Authority in every year since 2008/09?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Your Legacy

Question No: 2016/1277

[Navin Shah](#)

What do you consider to be your proudest achievement during your time as Mayor of London?

Written response from the Mayor

I am proud that London, despite the economic crisis when I first took office in 2008, has prospered and gone on to further cement its status as the greatest big city on earth.

LFEPA Budget (1)

Question No: 2016/1278

[Navin Shah](#)

82% of respondents who responded to LFEPA's public consultation were opposed to the Mayor's plan to axe thirteen London fire engines. Axing these fire engines will lead to a less safe London with fewer resources available to respond to serious incidents. Public opinion is against the scrapping of these fire engines. Why have you once again sought it fit to disregard the public opinion as well as majority democratic decisions made at LFPA and London Assembly? Why have you no regard for Londoners and the majority of the elected members on the London Assembly?

Written response from the Mayor

Democratic accountability for the resourcing of London government lies with my elected office and not with LFEPA and nor the London Assembly.

I am pleased to say that the London Fire Brigade (LFB) continues to meet its target response times for responding to incidents.

Since I took office, the numbers of fires and fire related deaths have fallen by more than a third and more than half a million home fire safety visits have been carried out.

Through my oversight of the capital's police and fire services, I have made sure that London remains safe.

LEFPA Budget. Loss of Fire Engine in Brent (2)

Question No: 2016/1279

[Navin Shah](#)

I told you at a recent MQT that fire fighters at Willesden Fire Station and local residents do not wish to risk their safety and therefore they are opposed to the removal of fire engine at their local fire station. What message you have for them now that you've totally ridden roughshod and acted against their genuine concerns?

Written response from the Mayor

The London-wide response time targets are six minutes on average for a first appliance and eight minutes on average for a second appliance.

I am pleased to say that the London Borough of Brent is only very marginally outside the first appliance target time (at six minutes and four seconds) and is well within the second target time (at seven minutes and 16 seconds).

Met Investigations

Question No: 2016/1280

[Navin Shah](#)

A recent HMC / independent inspection has found that Met Police Service is not effectively keeping people in London safe and reducing crime. Can you explain the reasons for this and what actions are being taken to improve investigations?

Written response from the Mayor

I am pleased to say that crime in London is falling, with total notifiable offences down 13% and the MOPAC 7 offences, crimes that have most effect on people in neighbourhoods down over 18%, during my term in office. These reductions in recorded crime are supported by the Crime Survey for England and Wales, which goes to the actual level of crime not just recorded offences.

The recent HMIC Report did highlight some areas for improving the investigations. These issues were matter that I and the MPS were aware of and had already put plans in place to address, for example , through ensuring that crimes are promptly allocated to the appropriately trained individual, and increasing capacity and capability in the retrieval of digital evidence from mobile phones, computers and other electronic devices. It is part of my responsibility to have oversight of how the MPS responds to HMIC Reports.

Brexit (1)

Question No: 2016/1281

[Navin Shah](#)

Wouldn't Brexit be catastrophic and irresponsible threatening jobs and security of Londoners? As a Mayor aren't you positioning against the interest of London and Londoners you're elected to represent?

Written response from the Mayor

Londoners will have many different views on the EU Referendum in June.

I am clear that London could thrive outside the European Union both economically and in terms of quality of life, and shall be campaigning for that.

Brexit (2)

Question No: 2016/1282

[Navin Shah](#)

Isn't your support for Brexit entirely about your own personal political aspirations and not the welfare of London and Londoners? Doesn't this prove that the Mayoral post you've held for 8 years has been no more than biding time for higher position in your own party?

Written response from the Mayor

Please see my response to MQ 2016 /1281.

Walk-in Medical Centres in Harrow

Question No: 2016/1283

[Navin Shah](#)

Is it right that walk-in Clinics at Alexandra Avenue and the Pinn Medical Centre are at the risk of privatisation due to the rules introduced by the government?

