

# AGENDA

**Meeting**    **London Assembly (Plenary)**  
**Date**        **Wednesday 19 January 2011**  
**Time**        **10.00 am**  
**Place**        **Chamber, City Hall, The Queen's  
Walk, London, SE1 2AA**

Copies of the reports and any attachments may be found at  
<http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

Most meetings of the London Assembly and its Committees are webcast live at  
<http://www.london.gov.uk/who-runs-london/the-london-assembly/webcasts> where you can also  
view past meetings.

A meeting of the Assembly will be held to deal with the business listed below. This meeting will be  
open to the public. There is access for disabled people, and induction loops are available.

Dee Doocey AM  
Chair of the London Assembly

Jennette Arnold AM  
Deputy Chair  
Tuesday 11 January 2011

## Further Information

If you have questions, would like further information about the meeting or require special facilities  
please contact: Rebecca Arnold, Committee Services Manager; Telephone: 020 7983 4421; E-mail:  
[rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk); Minicom: 020 7983 4458.

For media enquiries please contact: Mark Demery, Tel: 020 7983 5769, Email: [mark.demery@london.gov.uk](mailto:mark.demery@london.gov.uk)  
Minicom: 020 7983 4458.

If you have any questions about individual reports please contact the report author whose details are  
at the end of each report.

There is limited underground parking for orange and blue badge holders, which will be allocated on a  
first-come first-served basis. Please contact Facilities Management (020 7983 4750) in advance if  
you require a parking space or further information.

Proper Officer: Mark Roberts, Executive Director of Secretariat.

If you, or someone you know, needs a copy of the agenda, minutes or reports in large print or Braille, audio, or in another language, then please call us on 020 7983 4100 or email [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk).

Si usted, o algùn conocido desea recibir una copia del order del dia, acta o informe en Braille o en su propio idioma, y gratis, no dude en ponerse en contacto con nosotros llamando al teléfano 020 7983 4100 o por correo electrónico: [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk).

Se você, ou algüem que conheça precisa uma cópia da ordem do dia, anotações ou relatorios em prensa grande ou Braille, ou em outra lingu, então por favour nos telephone em 020 7983 4100 ou e-mail [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk).

Haddii ama ama qof aad taqaanid, uu ugu baahan yahay koobiga ajendhada, haddaladii ama warbixinta in far waaweyn loogu qoro ama farta qofka indoolaha akhrin karo, amaba luuqad kale, fadlan naga soo wac telefoonkan 020 7983 4100 ama email [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk).

Ta ba ri enikeni ti o ba ni ife ni eda ewe nla ti igbimo awon asoju tabi papa julo ni ede ti abinibi won, ki o kansiya lori ero ibanisoro. Nomba wa ni 020 7983 4100 tabi ki e kan si wa lori ero [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk).

જો તમને અથવા તમે જાણતાં હો તેવી કોઈ વ્યક્તિને એજન્ડા (કાર્યસૂચિ), મિનિટ્સ (ટૂંકી નોંધો) અથવા રિપોર્ટ્સ (અહેવાલો)ની નકલ મોટા અક્ષરોમાં છપાયેલી કે બ્રેઈલમાં અથવા બીજી કોઈ ભાષામાં જોઈતી હોય, તો કૃપા કરીને 020 7983 4100 ઉપર ફોન અથવા [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk) ઉપર અમને ઈ-મેઈલ કરો.

আপনি বা আপনার পরিচিত কেউ যদি এজেন্ডা, মিনিট বা রিপোর্টের একটি কপি বড় ছাপা বা ব্রেইল অথবা অন্য কোন ভাষায় পেতে চান তবে দয়া করে আমাদেরকে 020 7983 4100 এ নাম্বারে ফোন করুন বা [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk) এ ই-মেইলে যোগাযোগ করুন।

ਜੇ ਤੁਹਾਨੂੰ ਜਾਂ ਤੁਹਾਡੇ ਵਾਕਫ਼ ਕਿਸੇ ਹੋਰ ਵਿਅਕਤੀ ਨੂੰ, ਏਜੰਡੇ, ਮੀਟਿੰਗ ਦੀ ਕਾਰਵਾਈ ਜਾਂ ਰਿਪੋਰਟਾਂ ਦੀ ਕਾਪੀ, ਵੱਡੇ ਅੱਖਰਾਂ ਵਿੱਚ ਛਪਾਈ ਜਾਂ ਬਰੇਲ ਦੇ ਰੂਪ ਵਿੱਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਬੋਲੀ ਵਿੱਚ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸਾਨੂੰ 020 7983 4100 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਜਾਂ ਇਸ ਪਤੇ 'ਤੇ ਈਮੇਲ ਕਰੋ : [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk)

اگر آپ یا آپ کے جاننے والے کسی فرد کو اس ایجنڈا کی کاپی، تفصیل یا رپورٹیں بڑے پرنٹ یا بریل یا کسی دوسری زبان میں درکار ہوں تو براہ کرم ہمیں 020 7983 4100 پر فون کیجئے یا درج ذیل ای میل پر رابطہ کیجئے [assembly.translations@london.gov.uk](mailto:assembly.translations@london.gov.uk)



Certificate Number: FS 80233

**Agenda  
London Assembly (Plenary)  
Wednesday 19 January 2011**

**1. Apologies for Absence and Chair's Announcements**

To receive any apologies for absence and any announcements from the Chair.

**2. Declarations of Interests** (Pages 1 - 2)

**The Assembly is recommended to:**

- (a) Note the list of memberships of functional bodies and London Borough Councils, as set out in the table at Item 2;**
- (b) Note gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register; and**
- (c) Declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table at Item 2 and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.**

**3. Minutes** (Pages 3 - 280)

**The Assembly is recommended to confirm the minutes of the London Assembly meetings held on 8 December 2010 (Plenary) and 15 December 2010 (Mayor's Question Time) to be signed by the Chair as a correct record.**

The appendices to the minutes of the 8 December and 15 December meetings (including the transcript of the question and answer sessions held at those meetings) are set out on pages 11 to 50 and pages 55 to 280, and are attached for Members only. Transcripts and written answers for past meetings can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/meetings/whole-assembly>

#### 4. **Transport for London: Functional Body Question Time**

(To be circulated separately)

##### **Part A:**

The Assembly will put questions to the Mayor, Boris Johnson, in his capacity as Chairman of Transport for London, and Peter Hendy, Commissioner, Transport for London, on the work and priorities of Transport for London.

##### **Part B:**

The Assembly will debate the following motion submitted in the name of the Chair:

“That the Assembly notes the answers to the questions asked.”

#### 5. **Petitions** (Pages 281 - 284)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk) tel: 020 7983 4421

**The Assembly is recommended to note the petitions listed in the report and to decide whether to refer the petition, and if so where to, and to seek a response to the points raised.**

#### 6. **Petitions Update** (Pages 285 - 290)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk) tel: 020 7983 4421

**The Assembly is recommended to note the responses received to the petitions presented at a recent Assembly meeting.**

#### 7. **Proposed Amendments to Standing Orders in Relation to Petitions** (Pages 291 - 300)

Report of the Executive Director of Secretariat

Contact: Paul McArthur, [paul.mcarthur@london.gov.uk](mailto:paul.mcarthur@london.gov.uk) tel: 020 7983 4507

**The Assembly is recommended to approve the revisions to Standing Orders set out at Appendix 1 to the report, to be incorporated into the Standing Orders of the Authority and to come into effect at the close of this meeting.**

## 8. **Review of Code of Ethics** (Pages 301 - 382)

Report of the Head of Paid Service

Contact: Viv Kelmsley, [viv.kelmsley@london.gov.uk](mailto:viv.kelmsley@london.gov.uk) and telephone 020 7983 4169

**The Assembly is recommended to agree that the proposed revisions to the Code of Ethics and Standards for GLA Staff as set out in Appendix 1 to the report should apply to the GLA's statutory officers, subject to the Head of Paid Service agreeing to the proposed revisions, and noting that this is a joint decision with the Mayor.**

The appendices to this report are set out on pages 305 to 382 and are attached for Members only. They can be downloaded from <http://www.london.gov.uk/who-runs-london/the-london-assembly/meetings/whole-assembly>

## 9. **Statutory Officers Staffing Protocol - Minor Revisions** (Pages 383 - 396)

Report of the Head of Paid Service

Contact: Viv Kemsley, [viv.kemsley@london.gov.uk](mailto:viv.kemsley@london.gov.uk) and telephone 020 7983 4169

**The Assembly is recommended to approve and adopt (noting that it is a joint decision with the Mayor) the revisions to the Statutory Officers Staffing Protocol, attached at Appendix A to the report.**

## 10. **Mayor's Commitments** (Pages 397 - 492)

Report of the Executive Director of Secretariat

Contact: Rebecca Arnold, [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk) tel: 020 7983 4421

**The Assembly is recommended to note commitments made by the Mayor, Boris Johnson, during London Assembly Mayor's Question Time meetings held between May 2008 and December 2010.**

## 11. **Motions** (Pages 493 - 494)

Report of: Executive Director of Secretariat

Contact: Rebecca Arnold, [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk) tel: 020 7983 4421

**The Assembly is asked to consider the motions submitted by Assembly Members.**

## 12. **Date of Next Meeting**

The next scheduled meeting of the London Assembly will be the Mayor's Question Time meeting which will take place at 10.00am on Wednesday 26 January 2011 in the Chamber, City Hall.

## 13. **Any Other Business the Chair Considers Urgent**

This page is intentionally left blank

**London Assembly**  
**Membership of Functional Bodies and London Borough Councils**

<b>Member</b>	<b>(Personal) Interest</b>
Tony Arbour	Member, LFEPA; Member, MPA; Member, LB Richmond
Jennette Arnold	Member, MPA
Gareth Bacon	Member, LFEPA; Member, LB Bexley
Richard Barnbrook	
Richard Barnes	Member, LB Hillingdon
John Biggs	Member, MPA
Andrew Boff	
Victoria Borwick	Member, MPA; Member, Royal Borough of Kensington & Chelsea
James Cleverly	Member, MPA; Member, LDA
Brian Coleman	Chair of LFEPA; Member, LB Barnet
Dee Doocey	Member, MPA
Len Duvall	
Roger Evans	Member, LB Havering
Nicky Gavron	
Darren Johnson	Member, LFEPA; Member, LB Lewisham
Jenny Jones	Member, MPA
Kit Malthouse	Chair, MPA
Joanne McCartney	Member, MPA
Steve O'Connell	Member, MPA; Member, LB Croydon
Caroline Pidgeon	Member, MPA
Murad Qureshi	Member, LFEPA
Navin Shah	Member, LB Harrow; Member, LFEPA
Valerie Shawcross	Member, MPA
Richard Tracey	Member, LFEPA
Mike Tuffrey	Member, LFEPA

[Note: LB - London Borough; LDA – London Development Agency; LFEPA – London Fire and Emergency Planning Authority; MPA – Metropolitan Police Authority.]

**Recommendations:**

- (i) That the list of memberships of functional bodies and London Borough Councils, as set out in the table above, be noted;**
- (ii) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted; and**
- (iii) That all Members declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table above and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.**

The above memberships of the GLA's Functional Bodies and London Borough Councils are listed for the purposes of public transparency. However, Members should note that in accordance with the

GLA's Code of Conduct, they must declare any other **personal interests** (except interests arising from gifts and hospitality that appear on the gifts and hospitality register at the time of the meeting) they have in any item on the agenda or as they arise during the course of the meeting. Members must say to which item their interest relates. If they have a personal interest Members must also consider whether or not that interest is a **prejudicial personal interest** and take the necessary action. When considering whether or not they have a declarable interest, Members should consult paragraphs 8-12 of the Code.

A **personal interest** is, generally, one that would affect a Member (either directly or through a connection with a relevant person or organisation) more than other people in London, in respect of the item of business under consideration at the meeting.

If a member of the public, knowing all the relevant facts, would view a Member's personal interest in the item under consideration as so substantial that it would appear likely to prejudice the Member's judgment of the public interest, then the Member has a **prejudicial personal interest**.

The Code of Conduct also specifically requires Members, where considering a matter which relates to or is likely to affect a person from whom they have received a gift or hospitality with an estimated value of at least £25 within the previous three years or from the date of election to the London Assembly, whichever is the later, to disclose the existence and nature of that interest at any meeting of the Authority which they attend at which that business is considered.

The obligation to declare any gift or hospitality at a meeting as a personal interest is discharged, subject to the proviso set out below, by registering gifts and hospitality received on the Authority's on-line database. The on-line database may be viewed here: <http://www.london.gov.uk/gifts-and-hospitality-register>. At Assembly meetings, under the declarations of interest agenda item, Members are then asked to note that gifts and hospitality received by Members are set out on the Authority's register.

If any gift or hospitality received by a Member is not set out on the on-line database at the time of the meeting, and under consideration is a matter which relates to or is likely to affect a person from whom a Member has received a gift or hospitality with an estimated value of at least £25, Members are required to disclose these at the meeting, either at agenda Item 2 or when the interest becomes apparent.

It is for Members to decide, in light of the particular circumstances, whether an interest arising from the receipt of a gift or hospitality is also a prejudicial personal interest. Where receipt of a gift or hospitality does give rise to a prejudicial interest the Member must withdraw from the room and not seek to improperly influence any relevant decision.

**Consequences:** If a Member has a **personal interest**: they must declare the interest but can stay, speak and vote. If the Member has **prejudicial personal interest**: they declare the interest, cannot speak or vote on the item and must leave the room.



# MINUTES

**Meeting: London Assembly (Plenary)**  
**Date: Wednesday 8 December 2010**  
**Time: 10.00 am**  
**Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA**

Copies of the minutes may be found at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

**Present:**

Dee Doocey (Chair)	Nicky Gavron
Jennette Arnold (Deputy Chair)	Darren Johnson
Tony Arbour	Jenny Jones
Gareth Bacon	Kit Malthouse
Richard Barnbrook	Joanne McCartney
Richard Barnes	Steve O'Connell
John Biggs	Caroline Pidgeon
Andrew Boff	Murad Qureshi
Victoria Borwick	Navin Shah
James Cleverly	Valerie Shawcross
Brian Coleman	Richard Tracey
Len Duvall	Mike Tuffrey
Roger Evans	

## **1. Apologies for Absence and Chair's Announcements (Item 1)**

1.1 There were no apologies for absence.

1.2 It was noted that the Chair, Dee Doocey AM, had received a peerage in the Honours List and as such had been appointed to the House of Lords. The statutory Deputy Mayor, Richard Barnes AM, had been the recipient of an honorary doctorate from the University of East London.

## **2. Declarations of Interests (Item 2)**

2.1 **Resolved:**

- (a) That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out in Item 2 on the agenda, be noted and recorded as personal interests;**
- (b) That the Chair's declaration of a personal interest arising from her position as a member of the London Youth Games Board be additionally noted, insofar as it related to Item 4 (Question and Answer Session with the Olympic Delivery Authority and London Organising Committee of the Olympic Games and Paralympic Games);**
- (c) That Andrew Boff AM's declaration of a personal interest arising from the fact that his partner worked at an Olympic training venue, be additionally noted insofar as it related to Item 4 (Question and Answer Session with the Olympic Delivery Authority and London Organising Committee of the Olympic Games and Paralympic Games); and**
- (d) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted.**

## **3. Minutes (Item 3)**

3.1 **Resolved:**

**That the minutes of the Assembly Plenary meeting held on 10 November 2010 and the Mayor's Question Time meeting held on 17 November 2010 be agreed as correct records of those meetings, to be signed by the Chair.**

#### **4. Question and Answer Session: Olympic Delivery Authority and London Organising Committee of the Olympic Games and Paralympic Games (Item 4)**

4.1 The Assembly put questions to Lord Coe (Chair, London Organising Committee of the Olympic Games and Paralympic Games), Paul Deighton (Chief Executive of London Organising Committee of the Olympic Games and Paralympic Games), John Armitt (Chairman, Olympic Delivery Authority) and David Higgins (Chief Executive, Olympic Delivery Authority) on the preparations for the 2012 Olympic Games and Paralympic Games.

4.2 The record of the questions put by Members and the answers given is attached as **Appendix 1**.

4.3 Images of the construction works in relation to the Olympic Village and Olympic venues provided by the Olympic Delivery Authority and referred to during the discussion are attached at **Appendix 2**.

4.4 During the course of the discussion, the Chair and Chief Executive of LOCOG agreed to:

- Provide further information regarding whether it would be possible for the AdiZone outdoor gyms, which were currently in operation in the five host boroughs, to be extended to other London boroughs; and
- Ensure that LOCOG representatives would meet with the RSPCA representatives to discuss whether it would be possible to implement the RSPCA's Freedom Food standard in relation to the catering for the Olympic Games, rather than the Red Tractor farm assurance standard.

4.5 During the course of the discussion the ODA agreed to provide further information regarding whether any of the permissions for the procedures which were undertaken in relation to contaminated land were granted retrospectively.

4.6 At the end of the question and answer session, the Chair formally moved the motion set out on the agenda, namely:

**“That the Assembly notes the answers to the questions asked.”**

4.7 This was agreed by the general consensus of the Assembly.

#### **5. Petitions (Item 5)**

5.1 The Assembly received the report of the Executive Director of Secretariat.

5.2 Valerie Shawcross AM presented a petition with the following prayer:

“We the undersigned call on the Mayor of London to extend the Barclays’ Cycle Hire Scheme to Stockwell at the earliest possible opportunity.”

5.3 **Resolved:**

**That the petition be referred to the Mayor, in his capacity as Chair of Transport for London, for response.**

5.4 Jenny Jones AM presented a petition with the following prayer:

“We, the undersigned, demand that the Mayor and Transport for London rescind the cuts to staffing levels on the London Underground.

Every day, London Underground staff help passengers by offering advice on accessible and step free routes; by helping passengers board trains or disembark safely and by lending a hand on stairs and escalators.

Visible and present station staff are also crucial in deterring and dealing with crime and antisocial behaviour.

Disabled and Older Londoners rely on an adequately staffed tube system to travel safely to work, to enjoy the capital’s culture, and to meet friends and family. Cutbacks to staffed stations will condemn more people to becoming housebound and isolated.

We urge the Mayor to commit to keeping stations fully staffed, and to ensure that disabled people have the choice to travel safely and accessibly at all times of day.”

5.5 **Resolved:**

**That the petition be referred to the Mayor, in his capacity as Chair of Transport for London, for response.**

5.6 Caroline Pidgeon AM explained that she was, in effect, presenting two petitions, both in relation to the same issue, with the following prayers:

“We the undersigned support the campaign to protect the opening hours of Arnos Grove Southgate Oakwood and Cockfosters ticket office. We call on the Mayor to honour his promise to local people to protect ticket offices.”

and

“We the undersigned call on the Mayor to honour his 2008 manifesto commitment to safeguard London’s ticket offices. We believe that ticket offices play a vital role in offering assistance to those most vulnerable in society when they are using the Underground. We believe consultation on these proposals has been poor with many Londoners unaware of the

proposals. We call on the Mayor to keep London's ticket offices open and not reduce their ability to assist passengers."

5.7 **Resolved:**

**That the petitions be referred to the Mayor, in his capacity as Chair of Transport for London, for response.**

**6. Petitions Update (Item 6)**

6.1 The Assembly received the report of the Executive Director of Secretariat.

6.2 **Resolved:**

**That the response received to a petition presented at a recent Assembly meeting be noted.**

**7. Request for use of Section 60 (1) Powers - Budget and Performance Committee (Item 7)**

7.1 The Assembly received the report of the Executive Director of Secretariat.

7.2 **Resolved:**

**That the request of the Budget and Performance Committee that the Assembly use its powers under Section 60 (1) of the Greater London Authority Act 1999 (as amended) to request that the Mayor responds to the recommendations in the Committee's report, *The Finances of the Olympic Legacy Part 1*, be agreed.**

**8. Request for use of Section 60 (1) Powers - Transport Committee (Item 8)**

8.1 The Assembly received the report of the Executive Director of Secretariat.

8.2 **Resolved:**

**That the request of the Transport Committee that the Assembly use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to the recommendations in the Committee's report, *Walk this Way: Making Walking Easier and Safer in London*, be agreed.**

## 9. Motions (Item 9)

9.1 Darren Johnson AM proposed and Mike Tuffrey AM seconded the following motion:

“This Assembly notes the GLA group’s considerable leadership and progress in mitigating and adapting to the effects of climate change, both in terms of setting strategic aspirations and pushing forward successful projects that will help deliver them for our homes, businesses and local communities, and our energy and transport networks. It also notes the serious implications of the loss of funding for the London Development Agency’s projects and staff, which could detrimentally affect the Mayor’s ability to deliver on his targets and those of the Government.

This Assembly calls on the Mayor to make clear in his budget that his stated commitment to tackling climate change remains one of his top priorities, and to set out his revised approach to meeting his challenging targets when negotiations with Government are finalised.

The Assembly also calls on the Government to provide the Mayor with all transitional funding associated with the abolition of the LDA so that capacity for existing initiatives are preserved, and projects transferred to the GLA to meet the Mayor’s targets.”

9.2 In accordance with Standing Order 3.6, the motion as proposed incorporated the following alterations to the version of the motion that had been published with the agenda for the meeting: the words ‘would compromise’ in the first paragraph had been replaced with ‘could detrimentally affect’; and the word ‘is’ in the second paragraph was replaced with the word ‘remains’.

9.3 Upon being put to the vote, the motion, namely:

**“This Assembly notes the GLA group’s considerable leadership and progress in mitigating and adapting to the effects of climate change, both in terms of setting strategic aspirations and pushing forward successful projects that will help deliver them for our homes, businesses and local communities, and our energy and transport networks. It also notes the serious implications of the loss of funding for the London Development Agency’s projects and staff, which could detrimentally affect the Mayor’s ability to deliver on his targets and those of the Government.**

**This Assembly calls on the Mayor to make clear in his budget that his stated commitment to tackling climate change remains one of his top priorities, and to set out his revised approach to meeting his challenging targets when negotiations with Government are finalised.**

**The Assembly also calls on the Government to provide the Mayor with all transitional funding associated with the abolition of the LDA so that capacity for existing initiatives are preserved, and projects transferred to the GLA to meet the Mayor’s targets.”**

was agreed (23 votes in favour, 1 vote against).

**Greater London Authority  
London Assembly (Plenary)  
Wednesday 8 December 2010**

9.4 Richard Tracey AM proposed and Roger Evans AM seconded the following motion:

“This Assembly urges the Government to introduce legislation requiring that for a strike ballot to be passed it must receive over 50% support from the total membership of a union, in order to stop a small minority from inflicting tube strikes on millions of Londoners.”

9.5 In accordance with Standing Order 2.7, Richard Tracey AM requested that a recorded vote be taken on this motion.

9.6 Upon being put to the vote, the votes in respect of the motion were cast as follows:

For the motion: Tony Arbour AM, Gareth Bacon AM, Richard Barnbrook AM, Richard Barnes AM, Andrew Boff AM, Victoria Borwick AM, James Cleverly AM, Brian Coleman AM, Roger Evans AM, Steve O’Connell AM, and Richard Tracey AM;

Against the motion: John Biggs AM, Len Duvall AM, Nicky Gavron AM, Jenny Jones AM, Darren Johnson AM, Joanne McCartney AM, Caroline Pidgeon AM, Murad Qureshi AM, Navin Shah AM, Valerie Shawcross AM, Mike Tuffrey AM, Jennette Arnold AM (Deputy Chair) and Dee Doocey AM (Chair).

9.7 The motion was declared lost, there being 11 votes cast in favour and 13 votes cast against.

9.8 Murad Qureshi AM proposed and Caroline Pidgeon AM seconded the following motion:

“In the lead up to the Olympics in London 2012 the Assembly calls upon the Mayor to make a strong case to Government for London sports funding to continue through our schools and local sports clubs and the Schools Sport Partnership.”

9.9 In accordance with Standing Order 3.6, the motion as proposed incorporated the following alterations to the version of the motion that had been published with the agenda for the meeting: the words after “In the lead up to the Olympics in London 2012” had been deleted and replaced with “the Assembly calls upon the Mayor to make a strong case to Government for London sports funding to continue through our schools and local sports clubs.

9.10 At 12.30pm, the Chair proposed, and it was agreed, that, in accordance with Standing Order 2.9B, the meeting be extended in order to consider the remaining business on the agenda.

9.11 During the course of the discussion on this motion, Richard Barnes AM moved, in accordance with Standing Order 4.5, “That the question now be put to a vote”. The Chair considered that there had been sufficient debate and, upon being put to the vote, the motion as altered, namely:

**“In the lead up to the Olympics in London 2012 the Assembly calls upon the Mayor to make a strong case to Government for London sports funding to continue through our schools and local sports clubs and the Schools Sport Partnership.”**

was agreed unanimously.

## 10. Date of Next Meeting (Item 10)

- 10.1 It was noted that the Assembly's next meeting would be the Mayor's Question Time meeting which would take place at 10.00 am on Wednesday 15 December 2010.

## 11. Any Other Business the Chair Considers Urgent (Item 11)

- 11.1 There was no urgent business requiring consideration.

## 12. Close of Meeting

- 12.1 The meeting closed at 12.42pm.

---

Chair

---

Date

**Contact Officer:** Rebecca Arnold  
Committee Services Manager  
GLA Secretariat, City Hall  
The Queen's Walk, London SE1 2AA

**Telephone:** 020 7983 4421  
**Email:** [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk)



London Assembly (Plenary) – 8 December 2010

**Transcript: Question and Answer Session: London Organising Committee of the Olympic and Paralympic Games and Olympic Delivery Authority**

**Dee Doocey (Chair):** Can I formally welcome our guests: John Armit and David Higgins, Chair and Chief Executive of the Olympic Delivery Authority, and Lord Coe and Paul Deighton, Chair and Chief Executive of the London Organising Committee of the Olympic and Paralympic Games. You are very welcome. Thank you very much for coming. I understand that both the Olympic Delivery Authority (ODA) and the London Organising Committee of the Olympic Games and Paralympic Games (LOCOG) want to make some brief opening comments.

Before we do that can I clarify how the session is going to be run; I know officers have consulted with Members. We are only having an hour and a half for general discussion - we often have two hours - so we are quite limited for time. Once the opening remarks have been made - and I understand that, between you, you are speaking for up to five minutes - I am not proposing to take any questions on any of the opening remarks until after we have put the four priority questions. If Groups want to leave time, they can then pick up anything that our guests have said in their opening remarks. Are we all happy with that? Excellent.

Who is going to start? Seb?

**Lord Coe (Chair, LOCOG):** I am very happy to. Can I first of all congratulate you on your recent elevation to the House of Lords. Your skills from this project will be a great asset to that place and, of course, to the coalition.

**Dee Doocey (Chair):** Thank you, Seb. That is much appreciated.

**Lord Coe (Chair, LOCOG):** I will keep my remarks as brief as I possibly can. Since we last met we have done exactly what we said we would do last time. We are exactly where we would want to be in this project. The Park is in great shape, ready for handover and testing and the venues - as you know because you were recently on the Park - continue to transform the skyline of east London. We have confirmed all our venues. We have continued to develop and strengthen those very important partnerships. This project now ranges across 19 Government departments, 206 national Olympic committees, 26 international federations and, of course, the London boroughs and London agencies.

We have made critical decisions about the distinctive nature of the Paralympic Games. Channel 4 has become the host broadcaster and Sainsbury's one of our key supporters. We continue to punch against what has been a very difficult economic environment. We now have 34 partners at the table and continue to raise sponsorship monies.

Since we have last met we have had very big moments that have helped us build the fan base, ticket sign up and the announcement of prices. Mascots were introduced into the world. We have had the table torch relay consultation that started and we have had our volunteer launch as well.

**Paul Deighton (Chief Executive, LOCOG):** We have got two overwhelming priorities for 2011. Number one, the first priority, is Games readiness: getting ready for the Games. That will involve operationalising 70 venues. About half of those are competition venues and the other

half cover things like training, places where you get accreditation, places where you get your uniform, control centres and transport depots. We will take over the Park venues from February next year, starting with the Velodrome.

We are putting in place our venue teams. Those have to meet the requirements we have scoped for the athletes, the officials, media and spectators and they will cover such as areas as accreditation, what you are allowed in to do, security, technology, results, timings, scoreboards, catering, cleaning, waste, the broadcast requirements, hospitality, branding, retail, concessions, medical services, doping control, officiating - all that has to be sorted through at the venues.

We have to scale up and deploy a huge workforce with Games time roles in mind. We move from 900 people at LOCOG to 6,000 at Games time. We have got to deploy [up to] 70,000 volunteers. We have got to put in place contracts for things like cleaning, catering, security; the contractors will have about 100,000 people working for them. We have got to be fully integrated with our partner organisations: with the Home Office and police on security; with Transport for London (TfL) on transport; with the GLA on live sites and the look of the city; with the ODA on how we manage the Olympic Park together; with the local boroughs on their services; and with all the Olympic and Paralympic family to leverage their expertise in running a Games.

Of course we have to test, test and test. We will have 40 plus test events, the first cluster of which will start in the summer of next year; lots of exercises and simulations. We are doing those on an integrated basis with all those delivery partners and then adapting the plans, just as we did after we observed in Beijing and Vancouver, so we can improve the operating plan as we go into 2012.

The second priority is engaging and exciting the public, building on the sense of ownership that already exists, and deepening it and widening it. We have got great things going on like ticket sales, where will get leverage through our ticket share programme; the torch relays, as people begin to understand what we are doing in our ceremonies; celebrations of milestones like one year to go and 500 days to go; taking our mascots on a tour around the country; how we appoint our Games Maker volunteers; as well as our ongoing platforms and education and culture. There is also lots of distinctive Paralympic activity.

It is a very, very big year for us but we are very well positioned. Much of it is based on the great work that John [Armitt] and David [Higgins] have done at the ODA.

**John Armit (Chairman, ODA):** As those of you who went on the site tour last month will have seen, the transformation of the Stratford site from an industrial wasteland into a new Olympic Park is now moving on very well. Planting is now well commenced across the site. You have got some photographs in front of you which, hopefully, give you a feel, particularly for the landscaping and the planting.

Construction overall is now over 75% complete and we are continuing to hit our milestones and remain on track to finish the majority of the big build by 27 July 2011; a year before the opening ceremony of the Games themselves. This is exactly what we said we would seek to do in 2006 but meeting this timetable will give LOCOG the time it needs for its extensive overlay works and for the venue testing which is, clearly, essential for the success of a Games.

Tomorrow we are holding an event to mark the completion of our first totally newly built venue: the white water canoe centre up at Broxbourne. The British kayak team will be testing the course tomorrow for the first time. We then hand the venue over to the Lea Valley Regional

Park Authority who will open it next spring for the public to use: an early sporting legacy from the Games. Broxbourne will then be followed by completion of the first Park venue, the Velodrome, early in the New Year.

We have also started the process of seeking a private sector partner to purchase the Government stake in the Olympic Village. As you will recall, this is an asset which is publicly funded and publicly owned. We have gone out to seek expressions of interest and we are very encouraged by the level of response to date.

We continue to deliver within the budget. Every quarter we publish our anticipated final cost. When we appeared before you last year the figure at the end of September 2009 was £7.24 billion. The figure at the end of September 2010 had fallen slightly to £7.23 billion, at the same time as absorbing the impact of the emergency budget and the comprehensive spending review. We have always maintained the best way to keep costs down is to deliver on time; that is how you avoid budget blow outs and acceleration costs. We are in good financial shape. We have made savings of nearly £700 million across the project. We have, obviously, got to continue to try to reduce costs wherever we can over the remaining months.

This project has never just been about completing on time and within budget, important though that obviously is. We have also always attached great importance to other issues such as sustainability, design, employment and training. I believe the ODA will leave a strong legacy in all these areas. The Park is widely seen as setting new standards in sustainable construction, with the venues recognised to be at the cutting edge of sustainable design. Over 3,000 people have now received training and the project has provided employment to over 20,000 people on the Park, with over half of those residents in London, as well as many thousands of others up and down the country.

We continue to have a good safety record, which is absolutely key to us and remains key to us in our remaining time on the Park.

Everything we have achieved has been under the leadership of David Higgins who, as you know, is moving to Network Rail in the New Year. I would like to take this opportunity to publicly thank David for all that he has done. We are delivering a project twice the size of Terminal 5 in half the time with an ultimately key fixed deadline. We would not be in the position that we are in without David.

So, for us, the finishing line is in sight and, as we move now to the operational phase, we know that LOCOG also is in great shape. There is still much for us to do in the coming months. There can be no room for complacency; we cannot lose focus. We hope to see many world class performances in 2012. I believe the performance of our contractors and designers has also been world class. They are a fantastic advert for the UK and they are constructing a stage which is really worthy of a successful Games.

**Dee Doocey (Chair):** Thank you very much. You have covered such a lot. That is very, very useful. Could I say that the entire Assembly would like to second what you said about David who has been, I think, an exemplary person; one of the very few people who is able to look at the big picture but also get involved in the detail. I personally think it has been a great pleasure for us to work with you and you have done a fantastic job.

Before we move on, can I remind Members and our guests to keep your comments as succinct as possible, particularly to the guests, because the time that you use in answering questions

comes off Members' time. It is not going to be possible for all of you to be able to say something in response to each question.

## **202/2010 - Transport**

### **Caroline Pidgeon**

*Are you satisfied that the transport infrastructure will cope during the Olympic and Paralympic Games?*

**John Armitt (Chairman, ODA):** As you know we have invested very substantially in increasing the transport infrastructure for the Games, whether it is through the Docklands Light Railway, through the high speed network, or the changes at Stratford which are very significant. We focused on those areas which we think are essential to provide the capacity.

Once you have provided the capacity it is then a matter of operation. That area of the need is one which has been addressed continuously and continues to be addressed between ourselves, LOCOG and TfL. Everybody has a part to play in that. We have an operational centre to manage the whole of the transport system at Palestra House.

We have recently launched our communication programme with businesses in London and with employers in London. We have produced this booklet which provides a whole series of guides and questionnaires for companies to answer to help them to address the issue for them as to how they can play their part in ensuring that the system is able to operate effectively.

**Caroline Pidgeon (AM):** LOCOG, have you got anything to add, because the transport system is crucial to the delivery of the Games?

**Lord Coe (Chair, LOCOG):** I will add very briefly that the ODA and TfL are responsible, effectively, for the delivery of transport, but I cannot overemphasise, from LOCOG's point of view, the two key issues for us. One is precision: we are delivering 26 simultaneous World Championships and 20 simultaneous Paralympic World Championships. Athletes need to know that they get to their venues on time for a whole series of reasons including, of course, the preparatory phase. We have six other key client groups including media and broadcast, who are very important.

What I would also say here is that the risk of getting this wrong is massive. The reputational risk for London as a future city in the delivery of major events and the attraction of everything from investment through to tourists is predicated on our ability to do this. For us, this is an absolutely key prerogative.

**Caroline Pidgeon (AM):** On the busiest day of the Games, looking at the information, you are expecting around 300,000 spectators travelling to events in the Olympic Park, 200,000 travelling to other venues in London and a Games workforce of about 170,000. You have got around 700,000 extra people expected to use public transport on an already stretched system in the capital. Then you have got all those people travelling to live sites, cultural events and to the Park itself. Are you really sure the transport system is going to cope?

**Lord Coe (Chair, LOCOG):** No pressure there then! Yes. The modelling that we are doing at the moment is really important for that. I would remind you that, in net terms at that time of the year, there is a 20% reduction anyway in those people that will be using public transport.

Of course, you are quite right, there will be stress points and those mitigating actions are what we are, as organisations, buried in together with TfL.

**Caroline Pidgeon (AM):** The International Olympic Committee (IOC), on its recent visit, raised concerns about traffic in London. What are you doing to address the concerns it raised about traffic and transport?

**John Armitt (Chairman, ODA):** The IOC has consistently always said they are worried about transport. That is a reaction to what is concerning it, recognising that many other things have been going well. The transport system continues to receive a great deal of attention from those people who are particularly able to deliver it at the end of the day.

We, as the ODA, have Chris Garnett - one of our Non-Executive Directors - who chairs an integrated transport meeting on a monthly basis which entails the train operating companies, TfL, Network Rail and London Underground. All the people who are going to deliver are around that table addressing the risks and addressing the planning. The Olympic Route Network (ORN) is constantly addressed and refined. We are consulting on that with businesses to ensure that they can play their part in minimising any risks to that. It is about identifying all the risks - looking at those and managing them. That will be a continuous process from today right the way through to the Games and during the Games because of having the integrated operational control centre.

24 million trips take place in London every day. The Games at peak might create another 3 million. That is a 12.5% increase. We should not get this totally out of context; yes, there will be pressure on the system but I believe that, with a sensible approach by everybody involved, we can manage that.

**Caroline Pidgeon (AM):** I know you waved your booklet at us earlier; the one that you are talking to business about. Can you guarantee that Londoners are not going to be hugely inconvenienced during the Games in terms of going about their everyday business?

**John Armitt (Chairman, ODA):** It depends on your use of words. I cannot guarantee that Londoners are not going to be facing a situation which is different. We make the point that life will be unusual. It will be unusual because we, as a city, are hosting the biggest event which ever takes place in the world on a four yearly basis. It is an opportunity for London to be part of that. As a person who lives in London, I recognise that maybe it is going to be a little bit inconvenient, the same as it is on days when Parliament has its opening. That is part of living in London. The Games will be part of London for that period. It will make London the most exciting place in the world. You cannot have the most exciting place in the world for that period without some inconvenience but the inconvenience I believe, will be massively offset by the phenomenal things which are happening at that time.

**Caroline Pidgeon (AM):** Finally, on a different but related point, my colleague, Dee [Doocey], has constantly raised with you the issue of Blue Badge holders who have got tickets to the Olympics Games and Paralympic Games being allowed to drive in the Olympic lanes. Will you be able to agree to that?

**John Armitt (Chairman, ODA):** No, I do not think we will, primarily because it would be an extremely difficult thing to manage, to police in such a way that you ensure that only people with tickets who are going to an event are using it as opposed to anybody who is normally driving around London as a Blue Badge holder and potentially sees it as an opportunity, or

indeed, people who could relatively easily pretend that they were Blue Badge holders. It would be a very difficult thing to achieve.

**Caroline Pidgeon (AM):** That is a very disappointing response. Thank you very much.

**Valerie Shawcross (AM):** We all wish heartily for a very successful Games but I hope you will understand, therefore, it is important to get the worries out and debated and sorted early in advance of the event itself. As you know the Transport Committee has been doing a scrutiny exercise. We are midway through it and we are due to see you in the New Year. I wanted to put to you some of the worries that seem to be coming up through that process that we need to be resolved.

London's councils were very unhappy about the lack of sharing of detailed traffic modelling and information around the ORN because it is going to have a big impact on side roads and on pedestrian crossings etc. With the timescales and traffic management orders needing to be made and prepared very quickly we are in danger of running out of time to resolve any issues of detail.

**Dee Doocey (Chair):** Sorry, what is your question?

**Valerie Shawcross (AM):** I am sorry, Chair - I will try to speed up. The question is when will the boroughs be getting the detailed information about traffic modelling so they can get on with their job?

**John Armitt (Chairman, ODA):** There has been detailed discussion going on with boroughs for a very long time. We are now in the process of obtaining the traffic orders which are necessary in order to make the actual changes which will be required. Those traffic orders are, clearly, going to be something which the local boroughs themselves, again, will be involved in and understanding, as part of the delivery of those transport orders.

The ORN is less than 1% of the total network. It is a lane on certain roads and those roads are, primarily, through roads, not roads which have lots of businesses alongside them and so on, so I do not really see that the ORN, in itself, is going to have a major impact.

**Valerie Shawcross (AM):** There will be an impact on side roads and the boroughs are trying to be helpful in saying they would like to debug the arrangements by having that information, and that is something they have said quite recently. I will leave that with you.

What about the issue of who pays for the enforcement of the ORN penalty charge notices? Has that been resolved?

**David Higgins (Chief Executive, ODA):** Yes, the ODA pays for enforcement and we utilise TfL and LOCOG values to enforce that.

**Valerie Shawcross (AM):** That is very helpful. Thank you very much.

To pick up the point that Caroline was making about businesses and the conference that you very helpfully held, one criticism was that the level of information that was given was at the very broad and high level. The Jubilee line will be busy. There will be 44 stations which should be avoided in London at certain times. Do you fear that you may be a) overly reliant on businesses to do the demand management on public transport and that b) maybe they need more

information about when the periods are going to be and where they are in order for them to help?

**David Higgins (Chief Executive, ODA):** We are very pleased with the conference we had down at ExCeL a few weeks ago. We had nearly 500 people from various businesses. That is just the first step on the process of consultation. We released 26 maps which are detailed maps covering where the ORN impacts both the road network --

**Valerie Shawcross (AM):** The public transport network have a role in demand management there; they do need detailed information about crush periods.

**David Higgins (Chief Executive, ODA):** That is right. That is covered to a reasonable extent in these. That is the first step for all those major businesses. We also offer consultations, face-to-face consultations, with them. Also, there is a web facility where they can get further detailed information. We will have regular detailed discussions with major businesses.

The second step will be then dropping down particularly to the local areas. We are out this week talking to Newham, for example, and we will have a session there with the smaller local businesses and those that we impact directly around the venues as well.

**Valerie Shawcross (AM):** Will there be a big public information programme about travel information before the Games?

**David Higgins (Chief Executive, ODA):** Absolutely right. There are two ways of doing it. Firstly there is the whole process of a journey planner. For all the spectators coming to the Games there will be a purpose built add-on to the LOCOG web which will set out the most efficient way to use public transport to get their real time information. In addition, really starting in 2012, led primarily by TfL, there will be an extensive process on travel demand management, encouraging people to use different access. That will kick off, in terms of the general public, six to eight months before the Games.

**Valerie Shawcross (AM):** Can I talk to you about the first day, the opening ceremony? I know it is not the busiest day in the programme but in many ways it strikes me as potentially a high risk day; diplomatic entourages coming through, new systems being worked, people not familiar with how everything is supposed to function, new arrivals in London. It does strike me as a high risk day.

There are two points here. It is possibly a high risk day also for public transport strikes. What conversations have you had about TfL getting pay deals and other arrangements agreed with the unions so that we go over and through the Olympic period without something as good as the Opening Ceremony being disrupted?

**Lord Coe (Chair, LOCOG):** I will make the broader point that our relationships with the trade union movement as a whole have been extraordinarily good from the moment that we started the bidding process, right the way through to this point. We have very, very strong relationships. We signed a Memorandum of Understanding. We have a lot of trade union involvement with a lot of our project work, in fact, over some of the help that we have been given on everything from sourcing through to supply agreements. I have to tell you those relationships are extraordinarily strong.

**Valerie Shawcross (AM):** I can see that you have worked at it, but do you not think it would have been helpful to have something like a three year pay deal that would take us through?

**John Armitt (Chairman, ODA):** Frankly, it is nothing to do with us at the end of the day. It is a matter between the employer and his workforce. The employer in this case is TfL and I know that Peter Hendy [Commissioner, TfL] has that on his agenda. It is as much, I would argue, in the unions' interests as it is in everybody else's to ensure that the system works well and that they are able to play their part in ensuring that the system does work well.

**Valerie Shawcross (AM):** Last suggestion. It has been put to me that, maybe, in order to absolutely deal with all those risks, one potential idea might be to try to get the opening day declared to be a Bank Holiday. What do you think about that suggestion?

**Dee Doocey (Chair):** I think that question is out of order. We are straying too far away from the topics.

**Valerie Shawcross (AM):** This is about dealing with the transport pressures. That is the point of this suggestion.

**Dee Doocey (Chair):** I honestly do not think that it is for our guests to decide whether or not there should be a Bank Holiday. They are here to answer questions on behalf of LOCOG and the ODA.

**Richard Tracey (AM):** Can I press you a bit harder on the document *Keep on Running* and your advice in it to businesses to reduce non essential journeys and avoid travel where possible. Is there, lurking behind this warning, a real worry in your minds that, despite all the Tube upgrades and all the other measures that have been put in place and the forward planning, the transport infrastructure really is creaking and possibly will not be able to cope?

**John Armitt (Chairman, ODA):** What we are seeking to do is try to minimise the risk and, to the extent that we can do that by talking to businesses and advising businesses about the days and the hours of operation of the Games and the fact that, clearly, there will be an extra pressure, there is an opportunity for them to play a part in helping us to reduce that risk by looking at how they are operating their business during that period.

A number of the larger companies we have spoken to have taken it on very positively. They say that is the sort of thing which we can do and we do do. They are more than interested in understanding what the constraints or the pressures on the system will be and they are as interested as anybody else in ensuring that both people working in London as well as our guests in London have as good an experience of their travel as possible. To the extent that they can affect that by giving their staff more flexibility around their working hours changing slightly and giving advice about the best time to travel. The spectators will equally be given advice about the best way to get to particular venues and the appropriate way to travel. It is what we call travel demand management and it is just one of the ingredients to minimising the risk and trying to optimise the use of the system.

**Richard Tracey (AM):** Can I ask you one or two questions related to transport about the hotel planning because there has been rather high profile coverage in the media recently about some of the IOC family staying in hotels in Park Lane, particularly FIFA - let us be quite blunt about it. Who has been organising that with a mind for the use of the ORN, the use of limousines and so on?

**Dee Doocey (Chair):** Can I just say that this question is about transport infrastructure, it is not about hotels, so can you keep your questions to transport infrastructure please?



**Richard Tracey (AM):** Bearing in mind that these people are going to put demand on the transport network by the use of particular cars, how have you been planning where they are going to stay?

**Lord Coe (Chair, LOCOG):** Can I make the broader point, very quickly, that Olympic route planning is about functionality, it is not about glamour. Only 5% of people using the Olympic Route Network will be in cars. The bulk will be athletes and people using mini buses and buses, just to slightly debunk that one.

The answer to the specific question is, yes, it is LOCOG's responsibility to put all our client groups into those hotels. If I tell you that that is a matrix of about 50,000 bedrooms you will know that this is quite a challenge and there is demand for hotels across the board from our International Federations, National Olympic Committees and our TOP partners who come to London as well. Specifically, in answer to the question you asked, the Dorchester has been in high demand. We are working through that matrix at the moment.

**Jennette Arnold (Deputy Chair):** John, I want to follow up on my colleague's, Val Shawcross', questions and I want to add the concerns of many of my constituents who, as you know, live in Hackney, Islington and Waltham Forest. I can assure you that, although we can sit here gladly talking about traffic orders and the discussions there, what they are concerned about and what they want to know as soon as possible - and they should be knowing now - is will the orders be over 40 days and nights? I have put that figure together in terms of the Games, the gap between the Games and then the Paralympic Games. Will it be for the total period? Can they get married? Will they be able to have family visiting? Those people will be affected by the displacement of traffic. When will they know and what sort of communication strategy have you got in mind?

**David Higgins (Chief Executive, ODA):** You are absolutely right, Jennette; it is a crucial issue. We will do that in consultation with the boroughs. Yes, we have had discussions out in east London and at Greenwich. It will start in the New Year. It will take six to seven months next year. It is going to be done in a series.

There are traffic regulation orders for the ORN. There are also ones for the venues and the local area traffic management plan. We want to do those as a holistic set of traffic regulations orders, rather than coming back three times to the local community with different traffic regulation orders for different usages. We would expect to start early in the New Year.

It will be coordinated by TfL. We are seconding people into TfL to make sure that is all seamless to carry that work out. We are very aware that we need to not only look at the traffic but also look at the security implications as well to make sure we get those tied in.

**Jennette Arnold (Deputy Chair):** Can I come back quickly. One of the things that you have majored on is your relationship with the community and that stakeholder outer reach. I have to say, with regret, TfL does not have that reputation in my constituency. Can I have your assurance that it is that same level or, if possible that same team, who will be going out there and informing people about this disruption? This is as bad as the impact they have had over the last two years.

**David Higgins (Chief Executive, ODA):** Yes. I think you would accept we have had a reasonably good relationship with our local community over the last two years in dealing with them. We are --

**Jennette Arnold (Deputy Chair):** Because you have worked at it.

**David Higgins (Chief Executive, ODA):** Yes. In fact I am meeting with Hackney representatives in the next week to talk through this process. We have started seconding our key communications people into TfL to carry out that work, in partnership with them. I thought it was wrong for us to do it separately because, in the end, many of the powers we do not have so we cannot put transport regulation rules on anything except the ORN. We do want to have a coordinated approach.

We are fully aware of the anxiety of local businesses. Only in the last few days I was looking at some of the public meetings that are starting to emerge in that area that came out of this concern of lack of information. We are aware we need to move quickly and we need to be sympathetic. There is possibly an overreaction because there have been lots of rumours about local businesses being unable to get there. All my experience is that local businesses are treated in a preferential way so they can get supplies to and from their businesses. We are fully aware of the need to get on and carry out an extensive process of local engagement.

**Jennette Arnold (Deputy Chair):** Please keep me informed.

**David Higgins (Chief Executive, ODA):** I will.

**Richard Barnbrook (AM):** You have pretty much said that most Londoners and people from Britain are quite tolerant of changing circumstances. The weather in the last couple of weeks --

**Dee Doocey (Chair):** Your question, Mr Barnbrook?

**Richard Barnbrook (AM):** It leads to that. The question is not directly fitting into any of the given ones but it is related to transport. The 70,000 volunteers you are hoping to get, will they be given free Oyster Cards and has that been budgeted into the costings?

**Paul Deighton (Chief Executive, LOCOG):** They will be provided with free travel. It probably will not be in the form of an Oyster Card. It will probably be a ticket.

**Richard Barnbrook (AM):** Right. That is what I want to understand. Thank you.

**John Biggs (AM):** Just a quick question in my usual friendly fashion. Many of my constituents and a lot of Londoners will be very anxious that, particularly in the light of the events of the last week - and I know Lord Coe has commented on this already - that any perception that the ORN was some sort of bung to make it easy for rich men in blazers - in some cases corrupt men in blazers - to drive around London - would be very strongly resisted.

**Dee Doocey (Chair):** Your question, Mr Biggs?

**John Biggs (AM):** The question is here. Londoners will be very anxious that - almost regardless of the promises you made in the bid to make it easy for these people who show our country very few favours as far as I can see - we should be very clear that the priority is making it easy for Londoners to move around our city and not to make people who are self important travel around our city instead. Are you clear about that and are you clear that you have the leeway to ensure that this is not used as some device to make people swan around our city and take us for granted?

**Lord Coe (Chair, LOCOG):** First of all, I do not recognise a word of your analysis there. I did make the point this is a functional system. This is not glamorous. Only 5% of the vehicles will be cars. These will be athletes, officials, dope testing units and maintenance crews. This is about reputation. This is absolutely vital that we get this is done.

**Len Duvall (AM):** Not sponsors?

**Lord Coe (Chair, LOCOG):** Some sponsors, yes. On the basis that they put £1 billion into the delivery of these Games that is not an unreasonable thing to do. That is a very, very small part of the usage of that.

It is very important to remember who these client groups are. These client groups are using those lanes to go to work. They are making sure that these Games work with a minimum of reputational damage that getting this wrong would leave London dealing with for the next 50 years.

**John Biggs (AM):** You are aware, also, that if they were perceived to be Mugabe lanes, rather than athletes' lanes, then that would be very badly received by Londoners?

**Lord Coe (Chair, LOCOG):** I am sorry, we started with zil lanes, you have now moved it on to Mugabe lanes. This is an ORN and John Armitt, quite rightly, made the point that the Olympic lane is only 1% of that network. This is about a properly functioning Games. You have a choice; you can have this city remembered as Barcelona or Atlanta.

**John Biggs (AM):** OK. That is very reassuring. Thank you.

## **203/2010 - Legacy for London**

### **Andrew Boff**

*What are the ODA and LOCOG doing to ensure that the Olympics provide a lasting legacy for London beyond the host boroughs?*

**David Higgins (Chief Executive, ODA):** We cover it in a number of ways. Firstly, everything we planned for on the Park has been done. First it was legacy, so 75p in the £1 of every bit of investment we put into the Park has been done around that. It is not only local and London, it is also national. The advantage of this site has been its rail infrastructure and the upgrades that have been carried out to that makes it one of the most accessible sites in London for people to come in from around the country but also from in the city itself.

In terms of the overall skills and long-term benefits from the city, today 10,000 people work on the site. 6,000 of those live in London. The ODA has let 700 direct contracts to London firms and also others that come through our various subcontractors. 3,000 people have gone through the skilling programmes, starting with our very successful digger school, which started on the site and has now transferred, very successfully, into Gallions Reach in Newham so that is a long-term life. That is 3,000 skills, 350 apprentices, which is about four times the average for a project this size that we committed going through that.

From a skills and a learning point of view, there are things we have learned on this project. We have copied shamelessly from all the best practices from other projects. We copied word for word what happened at Terminal 5 because it was a benchmark project, plus the Channel

Tunnel and various other excellent projects around the city. We are setting up, as of next year, our website. All the learning legacy that we have learned from this project, which will carry on until two years after the Games finish, but then will be picked up by various national bodies and various organisations such as engineering institutes. That should leave a long-term legacy in skills, jobs and best practice of high performance such as sustainability. We have really pushed the boundary with partners such as Thames Water and some of those areas.

**Andrew Boff (AM):** Thank you for that. I absolutely recognise the legacy that is going to be left in the host boroughs, which you very adequately describe. What is the legacy going to be like for Bromley, Richmond and Hillingdon?

**David Higgins (Chief Executive, ODA):** If you look at the jobs legacy, 6,000 current workers within London and, of the 10,000, around 2,000 of those currently working are from the host boroughs. 4,000, roughly, come from outside the host boroughs in that area; the same with contracts. A lot of contracts come from other parts of London. They also come from the rest of the UK. Half of our life is going out to the rest of the taxpayers in the UK explaining what are the legacy benefits for businesses in the north from this project.

**Lord Coe (Chair, LOCOG):** If I may just come in from the LOCOG point of view? Our platform for legacy is really through our initiatives, our programmes and our commercial activities. If I break those - very briefly - down into those three key areas. For instance, our Get Set education programme: we have now got 15,000 schools UK-wide, but 2,000 schools in London, signed up to that. We have 94 [potential] Pre-Games Training Camps in London. South Africa has just signed up to facilities in Twickenham. We are putting £10 million into our Games-time training venues, many in the Host Boroughs but also in boroughs outside the host boroughs too: Redbridge, Islington, Epping and Brentwood. We, clearly, have a skills legacy. Paul [Deighton] talked about the 200,000 in the total workforce. 100,000 contractors. 6,000 jobs will be in LOCOG. I spent yesterday morning with Skillsmatch at Tower Hamlets encouraging local people and giving them the opportunity to apply for jobs in the organisation.

A very important part of this is our commercial partner activation. There are 12,000 athletes, many of them Olympians and Paralympians from this city, that are now being supported by Visa in their Team 2012; we have 400 bursaries in Parasport through Deloitte; 38 adiZones, seven of them now in London and not all within the Olympic boroughs; we have a neonatal clinic that is going to be left behind by GE Healthcare in Homerton and tens of thousands of people, particularly Londoners, have just signed up to be a part of the Green Britain project by EDF Energy.

If I may, I will just, very finally, talk about our inspire brand which is a way of encouraging all those non-profit making organisations. We have got 127 projects now in London that have been recognised through that. Our open weekend, which were the sport, culture and artistic programmes: 198 events in July of last year. International inspiration, the international arm of our legacy programme, has now got many London schools twinning with projects overseas. In terms of LOCOG, we take a very broad view of London and, of course, throughout the UK.

**Andrew Boff (AM):** You mentioned the training venues. There are four in the Olympic host boroughs as far as I know; four in the London Borough of Barking and Dagenham, which I have always thought of as an Olympic borough even though it is not officially. There are five in other London boroughs and the rest are outside Greater London. Of the training venues that are going to be announced, do you anticipate that those training venues are going to be just in the host boroughs or are they going to be extended throughout Greater London?

**Lord Coe (Chair, LOCOG):** It is very important to remember the key criteria here and that is that those training venues need to be within 30 minutes' travel time of the Village. The athletes, typically Games' time, spend significantly more time in their training venues than they do in the competition venues. Making sure that those competitors are competitors and not commuters is vitally important. The 30 minute travel time is the key component here.

**Andrew Boff (AM):** You have got two in Essex. Is that within 30 minutes? Obviously there are the training venues.

**Lord Coe (Chair, LOCOG):** All the training venues in the London area are within 30 minutes' travel time of the Olympic Park.

**Andrew Boff (AM):** The criteria for any training venue is to be within 30 minutes?

**Lord Coe (Chair, LOCOG):** Yes, within 30 minutes of the Olympic Village.

**Andrew Boff (AM):** The two in Essex you are saying are 30 minutes away?

**Lord Coe (Chair, LOCOG):** Yes.

**Andrew Boff (AM):** That is apart from the ones in Manchester, but presumably they are for football so they are slightly different?

**Lord Coe (Chair, LOCOG):** They will be from the designated hotels in and around Old Trafford; the same in Newcastle, the same in Cardiff and Coventry.

**Andrew Boff (AM):** Back in 2005 there was a pledge that the sports equipment used during the Olympics would be donated to sports clubs and charities. The three training pools from Eaton Manor would also be relocated. Can you ensure that these swimming pools and the sports equipment are distributed in such a way that those in outer London feel that they have got a legacy from the Olympics as well?

**Lord Coe (Chair, LOCOG):** Yes, to the extent that we have things left over; yes, that is a commitment.

**Andrew Boff (AM):** Can you give us an update of your plans for the torch relay? Will it visit every London borough?

**Lord Coe (Chair, LOCOG):** We are currently consulting across the boroughs, as we are throughout the UK. As you know the torch arrives in London a week before the --

**Paul Deighton (Chief Executive, LOCOG):** The short answer is yes!

**Andrew Boff (AM):** Some people have been in the House of Lords too long obviously! With regard to the general point of the contribution that Londoners have made, you must be aware that outer London boroughs are paying just as much as the host boroughs are for the staging of the Olympics. Whilst --

**Lord Coe (Chair, LOCOG):** Not the staging; we pay. The staging budget is a private budget.

**Andrew Boff (AM):** Sorry, for the Olympic project.

**Lord Coe (Chair, LOCOG):** Yes, the infrastructure budget.

**Andrew Boff (AM):** They also want to see the legacy that is obvious for the host boroughs but not so obvious for the boroughs that are beyond that small part of inner London.

**Lord Coe (Chair, LOCOG):** I recognise that argument. I would make a broader point, of course, that what the Olympic Games has left London are venues that London did not have. We will have a world class Velodrome. We will have the world class venues. These are not duplicate venues. London has limped on with one 50 metre swimming pool for as long as I can remember, and that has been out of action for the last 3 or 4 years. No London cyclist that has had Olympic pretensions has ever really been able to train in London; the same for swimmers. We have not had an Olympic swimmer from London in the last three editions of the World Championships. It is a regular four hour journey to Sheffield to get that kind of competition and training.

I do slightly disagree with you. I think we are leaving a critical mass of world class facility that is available to all Londoners and in community form as well.

**Andrew Boff (AM):** The adiZone outdoor gyms are currently in the host boroughs and it does not appear as though they will be anywhere else. Is there any chance that that could be changed, that we could get the outdoor gyms located in outer London boroughs?

**Lord Coe (Chair, LOCOG):** I can come back to you on that. I make the broader point, by the time we get to 2012 there will be 52 outdoor play facilities UK-wide. We have currently got 38; seven of them are in London. Adidas is working closely with boroughs, certainly the London boroughs and boroughs broader than London, and is working through that process. That is a really significant legacy.

**Andrew Boff (AM):** Finally, we have heard lots of the Cultural Olympiad. I still do not know what it means. Whatever it does mean, is it going to be, again, spread throughout London, and to what extent would LOCOG be --

**Dee Doocey (Chair):** Is this to do with legacy?

**Lord Coe (Chair, LOCOG):** To keep my Chief Executive happy, the short answer to that is yes.

**Andrew Boff (AM):** Good. Thank you very much.

**Richard Tracey (AM):** We have been talking about various obvious areas of legacy but there is one piece of legacy that is to the very front of the Mayor's mind and that is the upgrading of the use of the river and river transport. I must declare an interest of helping him particularly in this. Can I ask you why it is that, in the transport planning, the provision of free travel to Olympic ticket holders on the Underground, the overground and the buses, there does not appear to be any such free travel to encourage people to use the river? As I said, this is one of the Mayor's great ambitions for the Olympic period.

**David Higgins (Chief Executive, ODA):** I cannot answer directly about the free travel. I know Oyster Card relates to the river travel. I know what we have done; we have put money in to ensure that there are additional river services down to Woolwich, for the shooting, and also at O2. We are using the river to ensure we get maximum capacity down to the venues in Greenwich and Woolwich during the Games time. I am not sure how that relates to the final

arrangements that are done with river travel and how it compares to the rest of the free travel pass that comes with the tickets.

**Richard Tracey (AM):** Can I ask you to go away and think about this one? I am in receipt of pretty regular reports from the planners within your department about transport in general and about river transport. This is, clearly, an omission at the moment. I think you have to admit that.

**John Armitt (Chairman, ODA):** The thing you have to bear in mind about river transport is that six boats travelling with 200 people is the equivalent of one train which runs every six minutes on the Javelin service. The river service is never going to be able to deliver in large quantities, in the way that the rest of the transport system is capable of doing.

There will be, again in terms of publicity and so on, an emphasis on reminding people of the benefit and the pleasure of travelling down the river by boat and to Greenwich Park, for example. If you are going to Stratford, being deposited at the end of Canary Wharf is probably not what you would wish for.