Written response from the Mayor

I understand from Harrow Clinical Commissioning Group that that these walk in centres are popular with local people and that the CCG wants to make sure the centres continue to offer the high quality NHS services that the local population needs.

I also understand that after nearly seven years with the same provider, the CCG will now run an open tender process for the future delivery of these services, in line with national procurement rules. These allow for NHS, private companies and consortia of both to bid for services, and bids are judged on a number of criteria, not just cost.

The CCG will also be tendering for an additional primary care hub in East Harrow to provide more care closer to home for residents.

Night Tube Service - Increased Noise

Question No: 2016/1284

[Navin Shah](#)

As you know, my residents living close to Jubilee Line tracks are concerned about the issue of increased noise from all night service. A recent TfL report has warned of Increased noise disturbance from the proposed Night Tube could drive residents to threats of suicide. The risk assessment also found that the all night service could mean reduced quality of life. What is being done in terms of remedial measures and compensation to the affected residents?

Written response from the Mayor

A risk register is designed to identify any possible risks, no matter how unlikely they are to occur, and help plan mitigations for them.

TfL has a regular track maintenance programme to keep assets in good condition and prevent increases in noise. Tube services already run for up to 20 hours each day, and engineering trains often operate overnight too. Given this, it is expected that there will be limited additional disturbance from night time services on Fridays and Saturdays running at lower frequency than during the day.

Nonetheless, prior to introducing Night Tube, TfL has supplemented its regular maintenance activity by working closely with residents and stakeholders across London to understand and address concerns about the new service. Where concerns have been raised, TfL has undertaken additional track renewal and rail grinding works to ensure that the tracks are in optimum condition. Some of these improvements are still underway.

Once the Night Tube service is operational, TfL will continue to work with residents to investigate and address any issues regarding noise, should they arise.

Countdown provision at a bus stop

Question No: 2016/1285

[Navin Shah](#)

My constituent is seeking a clear response to a countdown facility at the bus stop near Holyrood Avenue / Field End Road Bus no 114 and 282. He was asked by TfL to enquire about the potential of this funding being provided and was asked to contact the local borough council in question (Harrow). The Portfolio holder from Harrow has advised my constituent that TfL install the countdown facilities and own and operate bus shelters. Can you please assist to resolve this ASAP?

Written response from the Mayor

Although TfL own and manage all the Countdown signs in London, it has no plans, nor funding in place, to install any further signs. London boroughs have the option of purchasing new signs through secured Section 106 funding or alternative private purchase funding streams.

To date, TfL has installed 63 new Countdown signs funded by a number of boroughs across London, with more scheduled in the coming months.

TfL Senior Managers

Question No: 2016/1286

[Valerie Shawcross](#)

Please provide me with the following information for Senior Managers (Bands 4 and 5 and Directors) employed in TfL Specialist Services (including those who support the London Underground & London Rail business unit), non-operational areas of Surface Transport and London Rail

- 1) Average (mean and mode) annual basic pay for 2014 - 15
- 2) Average (mean and mode) increase in basic pay for 2014-15
- 3) The number of individuals that received any increase in basic pay, and the number of individuals who received no increase in basic pay, for 2014-15
- 4) Average (mean and mode) performance bonus 2014-15
- 5) The number of individuals that received a performance award, and the number of individuals that received no performance award, for 2014-15.
- 6) The Average (mode) performance rating for 2014-15
- 7) The number of individuals who received each of the following performance ratings in 2014-15: 1, 2, 3, 4, 5
- 8) The number of individuals who received a rating of 3 or above who received no increase in basic pay for 2014-15
- 9) The number of individuals who received a rating of 3 or above who received no performance award for 2014-15

For each of the categories of data above, please break down the information provided by Pay Grade (Band 4/Band 5/Director etc.) and by gender.

Written response from the Mayor

Please see Appendix 5.

Judith Kerr Primary School playing fields

Question No: 2016/1287

[Valerie Shawcross](#)

I have received many concerned enquiries about plans by the Dulwich estate to redevelop part of the playing fields at Judith Kerr Primary School for residential use. Do you support the protection of school playing fields and what considerations would the office of Mayor of London take into account when assessing such a planning referral in the event of a borough being minded to grant permission?