The reality is that the river transport has never, realistically, been a key ingredient in the delivery of large numbers of people to the Games. I would argue it is a pleasant optional extra but it would be unrealistic to assume it can ever be a key part of the transport programme.

**Richard Tracey (AM):** We all realise that it is rather a niche area but it is part of the Mayor's desire for a piece of legacy coming out of the Games. There is no question. He has said it a number of times and I have discussed it with him, personally, a number of times. I do ask you if you could go and take a bit more detailed look at this side of it.

The other question that I have - and this is very much a personal constituency thing - Merton is one of the host boroughs because of the tennis being at Wimbledon and there are great expectations. What sort of legacy is going to be delivered to Wimbledon and Merton as a result of the Olympic Games?

**John Armitt (Chairman, ODA):** It is a difficult one for me to answer. Wimbledon is the home of tennis in this country. It is seen around the world as being the focal point for one of the best tournaments in the world. It is the natural place for the Olympic tennis to take place. The legacy I would argue would simply be a continued increase in the reputation of that area. The businesses in that area will clearly benefit from the number of people travelling down to watch the tennis. I do not see it as suffering at all from hosting the tennis; it simply adds to the lustre of the areas and its general reputation.

**Paul Deighton (Chief Executive, LOCOG):** I would really put it the other way round. What is it that Merton is going to make out of this great opportunity? It should as much come from that side. How aggressively are you going to get your children into the Get Set programmes? They learn about the Olympic values. How many inspire programmes are they going to be in? There is a lot of opportunity. It is not all from the supply side; it has to come up from the local communities embracing it and being encouraged by their leaders to get involved. There are lots of ways to get involved if there is enough leadership to get them involved.

**Richard Tracey (AM):** There is no doubt that they are embracing it and they are very much looking forward to having the Olympic tennis at Wimbledon in addition to the annual championships. Where is the tennis training venue going to be?

**Paul Deighton (Chief Executive, LOCOG):** Because it is on grass, clearly, the training venues need to be grass venues. Many of the tennis players will choose to stay outside the Village. They may even continue in the same accommodation that they had for the championship. Quite a lot of them will use the adjacent courts. It is Aorangi Park where the tennis training is. We will also make some grass facilities available near the Village, satisfying the same 30 minute condition if you happen to be an athlete in the Village, but we think the athletes will split between locally at Wimbledon and the Olympic Village.

## **204/2010 - Going for Green**

### **Darren Johnson**

*What new efforts are you making to ensure a sustainable Games in the light of the recommendations in the Assembly's "Going for Green" report?*

**Paul Deighton (Chief Executive, LOCOG):** Thanks very much, Darren, and thanks for your report. For those of you who have not read it I think it is, largely, very supportive of the work we are doing so I recommend it as a good read.

There were 11 recommendations, three of which are specific for us, another three of which we can certainly be a part of moving forward. I can give you a quick summary of how we do intend to embrace some of those taking the thing forward. Firstly, on sustainable travel, you advised us that we should make every effort to communicate with all the communities who are coming to the Games, particularly the ticket holders, that they choose sustainable means of travel. David [Higgins] has already eluded to the journey planner and there is lots of work going on to make sure that, once we have sold someone a ticket, we have an ongoing communication with them about a whole range of things, including the most sustainable way to get to the Games. This will also apply, in particular, to the obvious target markets outside the UK like northern Europe, where they do have a more sustainable alternative. Eurostar hopes to get something like one million people coming to the Games on the train and we will help that take place.

On catering - which was another recommendation where you were keen to see where we had pushed on beyond our benchmark standards - again, just so people understand the background, we put in place a very well received Food Strategy. The GLA released its own, which is based on it, two days ago, so we are very happy with that. We are currently in discussions with the catering contractors who have absolutely embraced our benchmark standards and have been very, very positive about pushing beyond those. As we conclude those negotiations and finalise the contracts, we will be happy to bring you up to speed next year with where those opportunities are to push beyond. We are really quite confident about that.

Another area you recommended we look at is to make sure that for all the temporary overlay - the seats, the temporary cabins, portable toilets and all the stuff that comes into an event and then goes away - we maximise the amount of rented equipment, rather than constantly buying new equipment which then does not get used. What we are committing to is that a minimum of 85% of what we use in the temporary overlay will be from the rental markets, so that is important.

On promoting carbon savings we will absolutely make sure that the initiatives that we have deployed which are being successful - for example the kind of work we are doing with EDF Energy on Green Britain - we will use case studies so they can be copied and utilised more broadly, so there is a bigger dividend from some of the good work that has been done.



On reuse and recycling facilities in the venues, we are very focused on this. There will be quite striking reuse and recycling facilities. Very brightly coded with a lot of education for our consumers that go with it so they will get, effectively, utilised. I think you will be very pleased with what we are doing there.

Of all your recommendations probably the most challenging one for us is to try to meet our promise to ensure that at least 20% of our energy requirements are from renewable resources. We will work very hard at that but, of course, we can only work within the constraints of the existing infrastructure in the city.

**Darren Johnson (AM):** We were obviously aware of the constraints on that. I certainly welcome the constructive response that you gave both at the time the report was launched and this morning. In terms of the 20% renewable target, have you concluded any negotiations with EDF Energy about the financing of solar panels through the feed in tariff on that as a way of meeting those obligations?

**Paul Deighton (Chief Executive, LOCOG):** It is something that David and John may care to comment on. Given that it became operationally no longer possible to build the wind turbine, there is some consideration being given to how that capital will be redeployed in this purpose.

**Darren Johnson (AM):** I am running out of time I am afraid. The other option is putting money into the Mayor's RE:NEW and RE:FIT programmes into homes and businesses in the area which may be another way of delivering renewables in a very cost effective way in a short amount of time.

**Paul Deighton (Chief Executive, LOCOG):** Again, that would be a question for the ODA and how it wants to redeploy the capital it would otherwise have spent on the wind turbine, rather than for us.

**Jenny Jones (AM):** First I would like to say that I was part of the visit recently to the venue and I thought it was absolutely amazing, so well done to David and John and thank you to Paul for showing us round. That was very generous of your time. That is the nice bit!

Now where I think you are failing, Seb and Paul; you mentioned catering. Over the years I have written you lots of letters about the food and I started to narrow my ambition on what I can achieve, so I would just like to talk about chicken. In a letter that I wrote to Seb in February 2010 I did suggest that, instead of using this very basic minimal benchmark of Red Tractor, you upgraded your ideas and used the RSPCA (Royal Society for the Prevention of Cruelty to Animals) Freedom Food standard. In a letter you wrote back to me you said it was a capacity problem. I can assure you the RSPCA tells me that if you make a decision on the 31 tonnes of chicken by January 2011 there is no problem with British farmers supplying it at Freedom Food standard and not the basic Red Tractor. Will you just, please, commit today to doing that?

**Paul Deighton (Chief Executive, LOCOG):** Thank you for that, Jenny. I am both the chicken expert and the bus guide!

**Jenny Jones (AM):** I am not a chicken expert but the RSPCA is and I am taking its advice.

**Paul Deighton (Chief Executive, LOCOG):** We have looked at this very, very carefully. I said that we will try to push beyond the benchmark. This is one area where we will try to push

beyond the benchmark. We have looked at this very carefully and independently with experts too and, given the capacity that we require for a temporary event, to get the industry to gear up, short-term, for this, would result in a price at which people would not buy chicken. From our point of view, we are not prepared to take that operational risk on a scale of catering of this scale.

**Jenny Jones (AM):** The benchmark you are using though, which is Red Tractor, is abysmally low. It just makes sure that it is free of rat droppings and things like that. 19 chickens can be grown on a piece of paper this size. What I am saying is you are subjecting millions of chickens to the most abysmal conditions and the RSPCA says it is possible. Will you meet with the RSPCA to talk it over then?

**Paul Deighton (Chief Executive, LOCOG):** We are always happy to meet with the RSPCA. It is the same standard that the GLA announced two days ago for its own foods standards for 2012.

## 205/2010 - Risks

### John Biggs

*What are your greatest risks?*

**John Biggs (AM):** I should be clear this is directed only at LOCOG.

**Paul Deighton (Chief Executive, LOCOG):** I summarise three critical areas: financial risk, delivery risk and engagement risk. I will give a quick minute or two on each and then I will give you the framework to ask your further questions.

**John Biggs (AM):** A minute would be fine.

**Paul Deighton (Chief Executive, LOCOG):** On the financial risk, as you know, our objective is to raise approximately £2 billion to cover the £2 billion of cost that it takes us to put on the Games. If we do not get that equation right the Government has to pay the difference so it is very important, to protect taxpayers, that we can balance our budget. As, again, I think you know, we have had a very successful revenue raising programme to date, particularly with respect to sponsorship, despite the very, very difficult economic circumstances. About 70% of our £2 billion budget has already been raised.

The remainder is, principally, tickets and merchandising with a few sponsorships left. Tickets are the biggest part of that. We have three clear objectives with our ticket programme. We have got to make sure we get enough to complete our budget. We have got to make sure we have large numbers of tickets available at affordable prices and we really want to make sure that our venues are full of enthusiastic fans. We also need to control our costs which, as we get towards the end of the programme with client demands and deadlines, will come under pressure, so we need to get that balance right.

The second risk is delivery risk. I really covered this quite extensively in my introduction. It is very big, it is very complicated and it needs a lot of coordination across many different partners. If we do not plan right, if we do not test right and if we do not have the right control, communication and coordination at Games time, this can go wrong. We need to get that right.

Finally, what I have called the engagement risk. We really want to get as many people as possible involved in the Games and inspired by the Games. However, we only have 8.8 million tickets for the Olympics and 2 million for the Paralympics. We have [up to] 70,000 volunteers but we really do want other people to cheer on our athletes and to be proud of the event we are staging. We have got to get people engaged in the broader opportunities; whether it is the road events - coming to watch those - the torch relays, live sites, the Inspire programmes and the education programmes that we have talked about already and the Festival 2012 which was announced yesterday as the culmination of the Cultural Olympiad. Again, getting that broader engagement is a really important thing if these Games are to be successful.

**John Biggs (AM):** OK. I am very grateful for your speedy delivery of those replies.

**Paul Deighton (Chief Executive, LOCOG):** My pleasure.

**John Biggs (AM):** I am a nice guy as well, by the way, but, like Jenny Jones, my job is to focus on the areas where things might be a bit grittier. I am primarily interested in the third of your areas which is about engagement risk and the sense - particularly among my constituents but more widely than that - that various promises might not be kept as a result of the Olympics. You will be aware people are very sore about the marathon decision. I do not want to revisit that. There are questions about job delivery and employment and engagement and skills delivery. Are you confident that you are going to deliver your targets on that and that you are giving it sufficient priority?

**Paul Deighton (Chief Executive, LOCOG):** Using the Olympics to create job opportunities and get people who are out of the workforce back into the workforce is really, really important. Coincidentally, I am meeting with the leaders of and the employment chiefs of the five boroughs plus Barking and Dagenham tomorrow. It is the second meeting. I have regular meetings on this topic. My bargain with them is, if you can help create the supply of people, we will employ them. If we get those two things right - and I regard that as a joint project between us, as users of that labour, and the people in the boroughs as suppliers of that labour to really help make a difference to those peoples' lives.

**John Biggs (AM):** I understand that you published your Employment and Skills Strategy on 1 September this year. Can you tell us why you did not press release that in any shape or form or give it any publicity, as far as we can tell?

**Paul Deighton (Chief Executive, LOCOG):** No, I cannot tell you that. We are certainly not embarrassed about it. As you can tell from me it is very, very important. I would be surprised if we did not. I do not think there is any mystery behind it.

**John Biggs (AM):** I was inquisitive because, although it came out on 1 September 2010, the press coverage that day was on the unrelated subject of flowers in the Olympic Park. The thing you majored upon in terms of wanting the world's attention was flower arranging, and the thing that you published that day was employment. It does seem a bit of a mismatch.

**Paul Deighton (Chief Executive, LOCOG):** Believe me, if I was capable of determining what appeared in the newspapers and what priority was given, I would be really, really happy.

**John Biggs (AM):** Absolutely; me too. I would be even happier. By not publicising it you are going to somewhat stack the odds against it getting any publicity.

**Paul Deighton (Chief Executive, LOCOG):** No. For me, the way to get publicity on this is to do a really good job and be measured by the results. This is not a broad consumer subject; this is work we are doing with the local employment experts, with our recruitment partner, Adecco and with Jobcentre Plus, making sure that the infrastructure is in place and the investments are in place so we can produce the people from those areas who can do these jobs and can benefit from that experience in their future employment.

**Lord Coe (Chair, LOCOG):** John, may I very quickly add to that? Yesterday morning was a very good example of that. We had our employment teams from LOCOG sitting alongside Tower Hamlets sitting alongside Skillsmatch talking about everything from the composition of a CV through to the jobs that we had on our website that were currently available and how people got into the system. That was a whole day of engagement and we do that pretty regularly.

**John Biggs (AM):** I am grateful for that. I have one other question and then, hopefully Murad Qureshi, if there is sufficient time, has something he wants to ask. It is about getting the balance right between security during the operation of the Games and access for people. I am sure we are aware that one of the bad news stories will be if people are left, particularly if it is raining, for an hour and a half outside, trying to get through the turnstiles. Are you confident that you have the right capacity technology and whatever else is needed to ensure that they are safe but that they work effectively?

**Paul Deighton (Chief Executive, LOCOG):** Yes. We are focused currently on what we call flow rates. Looking at the numbers you are expecting and looking at the technology you use and the rate at which you can process them to ensure that we get the balance right between protection and the experience we afford our spectators.

**John Biggs (AM):** OK. I am sure that can be examined in greater detail elsewhere.

**Richard Barnbrook (AM):** John picked up on this particular question. With the budget being - I would not say squeezed - and not there for aspects that we feel would be necessary for a secure Olympic Games and with the heightened threat of terrorism taking place, what sort of discussions - I do not want to go into the inside details of Special Branch and all the rest; that would be nonsense - have taken place and what sort of security can you offer to the public both in this country, and people visiting this country, that they will be secure in all aspects leading up to and around the Olympic Games?

**Paul Deighton (Chief Executive, LOCOG):** The Home Office is responsible for a safe and secure Games. I can assure you it is extraordinarily focused on what it is going to take to ensure that both domestic and international visitors are safe. We work with it in a highly integrated way to make sure that what it is doing from a broader protection of the country point of view and what we do specifically at the venues work well together to ensure that we have a safe and secure Games.

**Richard Barnbrook (AM):** So all the security staff would be vetted before being brought on to the sites I presume?

**Paul Deighton (Chief Executive, LOCOG):** Yes.

**Mike Tuffrey (AM):** Paul, you talked about ticketing as one of your financial risks. Can I unpick your objective there on affordability? As I understand it, you are saying that 2.5 million tickets will be at £20 or less. 1.3 million of those are for the "pay your age" for kids and 1

million are for football, so, by my maths, that leaves just 200,000 available for the whole of the UK for people to bid for for all the Olympic sports other than football. Is that correct?

**Paul Deighton (Chief Executive, LOCOG):** No.

**Mike Tuffrey (AM):** OK. Tell us how that 2.5 million --

**Paul Deighton (Chief Executive, LOCOG):** That firstly implies that all football tickets are cheap tickets which would not, necessarily, be the case. Rather than go through --

**Mike Tuffrey (AM):** That is what I want. You have said that, of the 2.5 million tickets priced at £20 or less, approximately 1 million will be for football. I have that in writing --

**Paul Deighton (Chief Executive, LOCOG):** OK. Yes, you have got that. Sorry. Yes. That is right.

**Mike Tuffrey (AM):** So that is 1 million off the 2.5 million. Now take another 1.3 million which is kids stuff --

**Paul Deighton (Chief Executive, LOCOG):** What you are missing is a proportion of the cheap tickets, consistent with the overall proportions, will be in football. They are not separate tickets. You are missing the fact that --

**Mike Tuffrey (AM):** I am working on the information you have given us.

**Paul Deighton (Chief Executive, LOCOG):** No, they are not separate components. The football tickets include the "pay your age" tickets as well. Not all of them but some of them. You are treating them as separate components, rather than overlapping components.

**Mike Tuffrey (AM):** Turn it the other way round then. Of the whatever it is - eight million - tickets that are on sale in total, how many - and it will be in hundreds of thousands, no more than that it seems to me - will be available for non-football ordinary people to bid for at £20?

**Paul Deighton (Chief Executive, LOCOG):** You have got the remainder. If football is 1 million and the rest are 2.5 million, you have got the difference between the two.

**Mike Tuffrey (AM):** A big chunk of that will be for kids. I am talking about ordinary Londoners --

**Paul Deighton (Chief Executive, LOCOG):** No, we do not distinguish between those. What we are essentially saying is that, of the £20 tickets, if you have got a family, we will be discounting those. What we are saying is that many of the tickets are going to be less than £20 because, if your family of 4 includes a 7 and an 8 year old, they will get a ticket for £7 and £8. If your family is a 20 year old and a 23 year old they will be £20 tickets.

**Mike Tuffrey (AM):** I understand the kids and the younger ones. I am talking about adults. The people who have been paying Council Tax at £20 a year for 10 years. How many of those people - what is the pool that they can practically bid in for for a £20 ticket?

**Paul Deighton (Chief Executive, LOCOG):** The whole 1.5 million of non-football tickets because we have no idea how many children will be applying for tickets in the application.

**Mike Tuffrey (AM):** Up to 1.3 million. You are saying 1.3 million will be kids.

**Paul Deighton (Chief Executive, LOCOG):** It depends how many ask for them. You should not separate those two. Those children's tickets are just a way of discounting to make sure a family can come cheaper.

**Mike Tuffrey (AM):** I understand the family ticket. I am talking about adults and I am wanting you to say, to put on the record, roughly what sort of number - in hundreds of thousands - is going to be available as adult tickets for people paying £20?

**Paul Deighton (Chief Executive, LOCOG):** It is the 2.5 million. One million are in football. 1.5 million are not. You can subtract from that the number of children's tickets that have to get allocated.

**Dee Dooney (Chair):** Sorry, the Liberal Democrats are now out of time.

**Mike Tuffrey (AM):** Just tell people the truth!

**Paul Deighton (Chief Executive, LOCOG):** It depends who applies.

**Murad Qureshi (AM):** Can I take a different tack with the ticket issue which is very important to sporting fans before transport and getting there. It is the reputational damage risk. The one thing that harmed the Sydney Games was 10,000 Australians, allegedly, applied for free public tickets for one of the triathlon sessions. I want assurances from LOCOG we are not going to have the same incident here and there will be the fair availability of reasonably priced tickets, which we all want?

**Paul Deighton (Chief Executive, LOCOG):** The answer is yes.

**Murad Qureshi (AM):** Given there are a lot of people from the Sydney Games involved in LOCOG I want to be sure that you have learned those lessons because it was the only thing that tarnished it. You do talk about 75% of the total number of tickets available will be made available in the general ballot. Are you committed to informing Londoners of what percentage and the number of tickets that will be available in the general ballot across all the 650 ticketed sessions? That is the critical issue isn't it? What chance are you going to get of getting these tickets? There is no point applying for the 100 metres session or the Opening and Closing ceremony when a large part of the tickets are accounted for already.

**Paul Deighton (Chief Executive, LOCOG):** Both your questions point at the complexity of the ticketing process. We have not really talked about the technical risk. You are right; there are 656 sessions at 35 different venues where we have to figure out exactly who is sitting in what seat for what venue, how they are all priced and make sure they all get delivered in the right place. What will happen in March is that we will get the ticket applications across that seat supply, we will see how the applications marry up against the supply and then, when we see where the over subscription is, that will determine whether people are getting satisfied in their applications. Until we have got all the demand in we will not know who is going to get which seats and where there will be a ballot and where people will just get the ticket - we expect, for most seats, people will get the tickets that they apply for because the high demand seats are a relatively small proportion of the overall total.

**Murad Qureshi (AM):** True. It is the high demand ones which people really want, let's face it. You have got to be very clear about what is available in those sessions, not leave people just

with the preliminary rounds. That is the balance. I have attempted to get this information via Freedom of Information from the Departments. Unless you make a commitment here today I do not think that is going to happen, that information about how you are going to do it.

**Paul Deighton (Chief Executive, LOCOG):** Firstly, some people's view of what a high demand ticket is very different from other people's. What we are finding, in our initial discussions, is that people's interest is having the opportunity to experience the Games. You can go to an early heat of the 100 metres, a morning session in the track, and you will see Usain Bolt. For many people, seeing Usain Bolt compete is where they want to be, whether it is the heat, the semi final or the final. Seb, he will compete six times at the Games?

**Lord Coe (Chair, LOCOG):** Very easily. If he runs in 3 events he could be out on that track 12 times over the course of the 9/10 sessions. There will be opportunities, particularly for local youngsters, to see Usain Bolt at very reasonable prices, probably on six of those occasions.

**Murad Qureshi (AM):** Yes. There is no doubt he is one of the superstars. I still do think it should be made publicly available what tickets are available to the public in these main sessions. There are a lot of sporting fans who realistically want to know what their chances are of getting tickets. The classic case where it did not work at all was in certain instances in Sydney, which was widely regarded as a successful Games --

**Dee Doocey (Chair):** Murad, what is the question?

**Murad Qureshi (AM):** The question is I want them to make this available and can they do that because we are not getting the information via Freedom of Information? Every session, 650 sessions, you would have a number of publicly available tickets. Let us have those numbers.

**Paul Deighton (Chief Executive, LOCOG):** We do not have it yet because we have not seen the demand from the other 25%. The reason I cannot answer your question is all of these questions about tickets are a function of where the demand comes from. We talk about the other 25% who have the other tickets. We have not got that demand yet so we have to evaluate that. It is an iterative process. When we see that, then we see the public demand of allocating the tickets. That is how that process takes place. Like in any market, you have to determine where the demand is before you allocate. We will do that.

**Murad Qureshi (AM):** I appreciate that. I have just been offered tickets to go a certain game on Monday night. That is a football club as a member. This will be emphasised again tomorrow, I understand, at the relevant Committee --

**Paul Deighton (Chief Executive, LOCOG):** We will go into much more detail there.

**Murad Qureshi (AM):** The least Londoners expect is being upfront about it. I am not sure we are getting that through the ways that you are describing here.

**Paul Deighton (Chief Executive, LOCOG):** No. We get the point.

**Murad Qureshi (AM):** Nor through questions asked through Freedom of Information. That is my last point.

**Victoria Borwick (AM):** I would like to go back to the risks question on security please. Could you talk a little bit more please about both the cost and the personnel issues? We talked

about the training venues. I want to know a bit more about who will be responsible for the security of those, because you mentioned they were during the Games? How are you doing that? Also, the cost for us of that? That is not only at the venues but the transportation.

**Paul Deighton (Chief Executive, LOCOG):** Very simply, the security responsibilities are with the Home Office and the police, so that is covered from there.

**Victoria Borwick (AM):** When you are talking about the Olympics, inside the circle, you are providing most of your own personnel?

**Paul Deighton (Chief Executive, LOCOG):** We are currently in the process of appointing man guarding firms. They will provide most of the security individuals. All security costs, ultimately, go into the Government package --

**Victoria Borwick (AM):** I am aware of that.

**Paul Deighton (Chief Executive, LOCOG):** It does not affect our budget. It is against the overall Government budget.

**Victoria Borwick (AM):** You are saying that your own security people will be protecting inside the Olympic venues? In other words, the training area is not an Olympic venue then, whether it is being used by Olympic athletes?

**Paul Deighton (Chief Executive, LOCOG):** No, it absolutely is.

**Victoria Borwick (AM):** It is, therefore, not for you to secure; it is then back to the police to secure?

**Paul Deighton (Chief Executive, LOCOG):** No, no. Like all our protection it will be a combination of - this is what we worked through with the police - the private security personnel who, in many cases, provide a lot of the numbers and the perimeter security and, where necessary, based on the Metropolitan Police Service's judgement, the introduction of police, under cover work etc etc.

**Victoria Borwick (AM):** I am aware of the balance about who is securing both. I am concerned that a training venue during the Games becomes an Olympic venue, which you have just said --

**Paul Deighton (Chief Executive, LOCOG):** Yes, it does.

**Victoria Borwick (AM):** Therefore I want to know would it continue to fall under your security or whether that goes back to the Metropolitan Police Service?

**Paul Deighton (Chief Executive, LOCOG):** I guess the reason you are --

**Victoria Borwick (AM):** It is a bit of a quandary --

**Paul Deighton (Chief Executive, LOCOG):** -- is because we do not think of it as being the Metropolitan Police Service's security or our security. We regard it as security, which is the Metropolitan Police Service's responsibility. We always think of security as Home Office and Metropolitan Police Service and we work with them.



**Victoria Borwick (AM):** So who is providing the personnel?

**Paul Deighton (Chief Executive, LOCOG):** For any event of this scale there will be significant private security. Ultimately, how that is deployed and how that operates will be dictated by how the Olympic Security Directorate demands.

**Victoria Borwick (AM):** That is also the situation of getting them from the training venue in the 30 minutes back?

**Paul Deighton (Chief Executive, LOCOG):** All security is for the security services to oversee.

**Victoria Borwick (AM):** Not an additional cost?

**Paul Deighton (Chief Executive, LOCOG):** It all fits within their budget which is part of the package. Yes.

**Victoria Borwick (AM):** Thank you.

**Paul Deighton (Chief Executive, LOCOG):** They are going through the police settlement at the moment and they are going to be announcing it specifically pretty shortly. That will all be covered then.

**Victoria Borwick (AM):** Thank you.

**Tony Arbour (AM):** I would like to revert, please, to the question of tickets but, in this context, it is the free tickets. One of the ways in which the Olympics is being sold to London and to the nation is the availability of free tickets. The Mayor has boasted about it. There has been publicity given to free tickets to be allocated to servicemen. In your previous answer on ticketing you said that you cannot say anything about it until you know anything about the demand. One thing that you ought to be able to tell us now is what proportion at each event of the seating is going to be for those people who have free tickets. Is it going to be 1% or 2%? I cannot believe that you do not know this figure. Nor can I believe that you do not know the figure as to the proportion of seats at every event which has been allocated to sponsors. Can you tell us what the proportion is that is being allocated in this way?

**Paul Deighton (Chief Executive, LOCOG):** Firstly, there is no such thing as a free ticket. Any ticket that we are giving away is donated, having taken a levy from the hospitality ticket, so it is important to understand that.

**Tony Arbour (AM):** I understand that, of course.

**Paul Deighton (Chief Executive, LOCOG):** Secondly, in our planning, we are certainly going to make sure that the tickets are spread right across the events, both Olympic and Paralympic. We have not committed them to very specific seats yet for exactly the same reason; we have not seen where the rest of the paying demand is coming from. The exact distribution of those seats beyond that - they will be spread right across the events - is not something that we will commit to until we can see where the paying demand is.

**Tony Arbour (AM):** Let's put it bluntly. You have boasted that there is going to be at least 12 opportunities, maybe, to watch Usain Bolt from the very first rounds to, possibly, the final. He may not make it!

**Lord Coe (Chair, LOCOG):** That's life!

**Tony Arbour (AM):** Do we have an absolute assurance that tickets of the kind that I have described - we understand, clearly, the Mayor has paid for the tickets which will be distributed in his name - that there will be tickets at these very starry events going to be made available?

**Paul Deighton (Chief Executive, LOCOG):** It will be possible to see Usain Bolt with one of these donated tickets. Correct.

**Tony Arbour (AM):** No, no, I did not say that.

**Paul Deighton (Chief Executive, LOCOG):** You said starry event.

**Tony Arbour (AM):** I said, will it be possible that these tickets may be available at the finals of the grand events? It would do considerable harm to your reputation - and, indeed, to the Mayor's reputation and to all those people who are providing free tickets - if they are all for the handball. Wouldn't it?

**Paul Deighton (Chief Executive, LOCOG):** If they were all for handball, yes, or for any single sport. As I have said, they will be spread right across the sports. Remember, that these are donated tickets. I can give more children an experience if we utilise the cheaper tickets. That is one thing I would say to you. I am quite happy to put it across the ticket. For sure there will be far fewer at the finals of the high demand events than there will be at the preliminaries.

**Tony Arbour (AM):** There will be some?

**Paul Deighton (Chief Executive, LOCOG):** There will be some.

**Tony Arbour (AM):** Thank you.

**Richard Tracey (AM):** In talking about risks we have to ask you this one. From time to time there has been mention, particularly with the Olympics, of cyber terrorism, the risk of that and the potential chaos that it could cause. The whole business of WikiLeaks in the last few days has raised the spectre of hackers. How far do you believe you are sufficiently prepared to deal with this?

**Paul Deighton (Chief Executive, LOCOG):** This is, undoubtedly, a very challenging area because many of the hackers around the world would regard hacking into the Olympic Games, given its profile, as a very attractive target to have a go at. How far are we prepared? Information security has been a key part of how we built up our technology effort from the very, very beginning. In part we have to look at what bits of information do we really have that, were they, for example, to get into the public domain, why would that be a problem? The key, from our point of view, is to understand very clearly what bits of information would have, for example, a serious security implication and to ensure that they are surrounded by the highest levels of defence.

The advantage we have is that we have built up our systems from scratch so, from the very beginning, we can think in terms of protecting them that way. We do not have ancient legacy systems that would naturally have some way to get in.

It is also true that, because of the nature of the Olympic Games and the need for things to work, particularly at Games time, we have our own systems, they are not tied into anything else,

which does give you a better natural protection because you are insulated from the rest of the world. It is, undoubtedly, a challenge and I am sure, from time to time, we will have some issues that we will have to address.

**Richard Tracey (AM):** Thank you. Last one from me - I suppose this is a risk - there was the risk of a judicial review of the marathon route, I believe, coming from part of east London. Can you bring us up to date on that? Has it receded now or is it still there?

**Paul Deighton (Chief Executive, LOCOG):** Yes, I think that has receded. We are in a very highly constructive discussion with, in this case, Tower Hamlets - both the Mayor and the Chief Executive - about the ways of bringing Olympic and Paralympic benefits to the borough. Both we and they agree that that is the right way to take this forward than any recourse to the law.

**Richard Tracey (AM):** Thank you.

**Richard Barnbrook (AM):** If I understand this correctly the significant private sponsors seem to have fallen to one side, especially on two particular major projects. One is the media centre and the --

**Richard Barnbrook (AM):** The question is - I put the information forward first so I can get the question out of it - with these possible cutbacks what future does the media centre have without private funding?

**David Higgins (Chief Executive, ODA):** I think if you had said, in mid 2008, that two very conservative pension funds - one from Canada and one from Holland - would invest their pension future, £900 million, in east London, they would have said you were absolutely mad and it would never happen. The same with high speed one. There are two massive investments, £2.3 billion and £900 million, into east London, all of those by pension funds. That is a huge vote of confidence in investment in this area of east London.

We will come back with a shortlist pretty soon on the Village and, as John said earlier on, we have been very surprised by the strength of the investment demand from very long-term institutional investors that want to invest in the Village, which is very encouraging, that level of investor at the short listing process. Yes, we have got a long way to go - the second and third stage to go through. That just shows the markets have recovered but there is a big vote of confidence in the commitment by the Government. It has put so much money into legacy into this area of London.

What is the future for the international broadcast centre and national broadcast centre? It is the responsibility of the legacy company to do that. It is going out to find a private sector partner to invest in that --

**Nicky Gavron (AM):** The question is about climate change as a risk; two different aspects of it. One the risk to London's carbon footprint because, however much you are making savings, you are still increasing the carbon. I would like some figures. The second one is the risk of extreme weather events.

**John Armitt (Chairman, ODA):** I would argue that the fact that the Games is a public transport Games is as big an effort as anybody can make to minimise the carbon footprint or people coming to the Games.

**Nicky Gavron (AM):** I understand you are striving enormously. Overall, there must be an increase in the carbon footprint. You are minimising it by doing a sustainable Games but I wondered if there had been any calculation?

**Paul Deighton (Chief Executive, LOCOG):** One of the pioneering things that we have done for these Games is we have created the carbon footprint for the Games. It is a matter of public record. It has been very helpful because what it does is it helps you target where the carbon contribution is.

Everybody thinks about the Olympic Games and they say it is all about people travelling from all around the world. In fact, the biggest part of it is implicit in the construction so the kinds of techniques that John and David used to minimise that through construction has an extraordinary opportunity if it is employed in other big public sector projects to create an ongoing dividend, or relatively lower, carbon footprint in future big building projects.

**Nicky Gavron (AM):** OK. That is something to explore a little bit further afterwards. Can we move on to the second which is your preparedness for extreme weather events? Like the August in 2003.

**Dee Doocey (Chair):** I am sorry, the Labour Group is out of time.

**Richard Barnes (AM):** Several years ago, during the bid process, Lord Coe and the then Mayor made a number of very high level promises; the most accessible Games, the most diverse Games, the most young people involved in the Games process and the most sustainable. Which of these are at risk?

**Lord Coe (Chair, LOCOG):** We have delivered pretty well on all those commitments we made. We both share something in common as organisations; that both LOCOG and the GLA have been recipients of key awards in all those areas, both independently assessed. I do not see those as risk. They will continue to be challenges throughout the delivery of this project but, actually, we have done pretty well on those.

**Richard Barnes (AM):** When you look back, which of those promises will you be most proud of?

**Lord Coe (Chair, LOCOG):** The nature of the organisation that I chair that does reflect London and does reflect the United Kingdom. We are a diverse employer. I am proud to have more women in senior positions in management. 51% of my organisation are women. I did not expect to see them all walk past my office the day that Jude Law [actor, involved in Cultural Olympiad] came in! As a diverse employer, there were a few men amongst them as well!

**Richard Barnes (AM):** My network of informants tell me that, within the graffiti tagging world, there is a reward of £5,000 for the first person to put a tag mark on one of your stadia --

**Dee Doocey (Chair):** Your question?

**Richard Barnes (AM):** Has anybody got close to winning that £5,000 yet?

**Lord Coe (Chair, LOCOG):** I will leave the security on the Olympic Park up until 1 January 2011 to my esteemed colleagues to the side of me.

**John Armitt (Chairman, ODA):** To date, we have not had any successful attempts. There may have been unsuccessful attempts. The Park itself is now a very secure location. It is patrolled. It has got a pretty strong security fence around it. You are absolutely right; one of the things which the tag writers always seek to do is go to very, very difficult places and demonstrate that they can achieve it. It is a risk, and a risk which these people who operate the security for us around the Park will be aware of. I certainly would not guarantee they do not succeed because they will be very determined.

**Richard Barnes (AM):** We can all travel in hope.

**John Armitt (Chairman, ODA):** Yes.

**Richard Barnes (AM):** Thank you.

**Andrew Boff (AM):** Would you have any objections to an independent review of the remediation of the Olympic land?

**David Higgins (Chief Executive, ODA):** Of the Park?

**Andrew Boff (AM):** Of the procedures covered by the remediation of the Olympic land.

**David Higgins (Chief Executive, ODA):** On the Olympic Park the process is underway. We have Atkins, who are our consultants, that have overviewed that. It has its own consultants that then report to it. The Planning Decisions Team has a separate independent group, EMC – I think that is the name – who then independently review, and we have the Environment Agency separate to that. We do have, besides people that we pay, two independent groups that have already checked the remediation on the Park.

We have obligations to the London Development Agency and now the legacy company. We carry out, as effectively a contractor, remediation work on its behalf because it owns the land and hands it back. It, itself, will need to make sure it is confident with the remediation work we are carrying out.

We do not want to pay more and more consultants but the combination of our owner, who takes on the liabilities and will have to make itself confident of our work, plus the Environment Agency, is enough.

**Andrew Boff (AM):** The importance of independence is that, whoever that independent person is, has no interest in the process.

**David Higgins (Chief Executive, ODA):** That is right. Yes, it depends who pays them.

**Andrew Boff (AM):** There has been an independent review of the remediation. Has there been an independent review of the procedures undertaken to cope with the contaminated land of the Olympics?

**David Higgins (Chief Executive, ODA):** Yes, there has. The Environment Agency has reviewed all the processes underway. The Planning Decisions Team brings in an entirely separate group and there has recently been a new appointment of a consultant to carry out all that independent review. The legacy company will review all of that data and work to satisfy itself.

**Andrew Boff (AM):** All that data is publicly available and can be reviewed? Is that correct?

**David Higgins (Chief Executive, ODA):** We have had numerous Freedom of Information requests on this issue. We release a massive amount of data including all the various reports. Over the last years there have been specialist groups that have particularly focused on this area. There have been investigative journalists. There has been a massive amount of research on this. We have received an extraordinary amount of information on this.

**Andrew Boff (AM):** Can you assure me that none of the permissions that were given by the Environment Agency were given retroactively?

**David Higgins (Chief Executive, ODA):** I do not know that.

**Andrew Boff (AM):** I would appreciate a written reply on that: whether or not the permissions for the procedures that were undertaken when contaminated land was identified were not achieved retroactively and that they were done in process.

**David Higgins (Chief Executive, ODA):** I do not know the answer to that. What I do know is that we spent about £3 million with the Environment Agency building an onsite laboratory, which is the first time that amount of money has been spent. That lasted for about 18 months. It did all the testing on the site, which turned round 24 hour timetables, treating over two million tonnes of contaminated material on site, which is the first time it has ever been done, rather than as previously done by dig and dump in landfill. Doing that meant we had to have speed to carry out the work otherwise the project would have been uneconomic, to carry out that level of decontamination on site.

**Andrew Boff (AM):** I understand you will not be able to answer that straightaway but could I have an undertaking from you that you can look into those processes and let me know whether or not any of those permissions were issued retroactively?

**David Higgins (Chief Executive, ODA):** Yes, you can have that.

**Andrew Boff (AM):** Thank you very much indeed.

**Dee Dooney (Chair):** Thank you very much. That is the end of the questions. Can I thank all four of you for coming and answering all our questions here today. I am sure everyone would like to join with me in wishing David [Higgins] the best of luck in his new role as Chief Executive of Network Rail. Thank you very much indeed.





## Olympic Stadium 2010

---

- Structurally complete with cable net roof and lighting towers in place
- Work close to completion on installing the seats
- Ready to start laying grass and the installation of the running track next year

Page 42



October 2009



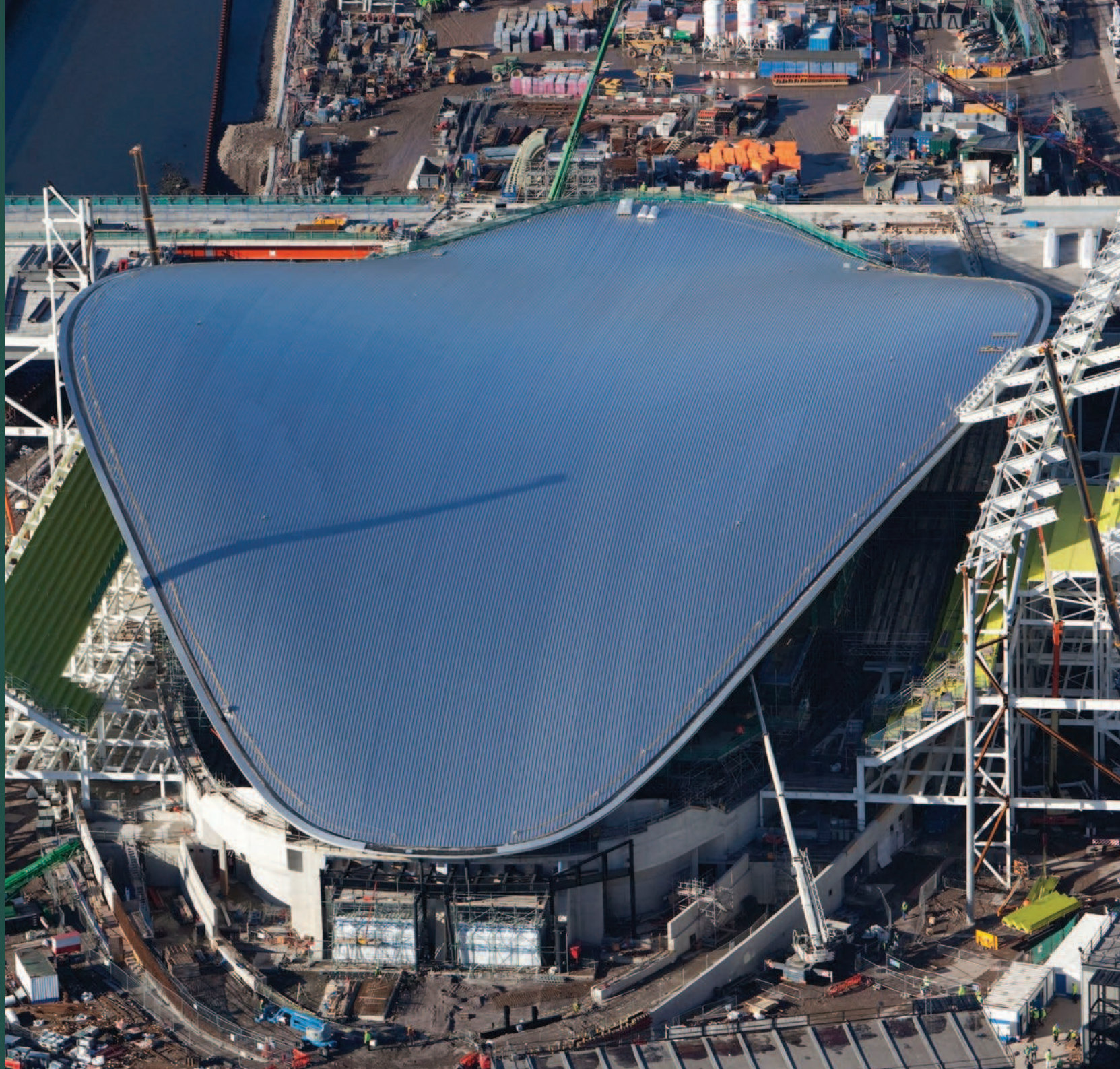


## Aquatics Centre 2010

---

- Permanent structure and wave-shaped roof in place
- 25m dive pool and two 50m pools excavated, lined and tested. Work underway on tiling
- Work underway on bespoke Zaha Hadid designed dice boards
- Work underway on the Games time temporary seating stands

Page 43



October 2009



## Velodrome 2010

---

- Structure is complete and watertight
- Timber track complete
- On target to be the first Olympic Park sporting venue to be completed in early 2011







October 2009





## Infrastructure – 27 July 2010

- Work to deliver more than 30 new bridges in the Olympic Park is nearing completion, including five new bridges into the Olympic Stadium site and the huge land bridge that will form the main 'gateway to the Games'
- Outside of the Olympic Park, good progress has been made on delivering essential new links for local communities

Page 46



October 2009



## Parklands and Public Realm

- Work is well underway to create around 250 acres of new parklands
- Over 500 trees and thousands of wetland plants have been planted and meadows sown around the Olympic Stadium



Page 47













## Olympic Village 2010

- More than three-quarters of the residential plots are structurally complete
- Structure of the Chobham Academy school nearing completion
- Work well underway on the state-of-the-art polyclinic
- First stage of landscaping has started

Page 50



October 2009





# MINUTES

**Meeting: London Assembly  
(Mayor's Question Time)**  
**Date: Wednesday 15 December 2010**  
**Time: 10.00 am**  
**Place: Chamber, City Hall, The Queen's  
Walk, London, SE1 2AA**

Copies of the minutes may be found at: <http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly>

**Present:**

Dee Doocey (Chair)	Nicky Gavron
Jennette Arnold (Deputy Chair)	Darren Johnson
Tony Arbour	Jenny Jones
Gareth Bacon	Kit Malthouse
Richard Barnbrook	Steve O'Connell
Richard Barnes	Caroline Pidgeon
John Biggs	Murad Qureshi
Andrew Boff	Navin Shah
James Cleverly	Valerie Shawcross
Brian Coleman	Richard Tracey
Len Duvall	Mike Tuffrey
Roger Evans	

## **1. Apologies for Absence and Chair's Announcements (Item 1)**

- 1.1 Apologies for absence were received on behalf of Victoria Borwick AM and Joanne McCartney AM.
- 1.2 During the course of the meeting, the Chair welcomed to the public gallery guests from the Working Men's College and City University London.

## **2. Declarations of Interests (Item 2)**

### **2.1 Resolved:**

- (a) **That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out in Item 2 on the agenda, be noted and recorded as personal interests;**
- (b) **That the Chair's declaration of a personal interest in Item 4 (Questions to the Mayor), arising from her position as a member of the London Youth Games Board, be additionally noted;**
- (c) **That Richard Barnes AM's declaration of a personal interest in Item 4 (Questions to the Mayor), arising from his position as Chair of the London Regional Resilience Forum, be additionally noted; and**
- (d) **That gifts and hospitality received by Members, as set out in the Authority's gifts and hospitality register, be noted.**

## **3. Date of Next Meeting (Item 6)**

- 3.1 It was noted that the next meeting of the Assembly would be a Plenary Assembly meeting, which would take place at 10.00am on Wednesday 19 January 2011 in the Chamber, City Hall.
- 3.2 It was noted that this meeting would principally be used to put questions to the Mayor, Boris Johnson, in his capacity as Chairman of Transport for London, and Peter Hendy, Commissioner, Transport for London, on the work and priorities of Transport for London.

## **4. Any Other Business the Chair Considers Urgent (Item 7)**

### **Urgent Motion**

- 4.1 The Assembly agreed, in accordance with Standing Order 3.12, to consider an urgent motion regarding changes to the dates for the Assembly's consideration of the Draft Budget for the GLA Group.

**Greater London Authority  
London Assembly (Mayor's Question Time)  
Wednesday 15 December 2010**

4.2 The Chair explained that the reason for urgency was that this meeting was the Assembly's last meeting until 19 January 2011 and that there was a need to ensure that the dates for the Assembly Budget meetings were agreed and confirmed well in advance.

4.3 The Chair then formally proposed and the Deputy Chair seconded the following urgent motion:

"That the Assembly, noting the expected changes to the timing of the local government finance settlement, agrees to amend its programme of meetings as follows:

- (a) To use the London Assembly (Plenary) meeting on 10 February 2011 to consider and discuss the Draft Consolidated Budget for the GLA Group for 2011/12; and
- (b) To reschedule the London Assembly (Mayor's Question Time) meeting scheduled to take place on 16 February 2011 to 23 February 2011 and to use that meeting to consider and discuss the Final Draft Consolidated Budget for the GLA Group for 2011/12;

subject to the forthcoming variation of the GLA Act by Parliament that is necessary to allow the Draft Budget to be presented to the Assembly after the last day of January in 2011"

4.4 Upon being put to the vote, the urgent motion, namely:

**"That the Assembly, noting the expected changes to the timing of the local government finance settlement, agrees to amend its programme of meetings as follows:**

- (a) To use the London Assembly (Plenary) meeting on 10 February 2011 to consider and discuss the Draft Consolidated Budget for the GLA Group for 2011/12; and**
- (b) To reschedule the London Assembly (Mayor's Question Time) meeting scheduled to take place on 16 February 2011 to 23 February 2011 and to use that meeting to consider and discuss the Final Draft Consolidated Budget for the GLA Group for 2011/12;**

**subject to the forthcoming variation of the GLA Act by Parliament that is necessary to allow the Draft Budget to be presented to the Assembly after the last day of January in 2011"**

was agreed by general consensus.

## **5. Mayor's Report (Item 3)**

5.1 **Resolved:**

**That the Mayor's Report covering the period from 4 November 2010 to 1 December 2010 be noted.**

5.2 In accordance with Standing Order 5.4A, the Chair had agreed to allow the Mayor to give an oral update on matters occurring since the publication of his report. The record of the oral

update, the supplementary questions put to the Mayor by Assembly Members, and the answers to those questions are set out at **Appendix 1**.

## 6. Questions to the Mayor (Item 4)

- 6.1 The record of the discussion, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.
- 6.2 The written answers to those questions not asked or answered during the meeting are attached as **Appendix 3**.
- 6.3 At 12.30pm, during the question and answer session with the Mayor, the Chair proposed and it was agreed (with 11 votes cast in favour and 10 votes cast against) that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.
- 6.4 At the conclusion of the question and answer session, the Chair formally moved the motion set out on the agenda, namely:

**"That the Assembly notes the answers to the questions asked."**

which was agreed by general consensus.

## 7. Motion (Item 5)

- 7.1 It was noted that the motion set out on the agenda in the name of Richard Tracey AM had been withdrawn.

## 8. Close of Meeting

- 8.1 The meeting closed at 12.52pm.

---

Chair

---

Date

**Contact Officer:** Rebecca Arnold  
Committee Services Manager  
GLA Secretariat, City Hall  
The Queen's Walk, London SE1 2AA

**Telephone:** 020 7983 4421  
**Email:** [rebecca.arnold@london.gov.uk](mailto:rebecca.arnold@london.gov.uk)

**London Assembly (Mayor's Question Time) – 15 December 2010**

**Transcript: Mayor's Oral Update**

**Dee Doocey (Chair):** The Mayor will now provide an oral update of up to five minutes. As part of that, Groups on the Assembly have asked the Mayor to provide an update in relation to the Northern line runaway train, protests by students, negotiations with the Government on this year's funding, and air quality. I would just point out that, under Standing Order 5.4, we must not use the Mayor's update in order to ask questions that would negate some of the questions that are already on the agenda. I understand that Len Duvall has a very specific question that he wants to ask about students, which does not negate the question that comes later so I will allow that very specific question and I will allow the Mayor to answer it. I will not allow any debate and I will not allow the discussion to be broadened out.

**Boris Johnson (Mayor of London):** Thank you very much, Chair. As you rightly say, there are several questions that have been posed for oral update by the Assembly. The first is to do with the runaway rail grinding unit. I should say that no one underestimates the potential gravity of this incident which was investigated by London Underground (LU) and Tube Lines' report was published - a very long report - on 8 December 2010. I want to praise the quick thinking of the LU staff involved and the commonsense that they showed. We are waiting for the Rail Accident Investigation Board report to come to its final conclusions and recommendations and all those will be followed. I would stress that LU has an excellent and improving safety record. There are ten times fewer serious accidents on the Tube now than there were in 2000.

On the student protests, I would say that we have a tradition of free speech in this country; a right to protest, safeguarded by the Metropolitan Police Service, sometimes with great bravery, as was shown on 9 December 2010 when a minority of student protestors behaved very badly indeed, with the results that you saw. I was there on the night of those protests in Oxford Street and Oxford Circus. I thanked representatives and members of the Metropolitan Police Service for everything they were doing. I congratulated them on what they were doing. Again, I was there yesterday in Westminster and around Scotland Yard where a protest had been anticipated. I took the chance to thank police officers for what they were doing.

I urge everybody who wishes to make a point about whatever it happens to be on the streets of London, as is their right, to bear in mind that this must be done peacefully and, where there are agreed routes with the Metropolitan Police Service, I urge all protestors to stick to those agreed routes.

On negotiations with the Government over this year's funding round, there has been a highly successful outcome in respect of transport funding, which Members will be familiar with. You will have seen the headline figures yesterday for funding on policing and the London Fire and Emergency Planning Authority (LFEPA). We are confident that we can retain front line services and front line capabilities and we intend to do that. We are continuing negotiations with the Government about the single economic development pot for London and there, again, we are hopeful of a successful outcome.

I have been asked, finally, last night, about the Air Quality Strategy, published on 14 December 2010. This is an ambitious strategy that intends, amongst other things, to lead to a 35% reduction in Nitrogen oxides (NOx) emissions by 2015, compared to 2008 levels. That is a huge amount to achieve. We think we can do it. There are various ambitious steps that we want to pursue to achieve that. Members of the Assembly who have been following this closely will know some of the things that we are doing on retrofitting and measures to improve domestic emissions, but also there is a great deal of work being done to improve vehicular emissions; a great deal of work of all kinds. You will have seen the recent announcement on taxi ages and work to suppress emissions and dust at particularly difficult sites.

I should say, since the last time we met, we have had, amongst other events, a successful and enjoyable carol service at which I saw many people here present.

We launched, on 10 December 2010, a hydrogen bus fleet, giving London's buses, for the first time, zero polluting capability from buses that emit only water. I congratulate all those involved in that.

On 9 December 2010 we announced funding for Olympic tickets for one in eight of London's school children, which will be absolutely fantastic.

We also have completed a longstanding manifesto pledge to quadruple rape crisis provision across the capital by setting up three additional rape crisis centres in addition to the excellent centre currently in Croydon. I hope that, in every quadrant of London now, women will have a service that will help them to overcome the trauma of sexual abuse and violence against women.

We also, simultaneously, launched a new website so that Londoners can access the services more easily. We have joined up with the National Health Service (NHS) to release, for public benefit, previously unreleased medical data about the health of Londoners, so that we can all know the success of our hospitals and of our city in reducing afflictions of one kind or another, thereby boosting transparency and accountability.

We have launched our mentoring programme, spearheaded by Ian Wright [retired English footballer] amongst others.

We have a series of announcements about funding for community sports participation.

We are well on target to plant 4,500 street trees in the course of this winter planting season and we are, therefore, on target to meet our ambition of planting 10,000 street trees by March 2012.

In addition to all this, by making sensible economies such as axing pointless Mayoral free sheet newspapers and other such things, we have been able to determine that, for the third year in a row, in City Hall, we will be freezing our share of the Council Tax. That is for the third year running, after eight years of continuous rises amounting to 153%. We have not only been able to freeze our share of the Council Tax but we will also, therefore, be able to benefit from the Government reward for prudent financial planning in the form of the £23 million windfall from the Department of Communities and Local Government, which we will invest for the betterment of services in London.

Thank you very much.

**Dee Doocey (Chair):** Thank you very much. Now Len [Duvall] has some specific questions [about the student protests] which do not touch on the question that is down on the order paper for later, so I will ask Len to ask them.

**Len Duvall (AM):** Chair, before the clock starts running, maybe the Mayor could answer what we actually asked for in the oral update? I am very grateful for the additional information but he was specifically asked to update on the report on the internal police investigation of the demonstrations in London on Thursday, 9 December 2010,. I just wondered whether he was going to update his report on that aspect?

**Boris Johnson (Mayor of London):** Thank you for your question. As I have said repeatedly, Len, there is an ongoing police investigation and, as you would expect, I am sure that they will leave no stone unturned to get to the bottom of matters that have been of particular concern to the public. Prime amongst them will be how it came about that the car carrying the Prince of Wales and the Duchess of Cornwall came to be in the path of the protestors. That is something that we expect a full explanation of, and I am sure you would too, Len, and other matters that Members of the Assembly will be familiar with will be investigated by the police.

For those who are concerned that it is not enough to leave the Metropolitan Police Service itself to investigate this, I would point out two things. The first is that the Independent Police Complaints Commission (IPCC), insofar as there are specific complaints about specific incidents - and you will be familiar with some of the incidents. The IPCC will be looking into at least one. Further, I would respectfully suggest the role of the Metropolitan Police Authority (MPA) - which did distinguished work in my view following the G20 disturbances. I expect that further scrutiny of the Metropolitan Police Service's actions will be due from the MPA. I would expect that and I would encourage it, in addition to any inquiries that I will be making myself.

**Len Duvall (AM):** Separate to the IPCC issues because we will deal with some of those serious issues and they will be dealt with independently, in terms of the police review, what other areas over and above the Royalty issue do you think the police needs to address in that review?

**Boris Johnson (Mayor of London):** Clearly there has been a lot of speculation in the last few days about tactics, Len. The core of the discussion in the media and in politics has been about whether the police were too soft and hindered in their approach or, alternatively, whether they were too tough, whether kettling was used wrongly, or whether the police should have been able to avail themselves of various implements of crowd control that you can find in other countries: water cannon, tear gas and that kind of thing. The Commissioner has made it clear and the Home Secretary has made it clear - and it is certainly my view - that we are not instinctively in favour of ratcheting up the panoply of implements of crowd control in this city. This is a free city which has a great tradition of free speech. We do not want to see any kind of arms race with protestors. At the moment there are no plans to go, for instance, for water cannon.

**Len Duvall (AM):** Do you know when the review will be available for members of the public or to the MPA?

**Boris Johnson (Mayor of London):** I cannot tell you that, Len. That is something that I am sure the MPA will be vigorously pursuing.

**Len Duvall (AM):** Would you share with me that urgency? It needs to be a matter of urgency, rather than months.

**Boris Johnson (Mayor of London):** Yes. There are several aspects of it. In the matter of reviewing what techniques to use, we need to be looking very, very carefully at this, urgently, and, indeed, at the matter of what went wrong with the case of the Prince of Wales and the Duchess of Cornwall. There is no particular reason for delay. The facts, I am sure, are pretty easy to establish. I am sure that there will be further and better particulars about that event before too long.

**Len Duvall (AM):** On the issue of water cannons, is that under the new regime that may be implemented earlier in London in terms of police accountability? Is that an operational matter or is that a matter, in your view, that should be determined by the new arrangements?

**Boris Johnson (Mayor of London):** It is a very good question. It is a sincere question and it is a question a lot of people will be asking. You will remember there was an episode maybe about a year ago when there were police patrolling in certain parts of London who were more armed than people felt that they should be. The question was, was this an operational matter, was this just a technical detail of policing, or was this a political question; did this go to the heart of how we want to see our city policed? I am absolutely certain, in my own mind, that it is political and that this is something that needs a political steer. It needs consultation, it needs the MPA to be involved and under the new arrangements, as and when they come into place, I imagine that that kind of thing is going to be something that the Commissioner - in a political sense - for policing should have a view on.

To get to your point, in my view, the deployment of water cannon or other utensils of crowd control on the streets of London is a patently political question. It is not simply an operational question.

**Len Duvall (AM):** Thank you.

**Dee Doocey (Chair):** Thank you. There will be no further discussion then on that item until we get to the substantive question on the agenda. The next questions is from Brian Coleman who wants to speak about trains.

**Boris Johnson (Mayor of London):** Sorry, Chair, I hesitate to interrupt Brian, but can I just check one thing; that is the end of the questions about the student protests until we get to it in the body of the questions? Is that right?

**Dee Doocey (Chair):** Correct. Yes.

**Brian Coleman (AM):** Mr Mayor, thank you for updating us on the formal investigation report. As you will know, this is a matter of great concern to my constituents who regularly use the Northern line. There were six specific points raised in this report which do seem, to me, to be quite serious. They are quite technical and I will not waste Members' time by running through them. Can I have some assurance that work is being done to deal with these matters? We are not going to wait for the Office of Rail Regulation or the Rail Accident Investigation Branch report before we deal with the six matters that have already come out in this report?

**Boris Johnson (Mayor of London):** Yes. Absolutely, Brian. I respect very much the assiduity with which you have followed up this incident on behalf of your constituents.

I would say, also, that Transport for London (TfL) has done a very thorough report. Anybody who has studied the report that came out on 8 December 2010 would agree that a lot of work had gone into it and no stone has been left unturned. No aspersions are being cast on LU staff but there are issues surrounding the procedures and it is vital that we sort that out.

I absolutely take your point about the urgency of doing it. Rail grinding is a very, very important part of what we do on LU and we have got to have grinders that work and can be relied upon.

**Darren Johnson (AM):** On the Air Quality Strategy that you have launched, will you have to rewrite it if the European Commission does not grant the time extension for meeting particulate matter (PM10) pollution limits?

**Boris Johnson (Mayor of London):** We think that London will be compliant with limit values for PM10s by 2011. An awful lot of work has gone into that. Where there may be some few locations where there will be difficulties in compliance, that is where we propose to introduce the dust suppressant strategies and other measures. I am confident, therefore, that we will not need to seek an extension since, with PM10 limit values, we should be compliant by 2011.

**Darren Johnson (AM):** You are confident the Government will be avoiding a £300 million fine from the European Union then?

**Boris Johnson (Mayor of London):** It would be absolutely crazy if such a fine were to be imposed --

**Darren Johnson (AM):** I am not asking if you think it is a good idea, but whether you are confident of avoiding it?

**Boris Johnson (Mayor of London):** -- and I am confident that we are putting in place a package of measures that are more ambitious than anything that we have seen previously in this city. Not just in



terms of the work that is being done to reduce NOx but, particularly, on vehicular emissions. We are paying a price for a longstanding neglect in this area.

To get to your point, Darren, I am confident that, if common sense prevails - as I am sure it would and it should in the great cockpit of Europe - we will not face the fines you describe.

**Richard Barnbrook (AM):** Good morning, Mayor Boris. Ian Wright. He is a fantastic sportsman, he has done a lot for football and representation of this country. I would like to know on what grounds are the principal reasons for the mentoring of racial groups? Does this not disadvantage and discriminate --

**Dee Doocey (Chair):** Sorry, Mr Barnbrook, let me stop you. What are you referring to in the Mayor's report? The Mayor's oral update?

**Richard Barnbrook (AM):** His verbal update on mentoring --

**Boris Johnson (Mayor of London):** I did mention mentoring.

**Dee Doocey (Chair):** OK. Sorry.

**Richard Barnbrook (AM):** Thank you. I will start again. What is the principal reason for mentoring on racial grounds and does this not disadvantage and discriminate all other sections of the community?

**Boris Johnson (Mayor of London):** This is a difficult and interesting point. Some people find it counterintuitive that we should be adopting this approach. I am absolutely clear, when you have a particular problem with young black males who are growing up without proper role models, some of them, it is a very, very good idea to expand specific mentoring projects targeted at them. I have absolutely no inhibitions about saying that. It is a difficult thing to say perhaps, but I think it is the right thing to do and we are going to pursue that project.

I am very grateful to Ian [Wright] for his help in publicising the campaign and I am very grateful to everybody who has so far signed up because we are getting a lot of interest. We had a great event last night in Croydon where there was a great deal of interest in the project.