Written response from the Mayor

I understand that the draft Southwark Local Plan has designated this land as open space, which would protect the site from residential development. I support this designation. Relevant London Plan policies to the consideration of any proposals on this site would be policy 7.18, which resists the loss of protected open space, policy 3.16, which resists the loss of social infrastructure where there is a defined need and no re-provision, policy 3.18, which resists the net loss of education facilities and policy 3.19, which resists the net loss of sports and recreation facilities. Although given the size of the site, it is unlikely that any application on this site would be referable to me.

42 bus route proposed extension

Question No: 2016/1288

[Valerie Shawcross](#)

I welcome the principle of extending this bus service to East Dulwich Sainsbury's, which has been requested many times. However, I do share some residents' concerns about the current proposed route for the extended service, which is also proposed for conversion to double deck operation. These involve the use of the northern stretch of Red Post Way, which has been treated with traffic calming measures such as wide pedestrian islands to tackle a previous problem with speeding. Residents value these measures and are concerned about the changes that would be required for Red Post Hill to accommodate double deck vehicles. I'm aware that a consultation on this has recently closed - and have responded- but would like assurance that these concerns will be fully taken into consideration when TfL decide how to implement the extension.

Written response from the Mayor

TfL's consultation on extending bus route 42 closed on 6 March. TfL is in the process of completing the final consultation report which will take into account all comments and concerns submitted. A recent route test in the area found that one traffic calming measure on the junction of Red Post Hill, Herne Hill and Denmark Hill would need to be amended to facilitate turning buses. However, any such alterations undertaken will be carefully looked at to ensure the safety of the junction is maintained. TfL is also taking other matters into account including discussions with Sainsbury's with regard to deploying bus ramps at their terminus.

Emirates Air Line Valentine's Experience

Question No: 2016/1289

[Valerie Shawcross](#)

How many tickets were sold and how much income generated from the Emirates Air Line Valentine's Experience initiative?

Written response from the Mayor

Emirates Air Line sold 573 tickets for couples (1146 people in total) for the Emirates Air Line Valentine's Experience during the four days it was available.

Income generated was £23,587 and TfL is pleased to report there were 11 successful proposals of marriage during the Valentine's Experience.

Women in male-dominated sectors

Question No: 2016/1290

[Fiona Twycross](#)

What action have you taken to increase the number of women apprentices in male-dominated sectors such as construction?

Written response from the Mayor

I am keen to ensure that all Londoners regardless of their sex are given the opportunity to start an apprenticeship in whatever field they choose. As such, I have launched a number of initiatives over my time in office in an effort to increase the number of women starting apprenticeships in sectors which are traditionally male dominated; a recent example exists in the new Digital Talent Programme that will specifically promote courses and apprenticeships in the creative, digital and technology sectors to women.

Furthermore, in an effort to address the underrepresentation of women in the transport industry, TfL have introduced the '100 Years of Women in Transport programme' which seeks to showcase the significant contribution women have made and continue to make to the transport industry, drawing from examples from the past as well as from the present to inspire more women to join the transport workforce.

Apprenticeship completions (1)

Question No: 2016/1291

[Fiona Twycross](#)

The Skills Funding have recently released apprenticeship achievement figures in London up to 2013/14 which indicate only half of the apprenticeships started are completed each year since 2012. Can you obtain the latest figures up until 2015/16 in London, by quarter, since 2013/14?

Written response from the Mayor

BIS have advised that the 2014/15 apprenticeship completion data will not be made available until May 2016.

Apprenticeship completions (2)

Question No: 2016/1292

[Fiona Twycross](#)

What action are you taking to help apprentices complete their apprenticeship to ensure London is actually provided with the skills the economy requires?

Written response from the Mayor

Conscious of London's higher skills requirements, my Apprenticeship Campaign has strived to raise awareness of the benefits of higher level apprenticeships wherever possible and I am pleased that the number of people starting higher level apprenticeships in London has steadily increased over my term in office.