Obviously it does not mean that other people are excluded from mentoring programmes. That would be absolutely ludicrous. We do want to expand mentoring for this particular group as fast as we possibly can.

**Richard Barnbrook (AM):** I appreciate that. As you mentioned, in your first statement, there are white single parents, abused mothers, abused fathers, unemployed, X, Y and Z, young white communities across London that have been left in the doldrums and left to one side. I do not disagree with the fact of looking at these issues regarding young black children. I would also like to make a statement towards looking towards the poor young white as well.

**Boris Johnson (Mayor of London):** That is actually a sincere and good point and it is vital that we have regard to all groups. If you look at the particular statistical weight of the problem at the moment our approach is commonsensical and I would strongly advocate it and strongly advocate London's support for mentoring. Anybody can become a mentor but we particularly want to attract representatives from this group.

**Richard Barnbrook (AM):** OK. Thank you.

**Murad Qureshi (AM):** Can I quickly come back to air quality? Would you accept, in your Strategy, that you have made a major u-turn - one of the first regressive steps you took - on air quality, which was to get rid of the six month --

**Boris Johnson (Mayor of London):** Progressive?

**Murad Qureshi (AM):** Regressive. One of the first regressive steps you took when you became Mayor was to get rid of the six monthly checks and inspection of black cabs. Why the change of mind?

**Boris Johnson (Mayor of London):** No. I am assured by TfL that the measure that it is introducing is entirely different from the six monthly inspection. I am fortified in this belief by the consultations that have taken place with representatives of the taxi trade whom I value, whose opinions I value, and who have been working with us, hand in glove, at every stage --

**Darren Johnson (AM):** What is the frequency of the new measures?!

**Boris Johnson (Mayor of London):** Thank you for raising this excellent point! I am assured that it is much less onerous, much less of a hassle --

**Murad Qureshi (AM):** We know why.

**Boris Johnson (Mayor of London):** -- and that the representatives of the taxi trade with whom we have been consulting over this matter are content with the policy that we are pursuing.

If you take it together with what we are doing with the age limits for taxis, which is, again, commonsense, this is a great trade for London. The taxi trade does a fantastic amount of good for London. They would themselves accept that, if you stand behind them, too many taxis are belching a great deal of black diesel smoke. You would not deny that. Nobody would deny that. It is absolutely right that we should fix a limit. We have done that for the first time. The first time the GLA has fixed a limit for taxi ages, of 15 years.

There were people, Murad, who said I should go down to ten years. That would have been completely unreasonable. Maybe there were even people in your party. Maybe even the Greens --

**Murad Qureshi (AM):** That is a separate issue.

**Boris Johnson (Mayor of London):** -- I do not know whether you were. Were you?

**Murad Qureshi (AM):** I was just talking about inspections.

**Boris Johnson (Mayor of London):** Did you want 12 years? Yes. You did. It would have been wrong and it would have been unfair on hard working entrepreneurs. Their single most important asset has got to have a decent life expectancy --

**Dee Dooney (Chair):** No, let us be clear, Mr Qureshi did not suggest this. There is no need to --

**Murad Qureshi (AM):** I made my point perfectly well, Chair.

## London Assembly (Mayor's Question Time) – 15 December 2010

## Transcript: Question and Answer Session with the Mayor

3934/2010 - Budget 2011/12

**Mike Tuffrey***In setting your 2011/12 budget how will you prioritise front line services and cut wasteful expenditure?*

**Boris Johnson (Mayor of London):** Thank you very much, Mike. The answer is that we are going to prioritise front line services by concentrating on the things that matter most to London: make the city safer, getting London moving, getting opportunities for young people and making the most of the Olympics. Those are the things we are going to concentrate on. We have spent a great deal of thought and effort in getting rid of pointless fripperies, of the kind that used to be enjoyed by some Members of the Labour group when they were luxuriating in office in the old days I imagine. Do you want me to go on forever? First class travel --

**Mike Tuffrey (AM):** Thank you. Shall I tell you --

**Boris Johnson (Mayor of London):** We have got rid of huge amounts of money --

**Dee Dooney (Chair):** Please give succinct answers.

**Boris Johnson (Mayor of London):** -- legations in Venezuela. That kind of thing.

**Mike Tuffrey (AM):** Etc. Fine.

**Boris Johnson (Mayor of London):** We have economised. The Londoner free sheet newspaper we have got rid of. We will continue to make sensible economies.

**Mike Tuffrey (AM):** Excellent. I am pleased to hear that. When it came into office the national debt was £350 billion. When it left, last month, it was £950 billion. Clearing up that mess falls to those who are in Government now, which is you.

There are people round this table who are in Government in local councils - like I was - who know, when asked to make savings, officers come back with the easy cuts on the discretionary area. What political leaders must do is say what their priorities are. I am going to ask you three things I want to see in your budget next week. The first one is that you set out --

**Boris Johnson (Mayor of London):** You are going to ask me three things?

**Mike Tuffrey (AM):** I want to ask you to cover three things in your budget next week. The first is that you set out priorities. You just mentioned young people. When officers come and say, "You can save £500,000 on the London Zoo and the London Wetlands at the price of some of the disadvantaged children coming" you need to send them away and say, "No. Bring me not £500,000 but £500 million" - which Nicholas Griffin [Mayoral adviser] thinks can be saved through common services and procurement.

I want to see this in your budget next week, will you agree to do this. There are 15 work streams that he has put in place. Only one of them - two years into your Mayoralty - has come to fruition. Will you set out very clearly in your budget next week how you are going to achieve the £500 million of efficiency savings across the whole of the GLA family that he estimates can be achieved?

**Boris Johnson (Mayor of London):** Nick Griffin is doing a fantastic amount of work on that and there are substantial savings that can be made. You are familiar, Mike, with the reductions we are making in TfL; a programme of £5 billion cuts until 2017, even before the cuts that we have agreed with the Government. We are making very, very substantial savings in our major budgets. You would expect us to do that. A great deal of this can be done by the GLA group Members working together --

**Mike Tuffrey (AM):** We want to see progress on that.

**Boris Johnson (Mayor of London):** Progress is being made on this. Sharing IT (information technology) and sharing HR (human resources) services. There are substantial savings that could, theoretically, be made. It is surprising, in my view, that not more progress has been made on this in the last few years but the opportunity is certainly there --

**Mike Tuffrey (AM):** Precisely my point.

**Boris Johnson (Mayor of London):** On the Zoo and on the Wetlands, it is a fantastic scheme. I am afraid that this is one of those things where I really want to see the private sector stepping in to help out. It is absolutely crazy that something like the Zoo and the Wetlands - which is an amazing opportunity for private sector sponsorship - has not had more active support from people who are wealth creators in the city.

**Mike Tuffrey (AM):** OK. I just do not want you to do the easy stuff.

Can I move on to the second area which is pay and rewards in TfL? At a time when all other public sector workers are having a pay freeze - the police are expected to take a freeze, the firefighters, this building - in TfL it is budgeting on 4.5% increases in pay. Will you, at least, remove the boondoggle of this free passes that friends and families of workers get? 20,000 getting free travel. Will you remove that in your budget next week?

**Boris Johnson (Mayor of London):** Mike, I understand what you say. I hesitate to mention to this august audience that there are Members of this Assembly who receive free travel. Can that be?

**Mike Tuffrey (AM):** As do you.

**Boris Johnson (Mayor of London):** I certainly have never, never used free travel and I would not do so. I would be interested to know how many Members of this Assembly have free travel.

**Mike Tuffrey (AM):** I am talking not about Tube workers and transport workers. I am talking about friends and families.

**Boris Johnson (Mayor of London):** Let me get to your point. I do not know whether your view is shared by other Members of your party or, indeed, how many Members of the Assembly share this view, even though they themselves receive free travel. If you are seriously advocating that we should unilaterally change the terms and conditions of employment of thousands of employees of TfL, then, frankly, you need to revisit your thinking --

**Mike Tuffrey (AM):** I am seriously saying that the non-contractual commitment to give friends and families free transport you will find support from all around this Chamber on that.

**Boris Johnson (Mayor of London):** I do not think you would.

**Dee Dooney (Chair):** Could you stop talking over each other Please.

**Boris Johnson (Mayor of London):** This is part of the terms and conditions of TfL employees and it would be completely irrational, in the current climate, unilaterally, to revisit those terms.

**Mike Tuffrey (AM):** OK. Thank you.

**Dee Doocey (Chair):** Can we just have one at a time please.

**Mike Tuffrey (AM):** Apologies, Chair. Can I move on to the third area I want you to spell out. As well as the very severe squeeze on public expenditure there are very real powers being decentralised down to local government; powers for this Authority to own assets, to borrow against future streams of income and to localise the business rates. Will you, in your budget, set out how you are going to use your asset base to the benefit of London and use things like the Fire Authority headquarters, £20 million or more that is sitting in Brian Coleman's piggy bank not being deployed? Will you show us, in your budget next week, how you are going to use the asset base to the advantage of Londoners?

**Boris Johnson (Mayor of London):** I can assure you, Mike, that all such assets are going to be frugally and ingeniously deployed to maximise the benefit for London.

**Mike Tuffrey (AM):** Good. Thank you, Mr Mayor.

**Dee Doocey (Chair):** Just before we move on I have been asked to point out, for the record, that Members do not get free travel; they get a travel card on which they pay tax. The next person who wishes to ask a question is Caroline Pidgeon.

**Boris Johnson (Mayor of London):** Forgive me. I did not know that. Nice that you get travel cards though, isn't it?

**Jenny Jones (AM):** It might be better if you did use buses sometimes.

**Dee Doocey (Chair):** I have called Caroline Pidgeon.

**Boris Johnson (Mayor of London):** I use the buses a lot.

**Dee Doocey (Chair):** I have been asked to make the point and I have made the point.

**Andrew Boff (AM):** You are wrong. It is discretionary. You can choose not to have it. I do not have one. You can choose not to have it. It is not as of right.

**Dee Doocey (Chair):** Can I clarify my remarks. Those Members of the Assembly and the Mayor who choose to take up the option of travel cards have to pay tax on their travel cards, or on the amount of money that that is deemed to represent. The next speaker is Caroline Pidgeon.

**Caroline Pidgeon (AM):** Following on from Mike, looking at priorities in terms of your budget, you have got difficult choices coming up. I want to look at your cable car project. A nice idea which you promised would be funded entirely from private finance. In fact, you went further and said, "In tough economic circumstances, we need to raise the money privately". Why have you, therefore, had to direct the London Development Board (LDA) Board to spend £1.2 million on this project?

**Boris Johnson (Mayor of London):** Again, it is an extremely valuable regeneration project and it also commends itself in transport terms, if you have a successful cable car running from the O2, which is the single most popular live music venue in the world, to the ExCeL and over to the Docklands where we have fantastic potential for growth. We have got the biggest exhibition centre across the river to City Airport and to ExCeL, you have an amazing regeneration opportunity, which is the kind of thing that the LDA and our bodies should be pursuing. You also have a very significant transport benefit. People underestimate the power of the cable car to move people fast. It is the equivalent to having a bus route with 30 buses on it.

That does not in any way diminish – and I am grateful to you, Caroline, for pointing this out – my determination to seek private support for this venture because I do think it is the kind of thing that is likely to attract a great deal of interest and is already attracting a great deal of private interest.

**Caroline Pidgeon (AM):** The LDA Board considered your proposal and rejected it. It did not feel it was good investment for their money, even though you claim it is such a great regeneration project. Why have you had to direct these experts who sit on the Board to spend £1.2 million? Is this a priority, given the current budget constraints?

**Boris Johnson (Mayor of London):** Just because I happen to come up with a brilliant and innovative solution for the river crossing issue. You have got a problem, east of Tower Bridge, a shortage of river crossings. We are very ambitious in that direction. As you know, we want to go forward with a tunnel at Silvertown. We have further plans. In the short term a cable car offers a very, very attractive solution.

I am disappointed, frankly, by the churlish and curmudgeonly barracking from my neighbour [ John Biggs AM] on my right. I might remind you, Caroline, because it will be germane to future arguments, not only did this project, when it was first broached, have the fervent support of the gentleman immediately to my right, fervent support, but, also, he pledged to vote for me if we delivered it! I intend to --

**Caroline Pidgeon (AM):** OK. You are using up my time.

**Boris Johnson (Mayor of London):** Did anybody not remember that? I remember it.

**Caroline Pidgeon (AM):** We will finish there, thank you.

**Dee Doocey (Chair):** Mr Mayor, can I remind you that you promised to try to be succinct.

**Boris Johnson (Mayor of London):** I promised to try.

**Dee Doocey (Chair):** Could you try harder please?

**Boris Johnson (Mayor of London):** Sometimes these questions are so good they deserve a long answer!

**Dee Doocey (Chair):** No. Nothing deserves an answer of that length. Please try harder.

**Richard Tracey (AM):** Thank you, Chair. After all that, Mr Mayor, can I congratulate you on your good management in London, prudent management, and in announcing the third year zero demand on the precept? You can hear my colleagues join with me in that. Are you aware, Mr Mayor, that the people of London are beginning to notice the difference between your prudent management --

**Boris Johnson (Mayor of London):** Beginning?

**Richard Tracey (AM):** Well progressively --

**Boris Johnson (Mayor of London):** Increasingly.

**Richard Tracey (AM):** Indeed. Indeed.

**Tony Arbour (AM):** Even the liberals!

**Richard Tracey (AM):** And, at the same time, contrasting the previous Mayor's management and the fact that he is now apparently siding with protestors on our streets and, indeed, also siding with strikers

who bring the capital to a halt, in total contrast to your prudent management. Are you aware of this, Mr Mayor?

**Boris Johnson (Mayor of London):** It would be wrong of me to try to put the point any more eloquently than you could make it.

**Roger Evans (AM):** Can I take this opportunity to welcome guests from Redbridge who have joined us in the Chamber today? They are pleased to be here anyway but they will be particularly pleased to hear that we are going to see the council tax contribution from this building frozen again for the third year in a row. They will note how that contrasts with the previous Mayor's record of increasing the precept by 153% over the 8 years that he was in office.

Could then press you, as you know, Mr Mayor, I am always ambitious for you, to begin work immediately --

**Boris Johnson (Mayor of London):** This is your traditional question, Roger.

**Roger Evans (AM):** -- on creating a fourth year precept freeze for the final year of your Mayoralty, which will mean we will have achieved a zero percent increase for the entire time that you are in office?

**Boris Johnson (Mayor of London):** Roger, I am indebted to you for your question which has the regularity of the annual carol concert. Unfortunately I am going to swerve it again because I do not want to give any commitments about any future decisions I might make or might have to make about the precept.

Your general aspiration is the right one and we should work to reduce unnecessary spending because that is what Londoners want us to do.

**Roger Evans (AM):** Can I, Mr Mayor, just point out perhaps another area for savings you might consider? It was not included in Mike's big three and it has not been mentioned so far. That is the possibility of saving some money from the support costs of the political groups on the Assembly. The Conservative group has saved around £180,000 this year. Will you take this opportunity to urge Members of the progressive alliance who lecture you so much about saving money to put its own house in order and make some savings there?

**Boris Johnson (Mayor of London):** I hesitate to intrude into the domestic cuisine of the Assembly. This is a matter that I am sure you will work out for yourselves. I do notice the stark contrast in the per capita expenditure of Assembly Members and I am sure that the electorate will observe it too and draw its own conclusions about which Members are providing value for money.

**John Biggs (AM):** I did have a personal explanation first, before my question, Chair. For the record, I said in this Chamber I would vote for him if he built this cable car before the May 2012 election, safe in the knowledge that it was another of his vacuous sound bites, Chair, and it would be unlikely to be built in that timescale. It is a nice frippery but it does not tackle the transport problems of east London.

**Dee Doocey (Chair):** Your question now please?

**John Biggs (AM):** My question is about --

**Boris Johnson (Mayor of London):** He has changed it. I have now got to build it before the May elections. I see.

**John Biggs (AM):** The question on the order paper is about how are you prioritising front line services in cutting waste? As a starter, for the record, the bureaucracy in City Hall has grown by, roughly, 10% in the past year. Can you account for that?

**Boris Johnson (Mayor of London):** Nonsense, absolute nonsense. As everybody can see there has been a substantial --

**John Biggs (AM):** I will be very clear about that. The number of highly paid staff and the number of senior appointments that have been made, following the previous year's savings, over 40 staff have been recruited here, and we have a record number of people on over £100,000 a year. In what way does that demonstrate a ratchet on waste and value for money?

**Boris Johnson (Mayor of London):** People will be absolutely stupefied by that question because there has been a substantial reduction in the overall headcount in this building. We are delivering far more for far less. That is what our ambition is. If you go around the floors of this building you find highly motivated and highly idealistic people who are doing a fantastic job for this city. You do not need to do it with a malfusion expansion in the number of public sector individuals.

**John Biggs (AM):** You have grown the number of staff in the past year by a significant percentage. Shall I move on then?

**Boris Johnson (Mayor of London):** Sorry, in the last two years --

**John Biggs (AM):** I will move on. The next question is in April of next year when Londoners wake up and discover that they have roughly 1,000 fewer police officers on the streets of London than they had in April of this year, do you think they will judge you as having prioritised front line services and cut wasteful expenditure?

**Boris Johnson (Mayor of London):** I think, John, that they will because everybody working on this is absolutely determined not just to prioritise front line policing and to maintain front line capability, but also to maintain the basic format of the Safer Neighbourhood Teams (SNTs) which have been very successful and very popular. There is a widespread political understanding of the importance of that.

**John Biggs (AM):** You stated very clearly that one of the key priorities that would drive you would be to make London safer. Do you think, on the face of it, Londoners will feel safer if they have roughly 3%, or 1,000 or so, fewer police officers on the streets than they had --

**Boris Johnson (Mayor of London):** Your assumption is wrong, John. As I said right at the beginning in my Mayor's oral update, we think that the settlement is something that we can work with. We are engaged with Government now about how to manage the cuts at nearly 5.1% than 4.1% but we think we can ameliorate some of the effects. We think we can find funds from other budgets.

Our intention is to maintain front line capability. If you look at what Sir Paul Stephenson [Commissioner of Police of the Metropolis] has done in increasing the number of patrols, it has been highly successful. It is not just that crime overall is coming down, though it is, but it is also true that people's perception of crime - their fear of crime - is also diminishing. That is very, very important. It is one of the things that makes London an ever more attractive place to live in and to invest in.

**John Biggs (AM):** OK. Here is a helpful question. It is a Police Community Support Officer (PCSO) question. The Government has ring fenced funding for PCSOs in every other part of the country but in London has said that you are free to not ring fence that money, that is to say you could, if you wanted, make your PCSOs redundant and recycle the money into something else. You have already said, but can you clarify, that you will not be making PCSOs redundant in the coming year?

**Boris Johnson (Mayor of London):** What I have said is that we want to give borough commanders flexibility about the make up of SNTs. There will be a discussion to be had about the ratio of warranted officers to PCSOs. That is inevitable. Our intention, as I say, is to maintain front line capability police officers out there on the street at current levels, or even above current levels.



**John Biggs (AM):** I take that answer then - because we are both old pros in this business - as being a very thoughtful way of saying that you will be making PCSOs redundant next year.

**Boris Johnson (Mayor of London):** Again, I would not prejudge this. There is a discussion to be gone through. Clearly savings will have to be made. There is no doubt about it. The issue will be for the Metropolitan Police Service and borough commanders. If you have to make savings what is the priority? Do you cut the back office first? Obviously. Do you cut PCSOs or warranted officers? Where do you make the savings? Our intention, as I say now possibly for the fifth or sixth time in this brief Assembly, is it maintain front line capability or perhaps, even, to increase it.

**John Biggs (AM):** OK. Two other very short questions, hopefully. The first is you say the Olympics are a priority and yet there are a number of Olympic skills and employment programmes which are closing down through lack of funding. You have failed, as yet, to secure funding from Government.

**Boris Johnson (Mayor of London):** That is a good point, John. You are referring to some of the Olympic skills and training initiatives. I am determined that those should be funded.

**John Biggs (AM):** Currently they are unfunded. You have not got the money yet. You are still haggling with Government to try to secure the funding for that?

**Boris Johnson (Mayor of London):** Basically, yes, but I am confident that we will get the funding.

**John Biggs (AM):** Good. Finally then, in balancing priorities, Londoners would be delighted that their council tax is frozen next year. In fact, the vast majority --

**Boris Johnson (Mayor of London):** Hang on. Does that mean the Labour Group supports the policy? Wait, wait, wait, we have got to pin this down. I just heard a peep of support.

**John Biggs (AM):** I do not think there is a local authority in London that is raising its Council Tax. They have been given a very thoughtful bung by the Government to giving back some of the money that has been taken away from them with a 2.5% proto increase. If you balance that against the swingeing fare increases people have on 1 January 2011 --

**Dee Doocey (Chair):** Your question, Mr Biggs?

**John Biggs (AM):** -- do you think that is part of the value for money equation Londoners should feel comfortable about?

**Boris Johnson (Mayor of London):** Again, unfortunately, I would have to reject some of your vocabulary. These are not swingeing increases. They are built into the business plan. They are considerably lower than increases that the previous incumbent of this office put in in 2004 and 2005. Increases which some of you who were present supported without a squeak of demur.

**John Biggs (AM):** Over 7%. Thank you, Chair.

**Gareth Bacon (AM):** Mr Mayor, are there now more or fewer police officers than there were in May 2008 when you took office?

**Boris Johnson (Mayor of London):** As far as I am aware there are 33,034, roughly speaking, warranted officers - that is off the top of my head - on the streets of London. That is an all time high. That is a considerable achievement and I congratulate the police on what it is doing.

Let us not make any bones about this. It will be difficult, in the current climate, to maintain those numbers but we are going to do our level best.

**Gareth Bacon (AM):** Marvellous. So, despite the economic wreckage left to the country by the previous dismally failed Labour Government, will there be more or fewer police officers in April of next year than when you took office in May 2008?

**Boris Johnson (Mayor of London):** I am confident that there will be more next year than when I took office. I am delighted to say - it is very, very important to get this across - that crime is coming down.

**Gareth Bacon (AM):** Thank you very much.

## **4242/2010 - Train timetables**

### **Steve O'Connell**

*Will you lobby the Office of Rail Regulation to reverse their decision not to allow Southern Railway to introduce an additional off peak and Saturday service train per hour between Brighton and London Victoria via East Croydon considering the proposal was approved by both the timetabling committee and Network Rail, as this would greatly benefit travellers in south London?*

**Boris Johnson (Mayor of London):** Thank you, Steve. You asked a very good question about increasing the service to Croydon in particular. This is something that Southern intends to do further work on and we intend to push that very hard.

**Steve O'Connell (AM):** Thank you very much, Mr Mayor. First of all I would like, again, to thank you for coming along to Broad Green in Croydon last night to launch your community conversations. I sense it was a great success. We had a large number of representatives from the black and minority ethnic (BME) community and I look forward to working with you on taking this forward.

Thank you again for urging more mentoring, particularly among black men, to support many of our vulnerable young people in the north of Croydon. Thank you very much for that.

Thank you very much for your support of this additional service, which is between Brighton and Victoria via East Croydon. Up until now there has been some resistance but I sense now we are in a position where we hope to be introducing that service round about May of next year.

Speaking about transport strategies generally, would you agree with me, to assist your strategic planning of London, it might be helpful, going forward, to see if you can get some more control around the train services within your parameters --

**Dee Doocey (Chair):** Sorry, that is not about timetables.

**Steve O'Connell (AM):** It is about trains, Chair.

**Dee Doocey (Chair):** I know it is about trains but it is not about train timetables, which is what the question is about.

**Boris Johnson (Mayor of London):** Sorry, if I may say so, Chair, it is a very good question because --

**Dee Doocey (Chair):** It might be but it is not about train timetables.

**Steve O'Connell (AM):** It is about trains. What are you talking about, Chair?

**Dee Doocey (Chair):** I am talking about the fact that it is not about train timetables which is what the priority question is about.

**Steve O'Connell (AM):** A certain laxity you afforded to some colleagues over there does not seem to be extended to myself.

**Dee Dooney (Chair):** No, that is not fair.

**Steve O'Connell (AM):** I have got other supplementaries. Are we allowed to talk about the East Croydon Station?

**Boris Johnson (Mayor of London):** We are allowed to talk about trains going into East Croydon and the times of those trains, as far as I can see.

**Steve O'Connell (AM):** OK. I am sorry this is more mundane than the earlier question but please bear with me, Chair. One last question, Mr Mayor. Will you support me in the lobbying to build a new platform and pedestrian bridge across the platforms in East Croydon Station?

**Boris Johnson (Mayor of London):** I will completely support you in that, Steve, and I congratulate you on all the work that you are doing for transport in Croydon. We intend to support you.

Just to get to the point Val [Shawcross] was making from the wings. This kind of discussion would be greatly assisted if, as I never tire of saying, there was more of a role for TfL and for the Mayoralty in discussions with the Department for Transport about rail franchises across the region because then there would be some more democratic accountability for Londoners in respect of key questions such as whether or not to have four trains an hour to Croydon.

**Steve O'Connell (AM):** Thank you.

### **3992/2010 - Chair of the London Fire and Emergency Planning Authority**

**Darren Johnson**

*Will you sack Brian Coleman?*

**Boris Johnson (Mayor of London):** Yes. Thank you, Darren. You ask me whether I would sack Brian [Coleman] and the answer is no. I will not.

**Darren Johnson (AM):** If you look at some of his comments and behaviour during the recent dispute, for example, his interview with the *Ham & High* in November 2010 where he is quoted as saying, "Most of the union officials, if they had a brain cell, they would be dangerous. Most of them are thick, cannot string a sentence together and, frankly, are incoherent. We have to break the Fire Brigades Union (FBU)". Does that sound like the words of a man who is seriously interested in resolving an industrial dispute or one who wants to prolong it and perpetuate it and add flames to the fire?

**Boris Johnson (Mayor of London):** OK. There are several things here. Before I come to the substance of your question, which is really about some of the language that has been used, it is important to stress that real progress is being made now with the FBU about this matter, and --

**Darren Johnson (AM):** No thanks to the Chair.

**Boris Johnson (Mayor of London):** I am not certain, frankly, that that is the case, Darren, or that you are entirely fair in saying that. There was a vote, as you know, in June of this year, to issue Section 188 notices to firefighters that their old contracts would end and new contracts would come in which they would be obliged to accept. There was a unanimous vote. It was tabled by the Chairman and those voting in favour - which is, essentially, what triggered the dispute - of the motion were Tony Arbour,

Gareth Bacon, Brian Coleman, Murad Qureshi, Navin Shah, Richard Tracey, Mike Tuffrey and Darren Johnson. I think you did the right thing there --

**Darren Johnson (AM):** To begin the process of negotiation; the formal consultation process.

**Boris Johnson (Mayor of London):** Yes. What has happened, after an arduous process of negotiation and after consultation and the work of the Resolution Advisory Panel, we have got to a position now where a different shift pattern is - can I just finish this? It is important people understand the context of all this --

**Darren Johnson (AM):** Yes.

**Boris Johnson (Mayor of London):** -- because a great deal of heat and not much light has been shed. There is a new proposal for the shift patterns. It is sensible. The FBU is currently balloting its members on the 13.5 hour night and then the 10.5 hour day. I hope very much that that will be --

**Darren Johnson (AM):** I agree.

**Boris Johnson (Mayor of London):** -- a successful ballot and that the Commissioner will then be in a position to recommend to LFEPA --

**Darren Johnson (AM):** We are moving away from the --

**Boris Johnson (Mayor of London):** Sorry, this is entirely germane to the stewardship of LFEPA by Brian.

**Dee Dooney (Chair):** Mr Mayor, can you just bear in mind the time constraints please.

**Boris Johnson (Mayor of London):** This is something that people get very, very worked up about.

**Darren Johnson (AM):** I accept we are at a very important stage in the process and I hope that we can have a peaceful resolution as a result of this process.

**Boris Johnson (Mayor of London):** Good.

**Darren Johnson (AM):** However, is it helpful for the Chairman of the Authority to be saying publicly that we have got to break a union while that process is going on? While we are reaching such a sensitive time as to bring together a peaceful conclusion to the process. Is it sensible for the Chairman to be making provocative comments like that?

**Boris Johnson (Mayor of London):** I understand your feeling --

**Darren Johnson (AM):** I think you are saying that it is not because, in a letter here, you say, "Abusive and provocative language is inappropriate and unhelpful in any sphere of life" --

**Boris Johnson (Mayor of London):** You are welcome to shout at me. I was trying to answer your question.

**Darren Johnson (AM):** -- from the pages of the *Ham & High* to the chamber of the London Assembly.

**Boris Johnson (Mayor of London):** You are adopting rather a hectoring and bullying tone for a chap who is criticising abusive language. Let me try, as calmly as I can, to tell you that, yes, as I said in that letter, I do not think such language is helpful. One of the many joys of working in this place is that, by

and large, there is very little personal rancour and abuse. That is a good thing. As I have said in my letter, the language has been unhelpful but then heaven knows what kind of things are said about me.

**Darren Johnson (AM):** OK. You have used up all my time now.

**Boris Johnson (Mayor of London):** Abusive and unhelpful things are often said about me. I deprecate the use of such language. To get to your point, I will not make a change in LFEPA now because we are in the middle of very delicate negotiations which I hope will be successfully concluded. I congratulate LFEPA and you, Darren, on the vote and I congratulate Brian on his stewardship of LFEPA though not, necessarily, on his choice of language --

**Dee Doocey (Chair):** Come on, Mr Mayor. You are using up all of their time.

**Boris Johnson (Mayor of London):** They asked stupid questions.

**Jenny Jones (AM):** Using my time actually.

**Boris Johnson (Mayor of London):** Ask better questions.

**Dee Doocey (Chair):** No, no, no. We really do need to be conscious that there is only a limited amount of time so just, once again Mr Mayor, bear it in mind.

**Richard Tracey (AM):** Mr Mayor, as the Vice Chairman of LFEPA, can I say to you that I feel, along with my colleagues on LFEPA, really rather insulted by this political personal attack on our leader on LFEPA.

**Boris Johnson (Mayor of London):** Delivered in a very abusive hectoring way I would say. Shouting he was.

**Richard Tracey (AM):** The fact is that, although Darren may have voted with us in July 2010, since that time, led by Brian Coleman, we have been on our own facing attacks by the Labour group on LFEPA and by the Green representative, with occasional bits of support from the Liberal Democrats. This has been in the face of brutish language used about the Chairman by some representatives of the FBU. It is not too surprising, therefore, that he has hit back. We know he is very capable of hitting back.

Now we are moving towards some settlement - incidentally, the FBU accepting the very terms that we have been pointing out from, practically, the beginning of this - will you --

**Dee Doocey (Chair):** Your question, Richard?

**Richard Tracey (AM):** -- therefore, encourage the Chairman of LFEPA to go further now and to set an example to other trade unions in London and in the rest of the country?

**Boris Johnson (Mayor of London):** Just to get back to my answer to Darren, I cannot really condone the use of abusive language because I do not think it is helpful under any circumstances. We run, by and large, a very harmonious operation here and that is the way I think we would all want to see it. In spite of old care in the community here [gestures to John Biggs AM] with Tourettes and his constant barracking, I think we run a very harmonious operation.

I cannot condone the manner in which Brian expressed himself. I very much hope that people do not inflame temperatures now. Both sides are showing a great deal of common sense and I hope that the deal can be done. As I say, I congratulate LFEPA on the way that it has managed it and, if and when the FBU accepts the package, I congratulate it as well.

By the way, I should offer general congratulations to London firefighters on the way they are reducing the incidents of fire in this city and reducing the number of deaths from fire, which is the key thing.

**Gareth Bacon (AM):** Mr Mayor, the process of changing the shift patterns has taken five years of the Authority attempting to negotiate with the FBU. Certainly in the latter six months of that the Chairman of LFEPA has been subjected to a campaign of highly personalised propaganda, smears and abuse carried out in the most aggressive manner imaginable.

**Kit Malthouse (AM):** Partly by these people.

**Gareth Bacon (AM):** Despite this, Mr Mayor, he has held his nerve and he has shown a great deal of courage and backbone. Will you join me in congratulating him on that --

**Boris Johnson (Mayor of London):** I certainly will.

**Gareth Bacon (AM):** -- and wishing him every success in the future in continuing with that, and congratulating him on bringing an essential process to the very brink of a successful conclusion, after five years of inactivity from either side?

**Boris Johnson (Mayor of London):** Yes. I certainly think that you are right, Gareth, to draw attention to the campaign of personal abuse, which has not only been directed at Brian but also at Val [Shawcross] when she was Chair of LFEPA. Members will recall some of the hostility that Val experienced in that role. If I remember correctly, Val, you stewarded LFEPA during the 2002 dispute and that was pretty rough I seem to remember at the time. You are absolutely right, Gareth, to call attention to the courage and backbone - the right words - that Brian has shown.

**Roger Evans (AM):** Mr Mayor, I know you hate to fly in the face of public opinion on occasions such as this. You will recall that we had a People's Question Time in Camden on 2 November 2010. One of the questions that people are asked after that event is do you think it was well chaired? Mr Coleman, who chaired that event, got an approval rating of 85% from his audience which, I might say, compares rather favourably to that achieved by other people who would seek to lead the Fire Authority. Will you continue to support public opinion by keeping Brian in his job?

**Boris Johnson (Mayor of London):** I certainly remember that that occasion was well chaired, though I do not wish to make any invidious comparisons with any other events, all of which have gone pretty well too in my view.

## **4013/2010 - Rape Crisis Centres**

### **Jennette Arnold**

*What assurances can the Mayor give concerning future revenue funding for both the established and newly opened Rape Crisis centres, given that the voluntary service is in such dire straights?*

**Boris Johnson (Mayor of London):** Thank you, Jennette. It was great to see you there at the launch of the confirmation of the four rape crisis centres across London. Yes, certainly, I can give a commitment that, if I am lucky enough to be re-elected, we will continue to supply funding for rape crisis centres.

**Jennette Arnold (Deputy Chair):** Thank you for that. I want to bring you forward a little bit before your election because it seems to me not appropriate for these centres to be left on the edge waiting for you to be re-elected. If I can take you back to your manifesto pledge, it was about funding to a tune of £2.2 million over four years. When you look at the allocation that has come out now with the launch of the latest centres, we are talking here about funding over 16 months for these centres and that only

accounts for £1.4 million. What I want from you is some commitment that in your next budget you will look to include that shortfall of £800,000 because the current climate within local government is not going to improve and I think it is a little bit weak, expecting the continuity of these services based on local government input.

**Boris Johnson (Mayor of London):** I understand completely what you are saying, Jennette. Thank you for what you are doing to participate in this process. I would just say that it is only right that, where we can provide services more effectively and more efficiently with taxpayers' money, we should do that. I am pleased that we have been able to find £1.4 million to fund three new rape crisis centres, as I pledged, across London.

I accept the sincerity that you now bring to this cause. Since you cast aspersions on what we are doing, I would point out that, in the eight years or however long it was that you served as an Assembly Member before 2008, two rape crisis centres closed in London during that period. I do not think you, or indeed any other Labour Member, offered much by way of protest at that. I do not think that there was much cross-questioning of the previous incumbent about those particular failures. I take your conversion to this cause very, very gratefully.

**Jennette Arnold (Deputy Chair):** Mr Mayor, let me tell you - and I can bring you the details - I was one of the Members who sat in 2000 on the first pan-London strategic body to look at rape and domestic violence in this city. It was set up by the previous Mayor and was led by the women's office working to that Mayor. Let me tell you that I am not going to stand in line to you or anyone else about this issue. If you look at my --

**Boris Johnson (Mayor of London):** What do you mean, "stand in line"?

**Jennette Arnold (Deputy Chair):** -- lifetime career of campaigning it has been about safety for women on the streets in this country --

**Boris Johnson (Mayor of London):** I understand that.

**Jennette Arnold (Deputy Chair):** -- so, it is not new.

**Boris Johnson (Mayor of London):** I am sorry, you are trying to beat me up because we have delivered on a promise!

**Jennette Arnold (Deputy Chair):** Just take this idea that it is new. It is not new. What I want you to accept is that there is a shortfall in the funding from your original pledge. It is not acrimonious. I am getting you to accept that. Having established this framework for service, do you accept this shortfall and will you look to ensuring that this shortfall is met, given the current circumstances in local government? It is a straightforward answer. I do not need to take a history lesson from you.

**Boris Johnson (Mayor of London):** It is material to people's understanding of what is going on here. You are trying to get me to commit more money irrespective of what we are achieving. We are achieving a great deal with what we have committed.

I would point out to you and remind you Jennette, that, in spite of all the good work you may have done in 2000, there then followed a period in which two rape crisis centres closed, and it has been our job to rectify that. I am delighted that you are now supporting what we are doing.

**Steve O'Connell (AM):** It will not be much, Mr Mayor. You are being very patient and very courteous to the Member opposite because, it seems to me, that the previous administration may have formed a rape crisis steering group or study group round about the year 2000, during the course of those eight years I would like to say they achieved absolutely zilch but they actually achieved a negative manner in closing two rape centres. Since that time, boroughs like Croydon have been working away to form a

proper rape crisis service for its borough. Mr Mayor, I thank you and ask you to comment further the fact that you are now achieving, after two and a half years, an fourfold increase of the rape crisis resorts throughout pan-London. Mr Mayor, I thank you for that on behalf of the disadvantaged people that this will help and, again, I would like you to comment on your commitment and the commitment, also, post-2012 when, on your excellent track record, you will be re-elected.

**Boris Johnson (Mayor of London):** It is a shame in a way that this is becoming so party political.

**Steve O'Connell (AM):** Indeed.

**Boris Johnson (Mayor of London):** This is something that we are all basically agreed on. I became very interested in this subject in 2008 when I met Yvonne Trainer and I saw the work she was doing at the rape crisis centre in Croydon. I thought it was fantastic and I said then that I wanted to see work like that expanded. It is vital that women who experience rape or sexual domestic violence do have somewhere where they can go in the long term. We need provision in every quadrant of London. We were determined to do it.

What I would love, Jennette, is if everybody could somehow take the party politics out of this and work together to achieve more for rape crisis centre provision in London, rather than endlessly trying to score points off me or anybody else.

**Jennette Arnold (Deputy Chair):** It was in your manifesto. You made it political.

**Boris Johnson (Mayor of London):** We have delivered it.

**Jennette Arnold (Deputy Chair):** In your manifesto.

**Boris Johnson (Mayor of London):** We have delivered it.

**Steve O'Connell (AM):** It is disgraceful.

**Roger Evans (AM):** Thank you, Chair. Mr Mayor, can I thank you for providing our rape crisis centre in Redbridge which I am sure will be of great value to local people, and thank Kit Malthouse for taking time to come and open that centre? Does the exchange you have just had with Jennette Arnold not demonstrate something pretty fundamental about the last eight years of Ken Livingstone's [Mayor of London 2000-2008] administration; that is there were an awful lot of people in this building steering but nobody driving?

**Boris Johnson (Mayor of London):** Again, I hesitate to try to improve on the formulation of the distinguished Member.

**John Biggs (AM):** Very quickly, Chair. For the record, rape crisis centres are not a statutory responsibility for the Mayor. The two which were closed under the previous Mayoralty were closed by the boroughs. At the same time rape havens were established using London funding. It is simply mischievous and dishonest to the point of lying to claim that what has happened is some sort of betrayal. We strongly support your initiative on rape haven centres, however, we think you should keep to the commitment you made, rather than dilly dallying and shilly shallying and going backwards on it.

**Boris Johnson (Mayor of London):** What you are seeing is the keeping of a commitment and the rectifying of an omission - albeit not a statutory omission, I accept that point - and a failure under the previous Mayoralty. I am glad that we have rectified it and I hope we can now move on together.

**4195/2010 - LDA Funding**



## **Tony Arbour**

*Please can you provide an update on negotiations with Government regarding the funding for economic development work in London?*

**Boris Johnson (Mayor of London):** Thank you, Tony. As I said in the opening statement, there are ongoing discussions between us and Government at all levels and in many departments, but I am confident that there will be a significant sum available for the pot for economic development in London.

**Tony Arbour (AM):** I wonder, Mr Mayor, if you can you tell us what your priorities are for such money which is going to replace LDA grants? Some of the things that we are concerned about, for example, are the funding of the business information centre at the British Library and the CompeteFor contract which enables London business to compete for the Olympics. Could you give us an idea of the priorities that you have for such a --

**Boris Johnson (Mayor of London):** Thank you, Tony. I accept very much the point that you are making. You are right to raise it. I just do not want, now, to get into a checklist of all the things that I want or are going to be delivered, but both those things, certainly, are important.

**Tony Arbour (AM):** OK. We will return to this. Thank you.

**Boris Johnson (Mayor of London):** We certainly will. Members should know it will not now be too long before we start to get much more clarity on all this.

## **4009/2010 - 27 Missing Fire Appliances**

### **Navin Shah**

*At the MQT meeting on 17 November, in your oral update, you said "it seems to me that we are entirely in agreement that there shouldn't be a reduction in Fire Appliances". The Chair of LFEPA nodded in agreement to your statement. Can you confirm that this actually means you are saying, with the agreement of your Chair, that there will be no cuts to fire appliance provision in the current financial year, nor in the financial year 2011/2012?*

**Boris Johnson (Mayor of London):** Thank you, Navin. The answer is that, as you and I have discussed before, there are no plans for reducing the number of fire appliances.

**Navin Shah (AM):** Mr Mayor, can I point out to you that, at the Fire Authority meeting, it was placed on the Authority agenda by your Conservative Members who said that an investigation was to take place as to whether the Fire Brigade needs all 27 fire appliances removed from stations during the current industrial action to be retained, or whether there is an oversupply of appliances. Did you make that comment that you made last time around at Mayor's Question Time (MQT) that the Chairman was in agreement that there should not be any reduction in fire appliances? If that is the case, are you, or is the Chairman of the Fire Authority, going back on your word and the commitment that you gave to this Assembly?

**Boris Johnson (Mayor of London):** Navin, can I again thank you for the work that you did when you were on LFEPA and for the sensible vote that you made in favour of the reforms. On the 27 fire appliances we are all in agreement that there are no plans to remove them. The situation is, at the moment, pending the final resolution of the dispute, the 27 appliances to which you refer are currently in the hands of Asset Co. When this thing is concluded they will revert to the London Fire Brigade.

**Navin Shah (AM):** Mr Mayor, what you have just said does not add up. Very clearly, as I quoted to you, at the Authority meeting on 8 November 2010 your Members asked the Authority to investigate a reduction of those 27 appliances and check whether these are actually needed.

If I can go on further, this is touching upon front line services. You made the comment this morning, which I welcomed, that you want to maintain front line capability and even increase it. If that is the case, can you explain to me, when the Chairman of the Fire Authority was asked if there could be cuts to the level of firefighters and fire engines, the Chairman said, "Of course. There are going to be cuts and the cuts will involve job losses". Very clearly the agenda of the Fire Authority, the Chairman of the Fire Authority and your colleagues is different than what you are saying here. Somebody is not telling us the truth.

**Boris Johnson (Mayor of London):** I understand where you are coming from, Navin. I do not think you are being entirely fair to the argument. On the 27 fire appliances it is perfectly true that a motion was put down asking whether LFEPA could investigate whether or not the 27 fire appliances were necessary. That is a very long day's march from saying that you want to remove 27 fire appliances. Anybody can understand that.

Secondly, on the assertion that there could be cuts, yes, of course there could be cuts. Our proposal - and what I am determined to ensure - is that there should be no reduction in fire cover. I do not want to see a reduction in our front line capability, either in policing London or in protecting London from fire.

**Navin Shah (AM):** Are you, therefore, now saying that you are prepared to accept a reduction in fire appliances, and therefore firefighters, which is different from what you said at the last MQT? You need to come clean as to where you stand.

Also, I have a comment here from the Chairman of --

**Boris Johnson (Mayor of London):** You asked me whether I was in favour of removing the specific 27 fire appliances. You continually assert, falsely, that there is some plan to get rid of these 27 fire appliances. That is not the case. There is no such plan.

**Navin Shah (AM):** For this year, next year, forever? What are you exactly saying? That is the nub of my question to you in the first instance.

**Boris Johnson (Mayor of London):** The nub of my answer, Navin, is that we intend to maintain fire cover in London. That is what matters. What people want to see is protection from fire in this city, just as they want to see more police deployed in the front line where people can see them and where they can bring down crime. That is the name of the game.

## **4212/2010 - Dangerous Dogs**

**Richard Tracey**

*"In light of the continued problem of dog attacks, what is the Mayor doing in regard to his policy on dangerous dogs?"*

**Boris Johnson (Mayor of London):** Thank you, Dick. This is an excellent question because it gives me a chance to praise the work of the Deputy Mayor for Policing and perhaps you can just Hoover up the garlands of praise that I am about to dispense. This is a real problem for London. We should really think seriously about the problems that many people in our communities face because of dangerous dogs or weapon dogs. They intimidate; they reduce the quality of life, particularly for some of the poorest and most vulnerable people in London. They are a real abuse of power by some people in our

city. There has been a significant increase in the number of ambulance call outs as a result of attacks by dangerous dogs. They are threatening and we want to see a serious reduction.

That is why, under the guidance and support of Kit Malthouse [Deputy Mayor for Policing], amongst other things, the Status Dog Unit was set up in March 2009. It is taking steps to make it easier to kennel such dogs by reducing the cost of kennelling. 769 weapon and attack dogs of one kind or another have been seized from April 2010 to November 2010. That is a massive increase. For instance, in 2005, the total number of dogs seized was only 35. This is a problem that the police are really trying to get to grips with. 80% of the dogs that were seized are prohibited by law.

We are continuing to do a lot of work on this matter. There have been two educational events. What we need to do is to try to educate people into the potential threat of these dogs and to get them to understand what they do to degrade the quality of life in their communities. We have had two people with dogs training events here in City Hall. I believe today, unless I am wrong, there is going to be a Parliamentary event in which we are going to launch our leaflet to promote engagement with local initiatives to suppress dangerous dogs. I think this initiative is called Barking up the Right Tree. Kit has definitely been barking up the right tree in respect of this matter.

**Richard Tracey (AM):** Mr Mayor, thank you for that answer and for the statement of what you have been leading. I want to say a word of praise about Wandsworth, one of my boroughs, which has also been playing a major part in educating the public and in dealing with serious dog attacks which we have had in the borough.

You are absolutely right to mention the reception at the House of Commons this afternoon. It is an all-party reception which our colleague, Kit Malthouse, will be addressing. It has been organised for Members of Parliament, and particularly new Members of Parliament, elected in May 2010, to learn more about the petition and the requirement for Government to move to some more precise legislation. That is really the word. Can I encourage you, Mr Mayor, to lobby on behalf of Londoners in the direction of the Home Office? At the moment dangerous dog legislation is probably under the hand of the Department for Environment, Food and Rural Affairs. It surely must be the Home Office that ought to be taking steps. Could you progress that?

**Boris Johnson (Mayor of London):** Yes. Again, the work we are doing in City Hall is very, very important for the general grip of the city on this problem. There has been a petition, as everybody will be aware, on dangerous dogs. I believe that there is a case for increasing the penalty for owning a banned breed and bringing the penalty more in line with penalties for carrying an offensive weapon; perhaps extending the law to include owning a banned breed on private land. This is particularly important when we consider the interests of people whose livelihoods involve visiting other people and who may feel threatened and under attack from these animals.

You have got to bear in mind that the majority of dogs in London will be innocent animals and we do not want to penalise them or to cause their owners anxiety. It is important that we strike the right balance and that we deal with what is an increasing problem on our streets and in communities in London.

**Steve O'Connell (AM):** Mr Mayor, to continue the debate around the problem of dogs in London. First of all I declare an interest. I am the proud owner of five wonderful dogs. I will get on to why I cannot walk them all at the same time in a minute.

**Dee Doocey (Chair):** Your question?

**Steve O'Connell (AM):** Can I ask you, Mr Mayor, to urge the boroughs of London to adopt the dog control orders which have been adopted by Croydon and Westminster? These orders give an empowerment for council uniformed officers to insist that any dog not on a lead should be put on a lead. It also bans all dogs from certain areas in the borough, particularly play areas, and it does limit the

number of dogs under control for one person to four dogs, which is the amount recommended by the Dog Walkers' Society. One of my poor little fellows has to stay indoors.

Mr Mayor, in line and in parallel with the good work that Mr Malthouse is doing, can I urge you to also look at the dog control orders, which are a power at the moment available to all London boroughs?

**Boris Johnson (Mayor of London):** Yes. Thanks, Steve. I urge London boroughs to use the powers that are available to them to control this problem, which will be a huge issue for their constituents and something that there is a lot of public feeling about.

**Roger Evans (AM):** Unlike the previous Member I do not own any dogs but a lot of people in Havering, which I represent, are dog owners and they are very pleased to enjoy the company of their pets. They have some concerns that the approach that is taken is measured. Clearly something needs to be done because we have seen an 80% increase in dog attacks in recent years. Can we make sure that measures target irresponsible owners, rather than targeting across a blanket, because we do not want to punish people unfairly.

**Boris Johnson (Mayor of London):** Yes. The Dangerous Dogs Act of 1991 has gone down in history as perhaps one of the most ill thought out knee jerk pieces of legislation. We do not want to go down that route. We do not want to victimise harmless pooches across London; much loved family pets. We do not want Bonzo and Tiddles and all the rest of them to be rounded up by Kit Malthouse and done away with. That is not what is going to happen.

What I do not want to see is the terrifying spectacle of some illegal breed being trained to jump into the lower branches of a tree, clamp its jaws around those branches and swing for ages in order to promote toughness and biting strength. That is what is happening. I have seen it. We have all seen it. There are some people who are training their dogs to be vicious. I do not want to see that. I want them to be actively discouraged. It will be an important thing for people's sense of wellbeing and safety in their communities if we could do that.

You are right, Roger, there is a balance to be struck but, at the moment, I am worried about the increase in weapon dogs.

**Roger Evans (AM):** People will be relieved to hear that these measures will be appropriately targeted, Mr Mayor. I, for one, do not think that, "Vote for me and the puppy gets it" is going to be a very good slogan!

## 4010/2010 - Abolition of LDA

### Murad Qureshi

*The Mayor's public draft Climate Change Mitigation and Energy (CCME) Strategy was published on Friday 8th October when clearly your office knew nothing of Government plans for the LDA. As the whole strategy is heavily reliant on LDA activity, it is hard to imagine how you will now implement even a small proportion of the programmes or policies set out in this strategy, so the Government's decision, timing and lack of communication with the Mayor's office must be deeply embarrassing. Now London is to lose the LDA, how will you see to it that London develops its existing geographical and sectoral strengths in the low carbon economy?*

**Boris Johnson (Mayor of London):** Murad, thank you very much. As you know, the LDA's functions are going to be transferred very largely to this body. As I have said many times now this morning, pending the final settlement, the intention is to continue, particularly with some of the programmes that you identified and that you and I both care about very much, particularly RE:NEW and RE:FIT, Reconnect and decentralised energy. All these are the big ticket items that really help us to reduce carbon dioxide (CO<sub>2</sub>) emissions. I am determined that they should continue and I am very confident that we will get the funding package that we need.

If you think back to the Prime Minister's Confederation of British Industry speech when he talked about the importance of green collar jobs, you can see this is something the Government understands as well.

**Murad Qureshi (AM):** Thank you, Mayor. You are quite right, the thrust of the question is the delivery of the environmental objectives with the closure of the LDA. I want to highlight one or two instances where you are losing critical interventions. The retrofitting of 1.2 million homes to be energy efficient by 2015. If you are going to do anything you are going to have to let those contracts now. Why sit on them? Why are you not able to see the wisdom in getting people's homes retrofitted now, given we are going through one of the most severe winters. There are plenty of people on my street who could do with this, without the lofty stuff about CO<sub>2</sub> emissions and climate change.

**Boris Johnson (Mayor of London):** It is about saving money. I know.

**Murad Qureshi (AM):** Quite honestly, you are going to have a really difficult job delivering it at all.

**Boris Johnson (Mayor of London):** You are right about the issue. You are completely right to highlight the advantage of retrofitting. One of the failings that we, as politicians, have at the moment is we are not getting across to people that putting in this stuff is not just about reducing CO<sub>2</sub>, is it about saving yourself money. That is a message that we need to ratchet up. I worry that the public support and interest for retrofitting is not at the levels it should be. We have got to make it much, much easier for people to make their homes insulated and take the steps that are required. There are all sorts of steps we are going to take to do that but they have got to understand the benefits to them. It is about improving your home and saving you money.

RE:NEW is a very ambitious programme. What we want to do, as we have discussed before, is to have much more clarity for people about what is available. There is an idea, as everybody knows, for boiler bunnies as they are called, the people who would come bounding up to your door and offer a complete rundown on what you are - is that an unacceptable phrase?

**Murad Qureshi (AM):** I have heard it before.

**Boris Johnson (Mayor of London):** A complete run down on what your house might need. That is something we are working with Government to deliver. The sooner, frankly, we can get clarity on the economic development pot for London, the sooner we will be able to do as you recommend and get these contracts going.

**Murad Qureshi (AM):** Mr Mayor, I understand those contracts have yet to be let and that you are trying to hit a target of 1.2 million; that is 200,000 homes a year until 2015. When the Environment Committee looked into it, at most, we are at about 55,000 at the moment. I am not convinced by what you have said and what we are going to have after the LDA that that is ever going to be delivered.

**Boris Johnson (Mayor of London):** Murad, I understand where you are coming from but I am very confident that we will get a good settlement for the economic development pot and, from this settlement, these programmes - RE:NEW and RE:FIT, Reconnect, decentralised energy and the Green Enterprise District - remain huge priorities for us and I am confident we will be able to deliver them. They are very ambitious targets. You are right to point out that they are ambitious targets but there is no point in being modest in our ambitions.

## **4207/2010 - Thames Tideway Tunnel (1)**

### **Tony Arbour**

*Is the Mayor confident of Thames Water's claim that the majority of spoil at Barn Elms can and will be removed by barge considering that only 10,000 tonnes was removed from the Olympic site in this way?*

**Boris Johnson (Mayor of London):** Thank you very much, Tony. You are asking whether I am confident that the majority of the spoil can be removed by river from Barn Elms and other places. Yes, I am. I would just say that there is a distinction to be drawn with the Olympic project where it was much more difficult to move things off by barge and we are confident that we will be able to do a lot by waterway.

**Tony Arbour (AM):** I am glad to hear you say that you think that there is a difference between this project and removing spoil from the Olympic site. Those of us who sat through all the preliminary meetings on the Olympic site know very well that we were promised that the vast bulk of the spoil from the Olympic site would be removed by water. There has been a vast investment in the waterways, as you well know, but contractors took the view that it was simpler to move the stuff by road than by water so, in terms of the quarter billion tonnes of spoil which they said was going to be removed by water, fewer than 10,000 tonnes were actually removed. Certainly people like me who sat through all of this take a jaded view of those people who say stuff can be removed by water unless there are substantial undertakings given.

The reason that this question is put to you, Mr Mayor, is that this is going to be one of those relatively few planning applications I guess over which City Hall is going to have some kind of input, despite the abolition of the infrastructure commission. It seems that the only way that we are going to be able to ensure that Thames Water complies with the undertakings it has given is if there is some kind of sanction imposed by you. This relates to the other possible sites for this piece of work. Barn Elms is open land. It goes across sports fields. The plans which Thames Water has already suggested as being indicative involve the creation of new roads. That does not fit in with the stuff being removed by water.

What I am seeking from you is that, should this site prove to be the best site - and there is no one who disagrees with the sensibility of the project and wants to encourage the project coming to fruition - you are able to impose on Thames Water conditions to ensure that it is able to do this. May I say that there is a particular feature of the Thames here. As you know the Thames is tidal in that stretch of the river. The Thames is comparatively narrow. It is quite hard to see how, logistically, Thames Water is going to be able to comply with what it says it is going to do. We will be looking to you to see that it happens.

**Boris Johnson (Mayor of London):** Thank you, Tony. There is every prospect that a very large proportion of the spoil, as I say, will be taken off by barge. Just to point out that the five main tunnel drive sites are either beside the Thames or the River Lea. To give an example of what can be done, the

Lea Tunnel from Abbey Mill to Beckton, practically all the spoil is currently being removed by barge and substantial quantities of the building materials are coming in by barge. It can be done.

I take your point very, very sincerely. We have got a responsibility here to protect the environment from damage because of this project. We have to minimise the impact on London parks, on Barn Elms and all these areas. Of course we want to do that and minimise the impact on householders. You can take it from me that we will be lobbying Thames Water in that sense. I thank you for your support on that. This is a great project for London. It is absolutely vital that we do this. The Thames Tideway Tunnel is a fantastic thing. It will generate 4,000 jobs and it offers the prospect of cleaning up the river, dealing with what happens when the Bazalgette interceptors overflow and provides a much, much cleaner river for the first time in centuries. That is a great ambition and something that we, in this building, should passionately support.

**Tony Arbour (AM):** As I have already indicated we do passionately support this and it is truly a wonderful thing. This is a multi-billion pound exercise which is going to be to the benefit of London. If a comparatively small population in west London has to put up with lorries and capital equipment making a vast noise over a period of many years, that will be seen as a burden which is really too great for them although, as I have already said, it is for the greater good. Really the only way to ensure that that burden is not placed on that tiny number of people is for you, amongst others, to impose very tight conditions.

**Boris Johnson (Mayor of London):** Absolutely right. I accept that. Everybody understands our role in the discussions and in the planning process. I do not want to fetter any discretion I may have in planning decisions but, patently, I am going to be actuated by a desire to minimise the adverse impact of this vital project on householders and on the environment in west London and other parts of London.

**Tony Arbour (AM):** Thank you.

**Richard Tracey (AM):** Mr Mayor, can I commend what my colleague, Tony Arbour, has been saying to you. He has talked about Barn Elms, which is on the boundary of his constituency and mine. Within Wandsworth I think we have more of the proposed access tunnels for the overall construction of this tunnel than anywhere else in London, so it is a matter of very great importance to my constituents and to the council members in Wandsworth. You and I will know that there is more and more barge traffic being used on the river. Indeed, Blackfriars Bridge, the Network Rail people, are using barges to get steel there. It has to be possible for you to ask Thames Water to make an absolute essential of this.

What bothers me, if I may say so, is that I believe that the Head of the Thames Tideway Tunnel construction attended a meeting of Richmond Council recently and, when asked about using the river to transport the spoil, his answer was that it was only possible, but then he started talking about it might cost more than using lorries. It is essential, Mr Mayor. Can I ask you to go back to Thames Water, again, and stress to it the feeling, particularly of those of us in riparian boroughs and riparian constituencies, that it does use the river, and make it an absolute essential?

**Boris Johnson (Mayor of London):** 'Essential' is the word. That is what we are saying to Thames Water. We want to see the majority of the spoil taken off by barge and as much as possible of the building materials to arrive by barge. It makes sense for London. We will insist that it minimise all impacts on developed and built up areas, but also on playing fields and other riparian areas, particularly in the Barn Elms area. We are going to insist that it keeps the Thames Path open. We are confident that any damage to the playing fields can be managed and then made good again, but we are going to insist that it keeps the Thames Path open.

## **4011/2010 - Underground service suspensions**

**Valerie Shawcross**

*Is TfL doing a better job than Tube Lines?*

**Boris Johnson (Mayor of London):** Thank you, Val. The answer is an emphatic yes. The reason I say that is because I really do not think we could have continued with the public private partnerships structure as it was. It would have been absolute folly to have gone on with the uncertainty of the upgrade system that was being carried out by Tube Lines, as it was then constituted. Of course Tube Lines continues to exist, formally speaking, as a subsidiary of TfL.

I know that you will want to reflect this. I know that people will think, particularly over the last month or so, it has been a difficult patch for the LU. It is certainly true that there were a series of events and failures of a completely unconnected kind - and you will be familiar with the details of them - that did degrade performance. The fact is that, in spite of the weather and in spite of industrial action, in the most recent period the LU is now carrying an absolute record number of people. That is an astonishing fact and a great vindication of the hard work of many people on LU.

**Valerie Shawcross (AM):** Thank you, Mr Mayor --

**Boris Johnson (Mayor of London):** Also a vindication of our strategy in taking over Tube Lines, which I think you supported.

**Valerie Shawcross (AM):** Thank you, Mr Mayor. We did support the strategy of taking over Tube Lines. It is important that we do raise the concerns - sometimes the despair - of Londoners who face the constant disruption it feels like of the planned Tube closures.

When you wrote to me in a written answer last month you indicated that the timetable for the completion of the Jubilee, the Northern and the Piccadilly upgrades has yet to be finalised. Half a year on from that takeover we are still living with uncertainties around the completion dates and with only a six month publication programme of what the weekend closures are. This only takes us up to the beginning of June 2011. When will Londoners have some clear information about the Tube upgrade timetable and the completion dates? The Jubilee line we are talking about spring. The closure programmes.

**Boris Johnson (Mayor of London):** OK. Thank you. Clearly one of the major reasons for doing what we did on Tube Lines was to get the Jubilee line upgrades into LU's hands. It has taken a great deal of time to get complete clarity about what has been going on. We are increasingly confident that we will be able to run new trains using the new signalling on the Jubilee line seven days a week across part of the line at least by Christmas.

**Valerie Shawcross (AM):** By Christmas?

**Boris Johnson (Mayor of London):** There remains work to be done around Neasden and we are going to be publishing details about the closure programme shortly.

To get to the nub of your question, the complete upgrade of the Jubilee line we expect to have been done by the spring of next year. That is as --

**Valerie Shawcross (AM):** Spring. Can we have a date, Mr Mayor?

**Boris Johnson (Mayor of London):** -- far as I can go at the moment on that. On the Northern line - and this will be something that you and Caroline Pidgeon have been thinking about and talking about for a long time: how to tackle the Northern line closures and how to deal with the Northern line. This is something that is of huge importance for the city. We need to do it with the minimum possible disruption.



If you remember, the Tube Lines proposals - the old Tube Lines proposals - they involved 65 weekend closures and 16 months of weekday early evening closures. We have junked that closure programme. We do not think that is necessary to inflict on Londoners. We think that we can do it differently and by using off system testing and, possibly, by the use, in some cases, of block closures, which is a subject dear to both your hearts --

**Valerie Shawcross (AM):** Can I come in on this issue, Mr Mayor?

**Boris Johnson (Mayor of London):** We intend to do it with the minimum possible disruption for Londoners.

**Valerie Shawcross (AM):** Mr Mayor --

**Boris Johnson (Mayor of London):** All I would say is, in conclusion, the most important thing we have achieved in the last year is to get the funds to do this. We are going to be able to complete these Tube upgrades. Frankly, a year ago, that was not at all obvious.

**Valerie Shawcross (AM):** Chair, I would request please that you do not allow the Mayor to filibuster me. I would like to address some questions --

**Boris Johnson (Mayor of London):** I am answering your questions.

**Valerie Shawcross (AM):** -- and I do not disagree with anything you have said, Mr Mayor --

**Boris Johnson (Mayor of London):** Good.

**Valerie Shawcross (AM):** -- but I would like to come in on some questions, if you do not mind. The clock is ticking. I am very interested to hear you say that you are thinking about blockade closures on the deep lines. It is certainly something that has been announced on the subsurface lines recently.

One issue we have had in the past is the difficulty when there is a major Tube closure and there are other closures at the same time: the Docklands Light Railway being down, adjacent lines being down and overground closures. If there is going to be consideration of blockade closures on the deep lines --

**Boris Johnson (Mayor of London):** It has got to be coordinated.

**Valerie Shawcross (AM):** Can you reassure us that we will have proper coordination so that Londoners can make journeys to where they need to go during those periods?

**Boris Johnson (Mayor of London):** Yes. Val, of course, nothing I say should be taken as minimising the frustration that I know that Londoners have had with the delays that they have experienced. I completely understand that. We accept that. Yes, we will make sure that, if it is necessary to use blockade closures, or block closures, then we will coordinate our measures so they do not compound closures on other lines.

The difficulty with blockade closures that everybody should understand is that, although there are advantages, there can be acute disadvantages, particularly for local businesses.

**Valerie Shawcross (AM):** So, quickly, Mr Mayor, we have only got six months' clear programme at the moment. A lot of closures: five, six Tube lines closed every weekend. When are we going to see a longer programme so that businesses can plan ahead and when are we going to see some of these closures boned back and reduced?

**Boris Johnson (Mayor of London):** As I say, what we have done is we have got rid of the --

**Valerie Shawcross (AM):** When, Mr Mayor, will we know?

**Boris Johnson (Mayor of London):** We have got rid of the 65 weekend closures and 16 months of early evening closures that were planned for the Northern line. We have got rid of that programme. We are going to bring in a new programme.

The trouble is - and we have got to clear about what commuters feel about this - when they are travelling on a line that is being upgraded and they are experiencing disruption, quite frankly, they would rather we were not making the improvements. That is the trouble. What they often feel is they do not --

**Valerie Shawcross (AM):** Sorry, Mr Mayor. When will we see this year's programme?

**Boris Johnson (Mayor of London):** -- see the benefits. What we need to do is to communicate the -

**Valerie Shawcross (AM):** We just need some information. When will we have the year's programme?

**Boris Johnson (Mayor of London):** Yes. I accept that. We need to communicate more clearly what we are doing and the benefits that it is going to bring. You will be seeing a strategy to bring much more clearly to public attention the benefits of the upgrades that we are doing. The Jubilee line improvements --

**Valerie Shawcross (AM):** Chair, I am not getting an answer to my simple question here, so --

**Boris Johnson (Mayor of London):** -- will bring a 30% increase in capacity --

**Valerie Shawcross (AM):** -- rather than use up more Labour Group time I wonder if we could curtail it.

**Boris Johnson (Mayor of London):** What people need is to understand --

**Dee Dooney (Chair):** Could you give a direct answer to the question please?

**Boris Johnson (Mayor of London):** -- the benefits.

**Dee Dooney (Chair):** When are we going to see the timetable? Is there an answer?

**Valerie Shawcross (AM):** When are we going to have a year's programme ahead?

**Boris Johnson (Mayor of London):** As I say, the Jubilee line upgrades ought to be complete by the spring of next year, and we will be --

**Valerie Shawcross (AM):** Weekend closures?

**Boris Johnson (Mayor of London):** -- working flat out to give you and give the public the fullest possible clarity about closures on the Northern line --

**Valerie Shawcross (AM):** Information, Mr Mayor. January? February? March? April?

**Boris Johnson (Mayor of London):** As soon as we can.

**Valerie Shawcross (AM):** I think that is it, Chair. I do not think he knows, which is fair enough.

**Boris Johnson (Mayor of London):** I cannot now give you the programme of closures for the Northern line --

**Valerie Shawcross (AM):** Chair, he is wasting our time now.

**Boris Johnson (Mayor of London):** I cannot now give you an undertaking about when we will bring forward the programme of closures --

**Dee Doocey (Chair):** Mr Mayor, it would be helpful, if that is the case, if you could say much earlier, "I cannot give you an answer now" because people will understand that.

**Valerie Shawcross (AM):** Yes, it would. Chair, can we have some of our time back do you think?

**Boris Johnson (Mayor of London):** I told you the answer.

**Roger Evans (AM):** The transfer of this work to TfL should provide an opportunity for better communication and coordination with other transport providers in London. Mr Mayor, can you make sure that, when Network Rail closes the line into Liverpool Street from Romford, that does not coincide with closures to the District line and the Central line for work to be done on those as well? You are, effectively, denying the people of east London access to their own city at the weekends.

**Boris Johnson (Mayor of London):** I understand that. It is very much in line with what Val was saying. I do not want to seem evasive to you, Val, about this matter. Here is what I will say to you. I agree with you about the urgency of getting clarity on this. I will make sure that we have clarity on the programme of closures for the Northern line early next year. How about that? Next year is not very far away.

**Roger Evans (AM):** Mr Mayor, thank you for using my time to reassure the opposition!

**Boris Johnson (Mayor of London):** I was feeling she had been short changed.

**Roger Evans (AM):** On a similar subject in east London, the District line is about to start work to expand the railway depot at Upminster to provide room for their new trains, which we welcome. People who live behind the depot are going to be deprived of a lot of the vegetation that used to screen them from the site. Can you make sure that they have this matter discussed at a senior level in TfL and that some sort of screening is put in place to ensure that they retain their peace and quiet?

**Boris Johnson (Mayor of London):** I am sure that that can be arranged. I will make sure that a vegetation lobby can be heard by TfL.

**Roger Evans (AM):** Finally, just on the subject of disruption, Mr Mayor, obviously we have seen a lot of disruption from strikes recently on the LU. Last week this Group brought a proposal to the Assembly to encourage more democratisation within the National Union of Rail, Maritime and Transport Workers before strike votes are called. Do you share my disappointment that this was not supported by the Labour Group or the Greens?

**Boris Johnson (Mayor of London):** Roger, I am sure that the Labour Group would want to share all of our ambitions to get the Tube services moving in the way that we all want to see without encouraging anybody to disrupt it in a way that is vexatious or capricious. I am sure that that would be a strong ambition of the Labour Group as much as anybody else.

**Andrew Boff (AM):** Mr Mayor, I have been asked by a Mr Chris Sills in Hackney about his experience of journeys from Manor House Station into London. When the stations are absolutely packed to the brim with commuters waiting to get on to a train and their journey is then one that is extremely crowded and possibly unpleasant, the statement over the announcement system that all services are operating

fine does not achieve the effect that was intended with that particular statement and it does not achieve reassurance. I would ask if you could ask TFL to review the use of those phrases at times of considerable overcrowding?

**Boris Johnson (Mayor of London):** Andrew, I hear your point. As you know, I sit in permanent vigil over the monitor I now have in my office to see whether the lines are running well, and they all say good service, good service. Of course a good service could mean a very crowded service. As we have just been discussing with Val, there are growing numbers of people using the Tube. It is rising the whole time in spite of the strikes and in spite of the weather; it is a great tribute to LU. It does mean that journeys are crowded and it is more vital than ever that we increase capacity and that we get the funding and we get on with doing the upgrades, particularly on the signalling. That is why it was so important that we took over Tube Lines. I am delighted that Val is a supporter of that.

**Andrew Boff (AM):** You realise that Londoners, being enigmatic Londoners, will often treat that remark and you will hear a peal of laughter going down the whole carriage as people are told that this is the kind of service that they can expect. I just ask for a review of the kind of statement.

**Boris Johnson (Mayor of London):** OK. Would you like, "The services are running well but it is, frankly, a bit crowded"?

**Dee Doocey (Chair):** Mr Mayor, no.

**Boris Johnson (Mayor of London):** As a spirit of honest inquiry I would like to know what announcement Andrew would like.

**Andrew Boff (AM):** Running on time is fine but saying this is the kind of expectation --

**Dee Doocey (Chair):** Can I suggest that you take this offline? Andrew has asked you for an assurance to get a review and I would suggest that you take the details of it offline.

## 4265/2010 - Halal Slaughter

### Richard Barnbrook

*Your answer to MQ 3089/2010 states, "in terms of animal welfare, there is no difference between halal and non-halal slaughter"! According to a major halal abattoir based in Somerset, the stun used "knocks the animal out for around 15-20 seconds." Opinion is that halal slaughter takes at least 4 minutes, and hence all that a "low voltage stun" does is knock out the animal so that its throat can be cut with the least resistance. After 20 seconds, the animal is alive, breathing and fully conscious again and suffers tremendous pain for the remaining three and a half minutes of its life as it is ritually slaughtered. The British Veterinary Association and the government's advisers 'The Farm Animal Welfare Council' still say this method of slaughter (pre-stunned or not) causes intolerable cruelty, and have repeatedly demanded that it be banned. As Mayor of London, are you really qualified to question the wisdom of these eminent organisations?*

**Boris Johnson (Mayor of London):** Thank you very much. I understand that 90% of Halal slaughtering involves a pre-stunning of the animal, and that certainly includes all the Halal meat that is consumed here in City Hall.

**Richard Barnbrook (AM):** Right. Going back to the written question I put forward to you,, your statement was, "Yes, OK, they are stunned". Information coming back to me from a major abattoir in Somerset says that Halal meat is stunned for 15 to 20 seconds which is enough to be able to hang it up to cut its throat. It is a lot easier to cut an animal's throat while it is slightly stunned than it is when it is kicking and fighting.

The other aspect of this, moving further forward on this, I find it really upsetting – like, also, the House of Commons does – that Halal meat is 100%, excluding pork. Not even my own mother forced me to consume kosher food when I was a youngster. Getting to the point here, it seems rather peculiar that, with the percentage of Muslims in London and City Hall roughly working out at about 3.8%, we are taking on meat that both the British Veterinary Association and the Government’s advice body from farms and animals welfare have made constant suggestions that the preparation for Halal meat is really intolerable. Could you make any comment on that?

**Boris Johnson (Mayor of London):** All I can say is that my understanding of the matter – and this is not something over which I have direct responsibility – is that in non-Halal abattoirs exactly the same methodology is used for slaughter as in Halal abattoirs. In other words the animal is stunned before being killed. I really think that there is not a lot I can add. There is a prayer that is recited during Halal slaughter but that does not seem, to me, to be germane to the issue.

**Richard Barnbrook (AM):** Again, I would like to clarify an aspect that you are not aware of: the stunning by Halal slaughter is 15 to 20 seconds. After that the animal is back conscious and it takes the animal four minutes to die through this process.

I also find it rather disturbing that the Green Party has not jumped up on this situation, Mayor, with their comments simply saying that it is down to cultural sensitivity. I do not see how that works out.

Another aspect, again, is the way it has been brought into the GLA. Granted it was not under your watch; it came in under Ken Livingstone. I thought you may have got rid of it. It is only since my office started looking into this that it is now mentioned on the menu what is Halal and what is not Halal. I would like your comment on this. I am running out of time. If this can sneak into City Hall and into the Houses of Parliament and into our schools and into the food chain in our community which is, primarily, a Christian society, when is it that Sharia law is going to slip in here? I am not too sure that many of the Members here will be too happy with Sharia law --

**Dee Doocey (Chair):** You are out of time, Mr Barnbrook.

**Boris Johnson (Mayor of London):** I do not think I am obliged to elaborate on that.

#### **4188/2010 - Olympic Stadium (1)**

**Andrew Boff**

*What criteria will be used to select the post-2012 Games tenant for the Olympic Stadium?*

**Boris Johnson (Mayor of London):** Thank you, Chair. Andrew, what we want from the Olympic Stadium is a long term legacy for the structure that provides value for money and we want to maximise the sporting legacy for east London and for the whole of London.

**Andrew Boff (AM):** Thank you, Mr Mayor. Could you tell me if you will be taking part in the decision or whose decision it will be? Who the tenant ultimately will be?

**Boris Johnson (Mayor of London):** There will be a planning process. I cannot imagine that I will not be involved in the decision.

**Andrew Boff (AM):** Can you ensure that the financial viability of the Stadium is the deciding factor when choosing a tenant?

**Boris Johnson (Mayor of London):** Of course. All those issues will be very important. Yes.

**Andrew Boff (AM):** Would you agree that there should be no more public subsidy for the Olympic Stadium?

**Boris Johnson (Mayor of London):** I do not want to get dragged into the implications of this or that bit.

**Andrew Boff (AM):** Are you stating that there being an athletics track at the Stadium is not a deal breaker?

**Boris Johnson (Mayor of London):** You are very kind to invite me to go down this track, as it were, but I am not going to. Simply because it would fetter any discretion I might have in the planning process and I do not want to --

**Andrew Boff (AM):** Right, but you are saying that a sporting legacy is important for the --

**Boris Johnson (Mayor of London):** Of course.

**Andrew Boff (AM):** We know it is going to be a sports venue, which is nice.

**Boris Johnson (Mayor of London):** I do not think I am giving too much away if I say that I hope that the Olympic legacy Stadium will have a sports value in it! I am probably on safe ground!

**Andrew Boff (AM):** That is fair. I am just trying to edge it closer to something. I am concerned that we should not be seen to be excluding bidders purely on the basis of them having to commit to an athletics track at the Stadium.

**Boris Johnson (Mayor of London):** Again, I am going to respectfully refuse to be drawn on the details of the bids.

What I can say is that there should be a sporting legacy and I can say that, contrary to a lot of the gloomadom poppers of the last few years, there are some great bids in and the Stadium has attracted widespread interest, and quite right too.

**Andrew Boff (AM):** When do you anticipate the decision being made, Mr Mayor?

**Boris Johnson (Mayor of London):** Again, I do not want to get drawn on that. In the fullness, the richness, the maturity of time there will be a decision. It will be a very good decision.

**Andrew Boff (AM):** Bearing in mind that the Olympic Park Legacy Company (OPLC) anticipates a decision this year?

**Tony Arbour (AM):** Within the next fortnight.

**Boris Johnson (Mayor of London):** I do not want to be drawn on that.

## **4012/2010 - Total Benefit Cap**

**Nicky Gavron**

*What is the Mayor's position on the total benefit cap and its impact on London?*

**Boris Johnson (Mayor of London):** Thank you, Nicky. It is a very good question because it is a matter of great importance to London. Again, I do not want to get into the details of the discussions we

are having but, plainly, there is a material impact of the £26,000 cap, particularly in the matter of housing. If we are going to make the affordable rents policy fly, as we are now bound to do, we need to look at the interaction of those two, the £26,000 cap and the affordable rents policy. Believe me, there is now a very serious negotiation going on between us and the boroughs and other interested parties. I do not want to get into the detail of our conversations, if that is OK.

**Nicky Gavron (AM):** Fair enough. At your press conference on the Comprehensive Spending Review, when social housing was raised and the 80% rent - that is almost double what many families pay - you said then, in a way, quite rightly, that the important thing was to see more homes created. The issue is - and you are obviously considering this - is homes for whom? Who are these houses going to be for?

**Boris Johnson (Mayor of London):** Nicky, you are right. There is an issue here. The 80% only applies to new tenants, right?

**Nicky Gavron (AM):** Correct.

**Boris Johnson (Mayor of London):** We need to get absolutely buttoned down on what that means. That does not mean people moving into a new tenancy; it means new tenants. We have got to get that totally clear --

**Nicky Gavron (AM):** It means people who are in temporary accommodation basically.

**Boris Johnson (Mayor of London):** We need to make sure the Government understands what is meant by a new tenancy.

You are right in focusing on the issue of how many homes we will be able to deliver by the policy of allowing the rent to approach 80% of medium market value --

**Nicky Gavron (AM):** It is not just that, Mr Mayor --

**Boris Johnson (Mayor of London):** There is going to be a difficult trade off to strike, particularly if you have a £26,000 cap on buildings.

**Nicky Gavron (AM):** That is the point; the £26,000 gap. You - and I think we all applaud this - have said you want 42% of your social rented housing to be for families. There is a wonderful quote saying, "I am particularly committed to helping London's hard pressed families who have suffered so badly from London's housing shortages and affordable problems". Now here we have absolutely an incredible affordable problem because, if you are on a cap, and that includes child benefits, of £26,000, you cannot possibly afford these rents. I have looked at the statistics - it is my interpretation of them - from the Department for Work and Pensions. This is going to affect up to 116,000 families in London. That is about 300,000 children.

**Boris Johnson (Mayor of London):** It only affects new tenancies. It does not affect existing rents.

**Nicky Gavron (AM):** No, no, no. I am talking about your creating of a new homes policy. I do not know what your discussions have been --

**Boris Johnson (Mayor of London):** It does not affect existing rents, Nicky. We are very clear about that.

**Nicky Gavron (AM):** Yes, we are very clear about that. I am talking about people in temporary accommodation who are going to be housed in social rented housing. This is about an 80% increase in the homes that are created.

**Boris Johnson (Mayor of London):** It is not an 80% increase. That is wrong. What is being proposed is --

**Nicky Gavron (AM):** Sorry, 80% of market rent.

**Boris Johnson (Mayor of London):** It should be possible for registered social landlords (RSLs) - only RSLs - to charge 80% of medium market rent. There is no obligation on them to go up to 80%. Indeed, in the course of the conversations I am sure that there will be a lot of pressure put on them to keep it at far less than 80% of market value --

**Nicky Gavron (AM):** Can I just tell you what they have been telling me?

**Boris Johnson (Mayor of London):** You are completely right to focus on the difficulty that is posed for constructing more affordable family homes if you simultaneously have the £26,000 cap. That is an issue that we need to tease out. We need to work together with councils, the RSLs and the Government to understand the implications of that cap. You are right to put your finger on it. I do not want to anticipate where we will get to on that conversation but we need to be in a position where we can credibly deliver more affordable family homes. We need, therefore, to beat out all the implications of that £26,000 cap.

**Nicky Gavron (AM):** Yes. It is going to particularly apply to people who are put out of work, are too sick to work or who cannot find a job. That is who it is really going to affect.

**Dee Dooney (Chair):** Sorry, what is your question, Nicky?

**Nicky Gavron (AM):** The question is what conversations has the Mayor had with Government on this? What developers are telling me is that they will not be able to create homes for families --

**Boris Johnson (Mayor of London):** I understand. It is not the developers; it is the RSLs.

**Nicky Gavron (AM):** The RSLs and the developers are telling me.

**Boris Johnson (Mayor of London):** Let me just say that, over the last --

**Nicky Gavron (AM):** What are your conversations with Government?

**Boris Johnson (Mayor of London):** I am sure you know this because you will have talked to Rick [Richard Blakeway, Mayoral Adviser for Housing] and people about this. Over the last couple of days we had a special meeting of the London Homes and Communities Agency attended by several RSLs and we talked about the problems. I had meetings with Ministers yesterday about this issue. As you can imagine, there will be a very, very rigorous conversation about this.

There is an opportunity here. There is an interesting policy to be developed but it needs to be pursued with great drive now to make this thing work. What we could in theory do is stop huge sums of housing benefit going to private landlords and, effectively, use that housing benefit for the construction of more affordable homes. In a nutshell that is where we could get to. We could get to the position where we are constructing many more affordable family homes.

This is very, very important. Nicky is right to point to the danger posed by the interaction between the £26,000 benefit cap and the desire to levy an affordable rent in order for the RSLs to have housing cap available.

**Nicky Gavron (AM):** Higher rents will mean a higher housing benefit cost.

**Boris Johnson (Mayor of London):** Exactly right.



**Nicky Gavron (AM):** Your Government has got a clash between its welfare reforms, its total housing benefit and any right to push through your policy on social housing.

**Boris Johnson (Mayor of London):** You have put your finger on it. Well, there is, superficially --

**Nicky Gavron (AM):** There is a real impasse here.

**Boris Johnson (Mayor of London):** We have got to get through it.

**Nicky Gavron (AM):** I want to know exactly what you are going to do about it because it is very serious for hard pressed families in London.

**Dee Dooney (Chair):** The Labour Group is now out of time.

**Boris Johnson (Mayor of London):** I have said to you what we are doing. There is an opportunity here to do something very interesting and, potentially, to liberate substantial sums. As you rightly say, there is a tension between the policy on housing benefit --

**Dee Dooney (Chair):** Sorry I want to move on, Mr Mayor.

#### **4179/2010 - Student Protests**

##### **Brian Coleman**

*Will the Mayor condemn the violence by student protestors on 10th and 24th November, including dangerous attacks on police officers in the line of duty? Does the Mayor agree that, whilst protestors are entitled to express their views peacefully, there is no place for violence of this nature?*

**Boris Johnson (Mayor of London):** Thank you, Brian. I will condemn violence in all its forms and I certainly think that the dangerous attacks on police officers who were only doing their duty were completely wrong and uncalled for. That is why, on two occasions now, I have gone out of my way to go to the scene and to thank police officers for what they are doing, because I do believe they do deserve our thanks on the whole. They are behaving with great restraint under very difficult circumstances. Of course there will be individual instances where complaints are being made about police conduct and those will be duly investigated by the IPCC.

**Brian Coleman (AM):** Mr Mayor, will you particularly think of all those young police officers, many of whom are not much older than the students who are demonstrating and probably not had the advantages in life that some of these students seem to have had, if media reports are to be believed? Would you expect Members of the Police Authority to be supportive of senior officers and to take their lead from the statesman like approach of Kit Malthouse on this matter?

**Boris Johnson (Mayor of London):** I do. I am grateful to you for the opportunity to pay tribute to the great dog lover for his statesman like approach!

There is a difficult balance to be struck. The police have to keep order on our streets. They have to do it under extreme provocation sometimes. By and large they do an extremely good job.

**Brian Coleman (AM):** Would there not be a case for tightening up some of the laws around this? For example, surely nobody on a public demonstration needs to wear a mask?

**Boris Johnson (Mayor of London):** I hesitate to get dragged into measures that may be difficult to enforce, Brian, or might be viewed as illiberal. It depends what your definition of a mask is.

What I certainly think is wrong and unacceptable is for demonstrators to ignore the clear direction of the police and to ignore the agreed route of the march and to try to break through police lines and to cause serious damage; to throw rocks and to damage private property. Such behaviour is outrageous. All peaceful demonstrators should deplore it.

All those peaceful demonstrators who wish to disassociate themselves from violence could do so by affirming that they would be willing to testify against those who use violence. That would be a thoroughly healthy thing over the course of the next few weeks and months. If all those who wished to demonstrate peacefully assert that they are willing to give the police evidence against those who use violence.

**Brian Coleman (AM):** What would you think, Mr Mayor, of Members of the Police Authority who spend all their time tweeting on the scene of the demonstration?

**Boris Johnson (Mayor of London):** I am not aware of these tweets. I do not follow the tweet.

**Brian Coleman (AM):** Who would that be, Ms Jones? “Now think that the Metropolitan Police Service is not to be trusted any more with the powerful tactic of kettling; means a loss of civil liberties and human rights.” Would you expect Members of the Police Authority to be sending tweets like that during public order occasions?

**Boris Johnson (Mayor of London):** As I say, the primary duty of everybody, particularly the MPA is to deplore violence. I expect Members of the MPA to do that. Obviously the anomaly whereby you can have people sitting on the MPA who do not seem to be, often, supportive of the police or whose primary duty seems to be to criticise the police, that will end with the reforms that we are proposing to bring in, so that the very proper duty and job of scrutiny and criticism of the police can transfer to this place, where it properly belongs.

**Brian Coleman (AM):** Do you not think that Mr and Mrs Average Londoner - certainly my constituents and I am sure all Members around here - are absolutely sick to death of these violent protests and expect you, in conjunction with the Commissioner and the MPA, to take firm and decisive action to ensure that we do not have a repeat of the scenes in Parliament Square last week?

**Boris Johnson (Mayor of London):** I understand that, Brian. There will be a strong lobby - I meet them the whole time - who want to see the protestors strung up. There will be people who say all sorts of intemperate things. When people saw what happened to the Prince of Wales and the Duchess of Cornwall and the way their car was attacked this went very deep and people felt extremely angry about that. They thought it was outrageous that the heir to the throne and his wife could be treated in this way. Frankly, they wanted vengeance and they wanted to see something done. I understand those emotions and I understand what people feel. These are very, very deep feelings.

You have to be careful when you prepare for future demonstrations that you do not hand a victory to the protestors, as it were, by ratcheting up the - as I was saying earlier on to Len - the tools at your disposal so as to get into a kind of arms race with the protestors. I do not think we would want to see that.

Speaking personally as Mayor, I do not want to see our city policing demonstrations in the way that you see in other parts of the world. We have a free liberal open democracy where we safeguard the right to protest. I do not want to see rubber bullets. I do not want to see tear gas. I do not want to see water cannon if we can possibly avoid these things. I am sure the police will keep all operational matters under constant review but I do not want to see very, very dramatic ratcheting up of the methods used by the police to control the crowds.

**Brian Coleman (AM):** They do not want to see vengeance, Mr Mayor; they want to see law and order on our streets and they want to be able to take their children up and see the sights of London. I suggest to you Mr and Mrs Average Londoner want to see some firm and dramatic action. Unfortunately we have now had three such incidents and I suspect we are going to have some more. They do not want to see people swinging off the Cenotaph, they do not want to see Churchill and Mandela's statues graffitied; they want London's streets reclaimed for decent law abiding citizens.

**Boris Johnson (Mayor of London):** I absolutely agree. As I think I said a few days ago, people's feelings are very strong. I share them and I sympathise with those feelings completely. It is going to cost us £50,000 to clear up Parliament Square.

I would just point out to you that, so far, the police have been able to keep control of these demonstrations, in spite of incredible provocation, with a great deal of difficulty.

I point out to you, Brian, that, although I completely understand the feelings that you are reflecting, the very people who ventilate these feelings and who feel most angry about the desecration of Parliament Square or graffiti on Churchill or whatever it happens to be, they, themselves, will very often have children who might well be involved in the demonstrations. Of course they would be the first - let me point this out - to protest if there should be such a ratcheting up of police methods that their children were the ones who ended up with broken heads or whatever it happens to be.

There is a balance to be struck. I appreciate that there will be people who wish to see the police use considerably firmer - the only tactic that can be used against violence is violence. There are people who want to see greater violence used against violence. I am not disposed, as Mayor, to council that our police should be using significantly greater force to restrain protestors. I do not think that is right. We have a very, very precious thing in this city. That is that we are able to police without the use of guns, without the use of tear gas and without the use of serious force, and I propose that we keep it that way if we possibly can, Brian.

**Brian Coleman (AM):** So we are going to have it again and again?

**Boris Johnson (Mayor of London):** As I say, those who commit acts of violence are going to be arrested. They will face the full force of the law. They will blight their careers. They will, I am sure in many cases, be sent down from their places of education. They will have done substantial personal damage to themselves and to their families; quite right too. I would like to see the full force of the law visited on these people and I would like to see them imprisoned, for those who have used violence against police officers. It is absolutely outrageous.

I do not want to see - and we must be very clear about this - us hand them the propaganda victory of encouraging our police force to use significantly greater physical force against young people than they are already currently using. That is the right balance to strike.

**Jenny Jones (AM):** For anybody who did not know, Brian was referring to me. I wanted to say, by the way, congratulations on achieving four rape crisis centres. I missed my moment earlier. I am sorry. That is an incredible achievement.

I am curious about whether you can admit the possibility of violence against peaceful protestors from the police?

**Boris Johnson (Mayor of London):** As I said, there is --

**Jenny Jones (AM):** No, you personally. Can you admit?

**Boris Johnson (Mayor of London):** Brian will say that people feel that the violence is all one way --

**Jenny Jones (AM):** I do not care what Brian says. It is what you say.

**Boris Johnson (Mayor of London):** There is clearly at least one case that I know of where a complaint has been made to the IPCC about police violence, and that will be investigated.

**Jenny Jones (AM):** No. Can you admit the possibility of violence from the police against peaceful protestors? Can you admit that possibility?

**Boris Johnson (Mayor of London):** Plainly, Jenny, since there has been at least one complaint made to the IPCC about police violence, of course it logically follows that that is a possibility.

**Jenny Jones (AM):** You can. Thank you.

**James Cleverly (AM):** Very briefly, I share your concern about using what could be potentially indiscriminate physical interventions by the police. Would you, and possibly the Deputy Mayor for Policing, speak to the police about the possible use of products like smart water, which are colourless and odourless but, stimulated by ultra violet (UV) light, can be used to identify individuals who have taken part, so they can subsequently be arrested?

**Boris Johnson (Mayor of London):** Yes. All methods to apprehend those who are using violence are to be encouraged. Particularly I want all the non-violent kids to grass up the other ones. If people are using violence and you are standing in a crowd, I would like Jenny, who sees someone using violence, to tweet so and so's details and to communicate it to the police.

**Gareth Bacon (AM):** Thank you, Chair. Mr Mayor, could you please admit to the possibility that the police were struck in the face with snooker balls, spat in the face; that metal railings were thrown at them and they were hit with iron bars?

**Boris Johnson (Mayor of London):** The police showed fantastic bravery, as I said, under incredible provocation. I commend them. That is why I have gone out of my way twice - and I will do again - to congratulate them and to thank them for their work.

**Steve O'Connell (AM):** Mr Mayor, would you agree with me that it is perfectly possible for a significant number of people to demonstrate in London peacefully, without recourse to violence, as eight years ago, for example, 350,000 people, including myself, demonstrated through London?

**Boris Johnson (Mayor of London):** Absolutely. That was the Countryside Alliance march you mean? I remember it. Of course it is perfectly possible for people to demonstrate peacefully. I really think those who are in favour of peaceful protest have got to differentiate themselves much more systematically from those who are willing to use violence.

**Steve O'Connell (AM):** Mr Mayor, as parents, would you not agree with me that it is somewhat irresponsible of a parent to allow their child, a minor, to miss school and to attend a demonstration whereby that minor may find themselves at risk of damage to limb?

**Boris Johnson (Mayor of London):** I understand, Steve. I certainly think it is wrong to miss school for this kind of thing. People have a right to peaceful protest. They only have a right to peaceful protest. The police are there to organise it. We spend huge sums of taxpayers' money on 5,000 demonstrations every year. The police organises it very, very well. If people are going to be violent then I am afraid the police have to use much, much tougher measures. I do not want to see that. I do not want to see force being met with greater force by our police service in London. That is why the onus is on the protestors to point out those who are using violence. I want everybody who is aware of someone who has used violence to do them in.

**Steve O'Connell (AM):** One last point, Mr Mayor, would you not agree - it is sometimes difficult for politicians - that, unpalatable though it may be, one has to take a position around a moral compass whether things are right or whether things are wrong, whether you are for or you are against? It is difficult for some Members - but not particularly on this side. One has to, at the final push, take sides for law and order against chaos. That is a position that I am sure you take.

**Boris Johnson (Mayor of London):** I agree with you. I am fed up with hearing from so and so that "understand" the anger of the crowd, or I understand why they have been driven to use these methods. You can support people's right to free speech and you can support their right to protest, but what I do not think you can do is "understand" people's use of violence. You should condemn people's use of violence.

**Tony Arbour (AM):** You said that you would like to see the full force of the law apply. Where it applies to the powers that you have and the GLA has, if there are any instances of criminal damage where we are able to identify the perpetrators of that, say in Trafalgar Square or Parliament Square, which is your property, will you, if the police do not prosecute, bring a civil action to recover the costs of the damage which is done to GLA property?

**Boris Johnson (Mayor of London):** If it were possible so to do, Tony, it sounds like a very good idea. We would have to look into whether we would have a successful prosecution but we could certainly give it a whirl. I am content that, as far as I understand the matter, the police are determined to bring all the culprits and those who use violence to justice wherever they can apprehend them.

#### **4185/2010 - Greener Vehicle Discount**

**James Cleverly**

*The Mayor is due to offer a Greener Vehicle Discount of 100% of the congestion charge to cars that emit 100gCO<sub>2</sub>/km or less and meet the Euro 5 standard for air quality. As even the greenest of cars still takes up road space, is this proposal a tacit admission that the Congestion charge was never really about congestion?*

**Boris Johnson (Mayor of London):** Thanks, James. The objective of the Greener Vehicle Discount is to incentivise people to get new green vehicles of all kinds and to move away from the Alternative Fuel Discount which favoured one particular type of technology. This is technology neutral. We just want lower emission vehicles of one kind or another.

**James Cleverly (AM):** This proposal is about encouraging behavioural change in the population of London drivers?

**Boris Johnson (Mayor of London):** It is. I make no bones about it. As long as you have got a Congestion Charging Zone whose primary aim is to reduce congestion, it makes sense to use what tools you have at your disposal to promote other civilised objectives. That is what we are doing.

**James Cleverly (AM):** That is the area that slightly concerns me because it seems to be something of a conflict. On the one hand it is either about reducing congestion or it is about encouraging a shift towards greener vehicles. A large number of green vehicles still cause congestion. What I would like to explore is what is - not necessarily when it was brought in but moving forward - going to be the primary objective of the Congestion Charging Zone in London?

**Boris Johnson (Mayor of London):** The Congestion Charging Zone is statutorily determined as being to reduce congestion. It is important that that is its primary objective. There is no reason why it should not have an ancillary objective which is to reduce emissions and to encourage better technology in our vehicles. There is no reason at all why we should not simultaneously do that.

You are right to point to a logical issue. There will come a moment where, if everybody moves to green vehicles, the congestion objective will be frustrated. Then it will be necessary to review the impact of those green vehicles on congestion and to think of some new way of formulating it. We are a long way away, believe me, from the position where every vehicle in London is zero carbon. We have more electric vehicles than any other city in Europe - we currently have only about 2,300 or something like that electric vehicles in the city. There are about 3 million/3.5 million cars in London. That is a tiny minority.

**James Cleverly (AM):** Can I ask then that the primary objective is to reduce congestion and a secondary objective is to shift behaviour towards greener vehicles but, at no point, is an explicit objective of the Congestion Charge to raise revenue?

**Boris Johnson (Mayor of London):** No, I do not believe that is in statute.

**James Cleverly (AM):** In which case, can we have a commitment that in your second term - which I feel confident you will have - the revenue generated by the Congestion Charge Zone year-on-year will decrease year-on-year --

**Boris Johnson (Mayor of London):** As congestion diminishes you mean?

**James Cleverly (AM):** As congestion diminishes, can we assume that you will budget to generate less revenue, year-on-year, from the Congestion Charge Zone, having admitted that it is not a revenue generating vehicle?

**Boris Johnson (Mayor of London):** James, it goes without saying that revenue from the Congestion Charge Zone is going to be reduced in the sense that the Congestion Charge Zone is itself being substantially reduced on 23 December 2010 or 24 December 2010. I do not want to get into any further prognostications about what revenues may or may not accrue from --

**James Cleverly (AM):** I would like to push you because, if we assume - and we should do - that your measures will be successful and behaviour change comes about, then it logically follows the revenue generated from the Congestion Charge Zone should reduce as more people comply, either with reducing driving entirely or moving to greener vehicles. Please can we have a commitment that, year-on-year --

**Boris Johnson (Mayor of London):** Not only that, someone should pay tribute to what we are doing. Not just in fulfilling our manifesto pledge to review the Western Extension Zone but also bringing in Auto Pay which is going to be fantastically beneficial for London drivers. Auto Pay, Murad, is the system whereby you no longer have to ring up every time you drive into the Congestion Charging Zone but you can automatically be debited - this is coming in at the beginning of next year. We are taking away from Londoners one of the most miserable aspects of the whole Congestion Charging Zone system which is endlessly forgetting to pay and then getting fines and letters. That will, I am afraid, substantially reduce our revenues --

**James Cleverly (AM):** We welcome it. Mr Mayor, everyone on this side --

**Boris Johnson (Mayor of London):** -- because so much of the revenue comes from fines and from misery. I am reducing the revenues from fines and misery and giving London the anaesthetic pleasure --

**James Cleverly (AM):** Mr Mayor, can we get a commitment that there will be, year-on-year, reductions?

**Boris Johnson (Mayor of London):** -- of paying by Auto Pay when they drive into the Congestion Charge Zone.

**James Cleverly (AM):** I am going to do a John Biggs. Can we take that as, therefore, a yes that there will be year-on-year reductions in the revenue for congestion?

**Boris Johnson (Mayor of London):** What I am telling you is that Auto Pay is a transformation devoutly to be wished. We are bringing it about. We are fulfilling our manifesto pledge to London to review the Western Extension Zone, like we said we would.

**James Cleverly (AM):** We congratulate you for doing so and ask you to go further, Mr Mayor.

**Mike Tuffrey (AM):** Can I add that James is absolutely right about the logical disconnect and ask you to agree that the answer is, instead of encouraging clean engines into the zone and thus compromising the congestion point, you should be discouraging dirty engines from going into the zone? Will you commit to put a date on when you will conclude your discussions about the clean air zone that I have been pushing, which is in your Air Strategy? When will you give us a date to do that?

**Boris Johnson (Mayor of London):** Thank you, Mike, for bringing it up. Discussions are ongoing with TfL about how this might work and whether it would be of any value. I am content, currently, with the strategy that we are pursuing.

**Mike Tuffrey (AM):** Travel hopefully. All right. I shall return to this. Thank you, Mr Mayor.

### **3909/2010 - River Services**

**Caroline Pidgeon**

*Are river services an integral part of London's transport network?*

**Boris Johnson (Mayor of London):** Thanks, Caroline. River services are a valued and important part of the London transport mix. As you know we put Oyster Pay as You Go on all Thames Clipper river services since 23 November 2009. In spite of the recession, the difficulties that have been experienced and the reduction in employment in Canary Wharf we are still seeing increases in river traffic this year on last year. I am very pleased by that.

I pay tribute to the work of Dick Tracey and others involved with the river concordat. We are working to make the river even more accessible and to improve signage, branding, pier services, passenger information and all the rest of it.

**Caroline Pidgeon (AM):** I have a number of questions. I am hoping you might be able to give me some relatively quick yes or no quick answers to them. One of the issues is about providing real time information which is essential for passengers. You have rolled this out on buses with iBus. Will you look at developing a similar thing - perhaps iBoat - real time information for river passengers?

**Boris Johnson (Mayor of London):** You mean dot matrix signs on the boats themselves saying next boat due? Or on the piers?

**Caroline Pidgeon (AM):** On the piers.

**Boris Johnson (Mayor of London):** That is exactly the kind of thing we could look at. There are funding implications. We subsidise Thames Clippers alone by £400,000 each year for its peak hour services. There is a cost to the taxpayer of this kind of thing. I am keen to encourage it but I do not want to --

**Caroline Pidgeon (AM):** You have agreed you will look at it? You will look at it?

**Boris Johnson (Mayor of London):** I do not want to make commitments now that I cannot deliver.

**Caroline Pidgeon (AM):** Only to look at. I understand there are financial issues with all these things.

**Boris Johnson (Mayor of London):** I will certainly look at it.

**Caroline Pidgeon (AM):** Another issue is around contactless payments which are going to be rolling out on the buses. I understand there are going to be about 9,000 new readers for buses but less than 50 are needed for that kind of technology to work on the river --

**Boris Johnson (Mayor of London):** Contactless payments?

**Caroline Pidgeon (AM):** Contactless payments. Yes.

**Boris Johnson (Mayor of London):** When you swipe?

**Caroline Pidgeon (AM):** Something TfL is looking at - straight from bank cards. Will you look at involving river services as part of that strategy?

**Boris Johnson (Mayor of London):** I am very happy to look at all that kind of thing. Can I suggest, Caroline, this is the kind of thing you should take up with Kulveer [Kulveer Ranger, Mayoral Adviser for Transport] and with Dick [Richard Tracey] --

**Caroline Pidgeon (AM):** I am looking forward to that in January 2011. There are really good groups out there who are willing to invest and transform London's river services. I know recently you met representatives from the O2 about this matter to talk about its investment in river transport and the Thames Clippers. You only subsidise Thames Clippers part time, for peak hour journeys only. It is almost like you treat the rest of the day as though that is only for tourists, rather than people using it as a mode of transport. Will you look at what support, whether it is financial or other, you can use to ensure that river services are expanded?

**Boris Johnson (Mayor of London):** Wart support?

**Caroline Pidgeon (AM):** What. I appreciate I have had a cold recently but 'what'. W-H-A-T. What support.

**Boris Johnson (Mayor of London):** I am not against warts but I do not want to support them!

**Dee Doocey (Chair):** Come on.

**Caroline Pidgeon (AM):** Did you actually listen? Mr Mayor, I asked you a question. What financial or other support will you look to give to river services?

**Boris Johnson (Mayor of London):** We are already, Caroline, giving £400,000 in subsidy each year for peak hour services. I understand your point about off peak services. This is a matter for the commercial operators. In spite of the reductions they have had to make in off peak services, that I know you are rightly critical of, there is still an increase in river traffic. That is a great thing. It is one of the things we wanted to increase.

As I have said before many times when we have discussed this in this Assembly, there are difficulties in London, with the strong tidal flow of the Thames, in really getting this thing to deliver some of the results that people intuitively feel they want to see. There is a wonderful feeling out there that if only we could use the river more, it is a natural motorway, why don't we have boats flooding up and down it in the way they do in Paris? London is not the same.



Here is an idea for you. Here is a quite brilliant proposal. You are going to love this one This is suggested by Lord Laycock I think - if I have got his name right.

**Dee Doocey (Chair):** Mr Mayor, is this an answer to Caroline's question?

**Boris Johnson (Mayor of London):** It is to create a Thames lagoon by raising the Thames Barrier so that you put an end to the very, very violent tidal flows and you create a balmy tranquil expanse of water on which it would be much easier to navigate. This might conflict with various other objectives such as dealing with the sewage and other problems of navigability --

**Caroline Pidgeon (AM):** That sounds like a brilliant idea to discuss with Kulveer in January 2011.

**Boris Johnson (Mayor of London):** That is the visionary solution to creating significantly more river transport.

**Caroline Pidgeon (AM):** You are trying to sidetrack but that is a very interesting suggestion.

**Boris Johnson (Mayor of London):** It is interesting.

**Caroline Pidgeon (AM):** What other support can you give, other than just financial? Will you look to see what other support you can give to these river operators? You have said, "With the right mixture of investment and imagination I believe the river services can be truly incredible to transport in London".

**Boris Johnson (Mayor of London):** And they are.

**Caroline Pidgeon (AM):** People do not feel, despite your warm words, that you really are taking it seriously. When Thames Clippers cut the evening service --

**Boris Johnson (Mayor of London):** It is completely untrue, Caroline. It is completely untrue.

**Caroline Pidgeon (AM):** That is how people feel out there. The Londoners that you are elected to represent feel. Will you look --

**Boris Johnson (Mayor of London):** Well--

**Caroline Pidgeon (AM):** Let me finish my question.

**Boris Johnson (Mayor of London):** Why do you not tell them what we are doing instead of --

**Caroline Pidgeon (AM):** I will be interested to after I have met with Kulveer [Ranger] in January 2011 about this.

There are two further things I want to ask. Will you look at the way you map transport in London? Will you look at doing something like this that I have been given which shows the Thames as a Tube line? It shows how it properly links up so people can really understand it --

**Boris Johnson (Mayor of London):** I understand.

**Caroline Pidgeon (AM):** Will you look at that sort of information? Will you also consider putting somebody on the Board of TfL who actually represents river services?

**Boris Johnson (Mayor of London):** If that is a job application I am very interested to hear it! Kulveer Ranger is on the Board of TfL. He has been leading the --

**Caroline Pidgeon (AM):** He does not actually represent the river services does he?

**Boris Johnson (Mayor of London):** -- river concordat and, under this Mayoralty --

**Caroline Pidgeon (AM):** Not very well.

**Boris Johnson (Mayor of London):** -- use by Londoners of the river has been increasing considerably. It is now up to five million trips a year. It is a very, very significant increase that we are seeing. Very largely because of the Oyster Pay as You Go that we put on. I am delighted that we are doing it.

We are also doing a lot more work with piers and with signage and with helping in any way that we can to get people to understand --

**Dee Doocey (Chair):** The Liberal Democrats are out of time.

**Boris Johnson (Mayor of London):** -- where the nearest river boat service is and to encourage people to use it.

**Caroline Pidgeon (AM):** I look forward to working with you on this then.

**Boris Johnson (Mayor of London):** I look forward to your further contributions and to helping us to publicise what we are doing.

### **3973/2010 - Housing standards (1)**

**Jenny Jones**

*Will HCA London and the GLA group continue with your plans to adopt and roll out the London Housing Design Guide for all affordable housing, in spite of the Housing Minister's decision to scrap the national HCA core housing standards?*

**Boris Johnson (Mayor of London):** Jenny, the answer is yes.

**Jenny Jones (AM):** That is unequivocal. He said yes.

**Boris Johnson (Mayor of London):** Jenny, when have I ever denied you anything?

**Jenny Jones (AM):** It is because you are tired isn't it?

**Boris Johnson (Mayor of London):** On the contrary. I could go on for hours. Let's answer all these questions. I don't care. Come on. Let's answer the whole lot! You cowards! You want to go off and have lunch. I will answer all these questions!

**Jenny Jones (AM):** Can I explore this rift between you and the Minister --

**Boris Johnson (Mayor of London):** There is no rift between me and the Minister about this. I had a conversation with the Minister yesterday about this very matter and he was absolutely categorical that this is a devolved matter, that we in London have full authority to set new housing standards and to make sure that Londoners no longer have to live in rabbit hutch dwellings but have adequate room sizes. It is absolutely vital that we do this. We are going to Parker Morris plus 10% standards for room sizes. It is a great thing that we are doing for our city. The Department completely understands what we are doing and it is fully supportive.

**Jenny Jones (AM):** This is political backing for this? It seems odd that it is allowing you to do this but it is scrapping it for the rest of the country.

**Boris Johnson (Mayor of London):** We have a devolved system in London and the Mayor is directly elected. This is something that is valued by Londoners. I know that it is supported around this horseshoe and we are determined to push it ahead.

**Jenny Jones (AM):** In your talks with him you are not saying to him - some of your remarks are brilliant. If you do not mind me reading them out to you again; "Human buttocks are not getting any smaller". Did you say things like that? "I am not about building homes for hobbits."

**Boris Johnson (Mayor of London):** I think I have said that repeatedly. That remains our position. We are confident that we can deliver large numbers of affordable homes for Londoners. We are going to keep doing that. We have done extremely well so far. We are confident of what we can deliver over the next few years.

As Nicky [Gavron] was saying, the most important conversation we have had so far this morning has been about the implications of the affordable rents policy. We have got to get that right. If we can get it right, it offers a real prospect of a new method of building more affordable homes in London and I really want to make it work.

**Jenny Jones (AM):** Are you going to take your work that you are doing in London to the Conservative Party Conference?

**Boris Johnson (Mayor of London):** I will take it anywhere.

**Jenny Jones (AM):** If it is the right thing for London --

**Boris Johnson (Mayor of London):** They love it. They do not worry. The Conservative Party Conference would like it. The Labour Party Conference, the Green Party Conference. Any party conference would like it.

**Jenny Jones (AM):** You are very welcome to our conference.

**Boris Johnson (Mayor of London):** Thank you very much. Where is your conference?

**Jenny Jones (AM):** Cardiff. I am quite curious why they are letting you do it but just dropping it for the rest of Britain.

**Boris Johnson (Mayor of London):** It understands that London is uniquely well governed at the moment. It fears any change in that. It wants us to go ahead with the reforms that we are doing. I am completely confident that it is the right thing to do. You cannot campaign against hobbit homes and not have wonderful new standards.

**Jenny Jones (AM):** Thank you.

**Dee Doocey (Chair):** Thank you. The Green Party is out of time. That completes all of our questions. Thank you, Mr Mayor.

**Boris Johnson (Mayor of London):** Thank you very much.

This page is intentionally left blank

# Written Answers to questions not answered at Mayor's Question Time on 15 December 2010

## **Budget 2011/12**

**Question No: 3934 / 2010**

[Mike Tuffrey](#)

In setting your 2011/12 budget how will you prioritise front line services and cut wasteful expenditure?

**Oral Response**

## **Train timetables**

**Question No: 4242 / 2010**

[Steve O'Connell](#)

Will you lobby the Office of Rail Regulation to reverse their decision not to allow Southern Railway to introduce an additional off peak and Saturday service train per hour between Brighton and London Victoria via East Croydon considering the proposal was approved by both the timetabling committee and Network Rail, as this would greatly benefit travellers in south London?

**Oral Response**

## **Chair of the London Fire and Emergency Planning Authority**

**Question No: 3992 / 2010**

[Darren Johnson](#)

Will you sack Brian Coleman?

**Oral Response**

## **Scrapping of the Education Maintenance Allowance**

**Question No: 4005 / 2010**

[Joanne McCartney](#)

What effect do you believe scrapping the Education Maintenance Allowance (EMA) will have on London's young people? What action are you planning to take to persuade the coalition government not to scrap the EMA?

**Answer from the Mayor**

Latest figures show that there are 70,000 recipients of EMA in London, which represents 41.5 % of 16 and 17 year olds. This is higher than the rate in England as a whole (by about 5 percentage

points). Borough figures also show, as would be expected, that there are higher numbers in more deprived areas.

Following recent meetings with London Councils, Pam Chesters, my Advisor on Health and Youth Opportunities, has written to the Department for Education to establish what will be the full impact of the ending of EMA for young Londoners and their families and what arrangement will be made with respect to the Enhanced Learner Support Fund to ensure those most disadvantaged are not discouraged from continuing in education.

## **LDA Funding**

**Question No: 4195 / 2010**

[Tony Arbour](#)

Please can you provide an update on negotiations with Government regarding the funding for economic development work in London?

**Oral Response**

## **Rape Crisis Centres**

**Question No: 4013 / 2010**

[Jennette Arnold](#)

What assurances can the Mayor give concerning future revenue funding for both the established and newly opened Rape Crisis centres, given that the voluntary service is in such dire straits?

**Oral Response**

## **Dangerous Dogs**

**Question No: 4212 / 2010**

[Richard Tracey](#)

"In light of the continued problem of dog attacks, what is the Mayor doing in regard to his policy on dangerous dogs?"

**Oral Response**

## **27 Missing Fire Appliances**

**Question No: 4009 / 2010**

[Navin Shah](#)

At the MQT meeting on 17 November, in your oral update, you said "it seems to me that we are entirely in agreement that there shouldn't be a reduction in Fire Appliances". The Chair of LFEPa nodded in agreement to your statement.

Can you confirm that this actually means you are saying, with the agreement of your Chair, that there will be no cuts to fire appliance provision in the current financial year, nor in the financial year 2011/2012?

**Oral Response**

## **Thames Tideway Tunnel (1)**

**Question No: 4207 / 2010**

[Tony Arbour](#)

Is the Mayor confident of Thames Water's claim that the majority of spoil at Barn Elms can and will be removed by barge considering that only 10,000 tonnes was removed from the Olympic site in this way?

**Oral Response**

## **Abolition of LDA**

**Question No: 4010 / 2010**

[Murad Qureshi](#)

The Mayor's public draft Climate Change Mitigation and Energy (CCME) Strategy was published on Friday 8th October when clearly your office knew nothing of Government plans for the LDA. As the whole strategy is heavily reliant on LDA activity, it is hard to imagine how you will now implement even a small proportion of the programmes or policies set out in this strategy, so the Government's decision, timing and lack of communication with the Mayor's office must be deeply embarrassing.

Now London is to lose the LDA, how will you see to it that London develops its existing geographical and sectoral strengths in the low carbon economy?

**Oral Response**

## **Halal Slaughter**

**Question No: 4265 / 2010**

[Richard Barnbrook](#)

Your answer to MQ 3089/2010 states, "in terms of animal welfare, there is no difference between halal and non-halal slaughter"! According to a major halal abattoir based in Somerset, the stun used "knocks the animal out for around 15-20 seconds." Opinion is that halal slaughter takes at least 4 minutes, and hence all that a "low voltage stun" does is knock out the animal so that its throat can be cut with the least resistance. After 20 seconds, the animal is alive, breathing and fully conscious again and suffers tremendous pain for the remaining three and a half minutes of its life as it is ritually slaughtered.

The British Veterinary Association and the government's advisers 'The Farm Animal Welfare Council' still say this method of slaughter (pre-stunned or not) causes intolerable cruelty, and have repeatedly demanded that it be banned. As Mayor of London, are you really qualified to question the wisdom of these eminent organisations?

**Oral Response**

## **Olympic Stadium (1)**

**Question No: 4188 / 2010**

[Andrew Boff](#)

What criteria will be used to select the post-2012 Games tenant for the Olympic Stadium?

## **Oral Response**

### **Underground service suspensions**

**Question No: 4011 / 2010**

[Valerie Shawcross](#)

Are TfL doing a better job than Tubelines?

## **Oral Response**

### **Student Protests**

**Question No: 4179 / 2010**

[Brian Coleman](#)

Will the Mayor condemn the violence by student protestors on 10th and 24th November, including dangerous attacks on police officers in the line of duty? Does the Mayor agree that, whilst protestors are entitled to express their views peacefully, there is no place for violence of this nature?

## **Oral Response**

### **Total Benefit Cap**

**Question No: 4012 / 2010**

[Nicky Gavron](#)

What is the Mayor's position on the total benefit cap and its impact on London?

## **Oral Response**

### **Elected Commissioners**

**Question No: 4194 / 2010**

[Andrew Boff](#)

Do you anticipate that an Elected Commissioner would have more control over Met police policy in regard to publishing prostitutes' photos online?

## **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

As outlined in the Police Reform and Social Responsibility Bill, the Mayor of London is to be the Police and Crime Commissioner for London.

I have previously told Assembly Members that I do not tolerate the naming and shaming of women in prostitution who are some of the most vulnerable members of our communities. I have been reassured by the MPS that this was a one off incident.



## **Consultation on the Annual Pay Award**

**Question No: 4004 / 2010**

[Len Duvall](#)

In your twenty-sixth Mayor's Report you advise that you responded to the Head of Paid Service's consultation on the Annual Pay Award, which recommended a nil pay award for staff. You also state that BMAC, at its meeting on 21 October, supported UNISON's proposal to award a 4% pay increase to those staff on grade 3 and below. However, you chose not to mention that you opposed this proposal, thereby denying the lowest paid workers at the GLA a pay rise this year. Why did you omit to mention this in your report?

### **Answer from the Mayor**

I am sorry that my decision to agree with the Head of Paid Service's recommendation for a nil pay award was not made clear in my report. It was in the Mayor's Decision form, which is public.

The final decision is the Head of Paid Service's after consulting with me and the Assembly. I agree with his decision to have a 0 pay increase in the GLA.

The GLA pay award has mirrored the National Joint Council for Local Authorities for a number of years. The NJC has indicated that there will be no pay increase this year as it is unaffordable.

Everyone is feeling the pinch at the moment. We are not immune and our constituents would prefer to see a pay freeze than cuts to the services provided by the GLA.

## **Greener Vehicle Discount**

**Question No: 4185 / 2010**

[James Cleverly](#)

The Mayor is due to offer a Greener Vehicle Discount of 100% of the congestion charge to cars that emit 100gCO<sub>2</sub>/km or less and meet the Euro 5 standard for air quality. As even the greenest of cars still takes up road space, is this proposal a tacit admission that the Congestion charge was never really about congestion?

### **Oral Response**

## **River Services**

**Question No: 3909 / 2010**

[Caroline Pidgeon](#)

Are river services an integral part of London's transport network?

### **Oral Response**

## **Snow (1)**

**Question No: 4217 / 2010**

[Richard Tracey](#)

There were clear improvements in the ways in which TfL dealt with the heavy snow last week compared to previous years. However, what lessons can be learnt to help London to cope better still with snow in the future?

## **Answer from the Mayor**

It is important to note that London has kept moving despite the weather. London's performance, particularly TfL's handling of the severe weather, compares very well indeed to the operation of the national rail and road network.

The DfT has congratulated TfL on its achievements.

Dr David Quarmby is conducting a review on behalf of the Government to help understand what lessons can be learned from this episode. TfL intends to submit evidence to this review demonstrating what it did to ensure its own strong performance during the severe weather.

I have also written to the Train Operating Companies (TOCs) advising my concern and the need to do all they can when there is severe weather to both run services and communicate clearly to passengers.

## **Police Funding**

### **Question No: 4008 / 2010**

[Joanne McCartney](#)

Have you now received any more clarity from central government with regards to MPS funding for the forthcoming financial year?

### **Answer from the Mayor**

On Monday the Government published the provisional local government and police finance settlements for 2011-12.

Police authorities in England will all see the same percentage cut in their general grant (i.e. their core Home Office police grant and formula grant funding from CLG) of 5.1% next year – followed by 6.7% in 2012-13.

The MPA's general grant for 2011-12 is provisionally £2,025.6m (a reduction of £109.8m on a like for like basis). The 2012-13 MPA general grant is provisionally £1,889.8m (a £137.9m or 6.7% reduction compared to 2011-12). The Neighbourhood policing fund (PCSO) specific grant will remain at the same level in 2011-12 as this year (£101.9m).

However, details of the MPA's specific grants – for example counter-terrorism and Olympics security - have yet to be received and analysed. So, the overall impact of the grant settlement cannot as yet be fully assessed. A preliminary view of the impact of the settlement will be included in my Budget Consultation Document which will be published shortly.

I would point out that the GLA and MPA lobbied the Government to apply the same percentage cut in police funding across the country. Had the Home Secretary not done exactly that the Met's general grant could have been up to £35m lower.

## **5 year fire dispute**

### **Question No: 4205 / 2010**

[Tony Arbour](#)

Following the Resolution Advisory Panel's recommendations, can the Mayor note that the Lfepa Chair has managed to finally resolve a dispute that had been going on for 5 years?

### **Answer from the Mayor**

I refer you to the oral answers I gave on the issue.

### **Clean Air Zone**

**Question No: 3935 / 2010**

[Mike Tuffrey](#)

How soon would it be feasible for the congestion charging zone to become a Clean Air Zone?

### **Answer from the Mayor**

My Air Quality Strategy already includes several measures that will improve air quality across the capital. These include introducing age limits for taxis, including larger vans and minibuses in the Low Emission Zone, introducing a NO<sub>x</sub> standard to the Low Emission Zone and retrofitting older buses. I am also implementing targeted measures to reduce pollution at central London hotspots and trials of dust suppressants are already underway.

TfL is assessing the feasibility and cost effectiveness of a central London Low Emission Zone in the Congestion Charging zone. When I have the outcomes of this work I will comment further.

### **Strikes**

**Question No: 4007 / 2010**

[Valerie Shawcross](#)

What steps have you personally taken to improve industrial relations within the GLA's Functional bodies?

### **Answer from the Mayor**

Relations with the trades unions have remained generally positive despite the GLA Group having to cope with challenging and at times painful changes.

I pay tribute to those trades unions who have engaged constructively with GLA Group management to bring about the necessary changes and efficiencies without industrial strife.

I also meet SERTUC quarterly. The meetings have been excellent opportunities to discuss with trades unions, who represent workers across London and the greater south east, the issues that concern them and the wider community.

Recent discussions with SERTUC have been on the London Living Wage, the PPP and Tube upgrades, the Olympic and Paralympic Games and their legacy.

### **Housing standards (1)**

**Question No: 3973 / 2010**

[Jenny Jones](#)

Will HCA London and the GLA group continue with your plans to adopt and roll out the London Housing Design Guide for all affordable housing, in spite of the Housing Minister's decision to scrap the national HCA core housing standards?

### **Oral Response**

## Questions for Written Answer

### **Olympic Park CPO – outstanding claims**

#### **Question No: 3864 / 2010**

[Dee Doocey](#)

When do you expect the 116 outstanding compensation claims cases arising from the Olympic Park Compulsory Purchase Order to be resolved?

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

Officers are drafting a response which will be sent shortly.

Written response received on 6 January 2011:

The number of outstanding cases of claims for compensation arising from the Olympic Park Compulsory Purchase Order is now down to 113. Initially there were in the order of 450 claims at the point of acquisition across a significant number of commercial interests.

We are forecasting closure of the remaining cases over the next three years with targeted completion in FY 2013/14.

The LDA has a clear strategy for managing and settling these outstanding claims. The relevant LDA team are in ongoing negotiations over some of the claims, whilst others are subject to litigation or hearing in the Lands Tribunal to be settled in an optimum manner.

### **Olympic Park CPO – legal and professional fees**

#### **Question No: 3865 / 2010**

[Dee Doocey](#)

How much has the LDA spent to date on legal and other professional fees relating to compensation claims which arose from the Olympic Park Compulsory Purchase Order?