I do not currently have jurisdiction over the skills system; London is therefore heavily reliant on the Skills Funding Agency's performance management processes to incentivise training providers to ensure that they support learners through to completion.

Apprenticeship completions (3)

Question No: 2016/1293

[Fiona Twycross](#)

Do you agree that it is more important to judge the success of apprenticeship schemes by their completions as opposed to the number that have been started?

Written response from the Mayor

I consider that the success of my apprenticeship campaign can be measured by the increase of awareness in the benefits of apprenticeships to both learners and employers. This is manifest in the growth in apprenticeships starts that has occurred during my time in office.

London now regularly generates over 40,000 apprenticeship starts each year compared to prior to my campaign when only 70,000 apprenticeships were created between 2005 and 2010. Furthermore, the number of workplaces starting an apprenticeship each year is now double that reported in 2009/10.

Smoke alarm regulations (1)

Question No: 2016/1294

[Fiona Twycross](#)

What are you doing with local authorities to ensure that those bad landlords who are ignoring the smoke alarm regulations are fined?

Written response from the Mayor

I have successfully worked with the government to ensure that measures are included in the Housing and Planning Bill to make it easier for local authorities to fine and prosecute landlords who are in breach of their legal responsibilities.

Smoke alarm regulations (2)

Question No: 2016/1295

[Fiona Twycross](#)

What are you doing to promote the smoke alarm regulations amongst landlords in the capital?

Written response from the Mayor

I am promoting the new regulations via my London Rental Standard, which educates and updates accredited landlords about their legal responsibilities.

In addition, the London Fire Brigade have been running a campaign offering free smoke alarms to landlords and letting agents to help them comply with the regulations. There has been sustained promotion of the Brigade's application process on the web, social media, radio, television and printed media. Officers wrote to estate and letting agents with details of the scheme and are currently repeating the process. Officers have also liaised with landlord bodies and other strategic partners, promoting the benefits to landlords and their tenants and the availability of the alarms.

Smoke alarm regulations (3)

Question No: 2016/1296

[Fiona Twycross](#)

How will you ensure that landlords who are on the London Rental Standard are complying with the smoke alarm legislation?

Written response from the Mayor

Landlords who are accredited to the London Rental Standard receive regular updates from their accreditation schemes on their legal responsibilities. In order to remain accredited, landlords must maintain their Continuing Professional Development (CPD) record, including making themselves aware of updates in legislation and health and safety matters.

Children's levels of engagement with nature

Question No: 2016/1297

[Fiona Twycross](#)

Natural England has released a report showing that more than one in nine children in England have not set foot in a park, forest, beach or any other natural environment for at least 12 months. This was particularly marked in London and among BAME groups. Noting your health inequalities and environmental duties, will you look into the findings of this report and take action due to the impact this will have in London.

Written response from the Mayor

Access to nature is known to be good for physical and mental health. My health and environmental policies and initiatives identify the physical, cultural and social barriers that hinder some people's access to nature. The London Plan includes policies to increase access to open space and nature for disadvantaged groups including young people from diverse background. My initiatives to raise awareness of the health benefits of access to nature include Pocket Parks and Big Green Fund.

Discount for Pensioners using services to Thamesmead and Erith

Question No: 2016/1298

[Fiona Twycross](#)

A constituent has asked me whether you think pensioners who live in Thamesmead and Erith should receive a discount to travel on rail services before 9.30am to bring them in line with other suburban commuters who now benefit from being served by London Overground services.

Written response from the Mayor

Yes I do. However, as I have previously said, the train companies are seeking very large sums by way of compensation in return for offering free travel.

Should control of the Thamesmead and Erith services transfer to TfL in 2018 after the current South Eastern franchise expires, TfL will provide a consistent offer.