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

Officers are drafting a response which will be sent shortly.

### **ODA transformation budget**

#### **Question No: 3866 / 2010**

[Dee Doocey](#)

Is the Olympic Delivery Authority's budget of £350 million for the transformation of the Olympic Park guaranteed? For what specifically is this budget allocated?

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

£350 million has been ring-fenced within the ODA's budget to deliver transformation works. These works will make the Park suitable for future legacy use and enable the ODA to meet the various planning and other statutory obligations. Some elements of transformation scope have not yet been finalised or procured, therefore it would be commercially prejudicial to reveal individual sums against each element.

## **Olympic Stadium – community usage**

**Question No: 3867 / 2010**

[Dee Doocey](#)

What steps have you taken to ensure that any agreement about the future use of the Olympic Stadium includes a guarantee of 90% community usage, as is the policy of your sporting legacy plan “A Sporting Future for London”?

### **Answer from the Mayor**

The Olympic Park Legacy Company is currently in negotiations with two short-listed bidders for the long-term lease of the Stadium. These negotiations are ongoing and are subject to commercial confidentiality.

To guide the bid process, I agreed a set of five objectives with my fellow Founder Members. One of those objectives is “to allow flexible usage of the Stadium, accommodating a vibrant programme of events allowing year round access for schools, the local community, the wider public and elite sport”.

The commitment to community venue use is also reflected in the Legacy Company’s recently announced ambitions for the Park, which places sport and families at the heart of its long-term plans.

## **Aquatics Centre – community usage**

**Question No: 3868 / 2010**

[Dee Doocey](#)

What steps have you taken to ensure that any agreement about the future use of the Aquatics Centre includes a guarantee of 90% community usage, as is the policy of your sporting legacy plan “A Sporting Future for London”?

### **Answer from the Mayor**

My team works closely with the Olympic Park Legacy Company which is committed to the widest possible community use of the Olympic sporting venues. Their plans for the Aquatics Centre include use by schools, school leagues, local clubs and residents as part of a full programme for all age ranges and abilities.

## **Royal Parks – London Zoo**

**Question No: 3869 / 2010**

[Dee Doocey](#)

When the responsibility for management of the Royal Parks transfers to the Greater London Authority, would you consider any plans to extend the area of Regent’s Park currently occupied by London Zoo?

### **Answer from the Mayor**

If I take over management responsibilities for the Royal Parks I would fully consider the implications of any proposals ZSL London Zoo put forward.

ZSL London Zoo has a 60 year lease in Regent’s Park, which commenced in 1995 with an option to extend into 10 acres of the Park. I understand they have no immediate plans to take up this option.

## **Royal Parks – commercial events**

**Question No: 3870 / 2010**

[Dee Doocey](#)

When the responsibility for management of the Royal Parks transfers to the Greater London Authority, will you ensure that there is no increase in the number of commercial events, such as pop concerts, that take place?

### **Answer from the Mayor**

If I take control of the management of the Royal Parks it would be one of my top priorities to ensure that their character and identity is not compromised. The Royal Parks Major Events Strategy outlines how the RPA approaches the staging of commercial events. I currently consider this to be a sensible approach. Since any transfer of responsibility cannot take place without primary legislation I would clearly need to review the Strategy much nearer the time.

## **Royal Parks – public access**

**Question No: 3871 / 2010**

[Dee Doocey](#)

When the responsibility for management of the Royal Parks transfers to the Greater London Authority, will you ensure that there is no reduction in public access to the parks?

### **Answer from the Mayor**

Yes.

## **Olympic Park employment**

**Question No: 3872 / 2010**

[Dee Doocey](#)

Please can you say how many of the Olympic Park contractor workforce are resident in each London Borough, and give the current total of the Olympic Park workforce?

### **Answer from the Mayor**

The ODA reports its employment and skills figures on a quarterly basis. As at the end of September 2010, there were 6,243 people working for contractors on the Olympic Park. The location of the workforce is captured at enrolment and is shown below:

21% Five Host Boroughs  
2% Barking and Dagenham  
31% Other London Boroughs  
42% UK (outside London)  
1% Residing outside the UK  
3% No information

## **Olympic Village employment**

**Question No: 3873 / 2010**

[Dee Doocey](#)

Please can you say how many of the Olympic Village contractor workforce are resident in each

London Borough, and give the current total of the Olympic Village workforce?

**Answer from the Mayor**

The ODA reports its employment and skills figures on a quarterly basis. As at the end of September 2010, there were 4,090 people working for contractors on the Olympic Village. The location of the workforce is captured at enrolment and is shown below:

- 25% Five Host Boroughs
- 4% Barking and Dagenham
- 35% Other London Boroughs
- 32% UK (outside London)
- 3% Residing outside the UK
- 1% No information

**Targetted training and employment programmes**

**Question No: 3874 / 2010**

[Dee Doocey](#)

Are there any Olympic-related training or employment programmes which are targeted to London Boroughs outside the five original host boroughs? Please give details.

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 6 January 2011:

The London Employment & Skills Taskforce for 2012 (LEST 2012) is a pan-London programme that aims to maximise the benefits of the 2012 Games for all Londoners. This programme of work includes extensive partnership activities to increase access to jobs with contractors of the Olympic Delivery Authority and increasingly those of the London Organising Committee of the Olympic Games. Jobcentre Plus leads the Joint Co-ordination Team and serves both local host borough residents as well as residents across London and beyond. Skills Funding Agency are planning Olympic-related interventions through the next round of the European Social Fund, due to commence in April 2011, and local colleges are also engaged to help ensure relevant training is provided.

In addition to the 'Host Boroughs Skills and Employment Project' the LDA Olympic Skills Programme includes the projects detailed in the table below, which contribute to the pan-London LEST 2012 programme.

**Targetted training and employment programmes**

<b>Project</b>	<b>Details</b>	<b>Outcomes</b>	<b>Description</b>
Construction Employer Accord	£2m 2010 - 2013	650 sustained employment outcomes	Aims to increase job and training opportunities associated with major construction projects for workless people from across London (32 boroughs and the City of London) through a site-based, embedded approach with contractors and developers. The approach will be demonstrated on a number of sites, with a

			focus on the Olympic Park.
Jobnet	£1.65m 2009 - 2013	600 sustained employment outcomes	Helps to tackle long-term worklessness through job brokerage, spanning the five boroughs of Barking and Dagenham, Bexley, Havering, Redbridge and Lewisham. Jobnet ensures that employment support provision can respond to local demand by improving the delivery and coordination job brokerage services.
Personal Best phase 3	£5.9m 2008 - 2010	4,000 beneficiaries	A pan-London project that provides volunteering experience and a level 1 qualification (funded by SFA) with a view to participants volunteering at Games-time and entering work.
London Employer Accord	£0.4m 2010 - 2011	5,000 people into employment by 2012	Project supported by the London Development Agency, Department for Work and Pensions and Jobcentre Plus. Its overarching aim is to work with significant employers in the capital, from the private, public and third sectors on recruitment and training, responding to an interest from employers (both inside and outside the 2012 supply chain) in becoming more engaged in LEST activity.
TfL Employer Accord	£0.3m 2010 - 2011	200 sustained employment outcomes	Based within the procurement team at TfL and combines the development of contractual requirements on suppliers with support from 'Skills Brokers' to deliver on these recruitment and training objectives.

## TfL owned property

### Question No: 3875 / 2010

[Caroline Pidgeon](#)

Please provide a list of all property and sites owned by TfL along with a list of use, planned use and an estimate of value.

### Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:



TfL publishes its accounts on its website, including the value of its total long term assets which include infrastructure and property. Details of how the values of assets are calculated are set out within TfL's annual report and accounts (see page 117, for example).

For reasons of commercial sensitivity, it is not possible to list the market value of individual assets but, following clarification from your office, the table attached as Appendix G lists all the non operational and many of the office buildings occupied by us as properties valued over £500,000 included within our last report and accounts alongside a brief description indicating their current usage.

TfL regularly reviews its property portfolio to identify property surplus to its future operational needs. This is a dynamic process so it is not possible to list the planned or proposed future use of individual assets without commissioning very substantial work.

## **Courthill Road junction**

### **Question No: 3876 / 2010**

[Caroline Pidgeon](#)

In answer to a previous question on Courthill Road junction in Lewisham (Question number 2981/2010) you stated: "Traffic modelling and discussions with key stakeholders are continuing to this end, and are scheduled to be completed by the end of this calendar year." Can you please provide an update as to how far this modelling and discussions has actually progressed and how close Transport for London are to finding more "radical solutions" as an alternative to providing pedestrian facilities at this junction as requested by current and former ward councillors and many local residents.

### **Answer from the Mayor**

TfL is developing a design proposal for Lewisham High Street at its junction with Courthill Road. Part of this proposal is to introduce a "green man" pedestrian crossing facility on Courthill Road. I went out on site with TfL's Chief Operating Officer London Streets and Heidi Alexander before she became an MP. The traffic modelling is completed and the preliminary design will undergo a road safety audit which is planned to be completed in January 2011. Consultation on the scheme is planned for early in the New Year. As the proposals include banning some movements at the Courthill Road junction, with displaced traffic being diverted onto other local roads, feedback from the consultation process will potentially affect not only the final outcome but also the timescales for delivery. If a viable scheme can be developed, TfL has provisionally programmed detailed design to commence in the summer of 2011 with works commencing early 2012.

## **New Victoria Line Trains**

### **Question No: 3877 / 2010**

[Caroline Pidgeon](#)

Please outline the problems with the new trains on the Victoria Line, which are proving less reliable than the old ones?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:

During any changeover to new trains or signalling systems, some early difficulties are expected and reliability of the new equipment will grow over time, especially given the complexity of running new and old equipment alongside each other. LU has introduced a number of engineering solutions to resolve some of the problems, which include changes to the design of the emergency alarm button to reduce accidental activations, new versions of signalling software being loaded onto trains, and changes to wiring of doors to reduce delays where the train incorrectly thinks doors are not fully closed.

The new trains did go through a significant amount of testing before they were initially introduced into service at peak times. However, the rigours of operating daily peak service are challenging on a line as busy as the Victoria line, where even the smallest of delays in the peak hours can lead to trains and platforms becoming very crowded.

Now that LU is no longer confined by the PPP arrangements for future line upgrades, it is enhancing the level of off-system train testing even further in order to minimise similar problems when trains enter customer service.

## **Jubilee Line Upgrade**

**Question No: 3878 / 2010**

[Caroline Pidgeon](#)

What is the expected completion date for the upgrade work on the Jubilee Line?

### **Answer from the Mayor**

Since TfL acquired Tube Lines' shares in June this year, the overriding priority has been the completion of their delayed upgrade of the Jubilee line at the first possible opportunity.

What was subsequently uncovered confirmed TfL's worst fears that, while work on the east of the line was significantly progressed (and is now largely complete), much work remained on the north of the line – in particular around the Neasden depot area where the Jubilee and Metropolitan lines share track.

Following further progress and the running of trains in passenger service under the new signalling between Stratford and Dollis Hill, TfL expects the full upgrade to be completed in the spring and I am confident that it will be achieved.

A more precise date will be announced closer to the time.

### **Test Track at Highgate**

**Question No: 3879 / 2010**

[Caroline Pidgeon](#)

When do you expect to complete the building of a longer test track at Highgate, so that the tube upgrades can be completed quicker and easier?

### **Answer from the Mayor**

London Underground (LU) is currently reviewing the viability of making further use of the Highgate test track as part of the Northern line upgrade programme. Any modifications would be timed to provide the maximum opportunity for off-site testing in order to keep disruption caused by the works to a minimum.

Given the constraints of the site, it is unlikely that the facility at Highgate can be lengthened significantly. However, LU also has a four kilometre long test track in Leicestershire that was used for the commissioning of the new S-stock trains and which will also be considered for future upgrades.

### **Tube Upgrade closures**

**Question No: 3880 / 2010**

[Caroline Pidgeon](#)

In a recent interview in The Guardian, Peter Hendy said "We've got no intention of doing the sub-surface lines or the Northern or the Picc like the Jubilee Line. There will be closures, because you've got to close them when you dig the track up, but we're expecting a lot less closures." Does this mean TfL are looking into using shorter block closures as I have been pressing for some time?

### **Answer from the Mayor**

Whilst 'blockade' closures will continue to be considered where they offer significant benefits over weekend or other types of closures and where certain conditions (including whether demand can be reasonably met through other local transport routes) can be met, Peter Hendy was in fact talking about reduced numbers of weekend closures, not block closures, compared with the excessive volume of weekend closures that Tube Lines demanded to carry out their delayed upgrade of the Jubilee line

London Underground (LU) was always frustrated by the constraints of the PPP which meant LU could not reject Tube Lines' closure demands.

Since taking control of Tube Lines, TfL has cancelled the similarly excessive programme that Tube Lines had planned for the Northern line with a view to significantly reducing disruption caused to both customers and businesses through this work. Further unavoidable closures on the Jubilee line are being scheduled to minimise disruption to London.

This is indicative of TfL's fresh approach to planning Tube investment work. For example a key requirement of the tender specification for the Sub-Surface signalling upgrade is for potential contractors to demonstrate how they would keep closures to a minimum whilst carrying out the work.

## **London Underground Capacity (1)**

**Question No: 3881 / 2010**

[Caroline Pidgeon](#)

Please list for each Underground line, the total number of trains that are scheduled to run during peak hours.

### **Answer from the Mayor**

Listed are the total number of trains which are scheduled to run during the AM peak (07:00 – 10:00) and the PM peak (16:00 – 19:00).

Metropolitan line – 50  
District line – 76  
Waterloo & City line – 5  
Bakerloo line – 33  
Victoria line – 38  
Central line – 79  
Jubilee – 51  
Piccadilly line – 79  
Northern line – 91  
Hammersmith & City/Circle line - 33

## **London Underground Capacity (2)**

**Question No: 3882 / 2010**

[Caroline Pidgeon](#)

For the month of October 2010, separated by lines, please list how many tube trains during peak times were not running. Please also give the reason for this, for example, lack of staff, a fault due to cracked train bracket etc.

### **Answer from the Mayor**

The information requested is contained in the table attached as Appendix A. The number of trains scheduled to run in the peaks is also given, for comparison.

## **Freedom Pass Deal (1)**

**Question No: 3883 / 2010**

[Caroline Pidgeon](#)

Is it fair that the boroughs may have to pick up the extra costs for the Freedom Pass as a result of your increase in fares and your withdrawal from the five year agreement?

**Answer from the Mayor**

It is the statutory duty of the boroughs to compensate Transport for London for the costs TfL incurs in providing the Freedom Pass scheme.

Equally, it is TfL's duty to ensure that it is properly recompensed.

**Freedom Pass Deal (2)**

**Question No: 3884 / 2010**

[Caroline Pidgeon](#)

How do you plan to reach a resolution to the funding dispute you have with London Councils over the Freedom Pass?

**Answer from the Mayor**

A one year deal for 2011/12 has now been agreed between TfL and the boroughs.

TfL also remains willing to negotiate a realistic longer term deal beginning in 2012/13.

For 2011/12, the boroughs have refused to contribute to the morning peak validity extension, which will now become a wholly mayoral initiative.

**Removal of Traffic Signals**

**Question No: 3885 / 2010**

[Caroline Pidgeon](#)

Can you assure me that any subsequent costs over and above the £6000 to remove a single traffic signal will not have to be met by the Boroughs?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 5 January 2011:

TfL is in the process of discussing the potential removal of traffic signals with the London Boroughs. TfL meets the cost of installing and maintaining traffic signals on the Transport for London Road Network (TLRN). It would also cover the cost of removing signals and introducing any alternative traffic management measures on the TLRN. The London Boroughs are responsible for funding the introduction, maintenance or removal of traffic signals on the roads they maintain.

Should a borough wish to remove a traffic signal site, they would need to fund its removal and/or any alternative measure they would wish to see put in place. However, the annual cost of maintaining a set of signals is approximately £6,000 per year which boroughs pay through the borough contribution agreed at the Transport and Environment Committee (TEC) of London Councils. Removing unnecessary signals could therefore deliver cost savings for both the boroughs and TfL. Traffic signals will only be removed from borough roads with the agreement of the relevant borough.

## **Staff Nominee Travel**

**Question No: 3886 / 2010**

[Caroline Pidgeon](#)

Further to MQ 3208/2010, how many staff nominee cards are there in use at the moment across the whole of TfL?

**Answer from the Mayor**

As of 7 December 2010, there are 14,827 Staff Nominee Oyster cards issued to TfL employees.

## **Overcrowding at Bank Station**

**Question No: 3887 / 2010**

[Caroline Pidgeon](#)

Please provide a list in date order of the number of times since 2008 that emergency announcements have been used at Bank station to deal with serious levels of overcrowding?

### Answer from the Mayor

Month	2008	2009	2010
January	0	0	0
February	0	1	0
March	0	2	2
April	0	0	0
May	0	0	0
June	0	0	0
July	0	0	1
August	0	0	0
September	0	0	0
October	4	0	2
November	0	0	0
December	0	0	n/a

### Increase in Bus Fares

**Question No: 3888 / 2010**

[Caroline Pidgeon](#)

What is TfL's estimate of how much extra revenue the increase in bus fares from January 2011 will bring in 2011/12?

### Answer from the Mayor

TfL estimates that the extra bus fares revenue in the year 2011/12 as a result of the January 2011 fare changes will be around £60m.

### Cancellation of the Zone 2-6 Oystercard

**Question No: 3889 / 2010**

[Caroline Pidgeon](#)

What is TfL's estimate for additional revenue for one day travelcards that include Zone 1, as a result of the removal of Zone 2-6 and 2-9 one day travelcards?

### Answer from the Mayor

Less than £1m pa.

TfL predicts that the majority of those currently buying these tickets will switch to Oyster pay as you go.

### Seating at Bermondsey Station

**Question No: 3890 / 2010**

[Caroline Pidgeon](#)

Will you please admit to the people of Bermondsey that removing the seats at Bermondsey Tube Station was a mistake, and apologise?

### **Answer from the Mayor**

London Underground (LU) removed the seats at Bermondsey station because they did not meet the needs of some people with mobility problems. They were replaced with a fully accessible design.

I make no apology for LU's efforts to make London's Tube stations more accessible for everyone.

### **Dangerous Bus Stop on Muswell Hill**

**Question No: 3891 / 2010**

[Caroline Pidgeon](#)

The stop for southbound route W7 at Muswell Hill is on a steep hill. This is not just inconvenient but dangerous for passengers using the stop and TfL seem reluctant to move it. Will you instruct TfL to take action before somebody gets seriously hurt?

### **Answer from the Mayor**

TfL has extensively investigated this issue as you know.

TfL is aware that the stop for southbound route W7 at Muswell Hill is on a steep hill, and hence not ideal for all users, and has already investigated whether departing buses on routes W7 or 144 could serve the existing stop on the roundabout itself. This proved not to be possible due to heavy usage by buses arriving in Muswell Hill, and because buses leaving the stand could not properly line-up with the kerb at this stop.

TfL believed it worthwhile for Haringey Council to consider whether a new bus stop could be provided on the opposite side of the roundabout. TfL remains open to discussing this topic with the Borough. However, as things currently stand, there is not a practicable, affordable option available to resolve this.

### **P12 Bus Route in Bermondsey**

**Question No: 3892 / 2010**

[Caroline Pidgeon](#)

Why does the destination of the P12 bus sometimes change mid-route leaving passengers stranded with no connecting bus?

### **Answer from the Mayor**

It may be necessary for an operator to terminate a journey early when it has been particularly delayed. This allows the bus to be turned and sent to the section of route where passengers have been waiting longest, thus benefiting the majority of passengers using the route. TfL expects, however, that affected passengers be transferred onto a bus that would complete the entire route.

The performance of this route is being disrupted by the effects of water main replacement works on Southwark Park Road, Ilderton Road, Asylum Road and Rye Lane, all of which are scheduled to continue until the end of December. An additional vehicle and driver is being used to offset this. TfL remains concerned about the operation of the route and is reviewing the effectiveness of the mitigation with the operator.



If passengers have any complaints about the performance of the P12, or any other route, I recommend that they contact TfL Customer Services, who will investigate. TfL can be contacted on 0845 300 7000 or via [www.tfl.gov.uk/contact](http://www.tfl.gov.uk/contact).

## **Southeastern Trains during adverse weather conditions**

**Question No: 3893 / 2010**

Caroline Pidgeon

What conversations have you, your office or any of the senior management at TfL had with Southeastern Trains regarding their performance during the week starting 29th November 2010? What conclusions have been made from these conversations?

### **Answer from the Mayor**

TfL held discussions with all train operating companies, including Southeastern Trains, before and after the severe weather conditions.

I have written to all the three Train Operating Companies (TOCs) that experienced the greatest disruption – Southern, Southeastern and First Capital Connect - urging them to do all they can to maintain services during snow and to greatly improve their communication with passengers.

I also hope that David Quarmby will recommend that the national rail industry steps up its performance and also the level of information that is provided to customers. Rail passengers cannot be kept in the dark about what is happening with their services, and substantial reductions in services should be avoided.

## **Marylebone Farmers' Market**

**Question No: 3894 / 2010**

Caroline Pidgeon

Will you use your influence to oppose any sell-off by Westminster Council of the home of Marylebone Farmers' Market?

### **Answer from the Mayor**

I understand that Westminster City Council is seeking the views of local people on this issue. This is essentially a local matter and it is right that it is considered by the Council in light of local circumstances taking into account the feedback they receive from local residents, businesses and community groups.

## **New Bus for London (1)**

**Question No: 3895 / 2010**

Caroline Pidgeon

I believe there will be a bus conductor operating on the new Bus for London for two shifts a day, Monday to Friday, which will be the only time passengers can "hop on, hop off."

- a) What will the proposed hours be for these shifts?
- b) For what hours of the day will the back doors be in use instead of an open platform?

### **Answer from the Mayor**

a) The proposed hours for these shifts have yet to be finalised. TfL is currently looking at two shifts during the daytime, which are likely to include the morning and early evening peak. However, exact times may vary between routes depending on the individual requirements.

b) Once the shifts for the second crew member are determined, this dictates when the back door will be in use.

## **New Bus for London (2)**

**Question No: 3896 / 2010**

[Caroline Pidgeon](#)

Can you please list which mobility and accessibility groups TfL have consulted with over the design for the New Bus for London?

### **Answer from the Mayor**

This is set out below. TfL's consultation on the New Bus is continuing. TfL has also engaged borough mobility groups.

Transport for All
Inclusion London
Age Concern London (Age UK)
RNIB
Guide Dogs for the Blind Association
Whizz-Kidz
Children's Society
RNID
Trailblazers, Muscular Dystrophy UK
National Childbirth Trust
London Visual Impairment Forum
MS Society
London Mencap
London Voluntary Service Council
SCOPE
People First
Wish London
NUS Disability Officer
Radar
Representative of Mobiltiy (Tower Hamlets)
London Older People's Strategy Group
London Travel Watch

## **Junction of Abbey Street, Tower Bridge Road and Long Lane**

**Question No: 3897 / 2010**

[Caroline Pidgeon](#)

Over the last four years there have been 13 collisions out the junction of Abbey Street, Tower Bridge Road and Long Lane. Local residents also inform me that it is incredibly difficult to cross this junction. Will you instruct TfL to seriously look into this problem and come up with a

solution?

### **Answer from the Mayor**

TfL has recently reviewed the collision record at the junction, comparing it with all other junctions in central London boroughs. The most recent collision statistics indicate that eight collisions occurred in the 36 months to 31 July 2010. This collision rate is not above the average at a junction for boroughs in central London. In a collision study earlier this year, TfL found that over the last three years to 31 December 2009, there were at least 24 other junctions in Southwark with a higher collision rate

Therefore, based on the current collision statistics TfL cannot at this time prioritise changes at this location.

## **Cycle Hire Scheme Expansion**

### **Question No: 3898 / 2010**

[Caroline Pidgeon](#)

Will you consider extending the Cycle Hire Scheme further north than Cloudesley Road in Angel, N1?

### **Answer from the Mayor**

I consider Barclays Cycle Hire to be an expanding programme, and on 10 November announced plans to extend it across Tower Hamlets and a greater area of Hackney in time for the 2012 Olympic Games. However, any additional extensions will depend on funding, and there are no current plans to expand to Cloudesley Road.

One of the basic premises of the scheme is that a dense network of docking stations needs to be in place throughout the cycle hire zone, as users rely on the expectation that there will be a docking station close to their desired origin/destination. This means that to expand the scheme over even only a short distance would require a large number of docking stations.

Also, the scheme will always be constrained by London's natural geography and topography (in particular hills, as they increase operational and redistribution costs).

## **Overrunning Works on the Jubilee Line**

### **Question No: 3899 / 2010**

[Caroline Pidgeon](#)

Will you arrange for the Metropolitan Line to stop at Neasden when the Jubilee Line is not working, in view of the overrunning works on the Jubilee Line?

### **Answer from the Mayor**

No.

London Underground's (LU) focus is on completing the Jubilee line upgrade at the first possible opportunity and LU expects to achieve this in spring next year. The relatively short time frame - and small number of closures anticipated to complete this work - means that a very limited customer benefit would be realised at an estimated cost of £1.5-£2m to make the necessary improvements to allow Metropolitan line trains to stop temporarily at the station.

Even if this money could be justified, adding the extra stop on the Metropolitan line at Neasden would reduce the throughput of trains and disrupt the service for all Metropolitan line users.

## **Will you come to Brent?**

**Question No: 3900 / 2010**

[Caroline Pidgeon](#)

Will you agree to travel on the rail replacement bus through Brent one weekend when the Jubilee Line and Metropolitan Line are not running, to experience the replacement services as Brent residents have had to endure for so long?

### **Answer from the Mayor**

I accept that customers in Brent have been greatly inconvenienced by Tube Lines' delayed upgrade of the Jubilee line and I would like to assure you that TfL is committed to reducing the disruption caused by critical Tube investment work wherever possible.

A replacement bus service is never going to be able to provide as good a service as the Tube during a closure and in Brent this is exacerbated by the fact that no suitable roads follow the exact route of the Jubilee line – meaning longer alternative routes. In addition, utilities works have on occasion extended journey times further still.

I apologise for the disruption caused to Brent customers during these closures and would like to assure you that the demise of the inflexible Public Private Partnership (PPP) structure heralds the opportunity for a fresh approach for upgrade work. This means innovative solutions, which were not utilised under the PPP, will be implemented for less advanced Tube upgrades - with the aim of significantly reducing the overall level of disruption.

## **New Metropolitan Line Trains (1)**

**Question No: 3901 / 2010**

[Caroline Pidgeon](#)

Following the launch of the new Metropolitan Line train running between Wembley Park and Watford, can you confirm how many new trains are now in service and if it has been possible to extend the service?

### **Answer from the Mayor**

There are currently five new trains available for passenger service, running between Watford/Uxbridge/Chesham and Baker Street.

## **New Metropolitan Line Trains (2)**

**Question No: 3902 / 2010**

[Caroline Pidgeon](#)

Can you provide the timetable currently proposed following the full introduction of the new Metropolitan Line trains, including routes covered and number of trains? If this has changed since the original plan please can you confirm why?

### **Answer from the Mayor**

There are currently five new trains available for passenger service and operating between Watford/Uxbridge/Chesham and Baker Street.

By the end of March 2011 enabling works on the line will be complete, which will allow London Underground (LU) to run new trains the full length of the Metropolitan line and to all branches. The roll-out on this line is due to be complete by the end of 2011, though this is dependent on the successful delivery of new trains from the supplier, Bombardier Trains UK.

There will be 58 new trains in the Metropolitan line fleet.

## **Transport Plans for the Royal Wedding 29th April**

**Question No: 3903 / 2010**

[Caroline Pidgeon](#)

Will you ensure the whole transport network is in service on April 29th 2011 so that Londoners and visitors can fully enjoy the Royal Wedding?

### **Answer from the Mayor**

A great deal of work is taking place behind the scenes to ensure the Royal Wedding is a success. Working alongside a number of Government agencies, we will use all our endeavours to ensure a full service is in operation across all modes of transport.

## **Number 18 Bus**

**Question No: 3904 / 2010**

[Caroline Pidgeon](#)

What issues have been identified by bus operators, Safer Transport teams, and TfL following the change of the number 18 bus to a double decker bus? Have any concerns been identified on other routes where similar changes have been made?

### **Answer from the Mayor**

Route 18 was converted to operation with double deck buses on 13 November. There were no particular issues identified by either the bus operator or Safer Transport teams. The conversions of routes 38, 149, 507 and 521 have also progressed smoothly, with no particular issues identified.

## **PR2 Bus Route**

**Question No: 3905 / 2010**

[Caroline Pidgeon](#)

What does the future hold for the PR2 and how will you improve bus transport in the Park Royal area? Does some form of Fast Bus feature in your plans?

### **Answer from the Mayor**

You will have received a consultation letter from TfL. It is proposed to withdraw this low-frequency service and make associated changes to other routes. The overall effect would be higher frequencies and capacity over many sections currently served by route PR2, including a Sunday service for the first time. The changes would make a significant contribution to faster bus journeys in a way that is commensurate with the level of demand and the available funding. Additionally TfL would also like some existing bus priority infrastructure in the Twyford Abbey Road area of Park Royal to be made brought into operation. This is being discussed with Ealing and Brent Councils. The network will continue to be kept under review, including in respect of the aspirations which informed the "FastBus" idea.

## **Brentfield Road**

**Question No: 3906 / 2010**

[Caroline Pidgeon](#)

What proposals are you bringing forward to improve bus services between Brent Park Tesco and Harlesden Station following the meeting with petitioners that took place earlier this year?

### **Answer from the Mayor**

As I have said in my answer to 3905/2010, you will have received a consultation letter from TfL. Among those routes covered by the consultation is the 206 which runs direct between Brent Park Tesco and Harlesden Station.

### **Legible London for Brent**

#### **Question No: 3907 / 2010**

Caroline Pidgeon

Will you consider extending your pilot Legible London scheme to the borough of Brent ahead of the Olympic Games?

### **Answer from the Mayor**

TfL is engaged in mapping all of Greater London to the Legible London standard, with the aim of completing this by the end of 2011. This mapping will allow TfL to work closely with London boroughs including Brent, as well as with business improvement districts, private landowners and developers to introduce Legible London where desired.

Legible London now relies on external funding sources for implementation. The Borough of Brent could apply Local Implementation Plan funds, other council monies or developer funds such as s106, to introduce Legible London ahead of the Olympic Games. TfL is ready to work with the Borough in this case to define their requirements and plan its introduction. Any such scheme in Brent would have to be accommodated into TfL's planned Legible London delivery schedule, of which the next priority area is the Olympic Games site, 2012 host boroughs and surrounding fringe to help alleviate demand on the public transport network and support walking to the Games.

### **Tube Replacement Bus service Savings**

#### **Question No: 3908 / 2010**

Caroline Pidgeon

Following the news that over £5m has been spent on rail replacement buses on the Jubilee Line since April 2009, can you please state how much would have been saved by the following from the start of the Jubilee Line works:

- a) Stopping the Metropolitan line at Willesden Green both ways
- b) Stopping the Metropolitan Line at Neasden going towards Willesden

### **Answer from the Mayor**

Stopping Metropolitan line trains at Willesden Green station both ways from the outset of the Jubilee line upgrade would have meant a small reduction in the capacity of rail replacement bus service. Since work to make the platforms fit for passengers was completed in October 2009, Metropolitan line trains have stopped at Willesden Green during 32 Jubilee line closures.

It would not be possible to stop Metropolitan line trains in only the southbound direction at Neasden and in any case there would be no savings to the cost of providing a rail replacement bus service. This is because of the need to maintain a certain level of bus frequency for customers from other stations and those undertaking local journeys from Neasden.



## **Accumulative maps of air noise (1)**

**Question No: 3910 / 2010**

[Caroline Pidgeon](#)

Further to your reply to Question Number 3295/2009 will you please publish the letter you sent to the Minister and the reply that you received?

### **Answer from the Mayor**

As I stated in my reply to Question Number 3295/2009, a good place for testing the feasibility of the sort of mapping you have in mind is the area in which London City and Heathrow Airport-related flight-paths overlap. I have been pursuing a number of matters concerning this area with the Civil Aviation Authority, and I will make this correspondence available to you.

## **Accumulative maps of air noise (2)**

**Question No: 3911 / 2010**

[Caroline Pidgeon](#)

Are you aware of the DREAMS, (Distributed Remote Environmental Array & Monitoring System), noisemapping trial taking place to the west of London City Airport? Has any evaluation been undertaken of the specific levels of air noise specifically created by London City Airport comparing typical daily noise levels with the noise levels that existed in the five days in April 2010 when air traffic was grounded due to the volcanic eruption of Eyjafjallajokull as well as when air traffic was grounded during the recent snow?

### **Answer from the Mayor**

Yes, I am aware of the DREAMSys noise monitoring system currently being developed at the National Physical Laboratory. The system was trialled in an area south-west of London City Airport for a period which included the time when normal air transport was suspended due to suspected volcanic ash in April 2010. I understand that trial results showed a reduction averaging around 10 decibels during this period compared with normal airport operations. The trial ended before the recent closure due to the snow, so no results are available for that period.

## **Accumulative maps of air noise (3)**

**Question No: 3912 / 2010**

[Caroline Pidgeon](#)

In answer to MQ 2926/2010 about accumulative maps of air noise you stated: "This matter is currently being pursued in the context of reviewing the impact of changes in departure flight paths from London City Airport, in area which may also be affected by Heathrow arrivals." Please can you set out in detail what actual actions are taking place in relation to the matter being "pursued"?

### **Answer from the Mayor**

I wrote to the Chief Executive of the Civil Aviation Authority (14<sup>th</sup> September 2010) requesting clarification on action following the Air Accident Investigation Branch report on the 27 July 2009 near-miss, and that the CAA make their review of the flight path changes at London City Airport open to public scrutiny. I stressed that consideration should be given to the reduction of adverse impacts and to the issue of flight-path concentration. The review has since been published, and my officers will be meeting with the CAA to discuss these and related issues, and establish appropriate courses of action.

## **Redevelopment of the Royal Docks**

**Question No: 3913 / 2010**

Caroline Pidgeon

Do you have any concerns that the noise levels created by London City Airport could have a detrimental impact on the regenerations plans for the area around the Royal Docks?

### **Answer from the Mayor**

The relationship between the role of an airport as a generator of economic activity and stimulator of regeneration, and the potential for its environmental impact to stifle development is a complex one. In addition, many other factors influence the potential for regeneration. London City Airport is a major employer and has acted as a regeneration focus for the Royals area.

## **Greenwich and Woolwich Foot Tunnels**

**Question No: 3914 / 2010**

Caroline Pidgeon

Further to your decision to take no action to assist cyclists crossing the Thames during the refurbishment of both the Greenwich and Woolwich Foot Tunnels will you at least consider making representations to Greenwich Council to ensure that the publicised limited opening hours of the Greenwich Foot Tunnel are at least properly maintained by Greenwich Council and their contractors Dean and Dyball?

### **Answer from the Mayor**

As I made clear in answer to your previous question 3551/2010 on this subject, the London Borough of Greenwich is responsible for these tunnels and the provision of alternative arrangements to assist cyclists. Greenwich has, as you know, published travel advice to tunnel users on their website. This link applies:

http: [www.greenwich.gov.uk/Greenwich/Travel/foot-tunnels.htm](http://www.greenwich.gov.uk/Greenwich/Travel/foot-tunnels.htm)

However, TfL and I do recognise that the tunnels provide an important link for both cyclists and pedestrians, and I have asked that TfL raise the issue of the publicised opening hours of the tunnels with the London Borough of Greenwich.

## **Unpaid Congestion Charge and Penalty Charge Notices by Embassies**

**Question No: 3915 / 2010**

Caroline Pidgeon

Please publish a table showing the cumulative amount in unpaid Congestion Charge and Penalty Charge Notices that is now owed for each embassy or diplomatic mission in London.

### **Answer from the Mayor**

The spreadsheet attached as Appendix B provides details of the total number of unpaid congestion charges for each Embassy and an estimate of the total value of unpaid charges and penalties arising from non payment of the congestion charge by Embassy, from the Scheme start up until 30 November 2010.

I am disappointed that some Embassies continue to refuse to pay the charge even though TfL and the Government's position on this matter is clear and consistent.

However, it is pleasing to note that almost three quarters of Embassies pay the congestion charge on a regular basis as they are required to do.

As I have indicated before, I am very keen that all Embassies should be complying with the scheme.

## Tube Strikes (1)

### Question No: 3916 / 2010

[Caroline Pidgeon](#)

How many days of tube strikes have there been in the calendar year of 2010?

### Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 6 January 2011:

There have been nine 24 hour strikes in 2010 by London Underground staff, but four of those had no significant impact on services. Details are contained in the table below.

## STRIKE ACTION BY LONDON UNDERGROUND STAFF - 2010

DATE OF ACTION	REASON GIVEN BY TU	TU	DETAILS
5 February	Rostering (maintenance staff)	RMT	Strike action on 5 February 2010 by c. 400 maintenance staff. No effect on services.
21 July	Dismissal (Metropolitan line Train Operators)	ASLEF	24 hour strike action on 21 July 2010 by 69 staff. Minor impact on services only.
11 August	Dismissal (Metropolitan line Train Operators)	ASLEF	24 hour strike action on 11 August by 69 staff. Minor impact on services only.
6 September*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 4833 staff from 2100 on 6 September 2010.
	Dismissal (Central line train operators)	RMT	24 hour strike action 6/7 September co-ordinated with the other network-wide strike
3 October*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 3724 staff from 1830 on 3 October 2010.

<b>DATE OF ACTION</b>	<b>REASON GIVEN BY TU</b>	<b>TU</b>	<b>DETAILS</b>
2 November*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 4365 staff from 2100 on 2 November 2010;
28 November*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 3423 staff from 1830 on 28 November 2010.
17/18 December	Dismissal (Bakerloo line train operators)	RMT	24 hour strike action by approx 100 staff from 21.00 on 17 December.
17/18 December	Dismissal (Northern line train operators)	RMT	24 hour strike action by approx 50 staff from 21.00 on 17 December. No impact on services.

\*Action resulted in significant disruption although on each occasion service operated on all but one line, though some sections of some lines were closed and there were station closures. Over 40 per cent of services operated during the most recent strike.

Overtime ban for operational staff has resulted in occasional very short station closures.

Note – Industrial action by Tube Lines staff, prior to the company transferring to TfL, is not included.

## **Tube Strikes (2)**

### **Question No: 3917 / 2010**

[Caroline Pidgeon](#)

Can you supply the figures, since 2000, for how many tube strikes there were in each calendar year?

### **Answer from the Mayor**

The table below indicates the number of days on which staff directly employed by London Underground took strike action in each calendar year since 2000. These figures include, from May 2008, employees transferred from the former Metronet companies. No action by Tube Lines staff is included.

<u>Year</u>	<u>Number of days on which there was strike action by LU staff</u>
2000	0
2001	2
2002	3
2003	1 (affected only Circle and Hammersmith & City line train staff)
2004	2 (one affected only Piccadilly line line staff)
2005	1
2006	1

2007	4 (this was the result of a local dispute involving a small number of staff and the strikes therefore had no impact on services)
2008	6 (these were all the results of local disputes involving a small number of staff and five of the six had no impact on services)
2009	6 (two were the result of local disputes involving a small number of staff and had no impact on services; two others affected the Victoria line only)
2010	7 (one involved maintenance staff only and had no impact on services; two others affected only Metropolitan line staff and had a very minor impact)

## **Tube Strikes (3)**

### **Question No: 3918 / 2010**

[Caroline Pidgeon](#)

Can you confirm if any compensation is available to season ticket holders because of the strikes?

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

Strike action is not covered by London Underground's (LU) Customer Charter and TfL has not made refund payments to customers for the recent days of strike action.

Despite the attempts by the RMT and TSSA to halt Londoners' travel, on average around 40 per cent of London's Tube trains have been running during the strikes, with good services across the Bus, Docklands Light Railway (DLR), London Overground and tram networks. Extra buses and river boat services have been in operation and many volunteers at key locations assisted passengers with their journeys.

Additionally, changes in how and where customers purchase tickets, coupled with Oyster pay as you go acceptance on both National Rail services and river services have meant that passengers could use their Oyster cards for most journeys made.

The strikes were also well publicised in advance, which allowed customers to plan ahead.

## **Tube Strikes (4)**

### **Question No: 3919 / 2010**

[Caroline Pidgeon](#)

What is the estimated loss of revenue on a strike day?

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

On average around 40 per cent of London's Tube trains have been running during the strikes, with good services across the Bus, Docklands Light Railway (DLR), London Overground and tram networks. Extra buses and river boat services have been in operation and many volunteers at key locations have assisted passengers with their journeys.

This has meant that in the two most recent strikes, almost half of the normal number of journeys were made on the Tube.

Taking into account increased revenue on other modes, the estimated loss of revenue during the most recent strike was £2.1m, compared to £2.9m during the first strike.

It should be noted that London Underground (LU) is carrying record numbers of passengers this year, with 90 million journeys - more than ever before - in the four week period from 17

October to 13 November despite the strike action. London Underground is therefore on schedule to achieve the year's forecast revenue.

## **Tube Strikes (5)**

### **Question No: 3920 / 2010**

[Caroline Pidgeon](#)

TfL provide information on each strike day of the percentage of services running. How is this calculated and how accurate is it?

### **Answer from the Mayor**

The figures provided are based on a comparison of the scheduled number of trains in service, compared to the actual number of trains operating. For example, during the most recent strike on 29 November, at 09.00 there were 220 trains in service across the network, compared to the normal scheduled number of 525, equating to 41.9 per cent of the service.

These figures were updated on an hourly basis throughout the day, based on the most recent reports from London Underground's line control centres, and are accurate.

## **Cutting Zone 2-6 Travelcards**

### **Question No: 3921 / 2010**

[Caroline Pidgeon](#)

Further to MQ 3529/2010, can you provide the precise definition for "one off tours?"

### **Answer from the Mayor**

A series of journeys and journey stages made on a single day but not made on a regular daily basis.

## **Community Rail (1)**

### **Question No: 3922 / 2010**

[Caroline Pidgeon](#)

Further to MQ 3520/2010, excluding the tri-yearly meetings between local user and community groups and LOROL (LOROL Passenger Group), in what way does TfL London Rail work closely with such groups?

### **Answer from the Mayor**

In addition to the ways set out in my previous answer, TfL attends any meetings arranged by the user group and any relevant Local Authority Public Transport Liaison meetings, which are also generally attended by user groups. TfL's operators also maintain an open dialogue with user groups and frequently respond to their requests for information.

## **Community Rail (2)**

### **Question No: 3923 / 2010**

[Caroline Pidgeon](#)

Would it not be beneficial for local user and community rail groups to be invited to participate in

the newly formed London Orbital Partnership?

**Answer from the Mayor**

The London Orbital Partnership has been established by local authorities who have formed the group in part to fill the gap left by the disbanding of the North Orbital Rail Partnership. TfL attends the meetings at the request of the Local Authorities who form the group. The user groups would need to approach the local authorities if they wished to be invited to participate.

**Replacement Bus Services**

**Question No: 3925 / 2010**

[Caroline Pidgeon](#)

For each of the last 5 years, how much has TfL spent on replacement bus services to cover for engineering works on both the DLR and London Overground services. Please break this down per year and per route.



## Answer from the Mayor

The costs for replacement bus services on DLR and London Overground services respectively are provided below by year:

*Please note the DLR figures for 2006 were not able to be provided within the timescales for Mayor's Question Time and TfL took over the London Overground network in November 2007 so figures prior to this date are not available.*

### DLR

2007 - £463,566

2008 - £3,999,031

2009 - £2,242,410

2010 - £955,892

**Total - £6.8m**

### London Overground

#### **Non Blockade**

2007/8 - £194,000 (£194,000 net)

2008/9 - £881,000 (£881,000 net)

2009/10 - £231,000 (£56,000 net)

2010/11 (so far) - £301,000 (£142,000 net)

**Total - £1.607m gross (£989,000 net)**

#### **Blockade**

2007/8 - £0m

2008/9 - £3.167m (£231,000 net)

2009/10 - £2.66m (£12,500 net)

2010/11 (to date) - £1.57m (£60,800 net)

**Total - £7.404m (£280,000 net)**

**TOTAL - £9.012m gross (£1.269m net)**

For maintenance works carried out on the National Rail network there is a standard agreement between Network Rail and train operators whereby Network Rail provides compensation for lost revenue during periods when services are temporarily halted, for example weekend engineering works (titled 'Non Blockade' above). For longer blockades of the line (titled 'Blockade' above), such as those on the London Overground network between February and May 2010, Network Rail pays reasonable costs to TfL which include bus provision and other costs associated with closing parts of the network for longer periods.

A significant amount of work goes into the planning of replacement services and we always try to balance costs with the adequate provision of alternative services where journeys cannot be reasonably made by other modes of public transport.

It should be noted that the replacement bus service costs provided above cover a period of intense work on both the DLR and London Overground networks, including significant upgrades to signalling and infrastructure. Figures for future years will therefore be a small proportion of the total figures shown above.

With respect to the blockade on the 2010 London Overground network between Gospel Oak and Stratford (20 February – 31 May), TfL worked very closely with local stakeholders to plan the alternative routes. Research also demonstrated that the majority of users were satisfied with the alternative services provided.

## **Same-day bookings – Door to Door Transport Services**

**Question No: 3926 / 2010**

[Caroline Pidgeon](#)

Please supply the number of same-day booking trips, on a yearly basis, from 2004/05 to 2009/10.

### **Answer from the Mayor**

I provided this information in answer to your question MQ3523 / 2010.

## **'Steels Village'**

**Question No: 3927 / 2010**

[Caroline Pidgeon](#)

A group of local Camden residents are keen to rebrand a parade of shops on Haverstock Hill, which serves as a community hub for local residents, as 'Steels Village', thus giving a name and clear identity to a location which residents feel has long been ignored. Given the Government's localism and 'big society' agenda, will you support this concept?

### **Answer from the Mayor**

It is not my place, as Mayor of London, to decide upon the name of an individual parade of shops; that is up to local communities. If the name takes off and is accepted by the community, then that part of Haverstock Hill may well end up being referred to as 'Steels Village'.

## **Cycle Hire Scheme at 'Steels Village'**

**Question No: 3928 / 2010**

[Caroline Pidgeon](#)

Local residents have asked me to enquire whether you have any plans to extend the Cycle Hire Scheme to the 'Steels Village' area on Haverstock Hill?

### **Answer from the Mayor**

I consider Barclays Cycle Hire to be an expanding programme, and on 10 November announced plans to extend it across Tower Hamlets and a greater area of Hackney in time for the 2012 Olympic Games. However, any additional extensions will depend on funding, and there are no current plans to expand to Haverstock Hill.

One of the basic premises of the scheme is that a dense network of docking stations needs to be in place throughout the cycle hire zone, as users rely on the expectation that there will be a docking station close to their desired origin/destination. This means that to expand the scheme over even only a short distance would require a large number of docking stations.

Also, the scheme will always be constrained by London's natural geography and topography (in particular hills, as they increase operational and redistribution costs).

## **ESF Youth Programme 2011-13**

**Question No: 3929 / 2010**

[Caroline Pidgeon](#)

It had been planned that the LDA would co-finance the European Social Fund (ESF) Youth programme 2011-13 to “invest significant funding over three years in skills, employment and training activities for Londoners aged 16 to 19 who are not in education, training or employment” which was a priority of your Time for Action plan. Can you confirm which organisation will now co-finance this programme? When will procurement restart for this programme? Will organisations be able to access this funding in 2011/12?

**Answer from the Mayor**

At the time of writing no final confirmation of financial settlement has been made I will therefore not know what impact this will have on the delivery of ESF/LDA funded projects until the actual grant total is clear.

In these circumstances, the LDA has taken the decision to suspend the 2011-13 ESF procurement activities until the situation is clarified. In the meantime, my team is looking at which options are available for the LDA/ESF co-financing funding. I am determined to ensure that London does not lose out and we draw our full allocation of ESF to support my economic and social priorities.

The Government has agreed the London European partnership structures will remain in London and the management role overseeing the delivery of EU projects in London currently undertaken by the LDA will be folded into the GLA.

I remain in dialogue with Government to ensure a fair settlement for London.

**Funding for youth activities**

**Question No: 3930 / 2010**

[Caroline Pidgeon](#)

What steps are you taking to support youth activities in London and take forward the priorities in your Time for Action Plan?

**Answer from the Mayor**

Time for Action remains one of my highest priorities and much work is being done to support youth activities. I note that you are a member of the recently reconstituted Time for Action panel, so you will be aware that a full update of the strategy’s progress has been requested and will be submitted by 7 January 2011.

**Mayor’s fund**

**Question No: 3931 / 2010**

[Caroline Pidgeon](#)

The Mayor’s Fund currently only operates in the Shoreditch area. Given that child poverty is a London wide problem, to which areas of London will the Mayor’s Fund be rolling-out in 2011?

**Answer from the Mayor**

The Mayor's Fund for London is an independent charity and not part of the GLA or this administration. The Fund is supporting a range of successful projects in the test-bed area of East London – Shoreditch, Bethnal Green and South Hackney – and will announce its expanded area of delivery in the capital in the New Year. Any queries should be sent to the CEO, Chris Robinson, on [crobinson@mayorsfundforlondon.org.uk](mailto:crobinson@mayorsfundforlondon.org.uk) or 020 7983 4620.



## **Buses in adverse weather conditions**

**Question No: 3932 / 2010**

[Caroline Pidgeon](#)

In the week starting 29th November 2010, please state per route how many buses were returned to the depot and how many kept running due to the adverse weather conditions.

### **Answer from the Mayor**

London Buses responded to a constantly evolving situation with respect to the adverse weather conditions during the week starting 29 November. The maximum number of routes out of service at any one time on Wednesday 1 December was four.

On the morning of Thursday 2 December the number of buses suspended from service was 110 out of a peak morning rush hour requirement of 7,400 buses. In percentage terms 98.5% of the morning rush hour fleet left garages for service and this rose to more than 99% by the middle of the day once gritters had reached the affected areas. The maximum number of routes out of service at any one time was thirty three.

The number of routes out of service fell to a dozen by the afternoon and a maximum of six routes were out of service between Friday 3 and Sunday 5 December. In percentage terms this represented a fraction of one per cent of vehicles in the fleet.

The affected routes were low-frequency and served residential roads in peripheral parts of the network. Buses that had already left their garages continued in service during the week in question.

Bearing in mind that London has more than 700 routes, this was a very small part of the network and showed the resilience of the overall service.

## **Freedom Pass on Rail**

**Question No: 3933 / 2010**

[Caroline Pidgeon](#)

Further to MQ 1575/2010, please could you give me an update on how the negotiations went with the Train Operating Companies to extend the 24 hour Freedom Pass to national rail?

### **Answer from the Mayor**

TfL's latest proposals are currently with Association of Train Operating Companies (ATOC) for their consideration.

A response from ATOC is expected in the next few weeks.

## **Funding priorities**

**Question No: 3936 / 2010**

[Mike Tuffrey](#)

What are your funding priorities for the GLA Group as a whole in your Budget in 2011/12?

### **Answer from the Mayor**

I will set out my funding priorities in the Budget Consultation Document for 2011-12 which will be published shortly.

## **GLA Precept**

**Question No: 3937 / 2010**

[Mike Tuffrey](#)

How will you alter the allocation of precept funding across the GLA Group in 2011-12?

### **Answer from the Mayor**

I will set out a proposed allocation of precept funding across the GLA Group in 2011-12 in the Budget Consultation Document for 2011-12 which will be published shortly.

## **Strategic approach to the budget**

**Question No: 3938 / 2010**

[Mike Tuffrey](#)

What steps are you taking to ensure that the “GLA family as a whole will take a strategic, rather than an incremental, approach to the budget” [MQ 3497/2010]?

### **Answer from the Mayor**

I will set out the approach to the budget in the Budget Consultation Document for 2011-12 which will be published shortly, in my final budget proposals in the new year and in my Budget Guidance to be issued in the spring.

## **Government grant settlement (1)**

**Question No: 3939 / 2010**

[Mike Tuffrey](#)

Have the government grant levels for the MPA, LFEPA and the GLA reflected your “extensive representations to national Government to defend London’s interests” and intent to “continue to work tirelessly to ensure London receives its fair share of resources” (answer to MQT 3477/2010)?

### **Answer from the Mayor**

Yes.

## **Government grant settlement (2)**

**Question No: 3940 / 2010**

[Mike Tuffrey](#)

Have the government grant levels for the LDA reflected your “extensive representations to national Government to defend London’s interests” and intent to “continue to work tirelessly to ensure London receives its fair share of resources” answer to MQT 3477/2010)?

### **Answer from the Mayor**

No LDA Settlement has yet been received from the Government.

## **Dust suppressants**

**Question No: 3941 / 2010**

[Mike Tuffrey](#)

Further to MQ3485/2010, how many weeks of cleaning and the application of dust suppressants will the £300,000 cover? At what point will TfL consider expanding the trial?

**Answer from the Mayor**

This trial began in November 2010 and is due to conclude in spring 2011, lasting around six months. TfL is already looking at expanding the trial of dust suppressants to a concrete batching plant in Camden, which has a significant problem with PM10. Further expansion of the project will depend on the results from the monitoring of the trial, the practical ability to cover more sites and the PM10 levels at specific sites that have the potential to exceed EU limit values.

## **Mayor's Air Quality Strategy**

**Question No: 3942 / 2010**

[Mike Tuffrey](#)

Will your revised Air Quality Strategy ensure that London meets EU limits for levels of PM10 and NO2?

**Answer from the Mayor**

Modelling shows that measures already underway will allow all of Greater London to be compliant with EU limit values for PM10 in 2011. My Air Quality Strategy, published on 14 December 2010, includes further measures to reduce emissions of PM10 across London. In addition, local measures, such as trials of dust suppressants, are already underway at central London locations most at risk of exceeding limit values for PM10.

My Air Quality Strategy includes measures to be taken by the GLA Group to reduce emissions of NOx in London, including retrofitting older buses, introducing a NOx standard to the LEZ and implementing energy efficiency schemes in homes and workplaces. However, even this scale of action in London alone will not allow NO2 limit values to be met in the capital by 2015. That is why my Strategy also includes measures that need to be taken at national level by the Government to achieve NO2 limit values in London by 2015. These include tax incentives for the cleanest vehicles, a national LEZ framework and targeted scrappage and retrofit schemes. In 2011, the Government intends applying to the European Commission for a time extension to 2015 for the NO2 limit values. The GLA is working with the Government on an action plan for London that will be part of that application.

This will set out how London will meet the NO2 limit values by 2015.

## **Housing mobility**

**Question No: 3943 / 2010**

[Mike Tuffrey](#)

What steps are you taking to ensure that you have a pan-London mobility scheme in place for social housing tenants in 2011?

**Answer from the Mayor**

I am currently consulting on the creation of a scheme. The consultation will end on 28 January 2011 and detailed proposals for the scheme will be published in the spring.

## **Decent Homes funding**

**Question No: 3944 / 2010**

[Mike Tuffrey](#)

Further to the government announcement of some £2bn of Decent Homes funding, how will you work with the boroughs to ensure that London's 85,000 non-decent homes (46% of non-decent homes nationally) access this funding?

### **Answer from the Mayor**

I am working closely with CLG and the HCA to ensure that processes are in place to ensure the fair and equitable distribution of this funding to boroughs.

## **GLA Energy use**

**Question No: 3945 / 2010**

[Mike Tuffrey](#)

Given that "City Hall's recently installed energy monitoring system will allow for the production of consumption data on a daily basis once it is fully commissioned (due by the end of October)" [MQ 3182/2010]. Will you agree to publish City Hall's real time energy use online, as government departments such as DECC have?

### **Answer from the Mayor**

The new energy monitoring system allows for the production of City Hall's consumption data on a daily basis. We are working with the supplier to produce a digital interface that will allow insertion of the data into our website within the next 6 months when we expect this system to be live. The new system will show similar information as that displayed on the DECC web site.

## **Close the door campaign**

**Question No: 3946 / 2010**

[Mike Tuffrey](#)

Do you support the Close the Door campaign which is asking retailers to conserve energy by keeping their doors closed?

### **Answer from the Mayor**

I am committed to encouraging businesses to conserve energy and this includes measures like closing doors. We are actively working with retailers through initiatives such as Re:Connect and the Green 500.

My officials were very interested to hear about the campaign during your recent scrutiny session 'Lights left on'. I have asked them to look at the campaign more closely as part of the development of my Climate Change Mitigation and Energy Strategy.

## **Close the door campaign (2)**

**Question No: 3947 / 2010**

[Mike Tuffrey](#)

What appropriate steps could be taken by the GLA group to support the messages of the Close the Door campaign, e.g. by not opening all tube doors at outdoor stations in off-peak hours in winter?



### **Answer from the Mayor**

I support the message of the Close the Door campaign. At City Hall, for example, only the revolving doors are in operation for the general public during cold and windy weather. Similarly across the GLA Group measures are taken to reduce heat loss through the opening of doors. TfL, for example, is introducing new trains on the Metropolitan line with doors which close automatically after 45 seconds. This will reduce heat loss in winter (and keep the trains cool in summer) when the trains are waiting at their terminal stations. These trains are being rolled out on to the Metropolitan line now and will also replace the old trains on the District, Circle and Hammersmith & City lines.

### **Rewards for sustainable behaviours**

**Question No: 3948 / 2010**

[Mike Tuffrey](#)

Further to MQ3495/2010, what options are the GLA exploring to build in “incentives for greener more sustainable behaviours”. In what timescale could we see such incentives operating in London?

### **Answer from the Mayor**

The project team continues to explore the option of building incentives for greener more sustainable behaviours into the London Card.

In addition to the London Card work:

- We are working with RecycleBank and Green Rewards to establish pilot programmes that reward people with money off vouchers based on how much they recycle. The first London borough pilot is expected early in the New Year
- I have asked TfL to investigate the potential for a scheme to reward walking and cycling.

### **Londonwide LEP**

**Question No: 3949 / 2010**

[Mike Tuffrey](#)

Have you submitted a bid to government for a Londonwide LEP? What functions will the LEP take on?

### **Answer from the Mayor**

I intend to submit shortly the proposal for a London Enterprise Partnership for Government to consider.

If the London Enterprise Partnership is approved it will be for the Partnership to decide priorities. We have worked with London business organisations and London Councils to put together the proposal. This process has highlighted a range of priorities for the Enterprise Partnership including investment, enterprise and innovation and skills and employment.

### **European Funds**

**Question No: 3950 / 2010**

[Mike Tuffrey](#)

What processes are you putting in place to enable the GLA to manage European Funds previously overseen by the LDA? On what timescale will this transfer take place?

**Answer from the Mayor**

At the time of writing no final confirmation of financial settlement has been made. I cannot therefore confirm the exact timescale for transfer of the management of European Funds previously undertaken by the LDA and will not know what impact this will have until the actual grant total has been informed.

The Government has agreed the London European partnership structures will remain in London and the management role overseeing the delivery of EU projects in London currently undertaken by the LDA will be folded into the GLA. A working group has been established with GLA/LDA and central government to manage the transition process.

## **Mayoral Development Corporations**

**Question No: 3951 / 2010**

[Mike Tuffrey](#)

What opportunities are there for your new power to set up Mayoral Development Corporations?

**Answer from the Mayor**

One of the aims of the Localism Bill will be to give me a new power to set up development corporations; my plans to use this power are limited to taking forward the unique opportunities in Stratford, the Olympic Park and immediately surrounding areas.

## **Crossrail bonds**

**Question No: 3952 / 2010**

[Mike Tuffrey](#)

Further to MQ3496/2010, what have been the outcomes of GLA officers revisiting work to appraise financing options, including bond issuance for Crossrail?

**Answer from the Mayor**

The work to appraise financing options has yet to conclude and analysis and discussions are still ongoing with the Authority's treasury advisor, TfL and other parties.

## **Regional Growth Fund**

**Question No: 3953 / 2010**

[Mike Tuffrey](#)

What priorities have you identified and publicised for bids to the Regional Growth Fund, and how are you co-ordinating London bids?

**Answer from the Mayor**

The Regional Growth Fund is a three-year £1.4bn national funding pot to support economic development. The Fund will support bids from the private sector and public private partnerships in England and is intended to support private sector enterprise and areas currently dependent on the public sector in making a transition to private sector led growth.



## LDA, HCA and LTGDC assets

**Question No: 3954 / 2010**

[Mike Tuffrey](#)

What progress has been made on the crucial issue of ensuring that increased devolution for London government includes the devolution of the LDA, HCA and LTGDC assets?

### Answer from the Mayor

I have continued to press with Government the benefits of bringing together the land and property assets of the LDA, HCA London, and the London Thames Gateway Development Corporation under the aegis of the GLA. I am confident that we will shortly reach a resolution of this issue.

## Temporary Staff

**Question No: 3955 / 2010**

[Mike Tuffrey](#)

How many temporary agency staff and consultants have the GLA employed per month since August 2010, and at what cost per month?

### Answer from the Mayor

The GLA now reports on costs over thirteen periods rather than monthly, so the information provided below covers 25 July 2010 to 13 November 2010 (Periods 5 to 8).

#### Temporary agency staff

<b>Period</b>	<b>Dates</b>	<b>£</b>	<b>No of Agency Staff</b>
Period 5	(25 Jul - 21 Aug)	112,039	46
Period 6	(22 Aug - 18 Sep)	121,504	43
Period 7	(19 Sep - 16 Oct)	92,594	38
Period 8	(17 Oct - 13 Nov)	62,159	25

#### Consultants

<b>Period</b>	<b>Dates</b>	<b>£</b>	<b>No of Consultants</b>
Period 5	(25 Jul - 21 Aug)	418,215	24
Period 6	(22 Aug - 18 Sep)	232,818	18
Period 7	(19 Sep - 16 Oct)	142,727	19
Period 8	(17 Oct - 13 Nov)	174,902	17

## Fountains

**Question No: 3956 / 2010**

[Mike Tuffrey](#)

Mayoral Decision 662 set out your vision for "ensuring free and easily accessible drinking water is made available across London", what steps have been taken including:

- how many boroughs have expressed an interest in participating in the initiative;
- how many times has the Review group of key stakeholders met;

- c) has the invitation for proposals gone out;
- d) how many proposals have been received?

**Answer from the Mayor**

Thirteen boroughs have expressed an interest in being part of the initiative. Following an initial meeting, the review group has met once to consider a draft specification of the proposal. This is currently being updated to reflect their input so the invitation for proposals has not been issued. Other stakeholders, who have expressed an interest, include: Royal Parks, Thames Water, Transport for London and the Drinking Water Inspectorate. These partners are all actively involved or interested in provided better access to drinking water.

**Electric vehicles**

**Question No: 3957 / 2010**

[Mike Tuffrey](#)

What new opportunities will your Source London network of 1,300 public charging points for electric vehicles offer for the roll-out of electric vehicles by the GLA group and public sector fleets?

**Answer from the Mayor**

Electric vehicles in fleets typically have dedicated charging facilities wherever they are stored overnight. In the GLA and public sector fleets this is likely to be in operational depots, where vehicle charging requirements can be managed according to their operational use.

The Source London network of publicly accessible charge points will support the normal charging regime for public and private vehicles by offering the opportunity to recharge if needed during the day, wherever they may be in London.

**ELENA bid**

**Question No: 3958 / 2010**

[Mike Tuffrey](#)

When will the GLA and LDA hear the outcome of the bid for European Local Energy Assistance (ELENA) funds for €6.432 million over three years to continue decentralised energy and RE:FIT programme activity between now and 2013? If the bid is not successful what future is there for the programmes in 2011/12?

**Answer from the Mayor**

We expect to hear the outcome of the ELENA bid early in the New Year. Both RE:FIT and decentralised energy are key programmes supporting the delivering of my Climate Change Mitigation and Energy Strategy.

My administration is focusing its efforts on securing the best possible deal from Government to support my programmes, until a decision is made I believe it is inappropriate for me to speculate about the implications.

**Funding of LDA environmental projects**

**Question No: 3959 / 2010**

[Mike Tuffrey](#)

Which of the following projects are legally committed to, and to what extent, in the LDA budget going forward:

- Ldn Homes Energy Eff. Prog. (Homes Retrofit)
- Low Carbon Zones
- Buildings Energy Efficiency Programme
- Better Buildings Partnership
- Green Enterprise District
- London Thames Gateway Heat Network
- London Carbon Trust Scheme
- Centre for Low Carbon Energy Technology
- Energy Master Planning & DE
- Mayor's Trees and Parks Programmes
- London Waste and Recycling Board
- London Green Fund

**Answer from the Mayor**

The Agency is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above.

As at 30 September 2010, the legally contracted expenditure under the LDA's climate change theme was identified as follows:

	2010/11	2011/12	2012/13	2013/14
	£m.	£m.	£m.	£m.
Climate Change	19.0	9.8	0.4	

The nature of the LDA's business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

In light of the indicated settlement (the LDA has not received final confirmation of its budget for the spending review period), the LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London. This includes an analysis of existing commitments which the Agency may wish to re-negotiate.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs including the LDA's plans to transition London to a low carbon economy. Over the next few weeks my team and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces.

I remain in active dialogue with Government to ensure a fair settlement for London.

## **GLA posts dependent on the LDA**

**Question No: 3960 / 2010**

[Mike Tuffrey](#)

How many GLA staff will be affected by the abolition of the LDA? In particular how many staff fall into the categories of:

- a) overseeing LDA work or programmes;
- b) deliver programmes grant funded by the LDA;
- c) directly funded in whole or in part by the LDA?

### **Answer from the Mayor**

My Chief of Staff wrote to the Assembly's Budget and Performance Committee on 6 December with these details.

## **Parking on Westminster Bridge**

**Question No: 3961 / 2010**

[Jenny Jones](#)

What action is Transport for London taking to enforce the rule against parking on Westminster Bridge, particularly against two ice cream vans that are parked all day everyday on the southbound side, violating a combined red route, bus lane and cycle lane?

### **Answer from the Mayor**

Officers from the TfL funded Safer Transport Command (STC) have been enforcing illegal parking on Westminster Bridge and have issued Fixed Penalty Notices and Penalty Charge Notices for parking contraventions. There has also been an arrest and a seizure of an ice cream van for obstructing the red route.

Enforcement activity is continuing. In addition, the MPS and TfL are working with Westminster and Lambeth Councils to look at further enforcement options and to find sustainable and effective solutions to deal with illegal trading as well as the parking contraventions at this location.

## **20mph for Bowes ward area**

**Question No: 3962 / 2010**

[Jenny Jones](#)

Around £4m was allocated for mitigation measures associated with the work on the North Circular. How much was allocated to Enfield to spend and how much of that remains unspent? Can you assure local people that the local authorities will be able to spend the remainder of the money in the next two financial years if that is necessary in order to finish off work on 20mph schemes and other projects?

### **Answer from the Mayor**

TfL has allocated a total of £4m to the London Boroughs of Enfield and Haringey to carry out complementary measures on their highways as part of the A406 North Circular works. The financial breakdown is as follows:

- The London Borough of Enfield has spent £1,223,000. A further £728,000 has been allocated in 2010/11 for a proposed 20mph zone along Warwick Avenue and Tottenham

Road one-way scheme, both of which the Borough considered to be their top priority sites. These works are programmed for completion in early Spring 2011. In addition, following a recent request from local residents, the Borough carried out site investigations to determine the scope to introduce further measures along Palmerston Road. TfL and LB Enfield are working in partnership on coordinating the traffic management to ensure that we minimise the impact on motorists and other road users.

- LB Haringey has spent £1,988,000. A further £60k has been allocated in 2010/11 to complete the proposed scheme in the Palace Gate area. The works started on site last month and are due for completion by March 2011.

TfL would expect completion of the schemes by the end of this financial year, and the funding has been provided on this basis.

## **Electric rickshaws**

### **Question No: 3963 / 2010**

[Jenny Jones](#)

Have you any plans to review the regulations governing licensed taxis or private hire regulations to allow electric rickshaws to compete on the streets of London?

### **Answer from the Mayor**

I am fully supportive of the voluntary scheme which is being implemented by Westminster City Council. TfL continues to be involved in ongoing discussions with Westminster in relation to pedicabs in London including addressing the issue of power assisted pedicabs.

## **Cycling along Southbank**

### **Question No: 3964 / 2010**

[Jenny Jones](#)

Are you in favour of plans to ban cycling along stretches of Southbank?

### **Answer from the Mayor**

TfL does not believe that cycling should be banned along the Southbank. However, the decision on whether to ban cycling along stretches of the Southbank rests with the London Borough of Lambeth and private land owners within this area.

TfL provided a response to the South Bank Employers Group's cycling strategy for the area in September 2010. TfL's response referenced my target to increase cycling by 400% by 2026, to improve cycle safety, and the importance of improving the permeability for cyclists in central London, including in the Waterloo area.

## **Bicycles on the Docklands Light Railway**

### **Question No: 3965 / 2010**

[Jenny Jones](#)

Will you instruct Transport for London to ensure that the following provisions are written into all future contracts to run Docklands Light Railway and any other TfL-controlled rail services? That folding bicycles should always be permitted - without having to be put in a bag; that full size bicycles should be permitted where possible, with restrictions only as necessary and exceptional due to crowding at peak times only, and only in the direction of peak travel.



## **Answer from the Mayor**

Cycle policy is a complex matter, which cannot be addressed with a blanket rule for all TfL rail modes.

All our modes are different, some operate at street level, some are sub surface and some are fully segregated from other traffic which means that different safety considerations apply to each of them. Furthermore, all modes have different interior layouts and it is therefore important to have a policy that is adapted to the mechanisms available for securing unfolded bikes onboard.

The Docklands Light Railway (DLR) changed its Conditions of Carriage in 2009 so that folding bikes would be accepted whether in a bag or not. The question of full size bikes being allowed is related to the practicalities and safety aspects of allowing these bikes on trains.

Many of the DLR stations are on elevated viaduct and there are particular safety issues in transporting bikes to and from the platforms as well as to other passengers on stairs and in trains. DLR lifts are small and will not accommodate bikes in a satisfactory manner, and cycles are not permitted to be carried on escalators. The DLR, unlike many other light rail systems, have tunnel sections where bicycles in evacuation situations are a particular concern.

Considerable investment has been made in delivering secure and well lit cycle facilities at stations and DLR has received awards in recognition of this work to integrate and improve cycling facilities on the DLR network. The majority of stations have received new or improved cycle parking and the remaining stations will be covered by the end of the year (subject to funding still being available).

## **Cycle Superhighway route 8**

**Question No: 3966 / 2010**

[Jenny Jones](#)

Will cycle superhighway route 8 comply with the London Cycle Network-recommended width of 1.5m?

## **Answer from the Mayor**

All cycle lanes on Barclays Cycle Superhighway route 8 will be at least 1.5m wide, and in many cases, wider. 80% of the route will include marked cycle lanes, with the legal orders in place for mandatory cycle lanes along 25% of the route (which are forbidden for use by general traffic). Between Chelsea Bridge and Westminster, route 8 will mainly consist of new 2m wide mandatory cycle lanes.

## **Sponsorship of cycle hire**

**Question No: 3967 / 2010**

[Jenny Jones](#)

Following my question 2152/2010 on sponsorship money from Barclays for Cycle Hire, can you provide me with an update on how much of the sponsorship money will be spent on: (a) existing Cycle Hire coverage, (b) Cycle Hire expansion to East London and (c) Cycle Superhighways?

## **Answer from the Mayor**

All the sponsorship money received will be used to help offset the costs associated with introducing Barclays Cycle Hire and Barclays Cycle Superhighways. Purely for accounting

purposes, this is shown as income against the Barclays Cycle Hire scheme within the TfL Business Plan.

## **Serco (1)**

### **Question No: 3968 / 2010**

[Jenny Jones](#)

Will you ensure that the employees of Serco who drive Cycle Hire trailers receive the type of cycle awareness which TfL is giving to lorry drivers through their Freight Operator Recognition Scheme, or that provided by Hammersmith & Fulham to their Serco contracted drivers?

### **Answer from the Mayor**

Serco's redistribution operatives have all successfully attained the Institute of Advanced Motorists certification for driving with trailers. This training covers all aspects of driving safely while towing a trailer, including cycle awareness. In addition, Serco provides ongoing staff training for its drivers, including cycle awareness.

Serco plans to take advantage of training provided by the City of London Police (CoLP). This training will take place in the New Year, and will include the CoLP's Cyclist Awareness course.

## **Serco (2)**

### **Question No: 3969 / 2010**

[Jenny Jones](#)

What action, if any, has been taken against Serco for not using green vehicles in its fleet, as specified in the penalty clause in its contract?

### **Answer from the Mayor**

Serco meets the contractual requirements with regard to the emissions of the operational fleet, therefore no penalties are due. TfL's contract with Serco contains two provisions regarding the vehicles used in an operational capacity.

The first requires that the service provider use alternative fuel vehicles, but does not require that these be used exclusively. Serco currently use 14 Alke electric vehicles to manage the majority of the bicycle distribution, and therefore meets this requirement.

The second requirement states that where cars or light goods vans are used, the vehicles must emit less than 150 grams of CO<sub>2</sub> per kilometre (g/km). Currently Serco use six Ford Focus vehicles which emit 137 g/km, six Ford Mondeos which emit 139 g/km and six Nissan vans which emit 137 g/km, therefore this second requirement is also met.

On a temporary basis, Serco is utilising four Sprinter vans which do not meet these requirements. TfL has chosen not to impose any penalties, because these vehicles do not form part of the normal operational fleet, but are being used as part of Serco's redistribution trials.

## **Serco (3)**

### **Question No: 3970 / 2010**

[Jenny Jones](#)

Are all Serco employees working on the contract for the Cycle Hire scheme, including those

employed part time, paid the London Living Wage?

**Answer from the Mayor**

All Serco employees, whether full or part time, are paid the London Living Wage.

The only exceptions to this are 21 apprentices, who are participating in a formal training programme. These apprentices are, however, paid significantly higher than the national minimum wage, and they will be paid the London Living Wage at the completion of their training. Upon completion of the course, they will all receive a formal qualification in cycle maintenance.

**Traffic signals and pedestrian safety**

**Question No: 3971 / 2010**

[Jenny Jones](#)

Have Transport for London given any instructions or advice to the London Boroughs to the effect that new signalised pedestrian crossings will only be allowed or funded if an existing one is taken out of service? What would be the legal basis for such policy if there was a strong safety case justifying such a crossing?

**Answer from the Mayor**

TfL has not instructed or advised the London boroughs of any such policy.

Technical conversations have taken place in various forums, where the desirability of stabilising or reducing the traffic signal estate has been discussed. It is generally accepted that conditions on the road network change in time and not all existing traffic signals still fulfil the purpose for which they were originally installed.

TfL and the London boroughs would always consider the safety of all road users, on a site specific basis, in any consideration relating to the design of the road network.

**Mayor's office**

**Question No: 3972 / 2010**

[Jenny Jones](#)

Why was the 8th floor – your office – consistently the worst in City Hall at turning computers off overnight after four rounds of the internal Environmental Champions Challenge? Will you encourage colleagues to do better in the following rounds?

**Answer from the Mayor**

I will encourage the 8<sup>th</sup> floor to do better.

**Housing standards (2)**

**Question No: 3974 / 2010**

[Jenny Jones](#)

In light of the Housing Minister's decision to scrap the national HCA core housing standards, what difficulties such as increased costs do you expect this will create for your housing standards that are set out in the London Housing Design Guide and the draft replacement London Plan?

### **Answer from the Mayor**

I do not foresee any particular difficulties. The GLA, HCA and LDA jointly commissioned a cost benefit impact assessment on the draft London Housing Design Guide from GVA Grimley. This found that, for the majority of schemes, the impact on build costs would be low and would not lead to a reduction in the number of homes delivered except in locations where land constraints are very strong.

### **Housing taskforce**

#### **Question No: 3975 / 2010**

[Jenny Jones](#)

Will you ensure that the Terms of Reference for your housing taskforce includes community-led initiatives such as Community Land Trusts and self-help initiatives such as bringing empty homes back into use?

### **Answer from the Mayor**

There are no specific initiatives explicitly identified in the Terms of Reference for the Housing Investment Taskforce. This is in order that it should be free to consider the full range of delivery options in line with my Housing Strategy, which could include Community Land Trusts and self-help initiatives.

### **Community-led housing**

#### **Question No: 3976 / 2010**

[Jenny Jones](#)

The minutes of the July meeting of the HCA London Board state that “a decision on supporting a Community Led Housing project would be taken at the September meeting”. What decision has been taken and what are the next steps?

### **Answer from the Mayor**

This item was deferred in order to assess it in light of the Spending Review announcement of a new investment model, that is the Affordable Rent product. This matter is currently scheduled to be considered at the next Board meeting in February 2011.

### **Affordable rent**

#### **Question No: 3977 / 2010**

[Jenny Jones](#)

Given that the proposed Affordable Rent model is set between social and market rents will you count any homes offered with the model as intermediate homes?

### **Answer from the Mayor**

Homes let at rent levels above target social rents but below 80% of median market rents would be considered intermediate housing in planning terms.

### **Parliament Square (1)**

#### **Question No: 3978 / 2010**

[Jenny Jones](#)

Why is the centre of Parliament Square currently fenced off from the public?

**Answer from the Mayor**

On 1 May 2010 a group of protesters illegally occupied Parliament Square Gardens. After lengthy legal action in the High Court and Court of Appeal they were evicted from the Square on 22 July. Separate legal action is currently in progress to remove Brian Haw and Barbara Tucker from the Square and return possession of the area they occupy to the Greater London Authority.

Following the eviction the fence was erected around Parliament Square Gardens but excluded an enclave on the east side occupied by Brian Haw and Barbara Tucker. This was to allow necessary remedial works to restore the Square to its proper condition, as befitting an iconic place adjoining a World Heritage Site and to prevent a reoccupation of the Square.

## **Parliament Square (2)**

**Question No: 3979 / 2010**

[Jenny Jones](#)

When will the Parliament Square gardens be re-opened to the public?

**Answer from the Mayor**

Parliament Square Gardens will be re-opened to the public as soon as the essential repair and decontamination work is completed and the current threat of reoccupation has diminished. We have also yet to recover possession of the part of the Square occupied by Brian Haw and Barbara Tucker, this issue has been remitted to the High Court and a hearing date is awaited.

This work will take a considerable time to complete, particularly as the grass has to establish itself again and we need to achieve a lasting solution to illegal camping.

At this point in time I cannot give a firm date but I am monitoring progress closely.

## **Parliament Square protest authorisation**

**Question No: 3980 / 2010**

[Jenny Jones](#)

Since July 2010, how many applications have been received for protests in Parliament Square? How many of those applications have been a) authorised to protest in Parliament Square, b) authorised to protest in another location and c) rejected?

**Answer from the Mayor**

No applications have been received by the GLA for protests at Parliament Square Gardens since July 2010.

However, a number of enquiries have been made and we have informed the organisers that the GLA controlled part of the Square is currently closed (the Westminster City Council controlled pavement is also currently full with regard to the existing SOCPA authorised protests).

Enquirers are advised to contact the police and discuss with them options for alternative locations for their protests. The police have informed us that Old Palace Yard is proving to be a popular alternative location.

## **Rape crisis centres**

### **Question No: 3981 / 2010**

[Jenny Jones](#)

Please can you provide figures on the secured funding for each of the four London rape crisis centres in 2010-11, 2011-12 and 2012-13? Please indicate which funding is provided by the GLA, which provided by the boroughs, and which by any other funders.

### **Answer from the Mayor**

The GLA is providing £1.4 million to the four London Rape Crisis Centres between 2009-12. The precise level of funding for 2012-13 is still to be determined.

In addition to this, Croydon Council is providing £22K to the South London Centre and Ealing Council is providing £85K per annum to the West London Centre.

All four centres receive funding from a range of different sources including London Councils, charitable trusts and foundations.

## **Pollution in the River Lea (1)**

### **Question No: 3982 / 2010**

[Darren Johnson](#)

In your capacity as Mayor and a member of the Olympic Board, can you tell me if there was a clause in the agreement between the Banner Chemicals Group and the London Development Agency or the Olympic Delivery Authority regarding the company's responsibility to pay for the clean up of any chemical waste? If there was, can you tell me what responsibilities the company agreed to?

### **Answer from the Mayor**

There was not a clause in the agreement between the BCG and the LDA placing BCG under obligations in respect of cleaning up any chemical waste.

## **Pollution in the River Lea (2)**

### **Question No: 3983 / 2010**

[Darren Johnson](#)

In your capacity as Mayor and a member of the Olympic Board, can you confirm the anticipated total lifetime costs for cleaning up the dense plume formed by chlorinated solvents that is reported to have leaked out of the facility that was previously occupied by the Banner Chemicals Group? A Freedom of Information request revealed that the ODA has already spent £12.7 million on this particular clean-up operation.

### **Answer from the Mayor**

The ODA has been working to clean up the Olympic Park site as part of the regeneration project. Part of the work includes the clean up of the plume in the area around the site formerly occupied by Banner Chemicals group. The total anticipated lifetime cost for this work is estimated to be £13m.

## **Pollution in the River Lea (3)**

**Question No: 3984 / 2010**

[Darren Johnson](#)

Do you agree that, in general, polluting companies should pay for the clean-up rather than the taxpayer?

### **Answer from the Mayor**

I support the principle of the Polluter Pays.

However, identifying the polluter, especially for diffuse pollution of rivers, can be very difficult. The major sources of pollution to the River Lea are sewer misconnections and surface water run-off. Sewer misconnections are notoriously hard to trace and often are the result of many dozens or even hundreds of individual properties having wrongly connected drains. Urban run-off pollution occurs when heavy rainfall effectively washes all the streets and pavements and car parks –flushing all the litter and debris from our streets and residues from vehicles such as dripping oil and tyres wear down drains and into rivers.

Following the consultation on my draft Water Strategy I am currently considering a proposal to convene a forum of the key stakeholders with responsibility for, information on and the means to address these diffuse pollution sources.

## **Black cabs and air pollution (1)**

**Question No: 3985 / 2010**

[Darren Johnson](#)

Will you undertake to test a random sample of 300 black cabs using the pollution reduction devices approved by Transport for London, in order to reassure Londoners that these devices are working? This test should include emissions produced in real life conditions, such as accelerating under load. It should also check the cabs against the standards set by the Energy Savings Trust when they approved the use of these devices.

### **Answer from the Mayor**

Emissions tests at a certified emissions testing laboratory of 300 taxis would cost approximately £900,000 and there is no evidence that the conformity measures currently in place are not adequate to address any taxi abatement system performance issues.

As part of the annual licensing inspection, all taxis are subject to a thorough examination of their exhaust systems by a vehicle examiner to ensure they are installed correctly. This includes the inspection of any additional, approved emissions reduction systems fitted to the taxis to ensure that they had been installed correctly and to ensure that they were appropriately certified. In addition, as part of the annual licensing inspection, all taxis are subject to an emissions test to the same standard as the emissions test carried out during an MOT to ensure exhaust emissions are within prescribed limits and excessive dense smoke is not emitted from the exhaust system.

All manufacturers and/or installers of the abatement systems are required to certify that certain actions had been carried out in respect of pre and post fitment checks. This document will be checked at the annual licensing inspection and as part of the conditions of their licence taxi owners have a responsibility to keep their vehicles in good order and repair and the annual licensing inspection confirms that this is taking place.

Of the approximately 22,500 taxi licensing inspections carried out in the previous 12 months approximately 3% of the failures were attributed to Euro 3 abatement systems.

As I announced in my Air Quality Strategy last week, by April 2013 all taxis will be required to undertake two MOTs a year and an annual taxi related inspection. This will ensure that every taxi licensed by TfL will undergo at least two emissions tests a year rather than just one.

## **Black cabs and air pollution (2)**

**Question No: 3986 / 2010**

[Darren Johnson](#)

Can you provide a breakdown of the increased resources which will be provided by Transport for London and the London Boroughs, as a result of your Air Quality Strategy, to stop black cabs from idling at the approximately 500 taxi ranks in the capital?

### **Answer from the Mayor**

Specific resources for this activity have not been identified, but further discussion will take place now that Strategy has been published to develop practical and affordable approaches that will address the challenges in this area such as changing road and ranks configurations, investigating further marshalling and fixed-fares for taxi sharing. This will be achieved through dialogue between TfL and the boroughs as well as other interested parties such as Network Rail and train operators who are responsible for many of the ranks where these problems are most acute.

## **Very Low Emission Zone**

**Question No: 3987 / 2010**

[Darren Johnson](#)

Would the lack of Government funding for an extended vehicle scrappage scheme be a major barrier to you going ahead with a very low emission zone covering central London?

### **Answer from the Mayor**

My Air Quality Strategy already includes several measures that will improve air quality across the capital, including more targeted action on PM10s at priority locations in central London; the inclusion of larger vans and minibuses in the Low Emission Zone; the bus emissions programme and reducing emissions from taxis and freight which will also reduce NOx emissions across London.

I have asked TfL to assess the feasibility and cost effectiveness of options to further reduce emissions in central London in the future. Until I have the outcomes of this work I cannot comment further.

## **Electric Vehicle Delivery Plan (1)**

**Question No: 3988 / 2010**

[Darren Johnson](#)

In answer to my question 652/2010 you stated that a total of £60m would be required to deliver your Electric Vehicle Delivery Plan. Can you provide an update of what finance has been secured (a) up to the end of 2011/12 and (b) for the years 2012/13 to 2014/15, and tell me what you aim to get from other sources?

### **Answer from the Mayor**



A TfL led consortium has secured £9.3million in funding from the Government's "Plugged in Places" programme. With contributions from private and public sector partners, this will fund at least 1,300 charge points across the capital by 2013.

A new 'Source London' membership scheme will launch in spring 2011 to give Londoners access to this new infrastructure. The IT system and back office to support Source London is being sponsored by Siemens.

TfL is providing some £6.6m to 2013/14 to help deliver my Electric Vehicle Delivery Plan and is exploring other innovative ways of leveraging electric vehicle investment in the capital.

## **Electric Vehicle Delivery Plan (2)**

### **Question No: 3989 / 2010**

[Darren Johnson](#)

You are now committed to delivering at least 1,300 charging points by 2013, rather than the 7,500 previously promised. Are you still committed to a target of 25,000 charging points by 2015?

### **Answer from the Mayor**

TfL has a fully funded programme to deliver at least 1,300 publicly accessible charge points by 2013. This is a reduction from the original target of 2,500 publicly accessible points but is still twice as many charge points as petrol stations in London and will provide a comprehensive charging infrastructure for Londoners.

The target of 25,000 charge points remains an aspiration and TfL is working with key stakeholders and businesses in London to encourage them to use electric vehicles and provide charging points for their employees.

## **London 2012 electric vehicles**

### **Question No: 3990 / 2010**

[Darren Johnson](#)

Why were you unconvinced that Nissan's offer to provide electric vehicle charging points for their Olympic car fleet would have been practical? Would the offer from EDF to enhance the charging network as part of their sponsorship deal have resolved these problems?

### **Answer from the Mayor**

My office does not hold details of any of LOCOG's commercial negotiations for sponsorship. In this case, LOCOG decided that BMW's bid provided the best operational, financial and sustainable offer.

## **Protecting London's fire appliances**

### **Question No: 3991 / 2010**

[Darren Johnson](#)

In the interests of protecting Londoners will you be calling on the London Fire Brigade to ensure the 27 appliances that were removed during the recent dispute will be returned to active service?

### **Answer from the Mayor**

I refer you to my answers given to priority questions on the subject.

### **Low Carbon Construction (1)**

**Question No: 3993 / 2010**

[Darren Johnson](#)

Following the Government's publication of their Low Carbon Construction report, will you take up their recommendation to make it 'a requirement to conduct a whole-life (embodied + operational) carbon appraisal and [ensure] that this is factored into feasibility studies on the basis of a realistic price for carbon' across all GLA Group building and infrastructure projects?

### **Answer from the Mayor**

I welcome the Low Carbon Construction Innovation and Growth Team Final Report and am presently reviewing the recommendations it makes to the Industry. My draft Replacement London Plan and my Climate Change Mitigation and Energy Strategy both set a range of policies that will drive low carbon construction in London.

Further to this it is my intention to develop a draft Supplementary Planning Guidance for Sustainable Design and Construction next year once we have received the Inspector's Report on the London Plan's Examination in Public. It is during this process that I will be reviewing the recommendations from this comprehensive report to see which recommendations we can implement at a London level.

With reference to this specific recommendation I recognise the importance of addressing whole-life or embodied carbon within our wider climate change mitigation activity and that is why I have included work to look at this in my draft Climate Change Mitigation and Energy Strategy. I will monitor the development of assessment processes for whole-life carbon appraisals on construction projects and when a sufficiently rigorous assessment system is in place will consider how we could adopt this approach within London.

### **Low Carbon Construction (2)**

**Question No: 3994 / 2010**

[Darren Johnson](#)

Following the Government's publication of their Low Carbon Construction report, will the GLA group take up their recommendation to 'routinely embed the principles of "Soft Landings" into [your] contracts and processes, so that a building is not regarded as complete until it performs in accordance with its design criteria'?

### **Answer from the Mayor**

I welcome the Low Carbon Construction Innovation and Growth Team Final Report and am presently reviewing the recommendations it makes to the Industry.

It is my intention to develop a draft Supplementary Planning Guidance for Sustainable Design and Construction next year once we have received the Inspector's Report on the London Plan's Examination in Public. It is during this process that I will be reviewing the recommendations from this comprehensive report to see which of them we can implement at a London level.

In addition I will also consider this recommendation as the actions for delivering Chapter 9 'Setting an example through the GLA group' of my Climate Change Mitigation and Energy Strategy are developed.

## **Budget fairness test (1)**

### **Question No: 3995 / 2010**

[Darren Johnson](#)

Further to your answer to question 3610/2010, will you ensure that your equalities guidance includes a requirement to consider the distributional impact of GLA group spending decisions on different income groups?

### **Answer from the Mayor**

My Budget will comply with both the spirit and letter of the law on equalities.

## **Budget fairness test (2)**

### **Question No: 3996 / 2010**

[Darren Johnson](#)

Will you specifically publish information on the impact of your budget proposals on household income quintiles in future budget papers?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

My Budget will comply with both the spirit and letter of the law.

## **Press and public relations**

### **Question No: 3997 / 2010**

[Darren Johnson](#)

Can you provide up to date figures for the number of staff employed as 1) press/ media officers, and 2) public relations officers, in each of the GLA Group organisations, and the associated cost?

### **Answer from the Mayor**

#### GLA

1. The GLA staffing establishment includes 25 press/media officer posts (13 established to undertake media work on behalf of the Mayor and 12 on behalf of the Assembly) at an annual cost of £1.3m.

2. The GLA does not employ any public relations officers.

#### MPA

The MPA employs two press/media officers

The actual cost for the 2009-10 year was £163k - pay costs include basic wage, overtime, on call allowances, Earnings Related National Insurance Contribution (ERNIC) and pension.

### MPS

The MPS Directorate of Public Affairs currently has 74 posts which provide press, publicity, internal and external communication services.

The DPA staffing budget for 2010-11 is £3,855,000.

### TfL

The number of press officers employed by TfL has fallen by over 38 per cent since 2009, to 27.

The total budget of the TfL Press Office in 2010/11 is £2.3m, reflecting a saving of over £1m per annum on 2008/09 when the Metronet and Tube Lines savings are taking into account.

Crossrail has its own press office.

TfL does not employ public relations officers.

### LFEPA

1 x Assistant Communications Officer  
3 x Senior Communication Officers  
1 x News Manager  
1 x Communications Manager,

Salary costs (including employer contribution, as used for audit) = £325,159.

### LDA

The LDA currently employs one dedicated press officer and one individual who, as well as undertaking press office work, supports the internal communications function also. The total on cost of these staff is £118,100.

The LDA has no designated public relations officers.

## **Design for London**

### **Question No: 3998 / 2010**

[Darren Johnson](#)

What will be the future arrangements for Design for London's staff, projects and funding?

### **Answer from the Mayor**

The value of Design for London is widely recognised. However, it is premature to comment on the future whilst we are still awaiting formal confirmation of the settlement for London's economic development.

## **Draft GLA budget for 2011/12 (1)**

### **Question No: 3999 / 2010**

[Darren Johnson](#)

Your draft GLA budget refers to non staffing savings of £196k, including £53k relating to efficiency savings in the parks and trees programme. Can you give further detail of the efficiency savings in the parks and trees programme?

**Answer from the Mayor**

The draft budget sets out recommendations for efficiency savings for a variety of programmes. I believe that the figure of £53K relates to £22K from the corporate budget for the Mayor's Street Tree Programmes and £31K from 11/12 programme budget for a proposed Trees for London programme.

In the *Street Trees Programme* we have identified £22K efficiency savings in the administration costs incurred by the Forestry Commission; each year, through effective management, the associated costs have been driven down and we expect this will be the case in the final year of the programme. These savings will not affect the delivery of the target of 10,000 street trees, which we are well on track to deliver.

A further £31k has been identified ear marked from the planned Trees for London programme due to be launched shortly. It has been possible to identify this saving without significant impact to the programme due to successfully leveraging in support from partners.

**Draft GLA budget for 2011/12 (2)**

**Question No: 4000 / 2010**

[Darren Johnson](#)

How will the remaining £143k savings in the non staffing part of the Transport and Environment budget be found?

**Answer from the Mayor**

This information has been presented to the London Assembly Budget and Performance Committee.

**River crossings**

**Question No: 4001 / 2010**

[Darren Johnson](#)

Thank you for your answer to my question 3630/2010 in which you state "I do not intend to stop working on these options following the Comprehensive Spending Review." How much is due to be spent in 2010/11 on planning for road river crossings at Silvertown and near the site of the Thames Gateway Bridge? What is the budget for this work in 2011/12?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

**East London Green Grid and All London Green Grid (1)**

**Question No: 4002 / 2010**

[Darren Johnson](#)

When can we expect a report on progress in delivering the East London Green Grid and All London Green Grid?

### **Answer from the Mayor**

The LDA and GLA have been working with TfL, Natural England, the Environment Agency, the London Parks and Green Spaces Forum, Groundwork London and borough representatives to develop a strategy to extend the East London Green Grid (ELGG) approach across the whole of London. Following consultation with London boroughs and others and subject to necessary remaining funding being made available, the strategy will be outlined as Supplementary Planning Guidance (SPG) to the London Plan. This will be consulted on during the review period and published at the same time as the replacement London Plan.

The development of the SPG will benefit from and be informed by the work being undertaken at the local level to prepare the Area Frameworks coordinated by the LDA working alongside the local Green Grid Area partnerships. A number of workshop sessions with the London Boroughs and others have been undertaken to ensure alignment with local aspirations, more are planned.

(Officers at the LDA and GLA can provide a fuller briefing on request.)

## **East London Green Grid and All London Green Grid (2)**

### **Question No: 4003 / 2010**

[Darren Johnson](#)

Can you provide a list of both East London and All London Green Grid projects that have flood mitigation features, such as deculveting and river restoration or floodwater storage, listing both delivered and planned projects?

### **Answer from the Mayor**

The East London Green Grid Initiative has supported over 100 green infrastructure projects in east London, many of which serve to mitigate against the effects of climate change, 'make space for water' and improve river corridor quality in line with the EU Water Framework Directive and Biodiversity/river restoration targets.

Projects in delivery with demonstrable Flood Risk Management (FRM) benefit and/or surface water management include: Dagenham Washlands, Erith Marshes and Belvedere Green Links, Mayesbrook Park, Ladywell Fields, Lordship Recreation Ground and the River Shuttle. Other projects in development include: Thamesmead Canals, Harrow Lodge Park and Rainham Creek Environmental Enhancements (pending final design) and proposed works to the river Roding.

## **Sport, Leisure and Swimming Facilities in London**

### **Question No: 4006 / 2010**

[Joanne McCartney](#)

Are you concerned about the future of funding for sport, leisure and swimming facilities in London?

### **Answer from the Mayor**

I am of course concerned that, in difficult economic times, funding for sport and leisure facilities will be squeezed. However, it is important to recognise that local authorities in London have invested heavily in such facilities over a number of years - and continue to do so. To supplement this investment, I am also running my own Sports Legacy Fund, part of which is for facility development projects. I have also just announced on 6 December the allocation of £2.4m to 19 projects to increase participation in sport and physical activity amongst 250,000 Londoners of all ages over the next two years.

## **Royal Parks**

**Question No: 4014 / 2010**

[Murad Qureshi](#)

Once the Royal Parks come over to the GLA Group, how do you intend to manage these critical green spaces for London better?

### **Answer from the Mayor**

I consider the Royal Parks to be a cherished part of our national heritage. The Royal Parks Agency already does a sterling job and I will ensure that its good work continues under my management. I would also ensure their identity and character, which underpins their importance to local residents and visitors, is maintained and where possible enhanced.

## **Air Quality Strategy**

**Question No: 4015 / 2010**

[Murad Qureshi](#)

When will your long overdue final Air Quality Strategy finally be released?

### **Answer from the Mayor**

I published my final Air Quality Strategy on 14 December.

## **Cycle Superhighways.**

**Question No: 4016 / 2010**

[Valerie Shawcross](#)

Are you convinced that Cycling Superhighways are value for money?

### **Answer from the Mayor**

Yes.

## **2011 fares**

**Question No: 4017 / 2010**

[Valerie Shawcross](#)

If January's fare rises had been calculated on the basis of RPI +0% how much would a) a single bus fare by PAYG b) a weekly bus pass c) a single PAYG zone 1 tube journey cost once the rises take effect?

### **Answer from the Mayor**

The July 2010 year-on-year increase in the RPI was 4.8%. Therefore RPI+0% would increase fares as below:

- a) Pay as you go: increase from 120p to 125.8p
- b) Weekly Bus Pass: increase from £16.60 to £17.40

c) Zone 1 Tube: increase from 180p to 188.6p

## **2011 fares 2**

### **Question No: 4018 / 2010**

[Valerie Shawcross](#)

Please confirm the cost of a a) a single bus fare by PAYG b) a weekly bus pass c) a single PAYG zone 1 tube journey from January 2011?

### **Answer from the Mayor**

a) £1.30

b) £17.80

c) £1.90

## **Trip to Zurich**

### **Question No: 4019 / 2010**

[Valerie Shawcross](#)

How many staff or advisers accompanied you on your trip to Zurich?

How many nights did you stay?

What was the approximate total cost of your trip to Zurich, including the costs of any staff or advisers who may have accompanied you?

Who invited you to attend and take part in the lobbying? Who or which organization officially requested your presence to act in support?

### **Answer from the Mayor**

I was invited by England 2018 to be part of the official 30 person delegation and they covered the costs of both travel and one night accommodation for myself – approximately £400 for flights and accommodation. The purpose of the visit was to lobby key FIFA voters, provide media support and political backing for the Bid during the final moments of the two-year campaign. This included England 2018's final Bid presentation and the official FIFA announcement. I stayed for one night only.

I was accompanied by Guto Harri. The cost of his trip was £400 - for flights and accommodation. Neale Coleman was also due to accompany me but had to withdraw for personal reasons.

## **Aylesbury Estate**

### **Question No: 4020 / 2010**

[Valerie Shawcross](#)

The coalition government have withdrawn £180m of PFI credits to fund the continued regeneration of the Aylesbury Estate in Southwark. What can you, as London Mayor do to support the Aylesbury community as Southwark Council seeks to find alternative funds?

### **Answer from the Mayor**



I will work with the HCA and Southwark Council to see what options are available for the funding of the Aylesbury Estate.

## **Barclays Cycle sponsorship**

### **Question No: 4021 / 2010**

[Valerie Shawcross](#)

How much money have Barclays actually paid to Transport for London to date in terms of sponsorship for a) the Cycle Superhighways and b) the Barclays Cycle Hire Scheme?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 5 January 2011:

£3,407,500 has been received by TfL to date, under the sponsorship agreement for Barclays Cycle Superhighways and Barclays Cycle Hire. The full value of the sponsorship is up to £25m, lasting until July 2015.

## **Buskers' phone line**

### **Question No: 4022 / 2010**

[Valerie Shawcross](#)

Further to your answer to question number 3634/2010, how much income does the busker's booking phone line generate for London Underground?

### **Answer from the Mayor**

Due to a change in how BT operates 0845 numbers, calls to the busking line no longer generate any income for London Underground.

## **Buskers' phone line 2**

### **Question No: 4023 / 2010**

[Valerie Shawcross](#)

How long is the average 'holding' –while connected and being held in a 'queue', and therefore charged - time for the busker's booking phone line?

### **Answer from the Mayor**

The average holding time is 171 seconds (at a cost of around 6p from a BT landline, or free under certain BT contracts).

## **Credit Unions**

### **Question No: 4024 / 2010**

[Valerie Shawcross](#)

I recently visited London Mutual Credit Union, who provide people across Lambeth and Southwark with easy ways to save money and access to low cost credit services – they also run a payroll deduction scheme for any GLA staff wishing to join. In these 'austere times' when many

Londoners may find these facilities useful, will you join the London and Mutual Credit Union to set a good example and encourage Londoners to use credit union services rather than the considerably more costly easy-credit high street stores or doorstep lenders?

**Answer from the Mayor**

I am in full support of credit unions such as London Mutual, which can help Londoners manage their finances. I encourage Londoners to use credit union services, which will end up costing less than many other sources of credit, especially doorstep lenders. I am delighted that the GLA is hosting a presentation with the London Mutual Credit Union on 6 January to inform staff on how to access credit union services.

**C10 bus**

**Question No: 4025 / 2010**

[Valerie Shawcross](#)

Further to my question number 3636/2010, when can C10 passengers expect to see new, larger, two-door vehicles on their bus route?

**Answer from the Mayor**

TfL is planning to introduce the new buses on route C10 in March 2011.

**Lift at Brixton Station**

**Question No: 4026 / 2010**

[Valerie Shawcross](#)

Brixton tube station has recently had a new lift fitted. However, this lift has rarely worked and is frequently out of order. What are Transport for London doing to rectify this accessibility issue?

**Answer from the Mayor**

The lift from the platforms to the ticket hall has been affected by flooding from a nearby underground river, which has resulted in electrical and hydraulic faults.

It was taken out of service at the end of September to install a new pump to avoid the problem recurring. This work is expected to be complete by the end of next month.

From the start of this financial year until the current works started, the lift was available for customer use 88 per cent of the time, so it is not correct to say that the lift has rarely worked. There were problems and they are being addressed.

**Crystal Palace Station**

**Question No: 4027 / 2010**

[Valerie Shawcross](#)

Further to my question 3638/2010, please provide an update on funding for the refurbishment of Crystal Palace Station.

**Answer from the Mayor**

TfL still expects the funding provision for the planned upgrade of Crystal Palace station to be clarified by the various funding partners shortly.

## **P12 bus**

**Question No: 4028 / 2010**

[Valerie Shawcross](#)

I am told that since bus route P13 was re-routed, the P12 bus – which is now the only service along Asylum Road – is very crowded along this stretch of the route, often missing stops because it is too full. I'm told this even happens on Sundays! Have TfL done any monitoring of the service, particularly in regard to Asylum Road, and what can be done to improve the capacity?

### **Answer from the Mayor**

The passenger capacity of route P12 is sufficient, providing the bus can run reliably. At times when a bus route is disrupted, the first bus to arrive following a gap can become crowded.

The performance of this route is being disrupted by the effects of water main replacement works on Southwark Park Road, Ilderton Road, Asylum Road and Rye Lane, all of which are scheduled to continue until the end of December. An additional vehicle and driver is being used to offset this. TfL remains concerned about the operation of the route and is reviewing the effectiveness of the mitigation with the operator.

## **P12 bus 2**

**Question No: 4029 / 2010**

[Valerie Shawcross](#)

How many times since the beginning of this school year has the P12 terminated early at Brenchley Gardens rather than Brockley Rise? Particularly during school journey times?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:

The performance of this route has been disrupted by the effects of water main replacement works on Southwark Park Road, Ilderton Road, Asylum Road and Rye Lane, all of which are scheduled to continue until the end of December. An additional vehicle and driver is being used to offset this. Data on the performance of the route in November shows that around 13% of journeys were not reaching Brockley Rise.

TfL is concerned about the operation of the route and is reviewing the effectiveness of the mitigation with the operator.

When a bus is particularly delayed, the operator may terminate the journey prior to the usual destination, to allow the delayed bus to be turned, thus benefiting the majority of passengers.

## **Peckham Rye and Denmark Hill**

**Question No: 4030 / 2010**

[Valerie Shawcross](#)

What actions/meetings have you undertaken with DfT and train operators to further your lobbying for longer distance train services from Kent to stop at Peckham Rye and Denmark Hill in part-mitigation for the loss of South London Line services in 2012?

### **Answer from the Mayor**

Following discussions with the Secretary of State regarding the mitigation measures recommended by the joint study, he has confirmed that he is happy for TfL officers to discuss the feasibility of existing longer distance Kent services calling at Denmark Hill and Peckham Rye stations with the train operator Southeastern.

TfL has met Southeastern to discuss the feasibility of these proposals and is also liaising with London TravelWatch and Passenger Focus to ensure the views of Kent passengers are considered in this process.

### **Air conditioned underground trains**

#### **Question No: 4031 / 2010**

[Valerie Shawcross](#)

Please give an update on last year's budget commitment to roll out air-conditioned underground trains? Which lines now have these trains? When can all lines expect to become air conditioned?

### **Answer from the Mayor**

The first new air-conditioned trains entered passenger service on the Metropolitan line earlier this year as planned. They are to be rolled out on the rest of this line and then the Circle, Hammersmith & City and District lines by the end of 2015, when 40 per cent of the network will have air-conditioned trains.

Unfortunately other lines run through deep and narrow tunnels built with insufficient space for air conditioning. Finding a way to cool these lines is one of the many challenges being addressed by the Underground's Cooling the Tube project team.

### **Youth bus crime**

#### **Question No: 4032 / 2010**

[Valerie Shawcross](#)

Figures show that Southwark borough has a disproportionately high level of bus-related serious youth crime. What explanation do TfL have for why this might be the case and is consideration being given to redeploying staff from Safer Transport Teams to tackling the problems in Southwark?

### **Answer from the Mayor**

Although crime levels on the bus network across London are at their lowest level for six years, the London Borough of Southwark does have a higher level of serious youth violence than some other boroughs in London.

In support of the Southwark Safer Transport Team (STT); TfL and the Safer Travel Command (STC) have been deploying additional task team resources to the area. Recently, Operation Safebus has targeted the Camberwell Green and Peckham Corridor, and the STT has focused its efforts on tackling antisocial behaviour and crime on route 381.

TfL and the STC are keeping the situation under review and will continue to deploy task teams as the situation requires.

## **Lambeth crime**

**Question No: 4033 / 2010**

[Valerie Shawcross](#)

Figures show that Lambeth has the highest level of gun crime in London. In these worrying times of savings and cuts, please provide reassurance that Lambeth Police will have the resources they need to tackle this deeply worrying situation?

### **Answer from the Mayor**

The Lambeth based Firearms Team (Omega) deals with local gun crime offences. Lambeth has achieved a reduction of 22.9% in gun crime for the year to date as well as a higher rate of convictions for firearms offenders. This year the Lambeth Omega Team has recovered a significant number of firearms (79) which is higher than in any previous year.

There are no plans to reduce the current resources in the within Omega unit. Additional police resources to tackle gun crime will continue to be provided by the MPS's central units such as Operation Trident and the Serious and Organised Crime Group.

## **Kender Street traffic works**

**Question No: 4034 / 2010**

[Valerie Shawcross](#)

The Astbury Road Area Residents' Association in the Queen's Road area of Southwark have raised concerns about the nearby Kender Street triangle works, which they say has had an adverse effect on traffic, parking and road safety in their area. Southwark Council's road safety officer has visited the area and has made some comments about signage etc. which needs to be tackled. Please could this be looked into by TfL and some solutions proposed?

### **Answer from the Mayor**

The Kender Street Triangle scheme was completed on 29 October and will result in smoother traffic flows in the area, reduced traffic congestion, improved road safety, improved bus journey reliability and better access for residents and visitors. TfL has also worked closely with Lewisham Council to develop regeneration proposals and works are due to commence later this financial year.

TfL is in contact with Southwark's Road Safety Officer to discuss and understand his comments in more detail.

## **Travel from Clapham High Street and Wandsworth Road**

**Question No: 4035 / 2010**

[Valerie Shawcross](#)

What travel advice will you and Transport for London be giving to passengers who use Wandsworth Road and Clapham High Street stations to travel to either London Bridge or Victoria when the South London Line is withdrawn? How will passengers from these stations get to a) London Bridge and b) Victoria when the South London Line is removed?

### **Answer from the Mayor**

I recognise that the proposed mitigation solutions recommended by the TfL/London TravelWatch joint study do not address the gaps in service at Wandsworth Road and Clapham High Street stations, as the trains are too long to call at these short platforms. However, we have not been able to find a solution which is affordable and value for money.

The London Overground extension to Clapham Junction will provide a direct and frequent service of four trains per hour via Clapham High Street and Wandsworth Road stations. There is also the nearby Northern line, which is in the process of being upgraded.

Commuters travelling to London Bridge by rail will need to change trains at Peckham Rye, instead of making a direct journey. However the change of train service can be made on the same platform (platform 2). TfL believes there is sufficient capacity on those services to cope with an increase in demand from South London Line passengers.

Journey times to London Bridge from 2012 will be largely the same as today even with a change of trains at Peckham Rye due to the more frequent London Overground services (four trains per hour instead of the current two with the South London Line service).

Passengers at Clapham High Street and Wandsworth Road will no longer have a direct service to Victoria but could either use the more frequent London Overground services to travel to Clapham Junction, London Underground services from Clapham North, or local bus services via Vauxhall.

## **TLRN road congestion**

**Question No: 4036 / 2010**

[Valerie Shawcross](#)

Which are the ten most congested roads on the TLRN during a) morning peak and b) evening peak?

### **Answer from the Mayor**

There is no one clear definition of “traffic congestion.” There are a number of complex factors that influence traffic congestion, including journey time, traffic speeds, journey time reliability, capacity, amount of disruption, volume of demand and resilience of the network.

TfL has undertaken work that identified the worst ‘pinch points’ in London based on calculations of vehicle-hours delay at junctions. It is junctions, rather than the roads themselves, that cause most recurrent delay to traffic. The pinch points have been further investigated to identify those with the worst inbound delay in the morning peak and the worst outbound delay in the evening peak.

The top ten roads in the morning peak and the evening peak resulting from this analysis are shown in the table attached as Appendix D. Delay is measured in vehicle-hours taking account of the delay and the number of vehicles affected.

## **Bus crime**

**Question No: 4037 / 2010**

[Valerie Shawcross](#)

Please list the ten bus routes with the highest number of reported a) crimes and b) youth related crimes?

### **Answer from the Mayor**

Crime on the bus network has fallen consistently over recent years and is now at the lowest level in six years. There are now just 11 bus related crimes per million bus passenger journeys.

It is not possible to link crimes to specific bus routes as in many cases when the Metropolitan Police Service record a bus related crime, they do not identify the relevant bus route. It is therefore not possible to list the ten routes that experience the most crimes.

## **Tube Strikes**

**Question No: 4038 / 2010**

[Valerie Shawcross](#)

Please list the occasions when Underground services have been disrupted by industrial action since you became Mayor.

**Answer from the Mayor**

Details are contained in the table attached as Appendix E.

## **Tube Disruption**

**Question No: 4039 / 2010**

[Valerie Shawcross](#)

How many times have you met TfL management to discuss the frequent serious disruptions tube passengers have encountered in recent months?

**Answer from the Mayor**

I have weekly meetings with TfL's most senior managers and these are listed in the Mayor's Report. London Underground services and its disruptions are discussed on every occasion. I also have frequent telephone conversations with the Transport Commissioner and other senior managers, in which London Underground's performance is discussed.

## **Tube Disruption 2**

**Question No: 4040 / 2010**

[Valerie Shawcross](#)

Is there a systemic problem causing the repeated severe disruption to tube services which passengers have suffered over recent weeks?

**Answer from the Mayor**

No. As I said in my detailed letter to you of 15 November, the recent incidents are absolutely unrelated.

In fact in the past four weeks, including the very cold weather that disrupted many rail services across London, London Underground's performance has been much improved, in line with the strong performance we have seen over the past few years.

## **Tube Disruption 3**

**Question No: 4041 / 2010**

[Valerie Shawcross](#)

What actions and direction have you given TfL to improve tube services in light of the ongoing disruption? Have you set TfL any deadlines or targets to resolve this disruption?

### **Answer from the Mayor**

As I said in my letter to you of 15 November, I immediately asked Peter Hendy and Mike Brown for details of recent events, and have subsequently had detailed discussions with them to ensure that all necessary investigative and corrective action is being taken.

TfL is focused on ensuring that the Tube offers a reliable service; indeed in the past four weeks - including the very cold weather that disrupted many other rail services - performance has resumed the steady upward trend that was well in evidence before the difficulties during the autumn, with growing numbers of passengers, customer satisfaction rising to record levels and faster journey times.

Indeed the most recent four week period was the busiest ever, with the Tube carrying over 90 million passengers. I will continue to ensure that the necessary action is being taken by TfL to provide the best possible service to meet that record demand.

### **Tube disruption 4**

#### **Question No: 4042 / 2010**

[Valerie Shawcross](#)

Will you publish a regular report which details the steps you are taking to sort out the tube delays and closures?

### **Answer from the Mayor**

Regular and detailed reports and data on the performance of the Underground, and the actions that TfL (of which I am Chair) is taking to improve performance and upgrade the network, are published on the TfL website and this will continue.

### **Crystal Palace Park**

#### **Question No: 4043 / 2010**

[Valerie Shawcross](#)

Now that the LDA has had its funding obliterated, what is the future for the National Sports Centre and Sports Arena at Crystal Palace Park? The LDA took a long lease on both these facilities. I understand they were recently offered back to Bromley Council and that Bromley Council refused this offer. Is this correct, and what are the next steps for the Park and Sports Centre?

### **Answer from the Mayor**

At the time of writing the settlement for economic development in London has not been confirmed. In any case, the LDA and the GLA are keen to ensure that the Crystal Palace National Sports Centre is kept open and fully operational until after the 2012 Olympics.

The LDA is also funding the installation of a combined Heat and Power plant for the centre to the value of £1.2m which will be completed within the current financial year. This will reduce the annual utility costs by an estimated £300k.

The National Sports Centre and the Sports Arena have not been offered back to the London Borough of Bromley. The LDA and the GLA will continue to work with the five neighbouring boroughs to secure a long term future for the centre.



In relation to the wider Park, the LDA awaits the outcome of the planning application for the Crystal Palace Park Masterplan which will be determined by the Secretary of State on or before 14 December 2010.

## **Crystal Palace Park 2**

**Question No: 4044 / 2010**

[Valerie Shawcross](#)

What progress has been made on the much vaunted 5 borough solution for the future management of Crystal Palace Park?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

The LDA has facilitated a number of positive discussions between the five boroughs that surround the Crystal Palace Park including Bromley, Croydon, Lambeth, Lewisham and Southwark. All five boroughs have an interest in the Park and in the National Sports centre.

The LDA has drawn up a Memorandum of Understanding and this was sent to the five Borough Chief Executives in August 2010. All but LB Bromley have agreed to sign the MoU and to meet to consider the future solutions for the National Sports Centre, collectively agreeing the strategy for delivery and implementing the MoU.

This MoU does not specifically include Crystal Palace Park. However, discussions will continue around identifying opportunities to grow and enhance the excellent recently refurbished facilities of the National Sports Centre, in addition to recognising the urgent need to deliver the Park improvements proposed in the masterplan, now that planning permission has been granted.

## **New Bus for London**

**Question No: 4045 / 2010**

[Valerie Shawcross](#)

How many of the New Bus vehicles do you intend to commission in total a) by 2012 and b) by 2016?

### **Answer from the Mayor**

a) Five vehicles are planned to be delivered by 2012 as part of the continuing development programme.

b) The plans for 2016 are yet to be determined.

## **New Bus for London 2**

**Question No: 4046 / 2010**

[Valerie Shawcross](#)

How much will it cost to deliver the entire fleet of these new vehicles?

### **Answer from the Mayor**

As the final number has yet to be determined, TfL cannot calculate the contractual cost of delivering the new fleet. The unit cost of vehicles, however, is expected to be in line with the cost of a hybrid double-deck bus at the time of introduction.

### **New Bus for London 3**

**Question No: 4047 / 2010**

[Valerie Shawcross](#)

When will the new fleet of vehicles be operational on the streets? Note this question does not refer to the initially commissioned five vehicles, but to the rest of the fleet roll out.

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

Please refer to my response to MQ4045 / 2010.

### **Greenwich Pedestrian Tunnel**

**Question No: 4048 / 2010**

[Valerie Shawcross](#)

Cyclists complain that the tunnel has been closing early without warning or explanation. Have TfL been in contact with the boroughs responsible for this valuable pedestrian tunnel about this issue?

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

The London Borough of Greenwich is responsible for the foot tunnel and is refurbishing it. If cyclists have any complaints about the tunnel TfL and I would recommend that they contact Greenwich Council directly.

However, TfL and I do recognise that the tunnel provides an important link for both cyclists and pedestrians, and I have asked that TfL raise the issue of the publicised opening hours of the tunnel with the London Borough of Greenwich.

### **Traffic Management plans**

**Question No: 4049 / 2010**

[Valerie Shawcross](#)

What additional measures will be put into operation following the withdrawal of the Western Extension of the congestion zone in the new year? Please list the new traffic management schemes to be deployed.

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

Complementary and mitigation measures will be applied as deemed appropriate. Some are already underway in advance of removal as part of broader programmes of action, others will follow removal, once a fuller picture of the impacts emerges, and some may require a longer implementation timescale.

Complementary measures that have been or will be used in the Western Extension Zone (WEZ) and surrounding area to help mitigate or offset the impacts of the removal of the WEZ scheme include:

- The accelerated introduction of SCOOT computer optimised traffic light timings in the area to reduce delays and improve management of traffic flows,
- Improved management of streetworks through the “LondonWorks” permit scheme and the use of steel plating to cover excavations when work is not in progress,
- Reviews of traffic signal locations and timings,
- Improved management by the London Streets Traffic Control Centre to facilitate intervention when incidents occur,
- Improving information to help people make informed journey plans and make the most efficient use of the road network,
- Ongoing improvement to the TLRN and to the local road network in the Western Extension area through Local Implementation Plans,
- Other measures in my smoothing traffic flow programme, and measures to improve freight efficiency, such as the Freight Operators Recognition Scheme,
- Action to encourage the use of sustainable modes such as the Barclay’s Cycle Hire Scheme and Cycle Superhighways, travel planning for schools and businesses, and funding car club bays in the Western Extension area, to allow for expansion of these schemes which reduce car ownership and use.

## Tube complaints

### Question No: 4050 / 2010

Valerie Shawcross

Further to my question number 3643/2010 please advise how many complaints were received about London Underground services - by line and in total - in the four week ‘railway period’ following October 16th 2010?

### Answer from the Mayor

The number of complaints received during period 8 (October 17 – November 13 2010) are detailed below.

Line		Number of complaints
Non line specific		1,000
Bakerloo Line	56	
Central Line		153
Circle Line		37
District Line		160
Hammersmith & City	28	
Jubilee Line		331
Metropolitan Line		170
Northern Line	172	
Piccadilly Line	212	
Victoria Line		317
Waterloo and City		9
<b>TOTAL</b>		<b>2,645</b>

In the same period, London Underground carried a record 90.3 million passengers. Therefore there were 29.29 complaints per million journeys.

## Safe Staffing Levels on Underground Stations

**Question No: 4051 / 2010**

[Valerie Shawcross](#)

The Fire Precautions (Sub-surface Railway Stations) England Regulations 2009 state that “ 2) The periods of duty of members of staff must be so arranged as to secure that not less than two of them are present on duty in the premises at all times when members of the public have access to the premises.”

However the reduced staffing levels currently being implemented on London’s Underground will mean that there are a higher number of stations for which there will only be one member of staff present while the public are using the station. Please explain why you believe these staffing levels comply with safety regulations?

**Answer from the Mayor**

The regulations quoted apply to sub-surface stations only (i.e. stations which are below ground). These will always have at least two members of staff on duty.

The stations where there is only one member of staff rostered on duty are all surface, (open-air) stations, to which these regulations do not apply.

**Snow****Question No: 4052 / 2010**

[Valerie Shawcross](#)

Are you happy with the performance of London’s Transport services during the recent heavy snowfall?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 6 January 2011:

While the performance of some of the Train Operating Companies was clearly below standard, Transport for London’s (TfL’s) handling of the severe weather was excellent.

In late November/early December, an average of nearly 95 per cent of LU services were in operation over the course of the severe weather conditions: a tremendous feat when you consider that half of the network operates above ground. Over the weekend of 18/19 December, one of the busiest shopping weekends of the year, almost the entire Tube system was running and performance would have been even better if it were not for a strike on the Bakerloo line. Over 85 per cent of scheduled Tube services ran over that weekend.

On the bus network, and on the worst affected day in early December (Thursday 2 December), 98.5 per cent of the bus fleet was in operation in the morning rush-hour peak, moving to over 99 per cent in the afternoon. On all the other days, it was over 99 per cent. Over the weekend of 18/19 December, over 700 routes operated, with just eight suspended. This is a fantastic achievement which is testament to the round the clock gritting that took place by TfL and the boroughs.

On the roads, traffic flowed easily as a result of extensive gritting of all of the main routes leading into and within the Capital. TfL’s fleet of 38 gritters and 10 quad bikes worked tirelessly. Almost 13,400 tonnes of salt remain from TfL’s 18,000 tonne operational stock. This

is on top of the 27,000 tonne strategic salt reserve, which will be shared between TfL and the boroughs as and when it is required.

The DLR and London Tramlink operated a good service across all routes. On London Overground, services operated across the vast majority of the network but delays and short term suspensions occurred on services to and from West Croydon and Crystal Palace, due to ice on tracks managed by Network Rail and the greater amount of snowfall in south London. The performance of some parts of the national railway network needs to be looked at closely by Dr David Quarmbay, who, on behalf of the Government, is conducting a review of severe weather on the UK's transport networks.

## **Clapham High Street Station Platform Lengthening**

**Question No: 4053 / 2010**

[Valerie Shawcross](#)

Clapham councillors concerned about the impact of the removal of the South London Line Service in 2012 have made further enquiries to me about the possibility of platform lengthening at Clapham High Street to allow longer distance services to Victoria to stop there. They point out that only one platform would need work and one section of platform is already in existence but unused and overgrown. Please could you ask TfL and Southeastern to investigate this?

### **Answer from the Mayor**

Platform lengthening was investigated as part of the joint TfL / London TravelWatch report on the South London line. Platform lengthening to accommodate six carriages is feasible, but it would be very expensive for longer than this as there are junctions and/or structures at either end. Most relevant trains at the peak are eight carriages or longer.