Europe (1)

Question No: 2016/1299

[Fiona Twycross](#)

How many jobs will be lost in London in the event of a "Brexit"?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (2)

Question No: 2016/1300

[Fiona Twycross](#)

In the event of a "Brexit" what workers' rights would you support being maintained through establishment in UK law?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (3)

Question No: 2016/1301

[Fiona Twycross](#)

What would the impact be on air quality in London, if the UK was no longer subject to the Air Quality Directive?

Written response from the Mayor

The Government would be responsible for bringing effective UK legislation into effect to protect the health of Londoners.

Europe (4)

Question No: 2016/1302

[Fiona Twycross](#)

How many London businesses trade directly with the EU and what is the value of these firms to London's economy?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (5)

Question No: 2016/1303

[Fiona Twycross](#)

What discussion have you had with the LEP regarding your support for a "Brexit"?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (6)

Question No: 2016/1304

[Fiona Twycross](#)

Do the two Deputy Chairs of the LEP support your position on "Brexit"?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (7)

Question No: 2016/1305

[Fiona Twycross](#)

How will losing a guaranteed right to paid maternity leave benefit Londoners?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (8)

Question No: 2016/1306

[Fiona Twycross](#)

What impact would leaving the EU have on cross border co-operation on terrorism and organised crime?

Written response from the Mayor

Please see my response to MQ 1081 / 2016.

Europe (9)

Question No: 2016/1307

[Fiona Twycross](#)

What impact would leaving the EU have on London consumers, for instance, the reinstatement of full cost mobile phone roaming charges and compensation for delayed or cancelled flights?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (10)

Question No: 2016/1308

[Fiona Twycross](#)

What impact would an EU exit have on London's higher education sector?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (11)

Question No: 2016/1309

[Fiona Twycross](#)

How many international students currently study in London and how many of those would be eligible to remain in the event of an exit? What is the value of those students to London's economy?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (12)

Question No: 2016/1310

[Fiona Twycross](#)

How much money do London higher education institutions currently receive in EU research funding and how much would they receive in the event of an exit?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Europe (13)

Question No: 2016/1311

[Fiona Twycross](#)

How many firms have informed you, through the LEP, informally, or through correspondence with your office, that they would consider leaving London in the event of an exit?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Broadband

Question No: 2016/1312

[Fiona Twycross](#)

Do you support the findings of the recent report from Ofcom, which will require BT to allow easier access for rivals to lay their own fibre cables along BT telegraph poles and in cable ducts?

Written response from the Mayor

Ofcom's recent digital communications review promises to create conditions conducive to delivering the more diverse and innovative supply of connectivity services, something that is important ensuring that London has the digital infrastructure it needs to continue to grow and thrive.

The simplification of third-party access to telegraph poles, cable ducts, street cabinets and other infrastructure routes through clearer and easier to access processes and systems will enable competition.

Through my Digital Connectivity Group, I will work with London's connectivity stakeholders to ensure that the review's recommendations are followed through in a way that serves our ambition for more ubiquitous connectivity supply in the capital.

London and Partners Ventures Limited

Question No: 2016/1313

[Fiona Twycross](#)

Please provide more detail on MD1598 on the creation of a new subsidiary company? What will this firm do distinct from its parent company and how will it be funded?

Written response from the Mayor

MD1598 provided consent for London & Partners to establish a new subsidiary company entitled London and Partners Ventures Limited.

A key element of London & Partners' strategy is to increase its commercial income alongside the grant funding it receives from GLA. The new company will hold the majority of L&P's growing proportion of commercial activities such as:

- Commission on bookings and advertising revenue from L&P's website
- Fees charged for services to third parties
- Rental income from L&P's premises

The company will be self-financing from commercial activities and any surpluses will be reinvested into further activity to promote London.

Higher level Apprenticeships

Question No: 2016/1314

[Fiona Twycross](#)

Further to MQ 2016/0533, can you outline the initiatives in your Apprenticeship Campaign for each sector? Can you tell me what the targets for each initiative was and the impact that these initiatives have had on increasing the number of higher level apprenticeships for each sector?

Written response from the Mayor

My Apprenticeship campaign has been conducted on a pan sector basis; however the 'University of Work' awareness raising campaign delivered in 2014/15 incorporated imagery selected specifically to resonate with sectors important to London's economy, including Construction, STEM and Finance. Post campaign research showed that the campaign successfully improved perceptions amongst London based businesses on the value and variety of apprenticeships.

Furthermore, the 'call to action' within the University of Work campaign and my letter writing campaign referred the interested party to the Skills Funding Agency's dedicated business support teams which promote higher apprenticeships wherever possible.

I am pleased that the number of individuals starting a higher level apprenticeship each year has increased during my time in office.

Careers Guidance Strategy

Question No: 2016/1315

[Fiona Twycross](#)

Further to MQ 2016/0534, can you provide an update on the meeting with Jack Morris OBE, LEP member and Co-Chair of the LEP's Skills and Employment Working and Mr Sam Gyimah MP, Parliamentary Under Secretary of State for Education and Childcare, and how London Ambitions will fit in with the Government's Careers Guidance Strategy?

Written response from the Mayor

Mr Jack Morris met with Mr Sam Gyimah MP, Parliamentary Under Secretary of State for Education and Childcare, on 3 March. The discussion centred on the key elements of London Ambitions, in particular the 100 hours experiences of the world of work, the careers clusters and the London Ambitions careers curriculum.

Officers supporting the LEP and the Young People's Education and Skills Board will be working with the Department for Education team responsible for developing the national careers strategy.

London Ambitions volunteer Enterprise Advisers (1)

Question No: 2016/1316

[Fiona Twycross](#)

What training will the volunteer Enterprise Advisers receive before undertaking the role?

Written response from the Mayor

Volunteers all receive face-to-face training prior to being matched to a teacher in a school. This includes background on the programme, schools context, careers planning and tools and templates to support them in their role. They continue to be supported by Enterprise Coordinators as they go about their role.

London Ambitions volunteer Enterprise Advisers (2)

Question No: 2016/1317

[Fiona Twycross](#)

Will the volunteer Enterprise Advisers require qualifications or experience in careers guidance before undertaking the role?

Written response from the Mayor

Volunteers have to complete an application form and be interviewed to be successful in the role. They do not require specific qualifications but do require experience of strategy and business planning, an understanding of the current careers and employment landscape and a passion for working with schools. This is assessed throughout the process.

London Ambitions volunteer Enterprise Advisers (3)

Question No: 2016/1318

[Fiona Twycross](#)

Do you think that schools will benefit from a full time dedicated careers guidance officer? Are the volunteer Enterprise Advisers be a replacement for paid Careers Guidance officers in schools?

Written response from the Mayor

No, volunteers do not replace paid staff roles. These volunteers are about providing independent support and advice to the teacher responsible for careers education to help them with their planning. They provide a connection and network to the world of work to help the teacher access businesses who can support their students to gain a better understanding of the different pathways in to employment.

London Ambitions volunteer Enterprise Advisers (4)

Question No: 2016/1319

[Fiona Twycross](#)

Is one day a month enough time for a volunteer Enterprise Advisers to provide face-to-face careers guidance to pupils, particularly vulnerable young people, that require this support?

Written response from the Mayor

That isn't the purpose of this role. This role is focussed on supporting the teacher(s) who are responsible for careers for developing the careers education planning for the school. The plan will take into account the support that vulnerable young people need and will involve linking to many other programmes/volunteers to provide that support.

London Ambitions volunteer Enterprise Advisers (5)

Question No: 2016/1320

[Fiona Twycross](#)

What support will schools be provided with when the volunteer Enterprise Advisers' role comes to an end?

Written response from the Mayor

Schools will have the option to have a new Enterprise Adviser. There will be a whole school careers education plan in place which the teacher and senior leadership team are confident in executing. Enterprise Coordinators will continue to act as a point of contact for the school if they have challenges in implementing the plan.

London Ambitions volunteer Enterprise Advisers (6)

Question No: 2016/1321

[Fiona Twycross](#)

How are the schools in the London Ambitions programme selected? Do they need to apply?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.