Most longer distance services run on the other tracks through the station which do not have any platforms. Analysis shows that diverting them would destroy existing scarce capacity, while many services have insufficient room at peak times to accommodate additional passengers.

TfL is continuing to work with Southeastern on exploring opportunities for longer distance services to call at Peckham Rye and Denmark Hill. Regarding Clapham High Street, I do not believe there is any value in TfL discussing this further with Southeastern, as the situation has not changed.

## **Policing in Croydon**

**Question No: 4054 / 2010**

[Valerie Shawcross](#)

Will the Mayor assure the residents of Croydon that Cuts to Police Budgets will not result in a reduction of Ward based neighbourhood Police Teams in Croydon?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

I am absolutely committed to Ward-based neighbourhood Policing. SNTs will remain at the heart of territorial policing in London and all areas will have named officers assigned to them.

## **Impact of Housing Benefit Cuts in Croydon**

**Question No: 4055 / 2010**

[Valerie Shawcross](#)

Cllr Tony Newman has made it clear he shares your concerns over the impact Government Housing Benefit Cuts will have to services in outer London Boroughs such as Croydon as thousands of families are forced out of central London into boroughs such as Croydon, will the Mayor urge the current Croydon Council Leader to join the campaign to fight the planned HB Cuts?

### **Answer from the Mayor**

The Government is right to try to reduce the Housing Benefit bill. However, I would urge all of London's local politicians to support my proposals for transitional arrangements to mitigate against some of the unintended consequences for the capital of these cuts.

## **Cuts in Croydon**

**Question No: 4056 / 2010**

[Valerie Shawcross](#)

Eric Pickles has condemned the Council in Croydon for cutting 66% from the Voluntary Sector and allowing the majority of local Voluntary Groups to hear about these Cuts from the local press, if this decision is not reversed by the end of January many of these Voluntary Sector Groups will cease to exist, will the Mayor urge the Council to think again?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

I support the localism agenda and an expanded role for the voluntary sector in planning and delivering services. This is a local decision and it is not appropriate for me to intervene in the funding decisions of London boroughs. However I wrote to and recently urged London Councils to retain funding for some pan-London services through their Grants Programme and extend the transition period for voluntary organisations to adapt to cuts.

## **Travelcards- impact on outer London commuters**

**Question No: 4057 / 2010**

[Valerie Shawcross](#)

As you campaigned on a platform of fighting for outer London will you reconsider your decision to abolish zone 2-6 Travelcards that would see daily fares rise from £9.00 to £15.00 this represents a 60% increase for those who live and work within the zone 2-6 band?

### **Answer from the Mayor**

This increase does not represent "a 60 per cent increase for those who live and work within the zone 2-6 band" and I see no reason to reconsider it.

The £9.00 ticket referred to is the All Day Zones 2-6 ticket. This ticket is currently only purchased by a few hundred people each day.

Large increases only arise if these purchasers switch to the Zones 1-6 ticket which costs £14.80 today and will cost £15.00 in 2011.

However, pay as you go will provide much better value:

- two pay as you go peak single fares for Zones 2-6 will only cost £6.80 in 2011, even if a train plus Tube journey, e.g. Surbiton to Earls Court, is made;
- if only a Tube journey is made, e.g. Heathrow to Earls Court, the cost of 2 peak journeys will be only £5.00.

Adding on the cost of two bus rides, at £1.30 each, only gives a cost for the day of £9.40 (= £6.80 + £2.60), even if two train plus Tube journeys are assumed.

If two Tube only journeys are assumed, the daily cost is £7.60 (= £5.00 + £2.60). This amounts to a 15 per cent price *reduction*.

## **Poisonous Legacy**

### **Question No: 4059 / 2010**

[John Biggs](#)

If (3672/2010) you believe Labour left a 'poisonous legacy', can you describe which part of it was 'poisonous' for London, as I think it was actually quite good?

### **Answer from the Mayor**

Labour left London and the country the largest peacetime fiscal deficit in our history and the largest in the G20. The poisonous legacy Labour has left is a huge structural deficit, which the new Government has to get to grips with. It should also be remembered that even at the very top of the boom the UK was had a sizeable structural deficit. Labour did not fix the roof when the sun was shining.

The difficult and necessary reductions in public expenditure and tax increases are the poisonous legacy Labour has left.

## **London Borough Grants Scheme**

### **Question No: 4060 / 2010**

[John Biggs](#)

Can you advise what steps you have taken to achieve the 'transitional approach' you claim to want?

### **Answer from the Mayor**

I wrote to Sir Steve Bullock on 12 November 2010 in response to London Councils' Grants Review consultation suggesting that a transitional or phased approach to the proposed changes may be beneficial. London Councils Leaders' Committee met on 14 December and agreed the recommendations put forward by their Grants Committee, which include 'transitional arrangements to enable the process of change to be properly managed'.

## **Jobless Hotspots**

### **Question No: 4061 / 2010**

[John Biggs](#)

Where are London's jobless hotspots, in terms of a. numbers and b. growth?

## **Answer from the Mayor**

Of all the parliamentary constituencies in London, Tottenham has both the highest *number* of unemployed residents based on the claimant count measure of unemployment, and the highest *proportion* of its resident working age population unemployed. It also experienced the greatest increase in unemployment since April 2008, when London-wide claimant numbers began increasing (see Tables 1,2 and 3 in Appendix F).

However, Tottenham entered the recession with an already (relatively) high level of unemployment. Looking at *percentage* changes, Romford experienced the greatest relative worsening of unemployment (see Table 4 in Appendix F).

In terms of the change in *proportions of the resident population unemployed*, Hackney South and Shoreditch has seen the greatest increase in unemployment (see Table 5 in Appendix F).

## **Census**

### **Question No: 4062 / 2010**

[John Biggs](#)

What actions are the GLA taking in preparation and support for the Census? In particular, do you agree that under-recording of London's population remains a high risk and that collective steps to mitigate this are essential? What resource is City Hall putting into this matter?

### **Answer from the Mayor**

I am exceedingly keen that the 2011 Census in London is a success. I am acutely aware that diverse and fluid communities make the decennial count particularly challenging in the capital, and importantly, of the benefits of encouraging participation to limit potential for error in the subsequent calculations designed to compensate for non-response.

GLA officers continue to work closely with the ONS and London Councils to deliver a call to action to all of London's communities through an array of marketing and media activities. They are also heavily involved in ONS work to ensure the accuracy and usefulness to London of Census outputs.

## **London Theatres**

### **Question No: 4063 / 2010**

[John Biggs](#)

Which non-West End London theatres are under threat and what steps are you taking to promote their survival? Is this important for London?

### **Answer from the Mayor**

Currently, it is not clear if any theatres are under immediate threat for closure.

Local, often non-West End theatres and arts centres are the primary source of culture for many Londoners. It is for this reason that I am working closely with the Arts Council, local authorities, theatre groups and other key agencies to look at sharing services and to ensure the best chances for survival in this economic climate.

## **School Sports**



**Question No: 4064 / 2010**

[John Biggs](#)

If 20% of school children take place in inter-school competitive sport, is that a failure compared to other nations? Is the promotion of school sport a priority for you as Mayor?

**Answer from the Mayor**

Whilst I do not have directly-comparable data from other countries, I would of course like to see as many school children as possible taking part in inter-school competitive sport. My Sports Commissioner, Kate Hoey, is monitoring progress of Government policy in this area and she and I will both continue to champion the cause of school sport at every opportunity.

**LDA Functions****Question No: 4065 / 2010**

[John Biggs](#)

Which LDA functions would you like to see continued after its abolition?

**Answer from the Mayor**

Which activities are continued when the LDA is folded into the GLA will depend on the final settlement we receive from Government. It would be inappropriate for me to speculate on this until our negotiations with Government are concluded.

**Tourism and Inward Investment Agencies****Question No: 4066 / 2010**

[John Biggs](#)

What importance do you attach to these agencies and will you seek to continue their funding after the LDA is abolished?

**Answer from the Mayor**

The functions performed by Think London and Visit London are of great importance to London's economy and I am confident that a solution to the funding of the single promotion agency will shortly be found.

**Design for London****Question No: 4067 / 2010**

[John Biggs](#)

Do you value this body? Would you seek to retain it in the post-LDA world?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:

Design quality and public realm remain high on my list of priorities. But it would be premature for me to comment on the specific future of Design for London. My intention is that any future arrangements will retain a strong design capability to continue the important work in this area.

## **Runways**

### **Question No: 4068 / 2010**

[John Biggs](#)

Given that it is clear that you believe the South-East of England needs more runway capacity but the Government has ruled out expansion at Stansted, Heathrow or Gatwick, and your estuary airport, and you have ruled out expansion at Heathrow, where do you imagine this growth will occur? Or will it be another priority (like Thames River Crossings or DLR extensions) that will remain unaddressed until you are voted out of office?

### **Answer from the Mayor**

While the Government have no current plans for airport expansion of runway capacity at Heathrow, Gatwick and Stansted, it accepts the need for a thorough re-appraisal and has recently announced a review of UK aviation policy. A national aviation policy must recognise the valuable role of aviation to London and the UK economy and create a vision for the future of aviation capacity in London and the South East. I have asked Daniel Moylan to consider the case for increased aviation capacity in the South East, as acknowledged in my Transport Strategy, and to review a number of different options, including the provision of a new hub airport for London.

## **Time Banks**

### **Question No: 4069 / 2010**

[John Biggs](#)

What, if anything, will City Hall be doing or has it done to promote the principle of Time Banks?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

## **Help us Get on our Bikes**

### **Question No: 4070 / 2010**

[John Biggs](#)

I have been contacted by a constituent who believes that there is a growing body of support amongst moderate cycle users for measures which would encourage more people like themselves out of their cars and on to two sedate wheels (as opposed to the more “vehicular cyclists”). He believes that this can be achieved by the provision of well designed, off-road or at least enforced, cycle paths and says there is evidence from other European Cities such as Copenhagen, Frankfurt and Amsterdam that his argument is well founded. How could such a scheme be rolled out in London beyond the flagship Superhighway schemes and what are your proposals to achieve this?

### **Answer from the Mayor**

The attractiveness of off-carriageway segregated cycle routes is widely recognised. Such provision is considered where possible, and in appropriate locations, during the design of new cycle schemes. TfL has an ongoing programme to deliver ‘Greenways’ in London. Greenways provide attractive and traffic free environments for cyclists that make the most of London’s parks and open spaces. In 2010 alone, Greenway schemes were delivered at 54 locations resulting in improvements to 18km of existing infrastructure and the delivery of 7.5km of new infrastructure. Safety and access to the Greenways was also improved at 10 junctions and 30 access points, improving a further 5.5km of routes. Greenways will play an important role for

spectators accessing the Olympic venues during the 2012 games with eight legacy Greenways funded by the Olympic Delivery Authority and delivered by boroughs and TfL, linking into the Olympic Park and River Zone venues.

In addition, off-carriageway provision is considered on the Cycle Superhighway routes and Route 3 from City to Barking already has mainly segregated cycle tracks. Nevertheless, road space restrictions on London's roads preclude the possibility of segregated provision for cyclists in many cases.

## **Barking to Gospel Oak Line**

**Question No: 4071 / 2010**

[John Biggs](#)

How many meetings and with whom have you, or your advisers, the Deputy Chair of the TfL Board, the Transport Commissioner, or other TfL officers had with Government officials since the last General Election to discuss the electrification of the Barking to Gospel Oak railway line?

### **Answer from the Mayor**

Electrification of the Gospel Oak to Barking line was recommended as a "core scheme" in the electrification section of Network Rail's Network Route Utilisation Strategy (RUS), referred to as the Electrification RUS, so the need for the scheme is fully recognised. It does not have funding under the current rail industry High Level Output Specification (HLOS) for 2009 to 2014. The government will announce the funding and specification for the next HLOS (2014 to 2019, referred to as HLOS2) in the summer of 2012. This is the route by which the scheme could be implemented, if that is to be the case.

TfL will make recommendations to the Department for Transport for HLOS2, and Gospel Oak to Barking electrification will be one of the recommended schemes. TfL, and other industry players, regularly raise the scheme at rail industry planning meetings, at which DfT representatives are present. Most recently, TfL has ensured that the scheme has been recommended within the influential draft London & South East RUS.

TfL expects to have discussions with government officials on all our HLOS2 recommendations in due course.

## **Barking to Gospel Oak Line 2**

**Question No: 4072 / 2010**

[John Biggs](#)

Now that your political party are in Government, you may feel less inclined to blame Government for the 'stand-off' over who will fund electrification of the Gospel Oak to Barking Line. What progress have you made since May towards this objective?

### **Answer from the Mayor**

My response to MQ4071 / 2010 explains my position on this proposal.

## **Electrification of overground rail lines**

**Question No: 4073 / 2010**

[John Biggs](#)

Have you communicated to the Department of Transport the benefits of electrification in providing improvement to CO2 emissions and additional capacity on the Overground train services as well as the increased electric haulage of freight trains, including additional services from the new London Gateway Port and international services to and from HS1 (Channel Tunnel Rail Link)?

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

The business case prepared by TfL for the electrification of the Gospel Oak to Barking route included the benefits from reduced carbon dioxide emissions from rail passenger and freight services. The analysis also accounted for the potential growth in rail freight from the London Gateway Port development. The business case has been shared with both the Department for Transport and Network Rail.

The Department for Transport's project appraisal process recognises the benefits discussed in the question. Electrification of the Gospel Oak to Barking line is also a recommended "core scheme" in the electrification section of Network Rail's Network Route Utilisation Strategy, again reflecting the positive business case.

## **Cycle-Pedestrian Collisions**

### **Question No: 4074 / 2010**

[John Biggs](#)

What record do you (and other London bodies of which you are aware) keep of collisions between cyclists and pedestrians? Including of the severity of injury suffered. What are your latest figures? Have you identified any particular spots where such collisions are happening, for example places where cyclists and pedestrians share the same space?

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

TfL receives details of all road traffic collisions reported to the police in the Greater London area that occurred on the public highway and resulted in injury to one or more persons. In the latest 12 months to 31 August 2010 (the latest data available from the Police), there were 138 collisions in which a pedestrian was injured by a pedal cyclist – these collisions resulted in 139 pedestrian casualties (1 fatal, 30 serious and 108 slight injuries).

During this period, the total number of reported casualties in which a pedestrian was injured by a pedal cyclist represented less than 0.3% of the total number of pedestrian casualties within Greater London. Due to relatively small numbers, there is not sufficient statistical significance to identify particular hot spots. Please be aware that all 2010 data is provisional and may be subject to change prior to the year being finalised and closed.

## **Youth Work**

### **Question No: 4075 / 2010**

[Joanne McCartney](#)

Can you name the 11 organisations you mention in MQT 2598 / 2010?

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

Catch 22  
Federation of London Youth  
Groundwork  
Peabody Trust  
Eco-Actif

Highgate Newtown Community Centre  
DAZU  
Vital Regeneration  
Immediate Theatre  
Beatbullying  
Paddington Arts

## **Royal Wedding**

**Question No: 4076 / 2010**

[Joanne McCartney](#)

Do you think that central Government should pay for the extra policing costs of the Royal Wedding?

**Answer from the Mayor**

I will be exploring this option.

## **London Overground**

**Question No: 4077 / 2010**

[Joanne McCartney](#)

Have the hours, during which London Overground stations are staffed, been reduced since 11th November 2007? Have any such reductions caused the curtailment of London Overground train services?

**Answer from the Mayor**

The hours during which London Overground-managed stations are staffed have not changed since 11 November 2007.

All stations managed by London Overground Rail Operations Ltd (LOROL) are staffed from 15 minutes prior to service until 15 minutes after service.

## **London Overground 2**

**Question No: 4078 / 2010**

[Joanne McCartney](#)

What discussions have you or your advisers, the Deputy Chair of the Transport for London (TfL) Board, the Transport Commissioner, or other TfL officers have had with the Department of Transport, the Olympic Delivery Authority and any other parties regarding the introduction of service improvements to both London Overground and National Rail routes in north and east London? (part of the Mayor's Rail Network, operated by First Capital Connect to Hertford North and Welwyn Garden City and by National Express East Anglia to Enfield, Cheshunt, Chingford and Shenfield from June 2012 to accommodate additional passenger demand for the Olympics; general growth from the availability of Oyster PAYG; and the regeneration of the Kings Cross and Stratford areas)

**Answer from the Mayor**

London Overground

The North London Railway Infrastructure Project (NLRIP), currently underway, will deliver eight trains per hour in the peak (six trains per hour in the off peak) from Stratford, comprised of brand new, higher capacity, four carriage trains, by May 2011. This project is part-funded by the Olympic Delivery Authority. During the Olympic and Paralympic Games, services from Stratford will be enhanced and deliver eight trains per hour during the off peak also. Additionally, services will terminate later in the day to coincide with end of events.

Brand new diesel trains have been introduced on the Gospel Oak to Barking line, and services have been increased in frequency from two to four trains per hour in the peak periods. The four trains per hour service will operate all day from January 2011 (from May 2011 on Sundays).

The new London Overground East London route will be extended northwards from Dalston Junction to Highbury & Islington by spring 2011, adding significant new journey opportunities by delivering 12 trains per hour on the core route (Dalston Junction-Surrey Quays). A new branch will be introduced to Clapham Junction by the end of 2012. This will enhance journey opportunities for passengers in north London, and add further trains to the core frequency up to Dalston Junction.

In the longer term, London Rail is examining whether there is a case for further capacity upgrades on some Overground services to accommodate the demand growth arising from the London Plan forecasts and other Mayoral policies. The London Plan forecasts include the regeneration of areas such as Stratford. TfL will make recommendations to DfT for beneficial schemes to be included in the next High Level Output Specification (HLOS), which covers the period from 2014 to 2109.

### National Rail

The DfT has announced that the Greater Anglia franchise will be run under a competed management contract from February 2012 until Summer 2013, covering the Olympics period, and thereafter a 15 year franchise. TfL will provide input to the specifications of both the management contract and the final franchise.

TfL has lobbied for Great Northern services to benefit from the Thameslink programme, which is due to be implemented by December 2018.

TfL has also worked closely with Network Rail and the rail industry on the long-term recommendations for rail services in north and east London, as set out in the draft London & South East Route Utilisation Strategy (RUS), which is due to be published in December this year. The RUS is a 30 year strategy looking at how the rail network can accommodate the London Plan forecasts.

TfL is also working on its recommendations to DfT for National Rail services in the next High Level Output Specification (HLOS), for 2014 to 2019.

## **Barking to Gospel Oak Line**

**Question No: 4079 / 2010**

[Joanne McCartney](#)

Do the revenue figures quoted in the answer to MQT 3730/ 2010 apply solely to the Barking-Gospel Oak Line? If not, could you please give the revenue increase since 11th November 2007 for this service and the other three Overground service groups?

**Answer from the Mayor**

The revenue figures quoted in the answer to MQT 3730/ 2010 solely applied to the Barking-Gospel Oak Line. In this response it was stated that revenue has increased from £2.83m (year prior to November 2007) to its current level of £3.9m, a 37.8 per cent increase. This figure is slightly higher as the previous analysis did not take into account the Freedom Pass revenue. Revenue for the Barking-Gospel Oak Line has increased from £2.84m (2007/Period 8 to 2008/Period 7) to its current level of £4.36m (2010/Period 9 to 2011/Period 8), a 53.5 per cent increase.

The West London Line during the same period has increased from £2.39m to £4.81m, a 101.3 per cent increase.

The North London Line has had almost no increase in revenue from £22.18m to £22.30m, a 0.5 per cent increase. This is because this year's figures are affected by the closure of the line for upgrade between February and June 2010.

The Watford DC Line has increased from £6.66m to £10.50m, a 57.7 per cent increase.

The total revenue for all services has increased from £34.07 (2007/Period 8 to 2008/Period 7) to its current level of £41.97m (2010/Period 9 to 2011/Period 8), a 21.7 per cent increase.

## **Safer Neighbourhood (Team) Watches**

### **Question No: 4080 / 2010**

[Joanne McCartney](#)

I have received a letter from the United Neighbourhood Watches of Haringey, expressing their grave concerns on the recent proposal to cut the post of the local Neighbourhood Watch Link Manager. They argue strongly that the Link Manager plays a vital part building and maintaining relationships between local Neighbourhood Watches and between the public and police. What action will you take to ensure the work of Neighbourhood Watches in Haringey, and across London, is appreciated and supported?

### **Answer from the Mayor**

The MPS continues to be supportive of the work carried out by Neighbourhood Watches across London who play an important role in the partnership between public and police to reduce crime and anti social behaviour. Whether or not to maintain this post in Haringey is a local decision to be made when considering priorities in the light of available funding.

## **London Plan and Cycling**

### **Question No: 4081 / 2010**

[Joanne McCartney](#)

The cycle parking standards for new developments included in the draft London Plan, which are utilised by London Boroughs for their core strategies and LIPs, are copied from standards written five years ago. Consequently, these do not take account of either the growth in cycling since they were written or the Mayor's target of a 5% modal share for cycle use by 2026. Are you aware of this shortcoming? If not, what are your plans to rectify this in the London Plan?

### **Answer from the Mayor**

As the draft Plan notes, I am, through TfL, carrying out a review of the current cycle parking standards in order to revise and update them. Once this work has been completed, the revised standards will then be proposed to be included in an early alteration to the next iteration of the London Plan.

As Policy 6.13 in the draft Plan makes clear, the cycle parking standards are minima and boroughs can adopt higher standards if these can be justified locally.

Policy 6.9Cd encourages boroughs to adopt their own cycle parking standards to provide higher levels of cycling where local circumstances allow (Policy 6.9Cd).

## **London Plan and Cycling 2**

**Question No: 4082 / 2010**

[Joanne McCartney](#)

The current stipulation in the London Plan for cycle parking standard for new university buildings is one bicycle space for eight students; the standard for business office space is one bike space for 250 square metres. Do you agree that this needs to be revised urgently so that boroughs can ask developers to adopt cycle parking standards in line with, or higher than, your own targets for cycling? Will you instruct your Office to adjust the London Plan accordingly?

### **Answer from the Mayor**

The London Plan has to go through a number of statutory stages, including an Examination in Public. Altering the standards now would require the relevant parts of the Plan to be reopened to two rounds of public consultation and a reconvening of the Examination in Public Panel. The draft replacement London Plan does encourage boroughs to adopt their own cycle parking standards to provide higher levels of cycling where local circumstances allow (Policy 6.9Cd).

As I explain in my reply to Question 4081/2010, Transport for London is conducting a review of cycle parking standards which includes assessment of the suitability of the cycle parking standard for different land use types with regard to demand for cycle parking. Once this work has been completed, revised standards will then be proposed to be included in an early alteration to the next iteration of the London Plan.

## **London Plan and Cycling 3**

**Question No: 4083 / 2010**

[Joanne McCartney](#)

I am concerned that any delay to adjust the issue of cycle parking standards in the London Plan, as per my previous questions on this issue, will mean that the revised standards will not be included in borough core strategies and LIPs; this, however, is important to enable them to contribute to your very own targets for cycling growth in the Capital. Please clarify how long it will take for the cycle parking standards for new developments in the London Plan to be revised and approved.

### **Answer from the Mayor**

As I have explained in my answers to your other questions on this point, Transport for London is undertaking a review of cycle parking standards, and I anticipate that the results of this will be among the issues to be picked up in the first round of early alterations to the new London Plan. I will ensure that any new standards are given practical effect as soon as possible.

## **Victoria Line Disruptions**

**Question No: 4084 / 2010**



[Joanne McCartney](#)

You wrote to me on 10 September in response to my concerns about the ongoing disruptions on the Victoria line. You assured me in your letter that a number of steps were being taken to improve the Victoria Line's reliability. However, Londoners are continuing to experience severe delays and disruptions on the Victoria Line on a daily basis. Why has the situation not improved? What steps have you taken/ are you taking to rectify this?

### **Answer from the Mayor**

The disruption on the Victoria line is, of course, regrettable and I understand that it is very frustrating for Londoners.

The recent delays are largely the result of the complexities involved with introducing a brand new signalling system, whilst concurrently running and relying on old equipment. I understand that this was explained to you during a visit to the Victoria line depot.

LU has taken a number of steps recently to improve the reliability of the line while it undergoes the upgrade, focusing on two major contributors to delays. Firstly, a flap has been fitted over the emergency alarms on each of the trains to reduce the incidence of accidental activation and a signalling software issue, which caused loss of automatic train operation in some cases, has been fixed.

Another key issue to be resolved is the activation of the sensitive-edge door system. While performing as designed, it has proved far too effective at detecting objects trapped within the train (e.g. rucksack straps or belts etc which do not present any 'dragging' risk) rather than objects trapped on the platform side, which was the intention. LU is working on both short term mitigation and longer term solutions to this.

Reliability on the line will continue to improve and when the upgrade is completed in 2012 will deliver 21 per cent more capacity and journey times that are 16 per cent quicker.

## **Tottenham Hotspur**

### **Question No: 4085 / 2010**

[Joanne McCartney](#)

Will you back Spurs fans in their protest against any plans for Tottenham Hotspur to move to the Olympic Stadium?

### **Answer from the Mayor**

The Olympic Park Legacy Company is currently in negotiations with two short-listed bidders for the long-term lease of the Stadium. Negotiations with Tottenham Hotspur and AEG, and West Ham United and LB Newham are ongoing and need to take their full and proper course.

In the meantime this remains a commercially confidential process and you will understand that there is very little else I can say on the matter.

## **Aimhigher**

### **Question No: 4086 / 2010**

[Joanne McCartney](#)

Your Scholar's programme worked with Aimhigher to raise the aspirations of London's children in care. Given that the government has announced it will axe this excellent scheme, how do you

intend to fill this gap? What representations have you made to the coalition government, or will you be making, to persuade them not to take such an appalling decision?

**Answer from the Mayor**

The Government plans to discontinue Aimhigher from April 2011 because of fiscal pressures. It has valued its contribution to improving social mobility and widening participation.

I do have particular concerns that children in care may lack support to progress their education and training, or access sustained employment. I have recently written to the Vice-Chancellors of those Higher Education Institutions which have not yet signed up to the Quality Mark developed by the Frank Buttle Trust, (which supports young people leaving care), urging them to consider participating in this scheme. Further work in this area will explore whether elements of widening participation in higher education can be strengthened.

**Safer Schools Officers**

**Question No: 4087 / 2010**

[Joanne McCartney](#)

Are you committed to retaining the current numbers of Safer Schools officers?

**Answer from the Mayor**

We have no plans to reduce the number of Safer Schools officers.

**Police & Social Responsibility Bill**

**Question No: 4088 / 2010**

[Joanne McCartney](#)

Will the proposals in this Bill improve the governance of London's policing?

**Answer from the Mayor**

Yes

**Student Demonstrations**

**Question No: 4089 / 2010**

[Joanne McCartney](#)

Have you had discussions with the MPS concerning policing tactics at the recent student demonstrations? If so, please outline the contents of those discussions.

**Answer from the Mayor**

The scenes of violence that have taken place (especially on the 9 December 2010) appal me. Serious offences have occurred, including injuries and damage to buildings and, in order to make use of video and photographic evidence, part of the purpose of controlled dispersals was to try to identify and arrest suspects.

Both Kit Malthouse and I have had extensive general discussions with the MPS whilst acknowledging that operational decisions are a matter for the Commissioner. The contents of these discussions include:

- Vigorous examination relating to the number of protestors and level of violence

- Extensive planning, preparation and response
- Injuries during the demonstration, including those sustained by police officers
- Deployment of resources and intelligence gathered
- Reviewing and planning for future demonstrations

Continued open dialogue with the MPS is and remains crucial and ongoing.

## **Reprimand**

**Question No: 4090 / 2010**

[Joanne McCartney](#)

Have you reprimanded Brian Coleman, Chair of London Fire Authority, over his recent rude remarks concerning firefighters?

**Answer from the Mayor**

I refer you to my oral answers on the issue.

## **Broomfield House**

**Question No: 4091 / 2010**

[Joanne McCartney](#)

Is the funding previously promised by your office to restore Broomfield House, Enfield secure?

**Answer from the Mayor**

I remain committed to providing further funding as this scheme progresses.

## **Music in Schools**

**Question No: 4092 / 2010**

[Joanne McCartney](#)

There is currently a great deal of concern that direct government funding for music services and music education may be reduced from April 2011. As music education is one of your priorities; what action have you taken, or will you take, to persuade the coalition government not to cut music services and education in our schools?

**Answer from the Mayor**

I am aware that central and local government funding is under threat for music services from April 2011 but music education remains a high priority as part of my recently launched Cultural Strategy.

As a result, I have taken a number of steps to make the case for continued funding by working closely with DfE, DCMS, Arts Council, Federation of Music Services and other key agencies and partners across the music & education sectors.

In the last month, my team has provided oral and written evidence to the Henley Review of Music Education and I also held a conference on the future of music education in London which was attended by 150 organisations.

I am pleased that Ed Vaizey will attend the GLA Music Education Steering Group meeting on 3 March 2011 which will provide a significant opportunity to influence Government planning.

Finally, I will contribute to the DfE Curriculum Review in 2011 and host further events for the music education sectors to ensure the best settlement for the capital.

## **Tube staff shortages**

### **Question No: 4093 / 2010**

[Jennette Arnold](#)

Two stops in my constituency, Angel and Tufnell Park, were recently closed for certain periods of time because key staff fell sick and there were no colleagues available to provide cover. This led to massive disruptions for my constituents, especially at Angel, which is one of the busiest Underground stations in London. How will temporary closures like this be prevented when the tube staff cuts are implemented?

### **Answer from the Mayor**

Please see my response to MQ3780 / 2010.

## **Tube staff shortages (2)**

### **Question No: 4094 / 2010**

[Jennette Arnold](#)

Can you provide me with a breakdown showing:

- a. The number of tube station closures in the last 5 years due to staff illness?
- b. The average length of time that tube stations were closed for because of this reason?

### **Answer from the Mayor**

Please see my response to MQ3781 / 2010.

## **Tube evacuation procedures**

### **Question No: 4096 / 2010**

[Jennette Arnold](#)

One of my constituents has been stuck on a new Victoria Line train twice now and whilst being led to safety down the tracks he noticed that all the lights on the train go off whilst passengers disembark. Because it was so dark, passengers (including 6 pregnant women and a number of children) were bumping into the poles and each other. Can you answer the following question that my constituent has raised?

- a. Why was there no emergency lighting to escort passengers on the way out?
- b. Why weren't torches available to escort people safely off the train?
- c. Will future emergency contingency plans include emergency lighting coming on in cases of emergency as they do on airplanes?

### **Answer from the Mayor**

Please see my response to MQ3782 / 2010.

## **Tube upgrade works**

**Question No: 4097 / 2010**

[Jennette Arnold](#)

Over the past few weeks an unusual number of incidents have occurred on the Underground network during which we've seen among other passengers being led through tunnels because of broken down new Victoria Line trains. Can you guarantee my constituents that engineering works scheduled to finish in 2012 will not be delayed as a result of these incidents and cause huge embarrassment during the Olympics?

### **Answer from the Mayor**

Please see my response to MQ3783 / 2010.

## **Jubilee line upgrade**

**Question No: 4098 / 2010**

[Navin Shah](#)

The delay to the upgrade of the Jubilee line has now been extended yet again until spring 2011. Can you give a specific date the work will be completed and can you guarantee that your new timetable will not be delayed yet again?

### **Answer from the Mayor**

Since TfL acquired Tube Lines' shares in June this year, the overriding priority has been the completion of their delayed upgrade of the Jubilee line at the first possible opportunity.

What was subsequently uncovered confirmed TfL's worst fears that while work on the east of the line was significantly progressed (and is now largely complete), much work remained on the north of the line – in particular around the Neasden depot area where the Jubilee and Metropolitan lines share track.

Following further progress and the running of trains in passenger service under the new signalling between Stratford and Dollis Hill, TfL expects the full upgrade to be completed in the spring and I am confident that it will be achieved.

A more precise date will be announced closer to the time.

## **Chair of LFEPA**

**Question No: 4099 / 2010**

[Navin Shah](#)

Does the Mayor believe Cllr Brian Coleman AM is the right person to be Chairman and Leader of the LFEPA, in view of his mis-handling of the London Fire Brigade dispute and his antagonising remarks towards the Fire Brigade Union which has brought both the GLA and LFEPA into disrepute?

### **Answer from the Mayor**

I refer you to my oral answers on the issue.

## **Investigation of accidents and bullying incidents during Strike**

**Question No: 4100 / 2010**

Navin Shah

Does the Mayor agree that LFEPA should undertake investigation of a number of incidents during the recent industrial action involving injuries to firefighters from accidents and bullying incidents alleged from 'both sides'?

**Answer from the Mayor**

No.

**Consistency in cycling**

**Question No: 4101 / 2010**

Navin Shah

Thank you for your answer to Question No: 3659 / 2010. Do you agree that directing cyclists along a 'fast' or 'easy' route where cars, HGVs and buses are driving at high speeds is dangerous? The lack of consistency in provisions for cycling on London's roads is confusing and counter-productive to cyclists. Is this what you call cycling revolution? Why are cyclists still the least important road users when they are the most vulnerable?

**Answer from the Mayor**

TfL's online Journey Planner gives cyclists different route recommendations depending on the type of cycling they want to do (Easy – 16km ph, Fast – 20km ph or Leisure – 12km ph). These categories relate mainly to the average speed people expect to ride. Hence Easy and Fast routes are designed for cyclists who want to get to their destination as directly as possible, and do not mind mixing with other traffic. Leisure routes are slower, less direct routes which are suited to cyclists who are less concerned with speed and prefer a scenic route. Busy roads such as the A5 (as mentioned in your previous question) do not appear on Leisure routes.

It is for individual cyclists to decide which route they prefer based on the information provided on the TfL journey planner and their own local knowledge. I have, however, asked TfL to look at whether the terminology of "Easy" "Fast" and "Leisure" routes appropriately reflects the main difference between the routes, namely the average speed of a journey using a particular route.

Cyclists are important road users and this is reflected by the £116m investment in cycling this year, which includes the Barclays Cycle Hire scheme, Barclays Cycle Superhighways, and other infrastructure, promotion and education. It is this record level of investment in cycling that I call the 'Cycling Revolution'. I do not regard cyclists to be the least important road users, and would not invest so significantly in this mode if I did.

**Stanmore Station**

**Question No: 4102 / 2010**

Navin Shah

Thank you for your response to Question No: 3660 / 2010. As you stated: "It should be noted that there is already a step-free route to and from the platforms at Stanmore using a ramp (which has been independently assessed as complying fully with British Standards) via the car park." Unfortunately, the car park is closed during the daytime so step-free route is completely useless. Would you agree for a TfL representative to meet me at the station to fully discuss the options as soon as possible?

**Answer from the Mayor**

TfL is of course more than happy to meet you at Stanmore station to discuss the current accessibility arrangements in place and I understand that this meeting has now been set up.

It is true that, because Stanmore car park is heavily used, there are occasions when the NCP attendant responsible for the car park may temporarily prevent access for cars for a limited period during the day in the event of all the spaces already being taken. This is to prevent unnecessary congestion in the car park.

However, access for pedestrians requiring a step-free route is still available at all times. In addition, the car park should always remain open for mobility impaired customers to be dropped off or picked up even when the car park is full. If you are aware of any incidents when this has not been the case, please pass the details on to TfL who will investigate and take appropriate action.

## **Stanmore Station (2)**

**Question No: 4103 / 2010**

[Navin Shah](#)

Following the Transport Committee's damning report on the lack of accessibility to most underground stations in London, will TfL be investing funding in making stations such as Stanmore, where people need to use the nearby hospital's facilities, more accessible for wheelchair users?

### **Answer from the Mayor**

I welcome and share the Transport Committee's focus on the need to improve accessibility, and TfL will be responding to the report shortly. In fact, TfL is already acting on many of the report's recommendations.

TfL will continue to make more stations accessible for wheelchair users. However, the current economic and funding situation means we have had to make some hard and painful decisions on the progression of schemes to provide step-free access, in order to protect the upgrades of the Tube to provide the extra capacity that is so vital to London's future.

In that context, and given that there is already a step-free route from street to platform at Stanmore, it is not possible to prioritise funding for further work at that station.

London Underground has, however, built a new platform at Stanmore station as part of the Jubilee line upgrade which will provide level-access from platform to train.

## **Harrow on the Hill Station**

**Question No: 4104 / 2010**

[Navin Shah](#)

The refurbishment of Harrow on the Hill station to make it accessible was linked to regenerating Harrow and making the town a designated Intensification Area. As the funding for this was withdrawn by you could you tell me what proposals you have for fulfilling the original proposals in your London plan to make Harrow on the Hill accessible?

### **Answer from the Mayor**

TfL currently has no funding in its business plan to make Harrow-on-the-Hill station accessible. This is of course regrettable but it is the financial reality and the previous Mayor should not have made commitments based on money that was simply not available.

Should funding become available in the future, London Underground would look carefully at which step-free access schemes should be taken forward and I am sure Harrow-on-the-Hill would be considered as part of this.

## **Student Demonstrations**

### **Question No: 4105 / 2010**

[Navin Shah](#)

I have been contacted by constituents whose teenage children attended the demonstrations on Wednesday 24th November. They were kettled by the police for 8 hours without access to toilets, food and shelter. Why were the police using such draconian tactics when dealing with the peaceful demonstrators? Can you assure me that if there are future demonstrations by students in London then they will not be treated in this way? Do you agree that if the Police treat young people in this way then peaceful protests are likely to turn into hostile protests?

### **Answer from the Mayor**

I am informed by the MPS that, for the demonstration 24 November, there were no organisers with whom the Metropolitan Police could speak to in order to discuss planning for the result.

The MPS uses appropriate tactics to respond to “public threats” of disorder or damage and so when police lines were attacked, demonstrators were contained to prevent further outbreaks of serious disorder, assault and damage to property.

Demonstrators in the contained area were provided with facilities, and those within the crowd that appeared vulnerable were released as soon as this became apparent. There was no pressure put on this group by police lines. Attempts were also made throughout to identify and remove any vulnerable persons, but it is never possible for Police officers to identify them all. An unruly fraction of the group outside the north end of the cordon considerably delayed the controlled release.

I am advised that containment remains a valid, and ACPO approved, tactic that can be used by the police service. The Containment Officer regularly reviewed the containment and the crowd was kept informed.

## **Extension of Number 18 Bus**

### **Question No: 4106 / 2010**

[Navin Shah](#)

I have lobbied by residents, staff and patients of Northwick Park Hospital in support of extending the Number 18 bus service which currently terminates in Sudbury, to Northwick Park Hospital. I understand that previously this has been dismissed because route 182 already serves the Hospital. However, the interchange between route 18 and 182 is difficult and patients and visitors to the hospital are in desperate need of a simpler solution. They would like the Mayor to extend route 18 to Northwick Park Hospital. Will you reconsider this in light of the support this proposal has in the local area?

### **Answer from the Mayor**

Extending route 18 to Northwick Park Hospital would cost approximately £1.3 million per annum. There is an existing high-frequency service on route 182 and convenient interchange between routes 18 and 182, at the same stop in many cases.



Therefore, extending route 18 to the Hospital would not represent good value for money. Less costly schemes (for example extending only every second bus) remain expensive and would also not represent good value.

## **Donnington Road**

**Question No: 4107 / 2010**

[Navin Shah](#)

Thank you for your response to question 3671 / 2010. I understand that the borough of Brent is ultimately responsible for implementing the road safety measures on this road although they cannot do this until TfL allocate the funding to them. In light of the tragic death of a 15 year old Queen's Park Community School student last week on Donnington Road can you ensure that TfL guarantee's the funding for the road safety measures there as soon as possible?

### **Answer from the Mayor**

As part of their Annual Spending Submission for 2011/12, the London Borough of Brent included a proposal for a road safety scheme along Donnington Road/ Peters Avenue and Holland Road area. TfL has assessed the Annual Spending Submission and has written to the Borough to approve this proposal and other specific projects within their submission. The scheme is expected to cost £240,000, however, the borough has profiled only £30,000 spend in 2011/12 for the project planning and development phase. The implementation phase is expected in 2012/13.

## **Thames Estuary Airport Report**

**Question No: 4108 / 2010**

[Murad Qureshi](#)

With regard to my question 3672 / 2010 - finalised or not, this report has already gone to the Chancellor. I would like to see whatever draft was deemed suitable for him. Will I have a copy of Sir David King's report on your Thames Estuary Scheme within the next calendar month?

### **Answer from the Mayor**

I am still considering the contents of the report and it will be published shortly. I will, as previously promised, send you a copy once it has been finalised but, at this stage, cannot be precise about a date.

## **London Development Agency**

**Question No: 4109 / 2010**

[Murad Qureshi](#)

Now the LDA is to be abolished will you still be able to "work with the National Physical Laboratory and National Measurement Office to pursue their goal of setting up a London-based Centre for Carbon Measurement"?

Will you still be able to: "ensure that London uses its economic and academic strengths whilst capitalising on its size to create real market demand for low carbon goods and services"? What budget do you now have for this?

What budget do you have available to implement proposals for the Green Enterprise District in east London, as mentioned in your Climate Change Mitigation and Energy Strategy?

## **Answer from the Mayor**

My overall vision for a low carbon London still remains and these projects and programmes still have an important role to play in delivering this vision. I am still in negotiations with Government on the final settlement on LDA funding and therefore cannot set out the implications for the programmes that were being delivered by the LDA. My administration is focusing its efforts on securing a deal for London and until a decision is made I believe it is inappropriate for me to speculate about budgets or the possible implications for the above workstreams.

## **Green Fund**

**Question No: 4110 / 2010**

[Murad Qureshi](#)

Is your Green Fund still viable?

How will you now support organisations to reduce CO2 emissions from their existing buildings by retrofitting them with energy efficiency measures?

How much funding will you now be putting into Climate Change programmes over the next three financial years?

## **Answer from the Mayor**

The Green Fund remains viable. The money has already been deposited in the Holding Fund and the European Investment Bank is in the process of procuring two Urban Development Fund (UDF) managers, one for the Waste Infrastructure UDF and one for Energy Efficiency UDF.

The Green Fund will continue to provide investment funding through the UDFs as was always planned. These UDFs will assess eligible projects that come forward requesting investment from them and will provide funding to those that meet the investment criteria set out for their UDF.

I am still in negotiations with Government over the final settlement on LDA funding and until a decision is made I believe it is inappropriate for me to speculate about the budgetary implications for my climate change programmes over the next three financial years.

## **Electric Vehicles and the charging network**

**Question No: 4111 / 2010**

[Murad Qureshi](#)

TfL has so far spent over £1.3 million on the electric charging network, and yet TfL make no note of how many users have signed up for the scheme. I understand that in Haringey, for example, where £63,000 has already been spent & another £30,000 is committed, that just one user has registered for the 12 charging points. Do you think TfL ought to be keeping a tally of how many users there are as they continue to plough money into this? And currently how do you or TfL know if this is good value for taxpayers' money?

## **Answer from the Mayor**

TfL has funded several borough schemes to provide electric vehicle charge points through the Local Implementation Plan (LIP) process and at present, the boroughs manage their own charge points and the associated usage data.

These borough charge points will join the new 'Source London' network of at least 1300 charge points that will be rolled out across London by 2013. The Source London membership scheme,

which will give one point of access to this network, will be launched in spring 2011. I think that TfL should 'keep a tally' as you say; TfL will be able to collect detailed usage statistics from this network once Source London is launched next Spring.

The investment in charging infrastructure is key in boosting the electric vehicle market and will ensure London is the electric vehicle capital of Europe. This will help to lower CO2 emissions, improve air quality and reduce our dependency on oil. It is on this basis that TfL and I believe this investment is good value for money.

## **Tube Strikes**

**Question No: 4112 / 2010**

[Murad Qureshi](#)

How many more tube strikes will Londoners have to endure before your apparent policy of Laissez-faire becomes untenable?

### **Answer from the Mayor**

It is clear that the recent industrial action on the Tube is both capricious and politically motivated. The sensible and pragmatic reforms London Underground is implementing mean neither compulsory redundancies nor changes to pay and benefits and the trades unions have not raised any genuine health and safety concerns.

I have excellent teams of negotiators in the functional bodies and I am not going to undermine their work by becoming personally involved in individual disputes. They could not negotiate with confidence if the trades unions could demand and get a Mayoral intervention.

From his election to office in May 2000 until March 2008, the previous Mayor did not become personally involved in negotiations with trade unions while they were in dispute with London Underground. In the six weeks immediately prior to the 2008 election, the previous Mayor met with the RMT to discuss issues associated with threatened industrial action. Of course, he subsequently lost the election and the threat of a Tube dispute dissipated.

## **Transport Upgrade**

**Question No: 4113 / 2010**

[Murad Qureshi](#)

During your visit to Zurich, you gave an interview stating that one of the reasons England's bid should succeed was based upon the "significant upgrade to the transport network" between now and 2018. Can you clarify what these significant upgrades comprise of and in light of the unsuccessful bid, will you honour your commitment to Londoners to complete all of these projects?

### **Answer from the Mayor**

I was referring to the major upgrades to the Underground network, completion of the East London Line, delivery of the initial phases of the Thameslink programme and the improvements to National Rail services. Collectively, these form a significant upgrade to the transport network in London.

## **London Underground**

**Question No: 4114 / 2010**

Valerie Shawcross

A constituent makes the following points and questions:

London Underground are now asking for excessive information from all workers of contractors that exceed all reasonable requirement and exceed that requested by all other London and Government departments including the ministry of defence.

London Underground Now ask for the following; If you are British but have not got a passport or a picture ID Driving Licence you can not undertake the safety test to work on London underground. They will not accept company ID Cards or Construction Skills Photographic ID Cards or indeed any other form of ID. You also have to provide proof of residence and again they will only accept limited items for this. This can only lead to excessive costs for Contractors, which will in turn be passed on to Transport for London, and also in turn, us the rate-payers. There is also a long drawn out process to get staff certificated to work on London Transport Contract that also adds to the costs of the contract in the long term.

There must be an easy way that reduces the red tape but still maintain security and safety?

### **Answer from the Mayor**

Any person wishing to undertake work on London Underground (LU) infrastructure must hold a London Underground Combined Access System (LUCAS) smartcard. This is proof that they have passed a health and safety assessment and have provided proof of identity. The smartcard remains valid unless there is a 12 month break from working on LU infrastructure.

The documentation required for proof of identity follows guidance from the Centre for Protection of National Infrastructure and comprises:

- British citizen – a 10 year passport and proof of address or a birth certificate (issued within six weeks of birth) and proof of address.
- Other European Union nationals – full passport or national identity card and proof of address
- Other nationals – full passport (with proof of right to work in UK) and proof of address

Examples of acceptable proof of address are:

- British driving license
- P45
- Bank or credit card statement
- Proof of residence
- Council tax or recent utility bill
- Phone bill

The arrangements in place for identity checks are also the means by which LU can demonstrate due diligence under UK immigration legislation. Failure to do this can result in a £10,000 fine per offence. There have been over 50 arrests at LU's assessment centre this year for forged/false documentation.

The efficiency of these arrangements is under regular review and work in 2010/11 has resulted in a four-fold improvement in productivity in respect of delegate assessment and significant cost savings to our suppliers and direct labour.

Given on-going public interest in national security, I believe LU is making a significant contribution to the safety and security of both Londoners and visitors to London through the thorough processes it operates.



## **Tax Relief**

**Question No: 4115 / 2010**

[Len Duvall](#)

Is there a distinction to be made between the tax relief that results from a pension payment being deducted from somebody's 'top line' pay and corporate tax avoidance that allows companies to bring income and profit onshore while minimising the UK tax, and could the effects of cuts to public services in London be mitigated if we made this distinction in law?

### **Answer from the Mayor**

Whilst I continue to make the case for the necessary public investment in London, national tax policy and the legal framework for taxation, whether in regard to pension payments or corporate tax avoidance, is the responsibility of HM Treasury. I would, however, be happy to receive any evidence or analysis that the change suggested would have the impact described.

## **Tax Loopholes**

**Question No: 4116 / 2010**

[Len Duvall](#)

Should the loopholes that lead to corporate tax avoidance measures - that allow companies to bring income and profit onshore (satisfying HMRC requirements) while minimising the UK tax paid - be closed to increase Treasury revenue and reduce cuts to public services in London?

### **Answer from the Mayor**

This is a matter for the Inland Revenue to decide.

## **Tax Loopholes 2**

**Question No: 4117 / 2010**

[Len Duvall](#)

Should the loopholes that allow corporate tax avoidance to persist be closed, thereby ending the debate on whether corporate avoidance of tax is immoral and, if so, what would be the effect on London's economy?

### **Answer from the Mayor**

This is a matter for the Inland Revenue. We currently do not have estimates on the impact on London's economy of all tax avoidance measures.

## **Tax Evaders**

**Question No: 4118 / 2010**

[Len Duvall](#)

At November 2010 Mayor's Question Time you told me "I will join you in calling for tax evaders to be prosecuted". Will you undertake to write to the Chancellor, George Osborne, reminding him that, by HMRC figures alone (National Fraud Indicator 2010), tax evasion costs the Treasury ten times more (£10.7 billion p.a) than benefit theft and urging him to invest equal resources in recouping benefit theft and evaded tax and securing convictions for those who do so?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 22 December 2010:

The Coalition Government has announced its intention to crack down on tax evasion. People who evade tax are criminals and should face the full force of the law. I am sure you will join me in applauding the Government's efforts.

## **Royal Parks**

### **Question No: 4119 / 2010**

[Len Duvall](#)

What proposals have the Department for Culture, Media, and Sport made in transferring the Royal Parks to the GLA in relation to the accumulated works maintenance for that estate, estimated at £56 million in the 2009/10 RPA Report and Accounts?

### **Answer from the Mayor**

I am currently in discussion with the Government about the possibility of the responsibility for managing the Royal Parks being devolved from the DCMS to the GLA.

## **Royal Parks Costs**

### **Question No: 4120 / 2010**

[Len Duvall](#)

What estimate has been made of the costs, including pension liability, of the Royal Parks Agency Staff transferring to the GLA after 2012 and what proposals have been made to meet these costs?

### **Answer from the Mayor**

Please see my response to MQ4119 / 2010.

## **Royal Parks Agency**

### **Question No: 4121 / 2010**

[Len Duvall](#)

What discussions have you had with DCMS about protecting the experience built up by the Royal Parks Agency over the years?

### **Answer from the Mayor**

Please see my response to MQ4119 / 2010.

## **Royal Parks Management**

### **Question No: 4122 / 2010**

[Len Duvall](#)

Should you assume control over the management of the Royal Parks under the new devolution agreement, do you envisage fewer people working for them than currently employed and, if so, what is the expected reduction in head count?

### **Answer from the Mayor**

Please see my response to MQ4119 / 2010.

## **Royal Parks – Grants and Income**

### **Question No: 4123 / 2010**

[Len Duvall](#)

If and when the Royal Parks Agency is devolved, will you ring-fence both their Parliamentary grant and self-generated income for work specifically related to the operation of the parks?

### **Answer from the Mayor**

Please see my response to MQ4119 / 2010.

## **Skills and Employability Promotion**

### **Question No: 4124 / 2010**

[Len Duvall](#)

Now that your devolution settlement has been announced, what powers and funding will you have over skills and employability promotion in London going forward?

### **Answer from the Mayor**

National government policy is clear that the skills and employment system needs to be led by employers and the individual needs of workless Londoners. On that basis the work of the London Skills and Employment Board will continue to focus on ensuring that the skills and employment systems are responding effectively to London's needs. Where funding is available, such as the European Social Fund, I will continue to work with our co-financing organisations to develop programmes of activity that meet Londoners' and employers' needs.

## **Rebate**

### **Question No: 4125 / 2010**

[Len Duvall](#)

What is the total rebate offered to the GLA by the coalition government in exchange for a freeze in the GLA precept?

### **Answer from the Mayor**

The Council Tax freeze grant to the GLA in 2011-12 is estimated at £23.2m.

## **Economic Regeneration**

### **Question No: 4126 / 2010**

[Len Duvall](#)

In an Evening Standard article entitled "Boris Johnson gets more power... and new watchdog to rein him in" on 1 December, it stated that "Mr Johnson will have more say over...economic regeneration". Is this correct and, if so, in what way will you have more say over economic development in London?

### **Answer from the Mayor**



Yes, it is correct. The Localism Bill envisages that I will have a more direct say over economic development in the capital by rolling into the GLA the functions currently carried out by the LDA, by giving me the power to establish development corporations in London as functional bodies of the GLA and by my Economic Development Strategy being prepared by GLA rather than LDA officers.

## **Apprenticeships**

**Question No: 4127 / 2010**

[Len Duvall](#)

In a recent GLA press release entitled 'You're hired! Mayor in drive to create over 20,000 Apprenticeships in London' it states that you have written to "100 of the capital's top companies urging them to help Londoners into work and boost the economy by creating more than 20,000 new apprenticeships" followed by the declaration that "employers creating opportunities will have up to 100 per cent of the costs of their apprentice's training paid for by the government". Other than being an apprenticeships ambassador for the government, what powers or funding do you, as Mayor, have to encourage the private sector to create more apprenticeships in London?

### **Answer from the Mayor**

My ability to leverage apprenticeships opportunities with our GLA Group suppliers and other large infrastructure programmes such as Crossrail gives me considerable influence over the private sector.

In my view creating more apprenticeships in the private sector does not require more powers or public sector investment. My efforts are best placed in working in partnership with the National Apprenticeships Service who have both resources and the capability to work directly with the private sector to create more apprenticeships in London.

## **Apprenticeships 2**

**Question No: 4128 / 2010**

[Len Duvall](#)

In a recent GLA press release entitled 'You're hired! Mayor in drive to create over 20,000 Apprenticeships in London' it states that you are "already leading by example having created over 1,000 apprenticeship opportunities". Please provide me with a complete list of these apprenticeships, including the nature of each apprenticeship, the qualification each apprenticeship leads to, the length of time they run for, how many of them have been filled, how many have been completed, and the overall drop-out rate.

### **Answer from the Mayor**

The diversity of GLA group's activity has enabled the delivery of a wide variety of different apprenticeships from traditional 'blue collar' areas such as construction, to higher skilled 'white collar' occupations such as engineering and technical consultancy. These opportunities span the range of available apprenticeships qualification levels.

The specific detailed request for information will be collated and supplied to you in writing.

## **Apprenticeships 3**

## Question No: 4129 / 2010

Len Duvall

In a recent GLA press release entitled 'You're hired! Mayor in drive to create over 20,000 Apprenticeships in London' it states that your "target is to establish 3,000 [apprenticeships] by 2012". Please inform me of your plans to achieve this target, including what new apprenticeships have been identified, in which areas of the GLA, and how they will be funded.

### Answer from the Mayor

All of the GLA Group family have committed to delivering the 3,000 target by 2012 and have developed plans to achieve this. My officers continue to meet with identified lead individuals within each organisation. I also continue to work through the Responsible Procurement Group with our supply chain contractors to develop opportunities. In a climate of fiscal retrenchment within the public sector the achievement of our target will be challenging but I am committed to our target and am working with the Group to achieve it.

## LDA3 Programmes 1

### Question No: 4130 / 2010

Len Duvall

Excluding Olympic spending, please provide me with a list of a programmes currently being funded by the LDA to which it does not have a contractual obligation and the date on which the LDA intends to cease funding to these programmes.

### Answer from the Mayor

The LDA is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above

As at 30 September 2010, the legally contracted expenditure by theme was identified as follows:

Theme	2011/12
	£m.
Sustained Employment	16
Regeneration	11
Climate Change	10
Business Support	11
Business Other	8
<b>Total</b>	<b>56</b>

The nature of LDA business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

In light of the indicated settlement (the LDA has not received final confirmation of its budget for the spending review period), the LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London. This includes an analysis of existing commitments which the Agency may wish to re-negotiate.

I remain in active dialogue with Government to ensure a fair settlement for London.

## **LDA Programmes 2**

### **Question No: 4131 / 2010**

[Len Duvall](#)

Excluding Olympic spending, please provide me with a full list of all ongoing LDA programmes to which the LDA has a contractual obligation and date on which each of these contracts ends.

### **Answer from the Mayor**

The LDA is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above

As at 30 September 2010, the legally contracted expenditure by theme was identified as follows:

<b>Theme</b>	<b>2011/12</b>
	£m.
Sustained Employment	16
Regeneration	11
Climate Change	10
Business Support	11
Business Other	8
<b>Total</b>	<b>56</b>

The nature of LDA business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

In light of the indicated settlement (the LDA has not received final confirmation of its budget for the spending review period), the LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London. This includes an analysis of existing commitments which the Agency may wish to re-negotiate.

I remain in active dialogue with Government to ensure a fair settlement for London.

## **LDA Budget Settlement**

### **Question No: 4132 / 2010**

[Len Duvall](#)

Please provide me with details of your current projection (prior to the final settlement) of the likely 2010/2011 and 2011/2012 LDA budget settlement.

### **Answer from the Mayor**

The LDA budget settlement for 2010-11 (including in-year reductions) is £275m. I am still in discussions with Government about the settlement for 2011-12 and I am therefore not in a position to make a projection.

## **Job Losses**

### **Question No: 4133 / 2010**

[Len Duvall](#)

Please provide me with details of your current projection (prior to the final settlement) of the likely total job losses 2010/2011 and 2011/2012 arising from the LDA budget settlement.

### **Answer from the Mayor**

At the present time, the budget settlements for 2010/11 and 2011/12 are not known. The LDA is currently consulting with staff and trade unions on a new organisational structure for 11/12. The proposed structure, if implemented, would see 241 staff made redundant.

## **Jobs Funded by the LDA**

### **Question No: 4134 / 2010**

[Len Duvall](#)

How many jobs are currently directly funded by the London Development Agency both internally and through organisations such as Visit London, Study London etc.

### **Answer from the Mayor**

The current number of established posts within the LDA is 324.

The estimated number of jobs within Think, Study, Visit and Film London that are directly funded by the LDA is 119, with the organisations holding 173 jobs in total.

## **LDA Job Creation**

### **Question No: 4135 / 2010**

[Len Duvall](#)

Are there any official figures on how many jobs the LDA has helped create through its programmes since you became Mayor and, if so, can you provide me with those figures?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 6 January 2011:

Since I became Mayor a total of 24,407 jobs have been generated.

## **Green Space**

### **Question No: 4136 / 2010**

[Nicky Gavron](#)

What impact does the Mayor expect the removal of Green Grid funding from 2011/12 to have on the implementation of his Draft Replacement London Plan environment and planning

policies, specifically Policy 2.18 and those actions outlined in Table 8.2 relating to the Green Grid?

**Answer from the Mayor**

My intention is to deliver the All London Green Grid area frameworks and London Plan Supplementary Planning Guidance (SPG) within a timeframe that is consistent with the current timetable for formal publication of the Draft Replacement London Plan. Officers at the GLA and LDA are currently developing scenarios, including funding options, to continue supporting the roll out of the All London Green Grid beyond March 2011.

**Green Space 2**

**Question No: 4137 / 2010**

[Nicky Gavron](#)

Is it (a) possible and (b) likely that funding for the Green Grid programme will be found from sources other than those already investigated?

### **Answer from the Mayor**

The sources of funding for delivery of green grid projects are many and varied. Examples of existing sources of funding, include developer contributions, Environment Agency capital programme, Heritage Lottery Fund and various strands of European funding.

I will continue to investigate all potential sources of funding to help sustain the delivery of green grid projects including helping partners align projects and initiatives to make more efficient use of resources currently available.

Officers at the GLA and LDA are currently developing scenarios to maintain the co-ordination of the All London Green Grid programme and publish the All London Green Grid Framework and the All London Green Grid SPG.

### **Green Space 3**

#### **Question No: 4138 / 2010**

[Nicky Gavron](#)

If funding for the Green Grid programme is not forthcoming, what amendments will the Mayor bring forward to the London Plan to ensure his policies are implementable?

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

In light of my responses to MQ4136 / 2010 and MQ4137 / 2010 I see no reason to amend the policies in the Draft Replacement London Plan.

### **Camden High Street and Euston Road Funding**

#### **Question No: 4139 / 2010**

[Nicky Gavron](#)

When will Transport for London's funding agreement with the London Borough of Camden for Camden High Street and the Euston Road be announced?

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

The LIP settlement for the Britannia Junction element of the Camden High Street proposals has already been confirmed to the Borough and good progress is being made by Council and TfL officers in jointly progressing this important scheme for completion in 2011/12.

Potential funding for the remaining phases of Camden High Street and Euston Road is subject to review following the outcome of the Comprehensive Spending Review. It is hoped that a decision will be made in early 2011.

### **Camden High Street and Euston Road Funding (2)**

#### **Question No: 4140 / 2010**

[Nicky Gavron](#)

Is the Mayor aware of the inconvenience caused to the London Borough of Camden by the overdue announcement of Transport for London's funding agreement for Camden High Street and the Euston Road?

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

Whilst it is recognised that uncertainty around funding for these schemes presents an inconvenience to the London Borough of Camden in developing their own proposals, TfL is unable to make announcements regarding potential funding for Camden Town Centre and Euston Road proposals at the current time. This is because the Government Spending Review necessitates a review of such schemes as part of the TfL Business Planning process. It is hoped that a decision will be made in early 2011.

## **Barnet Children Centres**

**Question No: 4141 / 2010**

[Nicky Gavron](#)

Will the Mayor use his powers of influence and campaign against the proposed closure of valuable Sure Start Children Centres in Barnet?

### **Answer from the Mayor**

I am aware that London boroughs' overall children's budgets are facing pressures, although it is for each borough to determine how best to meet the needs of their population within the available financial envelope. That said I am supporting all boroughs to make the economic case for continuing to invest in early years interventions, including through Children's Centres, as a priority area in my Health Inequalities Strategy. I shall be publishing a GLA report to this effect in January. The high returns of investment in children's early years over the long term is the strong message I gave last month when submitting my response to the government's Review of Early Intervention by Graham Allen MP.

## **2012 London Olympics**

**Question No: 4142 / 2010**

[Nicky Gavron](#)

When will an announcement be made on the future of Visit London?

### **Answer from the Mayor**

I hope to make an announcement on the future of Visit London shortly as part of my plans to establish a single promotion agency for the capital.

## **2012 London Olympics (2)**

**Question No: 4143 / 2010**

[Nicky Gavron](#)

What will be the impact of no new tourism programmes on London's ability to (a) adequately plan for the substantial increase in tourists visiting London during the Olympic Games, (b) attract the maximum number of tourists to the capital for the Games and to (c) deliver maximum economic return from the Games.

### **Answer from the Mayor**

London's tourism industry earns more than £16 billion annually, employs 300,000 people and acts as a gateway to 70% of all visitors to the UK.

The Games in 2012 offer unprecedented opportunities to grow our visitor market - which will be lost without a dedicated focus. These opportunities include reversing the trend of 'displacement', which could result in a loss of around £450m in visitor revenue; a threat to

London's meetings and events industry worth a potential £100m over the next 7 years; and a loss of business from around 10,000 tour operators and travel agents who sell London's internationally. Supporting the media during the build-up to and post Games is also essential in order to promote the capital's businesses, attractions, events, and to raise our global brand. And our tourism programmes have a huge role to play during Games-time through provision of visitor information, promotion of the 2012 cultural festivals and ensuring a world class welcome.

For this reason tourism remains central to my economic development strategy for London and I am concentrating all efforts on securing the necessary funding for this important work to continue, ensuring we maximise the benefits the Games will generate.

## **2012 London Olympics 2**

**Question No: 4144 / 2010**

[Nicky Gavron](#)

What alternative service options has the Mayor explored to help tourists visiting London for the Olympic Games should Visit London be abolished?

### **Answer from the Mayor**

The LDA, working closely with Visit London, has developed a range of high quality visitor information services (such as a visitor contact centre, literature and face-to-face services). Furthermore, a number of specific initiatives have been developed that will help tourists visiting London for the Olympic and Paralympic Games (such as the London Ambassadors Volunteer Scheme, Games-time Champions, and Games-time Tourist Information Network). Building on these activities is a key part of the City Operations 2012 Programme and I am continuing to concentrate efforts on securing the necessary funding for this important work.

## **2012 London Olympics 3**

**Question No: 4145 / 2010**

[Nicky Gavron](#)

What representations has the Mayor made to the Government regarding compensation to the London Borough of Camden for its contribution to the cost of the Olympic Games despite not hosting any events?

### **Answer from the Mayor**

Following discussions between the GLA, Government and boroughs, additional funding has been agreed for eleven boroughs, including Camden, as a contribution to the costs of additional services critical to hosting a safe and successful London Olympics. Details are outlined in MD720.

## **2012 London Olympics 4**

**Question No: 4146 / 2010**

[Nicky Gavron](#)

Does the Mayor agree with NHS London's 2012 programme director Ms Hilary Ross that potential alcohol and fast food sponsorship of the Olympic Games represents a public health "challenge"? If so, what action has the Mayor taken to ensure the Game's health legacy is not undermined?



### **Answer from the Mayor**

Amongst the sponsors of the London 2012 Games there is no particular emphasis on alcohol or fast food. McDonalds are committed to providing food to satisfy different tastes and preferences as from their own outlets.

Sainsbury's are a headline sponsor for the Paralympic Games and are well know for their promotion of high quality food and healthy eating.

Adidas have actively supported my legacy priority to increase physical activity across London through their Adizones programme.

Over the last 2 years I have committed over £15.5 million funding to deliver a sport and physical activity legacy from the 2012 Games. This is at the heart of my commitment to a health legacy from the 2012 Games, using the inspiration of the London Games to get more Londoners physically active.

### **Localism Bill**

#### **Question No: 4147 / 2010**

[Nicky Gavron](#)

Would the Localism Bill impact on the Mayor's ability to set housing targets?

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

No.

### **Localism Bill 2**

#### **Question No: 4148 / 2010**

[Nicky Gavron](#)

How would the Localism Bill impact on the Devolved Delivery Agreement policy?

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

I do not envisage that this Bill will have any explicit impact on this policy.

### **Housing**

#### **Question No: 4149 / 2010**

[Nicky Gavron](#)

Does the Mayor agree that increasing the threshold at which a development site is referred to the Mayor's office for approval (now to be at 400 dwellings) will undermine efforts to ensure more social housing, particularly three and four bed family housing, is delivered by boroughs?

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

No.

## **Industrial Relations**

**Question No: 4150 / 2010**

[Nicky Gavron](#)

How does the Mayor feel industrial relations have improved since he took office?

### **Answer from the Mayor**

While there are currently some ongoing disputes, relations with the trades unions have remained generally positive despite the GLA Group having to cope with challenging and at times painful changes.

I pay tribute to those trades unions who have engaged constructively with GLA Group management to bring about the necessary changes and efficiencies without industrial strife.

## **Industrial Relations 2**

**Question No: 4151 / 2010**

[Nicky Gavron](#)

Does the Mayor agree with the Chair of the London Fire and Emergency Planning Authority that “we have to break the FBU” (Hampstead and Highgate Express, 25 November 2010)?

### **Answer from the Mayor**

I refer you to my oral answers on the issue.

## **London Underground**

**Question No: 4152 / 2010**

[Nicky Gavron](#)

Since stating “London transport is a mess. How come you pay more every year yet things just seem to get worse? Rush hour should be re-named crush hour” (campaign literature, March 2008), can the Mayor say how the situation improved?

### **Answer from the Mayor**

The poisonous legacy of the failed PPP contracts forced on London by Gordon Brown has resulted in cost overruns and delays to the Tube upgrade programme. Now that we have ended the PPP contracts, passengers will begin to see real improvements to the system as old, worn out infrastructure is replaced and capacity increased.

Tube ridership continues to rise and Thursday 9 and Friday 10 December both saw more than four million passenger journeys made on the Tube, putting the Tube on course to carry more passengers than ever before this year. In the last two years, customer satisfaction has been at its highest ever level (with a score of 79 out of 100 in both years), increased from 77 in the year to March 2008. It has subsequently risen even further, with a score of 80 in the first half of the current year.

## **London Underground 2**

**Question No: 4153 / 2010**

[Nicky Gavron](#)

Does the Mayor regret promising Londoners a no strike agreement on the London

Underground?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

## **London Underground 3**

### **Question No: 4154 / 2010**

[Nicky Gavron](#)

How does the Mayor propose his office will seek to improve industrial relations with the unions of the London Underground?

### **Answer from the Mayor**

I have an excellent and professional negotiating team at London Underground, who are constantly working to improve industrial relations and I will continue to support their efforts. The ongoing disputes are clearly politically motivated and capricious. I look forward to a time when some of the trades unions' first instinct is not to ballot and call for industrial action but rather continue to negotiate in good faith without threatening to inconvenience millions of Londoners.

## **Immigration**

### **Question No: 4155 / 2010**

[Nicky Gavron](#)

Does the Mayor expect the reforms to immigration to impact on London's international business community and affect its economic performance?

### **Answer from the Mayor**

In my letter to the Home Secretary in September this year and in my responses to the Government and Migration Advisory Committee consultations on limits to non-EU economic migration, I have said that he expects a limit on Tier 1 and Tier 2 migration to have a negative and disproportionate impact on London's economic performance and London's international business community. I have welcomed some easing and refinement in the reforms Government has announced.

## **Immigration 2**

### **Question No: 4156 / 2010**

[Nicky Gavron](#)

Does the Mayor acknowledge that the reduced availability of Tier 1 visas and the closing of the Tier 1 general route will mean that a significant number of established foreign employees, looking to remain in London, will be forced to leave with the result that the skills base of the capital will be reduced and many businesses destabilised?

### **Answer from the Mayor**

The closing of Tier 1 General Route will only apply to new out of country applicants. Existing foreign employees on Tier 1 General will be able to remain in London and not forced to leave, nor removed from the skill base of the capital.

## **Immigration 3**

**Question No: 4157 / 2010**

[Nicky Gavron](#)

Has there been an assessment of the impacts to business in London of closing the Tier 1 general route on foreign employees looking to extend their visa and if so what are the results of this assessment?

### **Answer from the Mayor**

There will be no impact on foreign employees of London businesses looking to extend their visas. The closing of Tier 1 General Route will apply to new out of country applicants only. Existing Tier 1 General foreign employees can renew their visas as long as they continue to meet the criteria as set when they were originally granted the visa. An extensive assessment was made for the Mayor's response to the Government and Migration Advisory Committee consultations on limits to Tier 1 and Tier 2 migration. It concluded that highly skilled migrants contribute positively to growth, make a net contribution to the public purse and have a positive impact on wage levels.

## **Immigration 4**

**Question No: 4158 / 2010**

[Nicky Gavron](#)

The post-study work visa will be cut, deterring foreign students from studying in the capital. Has an assessment been made of the impact of this on London's higher education sector and its economy?

### **Answer from the Mayor**

The Post Study Work Route is an incentive for non-EU students to study at British and London Universities. International students contribute about £1.5 billion to London's economy and are an important funding stream for London's top Universities.

## **Policing**

**Question No: 4159 / 2010**

[Nicky Gavron](#)

Does the Mayor regret the manner in which the Metropolitan Police managed the two major student protests?

### **Answer from the Mayor**

The Metropolitan Police undertake extensive planning and preparation in advance of demonstrations and work closely with organisers. The Metropolitan Police Commissioner, Sir Paul Stephenson has assured me that he will be reviewing the police planning and response, including a vigorous examination of whether the number of protesters and the level of violence was not anticipated, what resources were deployed and the intelligence gathered.

## **Policing 2**

**Question No: 4160 / 2010**

[Nicky Gavron](#)

Does the Mayor accept that the manner in which the most recent student protest (24

November) was policed prevented participants from expressing their right of political protest and their right of free movement?

**Answer from the Mayor**

No.

**Examination in Public**

**Question No: 4161 / 2010**

[Nicky Gavron](#)

Will the Mayor reverse the decision of the Examination in Public secretariat and ask that the impact of the Government's spending programme on his Draft Replacement London Plan policies is discussed?

**Answer from the Mayor**

Selection of matters for discussion at the Examination in Public is a matter for the Panel conducting it. I have no power to "reverse" their decision. In any event, the likely implications of recent Government decisions have already been extensively discussed at the examination, and I am clear that nothing that has happened casts doubt on the long-term strategy for London's development outlined in the draft replacement London Plan.

**Horniman and Geffrye Museums**

**Question No: 4162 / 2010**

[John Biggs](#)

What actions are you taking in the light of the Government announcement to cease funding these two museums?

**Answer from the Mayor**

I believe the situation has been misreported in the press - there is no plan to cease public funding. I have been asked to consider taking over responsibility for the two museums. Currently I am in discussion with the Government but no final outcome has been reached. I will reach a view in the light of the GLA's wider financial settlement from Government.

**The HMS Ark Royal**

**Question No: 4163 / 2010**

[John Biggs](#)

There is of course a decommissioned aircraft carrier on the Hudson River in New York. Do you support the idea of bringing the Ark Royal, once decommissioned, to London for use as a visitor attraction and do you or your officers have views about how such an exhibit, and the large display space within and upon it, might work?

**Answer from the Mayor**

The USS Intrepid has become a successful visitor attraction in New York and an aircraft carrier could provide the same for London. If it were feasible, economically and logistically to bring Ark Royal to London I would support a proposal, providing it could be privately financed.

My officers are investigating the options including how the ship might be used, but it's too early at this stage to speculate on any specifics.



## **20mph zones**

**Question No: 4164 / 2010**

[John Biggs](#)

Would you support, or facilitate, the introduction of a 20mph zone on the Isle of Dogs?

### **Answer from the Mayor**

I have previously stated that where there is strong widespread local support, there is merit in considering a 20mph default speed limit for certain locations or areas. However, there are implications in introducing 20mph limits on London's main roads including the Transport for London Road Network, and the impacts on traffic would have to be carefully considered.

South of Aspen Way, all roads on the Isle of Dogs are Borough Roads and it is therefore primarily for the London Borough of Tower Hamlets to progress such a proposal.

## **MOLAS**

**Question No: 4165 / 2010**

[John Biggs](#)

Why is the Museum of London Archaeological Service being 'outsourced'? What will be the form and accountability of the service under the new arrangement? Will not the consequence of this be a greater job insecurity for its highly specialist staff?

### **Answer from the Mayor**

Following a review to establish how MOLA's finances and operations could best be secured a recommendation was made to change the corporate structure to provide MOLA with improved operational flexibility.

It was agreed that MOLA should be constituted as a separate entity to the Museum. The legal form this will take is not finalised but it is envisaged that staff will transfer into this new entity with their terms protected in accordance with the Transfer of Undertakings and Protection of Employment Regulations.

This new arrangement should have no detrimental effect to MOLA's work prospects; it is intended to give MOLA the opportunity to capture a larger share of the archaeology market. The present arrangements whereby MOLA is a department of the MoL do not adequately support the development of the archaeology business. The MoL sees archaeology as an important aspect of the organisation and will retain close links with MOLA with regard to the display of items and the research associated with archaeological work.

## **Electric Vehicles and Air Quality**

**Question No: 4166 / 2010**

[Murad Qureshi](#)

You've repeatedly said you want to make London the electric car capital of the world and have held this programme up as some sort of panacea to solve London's air quality problems, and yet you have reduced your contribution by two thirds - down from £20m to just £7million. You were only putting in a third of the funding in the first place. Where's the other £53 million coming from?

### **Answer from the Mayor**



The overall programme has been re-evaluated in order to maximise value for money, whilst achieving the same outcomes. A TfL led consortium has secured £9.3million in funding from the Government's "Plugged in Places" programme and with contributions from private and public sector partners; this will fund at least 1300 charge points across the capital by 2013.

A new 'Source London' membership scheme will launch in spring 2011 to give Londoners access to this new infrastructure. The IT system and back office to support Source London is being sponsored by Siemens.

TfL is providing some £7m to help deliver my Electric Vehicle Delivery Plan and is exploring other innovative ways of leveraging electric vehicle investment in the capital.

## **Electric Vehicles and Air Quality (2)**

**Question No: 4167 / 2010**

[Murad Qureshi](#)

If you've scaled back your funding on this by two thirds, presumably you have another way of getting our air quality within EU limits. If you've now gone off the idea of electric vehicles to improve air quality - what's your plan B?

### **Answer from the Mayor**

London's city wide electric vehicle charging network, 'Source London', will be launched in spring 2011. This will deliver 1,300 public charging points across London by 2013 and is an important part of my plan for London to become the electric vehicle capital of Europe. Source London and other measures to encourage the use of electric vehicles in London will be important elements of my Air Quality Strategy, which will reduce pollutant emissions across London from the transport network, homes and workplaces. This Strategy was published on 14 December 2010.

## **World Cup Draw**

**Question No: 4168 / 2010**

[Murad Qureshi](#)

Was there any point in you going to Zurich for the FIFA World Cup draw on the 2nd of December?

### **Answer from the Mayor**

Yes.

## **STANDARDS**

**Question No: 4169 / 2010**

[John Biggs](#)

Do you think it is acceptable for the Chair of LFEPA to publically call the FBU officials thick and the Labour Group Lead "a joke"? If you do, then you are out of step with the comments I have received in my postbag.

### **Answer from the Mayor**

I refer to you my oral answers on this issue.



## **Olympic Non-accredited Media Centre**

**Question No: 4170 / 2010**

[John Biggs](#)

Is the Olympic Non-accredited Media Centre a priority or not?

**Answer from the Mayor**

Yes.

## **Rape Crisis Centres**

**Question No: 4171 / 2010**

[Jennette Arnold](#)

Whilst welcoming the opening of the East London Rape Crisis Centre in Redbridge, along with the Nia centre in Hackney, does the Mayor regret not fulfilling his promise to fund 4 centres in his first year, and does he acknowledge the resulting loss of service to so many Londoners in need?

**Answer from the Mayor**

I have fulfilled my promise to fund four Rape Crisis Centres.

I do not regret having taken slightly longer to deliver services that genuinely meet the needs of women and girls and to develop a new and innovative form of sub-regional commissioning that will help ensure the future sustainability of these services.

## **Sponsorship of Cycle Scheme**

**Question No: 4172 / 2010**

[Valerie Shawcross](#)

Can you tell me what other sponsorship offers were made for your cycle hire scheme? How much were the offers for, both in cash and in-kind contributions, and why was the Barclays' offer accepted? Were any rival bids worth more?

**Answer from the Mayor**

All of the bidders for the scheme stipulated that the details of their bids should be kept confidential due to their sensitive commercial nature.

TfL made it very clear from the initial invitation to tender that bids would only be judged on their cash value, in order to offset the scheme's infrastructure costs. Some bids did include a value in kind element, but the Barclays bid, which represented the highest cash value, was accepted because it was in TfL's best commercial interests.

## **Clean Air Zone**

**Question No: 4173 / 2010**

[Mike Tuffrey](#)

In answer to MQ 3478/2010 you stated that "TfL will also work with boroughs to assess the feasibility and cost effectiveness of a central London Low Emission Zone in the Congestion Charging zone". Further to this,

a) which boroughs do you expect to consult about the zone,

- b) what is the timetable and process by which you expect to consult about the zone,
- c) what area of inner London would a Clean Air Zone cover and if not the area covered by the western extension of the congestion charging zone, why not?

**Answer from the Mayor**

My Air Quality Strategy already includes several measures that will improve air quality across the capital, including more targeted action on PM10s at priority locations in central London; the inclusion of larger vans and minibuses in the Low Emission Zone; the bus emissions programme and reducing emissions from taxis and freight which will also reduce NOx emissions across London.

I have asked TfL to assess the feasibility and cost effectiveness of options to further reduce emissions in central London in the future. Until I have the outcomes of this work I cannot comment further.

**A Clean Air Zone around Heathrow**

**Question No: 4174 / 2010**

[Mike Tuffrey](#)

What consideration have you given to setting up a Clean Air Zone around Heathrow?

**Answer from the Mayor**

My Air Quality Strategy includes measures, such as current and future phases of the London Low Emission Zone, which will reduce emissions across London, including around Heathrow, and improve air quality in the capital.

I have no plans for a clean air zone around Heathrow. However, my officials are working closely with the Government and Heathrow Airport Ltd to develop measures to reduce emissions at Heathrow.

I am also encouraging the Government to work with the aviation industry to encourage the use of lower-emissions aircraft. Finally, I will work with the Government and British Airports Authority on measures to promote and enable greater use of public and other sustainable transport to gain access to the airport.

**Removal of the WEZ - mitigation**

**Question No: 4175 / 2010**

[Mike Tuffrey](#)

What specific measures are committed and fully funded to mitigate the impact on harmful concentrations of air pollutants in the 2011 calendar year expected to arise from the removal of the western extension of the congestion charging zone?

**Answer from the Mayor**

The assessment of the removal of Western Extension Zone (WEZ) anticipates a small increase in emissions which is not expected to result in a significant impact on air quality concentrations. That assessment did not however consider the offsetting benefits of the measures set out in my Air Quality Strategy. The Strategy provides a wide range of measures which are targeted to improve air quality across London, including within the WEZ, through reducing emissions of NOx and PM10. Tightening standards and bringing larger vans and minibuses into scope for the Low Emission Zone scheme, reducing emissions from the bus fleet,

introducing taxi and private hire vehicle age limits, and tackling idling emissions from parked vehicles such as taxis and coaches will all assist. In the unlikely event of a discernible worsening of air quality in the WEZ area, we would implement targeted local measures, in the same way as in other localised parts of central London if such problems were to arise

## **Removal of the WEZ - impact**

**Question No: 4176 / 2010**

[Mike Tuffrey](#)

What analysis has been undertaken by TfL, and/or others, of the cumulative impact of measures to mitigate the impact on harmful concentrations of air pollutants in the 2011 calendar year particularly arising from the removal of the western extension of the congestion charging zone and where is it available for public view?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 5 January 2011:

The future air quality emissions modelled for, and set out in, my Air Quality Strategy include the impact of the removal of the Western Extension zone, alongside all of the measures to improve air quality in London. The analysis shows that the air quality emission impacts of the removal of the Western Extension are more than offset by other measures in the Strategy.

## **Air quality limit values**

**Question No: 4177 / 2010**

[Mike Tuffrey](#)

Do you agree that: the PM10 daily limit value has been breached in London in 2010; the NO2 hourly limit value has been breached in London in 2010; the NO2 annual mean limit value will certainly be breached in London in 2010; the NO2 annual mean limit value plus maximum margin of tolerance may be breached in London in 2010?

### **Answer from the Mayor**

The UK Government is required by the EU Air Quality Directive to report air quality data, including compliance with limit values, to the European Commission every year. The latest report was published in September. The GLA monitors and models air quality in London and the latest data were used to inform my Air Quality Strategy which I published on 14<sup>th</sup> December.

Modelling shows that measures already underway will allow all of Greater London to be compliant with EU limit values for PM10 in 2011. However, my Strategy recognises that it is extremely challenging for the NO2 limit values to be met in London by 2015. That is why my Strategy also includes measures that need to be taken at national level by the Government to achieve NO2 limit values in London by 2015.

## **Cycle Hire Scheme**

**Question No: 4178 / 2010**

[Caroline Pidgeon](#)

How many casual users have used the Barclays Cycle Hire scheme, for each day, since 3rd December?

### **Answer from the Mayor**

The total number of casual users, by day, is listed below. The total number of bikes hired by casual users is listed as well.

	3/12/10	4/12/10	5/12/10	6/12/10
Total Customers	192	467	592	325
Cycles Hired	257	956	1277	609

### **Parliament Square**

#### **Question No: 4180 / 2010**

[Brian Coleman](#)

Will the Mayor work with other authorities to ensure that all encampments on Parliament Square are cleared in time for the Royal wedding on 29th April?

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

The Greater London Authority (GLA) has already taken action to clear the illegal encampment from the GLA controlled parts of Parliament Square Gardens.

Legal action, through the High Court, is also in progress to seek to recover possession of the part of Parliament Square currently occupied by Brian Haw and Barbara Tucker.

The remaining encampment at Parliament Square is on Westminster City Council (WCC) controlled land and it is a matter for them to consider. The GLA will, however, work co-operatively with WCC and provide any assistance that it is able to support the pavement area being cleared in time for the Royal wedding.

### **Recycling**

#### **Question No: 4181 / 2010**

[James Cleverly](#)

Whilst London as a whole saw its recycling rate increase to its highest ever level of 31.8% in 2009/10, with three boroughs – Bexley, Harrow and Kingston – already exceeding the 45% target, is the Mayor concerned that some boroughs, such as Greenwich and Lewisham, saw significant reductions in their recycling rates? Will the Mayor encourage all London boroughs to continue the momentum towards increasing recycling and reducing the amount of waste sent to landfill?

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

London's dense urban environment makes achieving high recycling targets especially challenging. Furthermore, weight-based measurements do not necessarily reflect the environmental impact of an authority's waste management.

I am committed to helping boroughs make sustained improvements to their performance across the waste hierarchy by increasing waste reduction, reuse and recycling in particular. The draft Municipal Waste Management Strategy, currently in public consultation, commits to setting an emissions performance standard for London's waste management activities as well as a carbon intensity floor for energy generated from the capital's waste.

These standards shift the focus away from weight-based targets and instead encourage authorities to manage their waste more efficiently in terms of greenhouse gases. This includes discouraging the use of landfill, especially for biodegradable waste, and increasing recycling, particularly of fossil-fuel based materials such as plastics. In addition, I am providing financial support for boroughs, through Recycle for London, to communicate to Londoners the benefit of using their recycling services.

## **Pollution Hotspots**

**Question No: 4182 / 2010**

[James Cleverly](#)

What is the timescale for the Mayor's trial of dust suppressants on pollution hotspots at Marylebone Road, Euston Road, Victoria Embankment and Upper Thames Street, what are the expected air quality benefits, and what plans are there to roll this out to other high pollution areas? Whilst others merely talk hot air, what other innovative and practical solutions is the Mayor considering to improve London's air quality?

### **Answer from the Mayor**

The trial of dust suppressants at two priority locations began in November 2010 and will conclude in spring 2011. Where used, it is hoped that dust suppressants will reduce PM10 by 10-20 per cent. TfL is already looking at expanding the trial to cover a concrete batching plant in Camden, which has a significant problem with PM10. Further expansion of the project will depend on the results of the initial monitoring and areas that we are likely to exceed EU limit values. The trial of dust suppressants is one of a package of measures to tackle air quality, all of which were set out in my Air Quality Strategy, which was published last week.

## **New Routemaster**

**Question No: 4183 / 2010**

[James Cleverly](#)

What are the environmental credentials of the new Routemaster bus, especially regarding emissions of carbon dioxide, particulates and nitrogen oxides, and how do these compare to the bendy bus and the standard double decker bus? Will the impact of the new bus be factored into the Mayor's forthcoming air quality strategy?

### **Answer from the Mayor**

The new bus will use the latest hybrid technology and emit 40 per cent less carbon dioxide than current double deck buses, and approximately 50 per cent less than articulated buses. NOx emissions will be reduced by 40 per cent and particulate matter by 33 per cent compared to conventional diesel Euro 4 buses. Once the roll out plan has been finalised, the impact of these greener buses will be factored in to my Air Quality Strategy.

## **Severe Weather**

**Question No: 4184 / 2010**

[James Cleverly](#)

With commuters from South East London being so heavily reliant on overground rail and buses, what processes are in place for liaison between TfL, the Train Operating Companies and the London Boroughs to ensure that a good service is maintained on the trains and buses during bouts of severe weather?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

## **Thames Tideway Tunnel**

**Question No: 4186 / 2010**

[James Cleverly](#)



What can TfL do to ensure minimal disruption occurs to London's roads during the construction period for the tunnels and will TfL be working with boroughs to make sure traffic continues to flow as efficiently as possible?

**Answer from the Mayor**

TfL is working with Thames Water and other stakeholders, including the affected London boroughs, to assess the potential impacts of the proposed Thames Tunnel this is to secure the most effective mitigation of disruption.

The project is still at relatively early stage of development but one area which is already emerging as a major opportunity is the degree to which Thames Water will be able to use river transport in order to substantially reduce the number of additional lorry movements on London's roads.

**Thames Tunnel & London LEP**

**Question No: 4187 / 2010**

[James Cleverly](#)

Will the proposed new London LEP have scope to work with Thames Water on local employment, apprenticeships and using the local supply chain where possible all along the route of the tunnel?

**Answer from the Mayor**

I am working with London Councils and business organisations to develop a London Enterprise Partnership, which will be considered by Government. The intention of the London Enterprise Partnership is to create a strategic pan-London arrangement that is flexible enough for local partners to deliver their economic development priorities. Whilst it is too early to say what activities the Enterprise Partnership will prioritise, I strongly encourage companies to provide local employment and training opportunities and work with local suppliers

I will also look to planning conditions and S106 agreements to secure local training and employment opportunities during the construction of the Tideway Sewer Tunnel.

**Olympic Stadium (2)**

**Question No: 4189 / 2010**

[Andrew Boff](#)

Can you confirm how much money will be available from the Olympic budget for the legacy users of the Olympic stadium to adapt the venue to their needs after the Games?

**Answer from the Mayor**

£350 million has been ring-fenced within the ODA's budget to deliver transformation works. These works will make the Park suitable for future legacy use and enable the ODA to meet the various planning and other statutory obligations. Some elements of transformation scope have not yet been finalised or procured, therefore it would be commercially prejudicial to reveal individual sums against each element.

**Olympic Transformation Budget**

**Question No: 4190 / 2010**

[Andrew Boff](#)

Please provide a breakdown of how the £350m transformation budget will be used, including the amount allocated to convert each Olympic venue?

**Answer from the Mayor**

£350 million has been ring-fenced within the ODA's budget to deliver transformation works. These works will make the Park suitable for future legacy use and enable the ODA to meet the various planning and other statutory obligations. Some elements of transformation scope have not yet been finalised or procured, therefore it would be commercially prejudicial to reveal individual sums against each venue/element.

## **Cultural Olympiad**

**Question No: 4191 / 2010**

[Andrew Boff](#)

Can you provide an update of the progress made in developing a programme for the Cultural Olympiad and for the 12 week cultural festival in 2012?

**Answer from the Mayor**

The Cultural Olympiad was launched in September 2008 by LOCOG and since then has engaged 11 million people to date. Programmes such as Stories of the World led by the London Museums Hubs, and Tate Shorts, have engaged young people in presenting new live and digital platforms for art, heritage and culture.

The Cultural Olympiad will conclude in a 12 week festival from 21 June until the end of the Paralympic Games. The London Festival 2012 is curated by LOCOG and will feature leading artists from around the world such as: Cate Blanchett, Olafur Eliasson, David Hockney, Mike Leigh & Jude Law.

I have also developed The Culture Diary – an online planning tool - to capture all the cultural events planned for 2012 across the city. In order to ensure all Londoners engage with the city's celebrations, I am planning an extensive free summer programme of extraordinary outdoor arts and events for all the family, across all parts of the capital. This will include platforms for some of the best of the Inspire Mark projects, mass participation in the Big Dance 2012, a 2012 Busk Off and an extended Liberty Weekend, featuring some of the best work from deaf and disabled artist from across the country.

## **CompeteFor**

**Question No: 4192 / 2010**

[Andrew Boff](#)

With the RDAs being abolished, what is the future of CompeteFor?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 6 January 2011:

CompeteFor has been successful in creating access for more small businesses to low value, sub-contract opportunities from the London 2012 supply chain, the GLA Group, Crossrail and several London boroughs.

There is strong demand from the business community for CompeteFor to continue, beyond 2012 (after public sector funding has ended). As such, the LDA is exploring options for continuing the service.

## **2012 Visitor Attraction**

**Question No: 4193 / 2010**

[Andrew Boff](#)

When will the LDA's £3.1m contribution towards the 'Orbit' Landmark be made? Will it be affected by the closure of the LDA?

### **Answer from the Mayor**

I directed the LDA to provide a £3.1 million contribution toward delivery of the Orbit through Mayoral Decision no. 645 (Olympic Park Visitor Attraction Design and Development), signed on 29 September 2010.

The LDA is expecting an invoice from Arcelor Mittal for £1.9 million in December 2010. The remaining £1.2 million will be invoiced and paid prior to March 2011.

The LDA's contribution to the Orbit will not be affected by the planned closure of the LDA.

### **Single Telephone Number (1)**

#### **Question No: 4196 / 2010**

[Tony Arbour](#)

In the light of budget pressures, will your Single Telephone Number project be continued?

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

The Access for London 101 project has delivered a detailed business case, lessons learnt analysis from previous implementations, validation with partners and a procurement strategy.

The project's focus is to address budget pressures by the application of shared services, leveraging a broad digital platform and enabling current technologies to enable organisations to gain economies of scale and cost reduction.

The project team are preparing a request for proposal to ascertain the cost of implementing the service from potential suppliers. This includes a web presence, auto call steering, natural language processing, telephonics and Mobile applications and is not limited to a single telephone number. A decision will be made in March, whether to proceed to delivery.

### **Single Telephone Number (2)**

#### **Question No: 4197 / 2010**

[Tony Arbour](#)

Has the LDA's contribution of £1.5m and the other GLA-group contributions towards this pilot scheme already been made?

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

As per MD567, the LDA have contributed £1.5m to the project for work since April 2010 on activities such as the business case development, procurement approach and assessing the feasibility of the project with strategic partners.

Other GLA group contributions have been identified and are being discussed as part of the business case validation process. These contributions were not required for the early stage of the development of the business case.

### **Academies (1)**

#### **Question No: 4198 / 2010**

[Tony Arbour](#)

How will the winding up of the LDA impact upon the two existing Mayoral academies? What will be the financial implications for these two Mayoral academies?

**Answer from the Mayor**

The LDA and the Mayor co-sponsor the two existing academies in Enfield through the Mayor's Academies Ltd. Along with its education partner, the Academies Enterprise Trust, the Mayor's Academies Ltd has entered into a contractual agreement with the Department for Education, and is jointly responsible for the establishment and on-going running of the two Academies. My obligation as a co-sponsor will continue once the LDA ceases. This will include any financial commitments made.

**Academies (2)**

**Question No: 4199 / 2010**

[Tony Arbour](#)

Will work continue to open further Mayoral academies?

**Answer from the Mayor**

I am pleased to confirm that we have made a very positive start to the Academies programme. We are reviewing our plans for Academies post the Comprehensive Spending Review. The issue of young people not reaching their full potential by not having the skills which employers need still exists. Investing in youth through the Mayor's Academies programme provides an innovative opportunity to give young Londoners the range of skills to help them succeed.

**Events**

**Question No: 4200 / 2010**

[Tony Arbour](#)

With the LDA being folded into the GLA, how will the Events for London budget be affected? Which events will no longer receive GLA-group funding?

**Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 21 December 2010:

Previously the LDA investment in events has supported events that support the international promotion of London, whilst the GLA Events for London budget has supported community led events. With the GLA settlement only recently being announced and decisions around the international promotion of London not yet resolved, in light of this, the Mayor's events programme for 2011/12 is not yet confirmed.

**Promote London Council**

**Question No: 4201 / 2010**

[Tony Arbour](#)

In response to Question 2391/2010, you state that the work of Think London, Visit London and Study London will be combined into one new agency. In the light of the financial savings which need to be made, can you confirm whether plans for this new agency are still going ahead? Do you still intend to use the new agency to reduce the duplication in the work of Think London and the GLA's/LDA's international representatives?

**Answer from the Mayor**

I can confirm that the functions of Think London, Visit London and Study London will in future be delivered through one single agency for which funding should shortly be confirmed. I also consider that this approach will help to reduce any duplication in the work of Think London and the GLA's and LDA's international representatives.

## Film London

**Question No: 4202 / 2010**

[Tony Arbour](#)

Have you considered integrating Film London into the new international promotion agency that will combine Think London, Visit London and Study London? How much funding has the GLA and LDA provided to Film London over each of the last 3 years?

### Answer from the Mayor

The review of international promotion, led by Dame Judith Mayhew Jonas on behalf of the Promote London Council, took account of all LDA and GLA-funded promotional activity.

Film London were consulted throughout the process, however it was concluded that as the LDA is not the majority funder of Film London (providing 45% of revenue) and Film London's activity comprises specialised sector support for London's screen industries - as well as now a national remit for inward investment - Film London would not be integrated in to the new single promotional agency.

I am fully supportive of the excellent work that Film London are doing and look forward to continuing to work in partnership, particularly as we draw nearer to 2012 and capitalising on the film and tourism promotional opportunities that the Games present.

A breakdown of the funding provided to Film London by the LDA and GLA is provided below:

	2006/07	2007/08	2008/09	2009/10	2010/11 (forecast)
<b>LDA</b>	1,910,000	2,190,000	1,810,000	1,810,000	1,665,200
<b>GLA/Culture</b>	17,000.00	30,000.00	21,000.00	100,000.00	NIL

## Taxi Journeys (1)

**Question No: 4203 / 2010**

[Tony Arbour](#)

Please detail the number of 'All London' licensed taxi drivers in each of the last 4 years?

### Answer from the Mayor

As of 31 March each year the number of 'All London' licensed taxi drivers was as follows:

2007 21,466  
2008 21,491  
2009 21,463  
2010 21,334

At the time of writing, there are 21,379 'All London' licensed drivers.

## Taxi Journeys (2)

**Question No: 4204 / 2010**

[Tony Arbour](#)

In response to Question 3835/2010, you indicate that the number of drivers licensed to ply for

hire in Hounslow, Kingston and Richmond has increased over the last 4 years. Does the Public Carriage Office provide a licence to each applicant who meets the requirements, or does the number of licences it grants reflect the demand for taxi journeys from the public?

**Answer from the Mayor**

Currently, any applicant who can meet the licensing requirements, including passing the Knowledge of London, is entitled to be licensed. However I do acknowledge that this is an issue of concern to taxi drivers, especially those in suburban areas. TfL will be undertaking a consultation on various taxi issues in 2011 which will include proposals for possible restrictions on the issue of licenses although, this may need changes to legislation to be introduced if it is deemed appropriate.

**Resolution Advisory Panel support**

**Question No: 4206 / 2010**

[Tony Arbour](#)

What are your thoughts on the independent Chairman of the Resolution Advisory Panel supporting LFEPA's view that there is a case for contractual change?

**Answer from the Mayor**

I refer you to the answers I gave to the priority questions concerning this matter.

**Thames Tideway Tunnel (2)**

**Question No: 4208 / 2010**

[Tony Arbour](#)

Considering Thames Water's insistence that they can remove the spoil by river, can a planning condition to ensure they do be included in the planning application(s)?

**Answer from the Mayor**

Yes I would expect a planning condition to cover this to ensure that the vast majority of spoil and a great deal of the construction materials are transported using the river.

I am confident that whoever determines the planning application for this project will use planning conditions to ensure that barges are used, as to rely solely on lorries for this purpose would simply be unacceptable.

It is worth noting that any planning application is expected to be dealt with by the Infrastructure Planning Commission or its replacement.

**Thames Tideway Tunnel (3)**

**Question No: 4209 / 2010**

[Tony Arbour](#)

Has an appropriate cost benefit exercise been carried out to ensure that Barn Elms is the best site in the area and will the GLA be checking Thames Water's calculations to ensure that this is the case?

**Answer from the Mayor**



The number of available locations for the main construction sites is extremely limited and in many cases there is simply no realistic choice. I will be making my representations to Thames Water's current consultation on the Tunnel Route and Preferred Sites shortly and a key issue will be ensuring that impacts are minimised to an acceptable level.

## **Olympic Route Network (1)**

**Question No: 4210 / 2010**

[Richard Tracey](#)

Which traffic signals does the ODA intend to retime for the Olympic Route Network, which side roads will be closed off and which pedestrian crossings will be suspended?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:

All traffic signals on the Olympic Route Network (ORN) currently operate under SCOOT control which means that timings dynamically alter minute by minute to cater for shifts in traffic patterns. In addition, further timing changes specific to the London 2012 Games will be required. It should be noted that for an event such as this, where traffic cannot be fully predicted in advance, a significant amount of manual intervention will be needed through TfL's London Streets Traffic Control room. The control room will operate 24 hours a day with enhanced staffing throughout the Games period.

Engagement on specific proposals including any road closures and pedestrian crossing alterations is due to commence towards the end of January 2011. Any decisions on proposals will be made in full consideration of safety, alternative routes and the impact on the local area.

## **Olympic Route Network (2)**

**Question No: 4211 / 2010**

[Richard Tracey](#)

In response to Question 3053/2010, you stated that the cost of Olympic lanes would be published in the November Quarterly Report of the Olympic programme. Since it was not mentioned in the November Quarterly Report, please can you clarify what is the cost of implementing, publicising, enforcing and removing the Olympic lanes?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

Written response provided on 5 January 2011:

The overall budget for the Olympic Route Network is £70m and this figure covers all works associated with its delivery. The figure was published in the November 2010 quarterly report.

### **LONDON UNDERGROUND ASSETS VALUED AT £500k (+)**

<b>PROPERTY</b>	<b>ADDRESS</b>	<b>DESCRIPTION</b>
210/212 BAKER STREET	BAKER STREET	Occupied Office Building
55 BROADWAY	BROADWAY	Occupied Office Building
GRIFFITH HOUSE	280 OLD MARYLEBONE	Occupied Office Building

	ROAD	
OXFORD CIRCUS HOUSE	245 OXFORD STREET	Occupied Office Building
WESTERN HOUSE	237/239 OXFORD STREET	Occupied Office Building
ASHFIELD HOUSE	BEAUMONT AVENUE	Occupied Office Building part of Earls Court site
GRIFFIN ROOMS	49A PELHAM STREET	Occupied Office Building
36/36A CRANBOURNE ST	36/36A CRANBOURNE ST AND	Public House associated with Leicester Square Station. Commercially let and income producing, closely integrated with station.
1 MINORIES & 6 GOLDEN FL CRT	1 MINORIES & 6 GOLDEN	Retail/Office property, commercially let Part of larger site
BROADWAY SHOPPING MALL	55 BROADWAY	Ground floor of Head Office Building.
216 BAKER STREET	BAKER ST (FORMERLY PT 210/212)	Occupied Office Building
13/17 BYWARD ST	TOWER HILL DISUSED STA.	Retail Properties in former station. Commercially let and income producing.
EARLS COURT EXHIBITION HALL 1	WARWICK ROAD	Earls Court Exhibition Hall. Part of larger Earls Court site. Proposed for disposal for development.
21 MOORFIELDS	21 MOORFIELDS	Office building, commercially let
SLOANE SQUARE HOUSE	HOLBEIN PLACE	Office/residential property let on long lease
54-64 GREEN LANE	54-64 GREEN LANE(EVEN)	Occupied Office Building
7-17 STATION PARADE NTHWD	7-17 STATION PARADE NTHWD	Occupied Office Building
HARROW GOODS YARD	NEPTUNE ROAD, PINNER	Since start of year on long lease
73/74 ALDGATE HIGH ST	73/74 ALDGATE HIGH ST	Commercially let Retail/Office property, part of larger site
BRITISH ALUMINIUM LTD	ALLUM WAY, TOTTERIDGE	Industrial property alongside station, in operational occupation.
HAMMERSMITH FORMER GOODS YARD	BEADON RD/HAMMERSMITH GROVE	Now sold on long lease for redevelopment
CRANBOURN STREET 20	CRANBOURN STREET	Restaurant property located on G/F between operational offices above & station below. Very closely integrated with both. Commercially let.
1-7 CANFIELD HOUSE	CANFIELD PLACE	Residential units over station booking hall. All let to residential tenants on Assured Shorthold Tenancy Agreements.
WARREN COURT	EUSTON ROAD	Ground lease, commercial properties immediately over station..
2A EASTCHEAP	EASTCHEAP	Office building commercially let.
WHITE CITY FILLING STATION	WOOD LANE	Filling Station. Commercially let..
227/249 HIGH ROAD, TOTTENHAM, N15 5LA	227/249 HIGH ROAD	Retail units, part of larger site.
KINGSBOURNE HOUSE	229-231 HIGH HOLBORN	Office building, part of larger site.
BT POLICE, 31 FULHAM PALACE RD	FULHAM PALACE ROAD	Operational Police Station.

20-34(even)THURLOE STREET	THURLOE STREET	Retail/Residential Property, part of larger site
40 LONG ACRE	LONG ACRE	Office Property. Already sold on long lease. Proposed to be retained.
NORTH GREENWICH LAND	ORDNANCE CRESCENT	Station Car Park.
HUNGERFORD HOUSE	VICTORIA EMBANKMENT	Leisure Club Property forming a part of Embankment station.
WEMBLEY PARK PERMANENT WAY DEPOT	BRIDGE ROAD	Depot Property.
BT POLICE SITE WEMBLEY PARK	BRIDGE STREET	Operational Police Station.
ONGAR DISUSED GOODS YARD PART	HIGH STREET	Former Goods Yard, already sold on conditional contract for development.
VICTORIA PROSPECT	VICTORIA STREET	Mix of retail/office properties. Part of larger site. All commercially let and income producing.
CAR PARK R/O 46-64 LONDON RD	LONDON ROAD	Car park leased to Local Authority.
CRANBOURN STREET 20/21	CRANBOURN STREET	Occupied Head Office Building.
PREMIER HOUSE	KILBURN LANE 313	Occupied Head Office Building.
FULMAN BROADWAY STATION	FULHAM ROAD	Ground leased retail development.
LOUGHTON STATION CAR PARK	STATION APPROACH	Sold since start of year
ACTON SPORTSGROUND	GUNNERSBURY LANE	Sportsground adjacent to depot, commercially let
LANGLEY PARK SPORTSGROUND	SOUTH EDEN PARK RD	Sports ground - commercially let.
WEMBLEY PARK SPORTSGROUND	BRIDGE ROAD	Long Lease being sold to LB Brent, site of new City Academy

**LONDON BUSES LIMITED ASSETS VALUED AT £500k (+)**

PROPERTY	UNIT ADDRESS	DESCRIPTION
UXBRIDGE GARAGE	BAKERS ROAD, UXBRIDGE	Operational bus garage
WALWORTH GARAGE	CAMBERWELL NEW ROAD	Operational bus garage
FULWELL BUS GARAGE	STANLEY ROAD	Operational bus garage
EDGWARE GARAGE AND BUS PARKING	STATION ROAD	Operational bus garage
HANWORTH ROAD LAND	HANWORTH ROAD	Vacant and for disposal
239 BRIXTON HILL, FORMER TRAM DEPOT	BRIXTON HILL	Operational bus garage

**TRANSPORT TRADING LIMITED ASSETS VALUED AT £500k (+)**

PROPERTY	ADDRESS	DESCRIPTION
164/172 BUCKINGHAM PALACE RD	BUCKINGHAM PALACE ROAD	Occupied Office Building
174/200 BUCKINGHAM	BUCKINGHAM PALACE ROAD	Occupied Office Building

PAL RD (PT)		
-------------	--	--

**TRANSPORT FOR LONDON ASSETS VALUED AT  
£500k (+)**

PROPERTY	STREET	DESCRIPTION
PUBLIC CARRIAGE OFFICES	PENTON STREET	Operational offices/Depot.
SITES 1 TO 14	WESTERN AVENUE	Potential development Site.

### **Tube Station Jobs**

**Question No: 4213 / 2010**

[Richard Tracey](#)

Is it necessary to have both Station Supervisors (paid £930 a week) and Duty Station Managers (paid £1400 a week) in all tube stations? Could the two roles not be fused into one job?

**Answer from the Mayor**

The roles are quite different, and the pay rates quoted are incorrect.

A Station Supervisor is based at a specific station and is responsible for the operation of that station during their shift.

A Duty Station Manager is a mobile manager responsible for up to 13 stations and their staff.

A Station Supervisor is paid between £683.74 and £885.54 per week and a Duty Station Manager from £784.31 to £1060.92 per week.

London Underground employs 185 Duty Station Managers and 1746 Station Supervisors.

### **Tunnelling Academy**

**Question No: 4214 / 2010**

[Richard Tracey](#)

Will the Mayor update the Assembly on the progress of the Tunnelling Academy?

### **Answer from the Mayor**

Construction of the Tunnelling and Underground Construction Academy (TUCA) is underway at Aldersbrook Sidings, which sits across the boundaries of the boroughs of Newham and Redbridge.

All enabling works have been completed on site and piling has commenced in preparation for the steel structure of the building.

Ensuring the building is watertight, or "Topping Out", is planned for the coming spring, with the TUCA scheduled to be fully operational by summer 2012.

Crossrail Limited is currently procuring a training delivery partner to provide curriculum management, delivery and assessment for TUCA.

### **Northern Line closures (1)**

**Question No: 4215 / 2010**

[Richard Tracey](#)

Will the Mayor reassure Londoners that the proposed three week closures of the Northern Line will only go ahead if it significantly reduces the overall level of closures, whilst bringing forward completion of the Northern Line upgrades?

### **Answer from the Mayor**

I can confirm that London Underground (LU) will deliver this upgrade with the minimum of disruption to London necessary to complete the work by the end of 2014.

LU is considering all options including 'blockade closures' (for example lasting three weeks) that could be used to facilitate this work; however these would only be used where the number of customers affected and availability of alternative transport would limit the disruption, and where the gains, in cost and programme, would be worthwhile.

Hence blockade closures are unlikely to be used on the sections of the Northern line serving south London due to the volume of journeys undertaken on this part of the network in the morning and evening peaks.

### **Northern Line closures (2)**

**Question No: 4216 / 2010**

[Richard Tracey](#)

If the proposed three week closures of the Northern Line go ahead, what measures will TfL take to ameliorate the effect on businesses?

### **Answer from the Mayor**

One of London Underground's (LU) objectives in 're-engineering' the upgrade of the Northern line is to reduce the level of disruption for Londoners and London's business community.

No decision has yet been taken about the exact arrangements for any closures, including block closures. This type of closure is unlikely to be used for the part of the line serving south London due to the sheer volume of journeys undertaken on this part of the network in the morning and evening peaks, and the very limited alternatives.

On other parts of the line, block closures would only be implemented if the number of customers affected and availability of alternative Tube lines, main-line trains and local buses meant that this would minimise overall customer disbenefit.

A full alternative transport strategy will always be implemented in the event of any closure - meaning that businesses with premises located near the northern line will continue to be served - and of course LU will be fully engaged with London's business community at a city-wide and local level to discuss options and mitigation measures.

## **Snow (2)**

**Question No: 4218 / 2010**

[Richard Tracey](#)

What steps did Transport for London and the rest of the GLA group take to prepare for the cold weather?

### **Answer from the Mayor**

Transport for London (TfL) and the boroughs agreed a network of essential routes that together they would keep open during cases of the most severe weather this winter. A fleet of 38 gritters and 10 gritting quad bikes operated across the TLRN to ensure that key roads, as well as essential routes such as roads and footpaths around bus garages and stations, hospitals with accident and emergency departments, railway stations and police, fire and ambulance stations across London were gritted.

TfL's Highway Maintenance and Works Contractors doubled their operational salt stocks from 9,000 to 18,000 tonnes and salt was also sourced by London Buses. As well as increasing its operational salt stock, TfL also created a 27,000 tonne strategic salt reserve, located in Dagenham.

London Underground (LU) has a strong adverse weather strategy, which has been tried and tested over many years. This includes the planning process which looks across all aspects of train service provision, track and signals, service control management, station service and rolling stock. London Rail has reviewed its previous winter preparedness and taken on board lessons learnt. A comprehensive plan is in place for dealing with all elements of severe weather

TfL has robust plans in place to ensure that the provision of customer information during adverse weather meets the needs of customers both online and through call centres. This was used to very good effect during the course of the recent severe weather.

The Metropolitan Police Service (MPS) issued an advisory notice to drivers to take extra care while driving and to *check* weather forecasts before travelling, allowing extra time for journeys. They also advised drivers to check tyre pressures, make sure brakes are in good working order and, where long trips are involved, ensure breaks are taken, or share the driving.

## **Thameslink London Bridge Upgrade (1)**

**Question No: 4219 / 2010**

[Richard Tracey](#)

Can the Mayor update the Assembly on the impact of the re-organisation work at London Bridge station on the completion of Thameslink?

### **Answer from the Mayor**

Extensive work is planned at London Bridge to upgrade the station for the Thameslink Programme.

The proposals for the station now involve a new concourse at street level under the platforms which will increase capacity and improve accessibility for both station users and visitors to the London Bridge area. The complexity of the station, the scale of enhancements and the constrained construction site mean that the construction will take longer than previously planned, so the full service will now be introduced in 2018.

Full delivery of the Thameslink Programme is one of the key priorities in my Transport Strategy and my officers at TfL will continue to work with Network Rail and the London Borough of Southwark to ensure that the upgrade of the station is integrated with the rest of the transport system and the public realm in the surrounding area.

### **Thameslink London Bridge Upgrade (2)**

**Question No: 4220 / 2010**

[Richard Tracey](#)

Given that plans to upgrade London Bridge have been in place for some time, why will the plans cause a two year delay to the ThamesLink upgrade and what steps could have been taken by the previous Government to avoid this delay?

### **Answer from the Mayor**

The complexity of the station, the scale of enhancements and the constrained construction site mean that the construction will take longer than previously planned. This means that the full Thameslink service is now planned for December 2018.

I understand the other options would have been to either proceed with the previous design, which had a considerably higher cost and was therefore unaffordable, or reduce the scope of the enhancement, which would have been sub-standard and lead to ongoing crowding problems.

I am therefore satisfied that the Government and Network Rail have acted appropriately in revising the plans for the station.

### **GLA Environment Budget (1)**

**Question No: 4221 / 2010**

[Victoria Borwick](#)

Please provide a list of the programmes that have been directly funded by the GLA's Environment Team over the last three years, and the level of funding provided?

### **Answer from the Mayor**

Officers are drafting a response which will be sent shortly.

### **GLA Environment Budget (2)**

**Question No: 4222 / 2010**

[Victoria Borwick](#)

How much does the GLA's Environment Team need to save from its budget over the coming years?

**Answer from the Mayor**

This information has been presented to the London Assembly Budget and Performance Committee.

**ZSL London Zoo School Visits**

**Question No: 4223 / 2010**

[Victoria Borwick](#)

Since we understand that the GLA will not be extending its funding arrangement with London Zoo, what action is the GLA taking to support the zoo in continuing the School Visits scheme without public subsidy?

**Answer from the Mayor**

This has been an extremely difficult decision that has not been taken lightly. However with public finances under tremendous pressure, tough choices have to be made about where limited resources should be best directed to maximum effect.

My officers have been discussing this eventuality with ZSL London Zoo for some time and I have pledged to throw my weight behind any efforts to secure ongoing external support. ZSL London Zoo is looking to reach out to corporate sponsors and philanthropists to enable the scheme to continue.

This fantastic scheme has benefited from a significant amount of public subsidy to date, which we believe creates a solid legacy to now attract funding from other sources.

**London Local Authorities and TfL (No. 2) Bill**

**Question No: 4224 / 2010**

[Victoria Borwick](#)

When does the Mayor expect the London Local Authorities and Transport for London (No. 2) Bill to become law?

**Answer from the Mayor**

The London Local Authorities and Transport for London (No.2) Bill is currently being considered by the House of Lords. The Bill will then move to the House of Commons for consideration following which Royal Assent to the Bill is expected. I am not in a position to estimate how long the democratic process will require.

**Rickshaws (1)**

**Question No: 4225 / 2010**

[Victoria Borwick](#)

When the London Local Authorities and Transport for London (No. 2) Bill becomes law, how will TfL use the powers it will grant to regulate rickshaws?

**Answer from the Mayor**

The Bill contains a number of provisions in relation to pedicabs which extend the scope of several pieces of road traffic legislation to apply to pedicabs. This includes the prohibition from



parking on footways under the Greater London Council (General Powers) Act 1974 and the moving traffic contravention provisions of the London Local Authorities and Transport for London Act 2003.

In addition, the Bill contains provisions stating that where a pedicab is licensed or registered, the person in whose name that pedicab is registered or licensed is the owner. This will enable penalty charge notices to be served on owners of pedicabs where there have been contraventions of road traffic legislation.

Finally the Bill provides that an authority responsible for licensing or registering pedicabs will be able to share details of the licensee or registered person with other London authorities for the purposes of enforcement action.

The provisions in the Bill will only operate if either the London authorities have arrangements in place for a registration scheme for pedicab owners or if a separate statutory licensing scheme has been enacted.

The Mayor is fully supportive of the voluntary scheme which is being implemented by Westminster City Council and has asked TfL to support Westminster City Council especially in relation to enforcement issues.

## **Rickshaws (2)**

### **Question No: 4226 / 2010**

[Victoria Borwick](#)

What discussions has TfL had with London Boroughs about using the powers granted by the London Local Authorities and Transport for London (No. 2) Bill to enforce the regulation of rickshaws?

### **Answer from the Mayor**

TfL continues to be involved in ongoing discussions with Westminster City Council to support the voluntary registration scheme being developed by Westminster City Council.

## **Greenhill Way**

### **Question No: 4227 / 2010**

[Victoria Borwick](#)

Does the Mayor agree with me that when two-way working of buses is restored to Harrow town centre next year, at least one route should continue to serve Greenhill Way?

### **Answer from the Mayor**

Routes 140, 182, 186, 258, 340 and N18 currently operate on Greenhill Way in both directions. In March 2011 Station Road becomes two-way and TfL has consulted stakeholders on proposals for all of these routes to run on Station Road in both directions. A number of consultees have asked for a service to be retained on Greenhill Way. TfL is now considering the responses and plans to agree the final scheme early in 2011.

## **114 and 183 buses**

### **Question No: 4228 / 2010**

[Victoria Borwick](#)

Does the Mayor agree with me that when two-way working of buses is restored to Harrow town centre next year, the 114 & 183 bus routes should serve the two-way stretch of Station Road and then serve the whole length of Sheepcote Road?

**Answer from the Mayor**

Please refer to my response to MQ4227 / 2010.

**Housing benefit (1)**

**Question No: 4229 / 2010**

[Victoria Borwick](#)

How will the proposal to halt housing benefit payment for homes of five bedrooms or more affect the Mayor's intention to build larger family homes? Is the Mayor concerned that there will be no incentive for developers to build affordable homes with five bedrooms or more?

**Answer from the Mayor**

The removal of the five bedroom rate is one of the changes being made to Local Housing Allowance and therefore applies only to households claiming Housing Benefit in the private rented sector. As such, it should have no direct impact on the delivery of larger affordable homes.

**Housing benefit (2)**

**Question No: 4230 / 2010**

[Victoria Borwick](#)

The Mayor proposed an exemption to the cap on housing benefit for families with children of school age, working families and people receiving or providing care locally. Would the additional payments of housing benefit over the level of the cap be paid for by on-going central government funding streams or for Discretionary Housing Payments money that local authorities receive?

**Answer from the Mayor**

The Government has recently announced a delay to the implementation of the caps. Discussions are continuing with the DWP on transitional arrangements to mitigate against some of the unintended consequences for the capital.

**Ward's Corner building**

**Question No: 4231 / 2010**

[Victoria Borwick](#)

What is Transport for London's plan for Ward's Corner building in South Tottenham, following the High Court victory by the Ward's Corner Coalition (WCC) over Haringey Council and Grainger?

**Answer from the Mayor**

The High Court quashed the planning decision of the Borough, who is reconsidering their planning decision.

The borough have been working on developing this regeneration scheme for many years, TfL remains willing to work with the borough if a planning decision to support the regeneration is made.

## **Western extension C-charge**

**Question No: 4232 / 2010**

[Victoria Borwick](#)

Following the termination of the Western extension part of the congestion charge zone, what is to be done with the camera and equipment in that zone?

### **Answer from the Mayor**

Of the 669 cameras that will be decommissioned following the removal of the Western Extension of the Congestion Charging Zone, 147 will be refurbished for use as traffic monitoring cameras for installation on the Transport for London Road Network.

Of the 117 roadside cabinets, 20 will be retained as spares for the continued operation of the Central London Congestion Charging Zone. The remaining 97 cabinets plus the 134 poles, camera brackets and cabling will all be disposed of.

## **Covering Police Costs**

**Question No: 4233 / 2010**

[Steve O'Connell](#)

The Police reform and social responsibility bill intends to allow councils to charge for late night alcohol licences to cover extra policing costs; would Boris consider supporting any other similar initiatives that encourage those, involved in using police time, to cover policing costs?

### **Answer from the Mayor**

Yes, I would consider the merits of similar initiatives.

## **Alcohol licences**

**Question No: 4234 / 2010**

[Steve O'Connell](#)

Do you support the initiative in The Police Reform and Social Responsibility bill to give councils more control over local public disorder?

### **Answer from the Mayor**

Yes.

## **Alcohol licenses (2)**

**Question No: 4235 / 2010**

[Steve O'Connell](#)

As alcohol-related crime continues to be a huge problem in London (with an estimated total national cost to the taxpayer of between £8bn and £13bn), should we be concerned that late-night eateries, without alcohol-selling licences, but which target post-drinking crowds and are often hot-spots for violence, are being excluded from the Home Office's late night levy proposal?

### **Answer from the Mayor**

The proposals in the Policing Reform and Social Responsibility Bill for a “late night levy” are very welcome. Potentially a levy across all late night businesses may provide a way to provide additional resources to manage the late night economy.

## **Alcohol license fee distribution**

**Question No: 4236 / 2010**

[Steve O’Connell](#)

Do you believe that the distribution ratio - splitting the alcohol license fee 70:30 between the police and the council - reasonably covers the costs and effort incurred by both?

### **Answer from the Mayor**

Inevitably a burden falls to the police as they currently have to deal with incidents as they occur on a 24/7 basis. However, much can be put in place by a range of agencies to pro-actively manage the late night economy and that must be developed as joint activity between partners. In London we will be able to do that through the London Crime Reduction Board.

## **Funding for social housing**

**Question No: 4237 / 2010**

[Steve O’Connell](#)

How much funding for the development of new social housing has London been allocated for the next four years?

### **Answer from the Mayor**

Discussions on the apportionment of funding between regions will not commence until the implications of the Affordable Rent model are fully worked through.

## **Housing waiting list**

**Question No: 4238 / 2010**

[Steve O’Connell](#)

Does the Mayor share my concern that in London over the last ten years the number of households waiting for an affordable home increased by 155,958? What can we do to reduce this number and ensure more people can find a permanent home?

### **Answer from the Mayor**

Yes, I do share that concern.

To reduce this number it is essential to deliver more affordable homes, and I am on target to deliver 50,000 affordable homes during my Mayoral term.

## **Wallington town centre**

**Question No: 4239 / 2010**

[Steve O’Connell](#)

Considering the controversy surrounding the recent LIP funded town centre development in Sutton, will TfL ensure that the £1.3m funding planned for Wallington town centre be more

objective and practical than wooden animal sculptures?

### **Answer from the Mayor**

I am keen that local opinion, experience and expertise is harnessed in the Local Implementation Plan process and believe that the “Big Society” approach offers a practicable and effective means to achieve this. As you know, Sutton has been selected as a “Big Society Vanguard” and has a particular interest in how this can help in delivering the local transport agenda. To this end, representatives of the Borough, together with officers from Transport for London, are soon to meet with the Department for Communities and Local Government and I imagine the outcome of their discussions will help shape the future development and delivery of the borough’s transport schemes, as well as other local priorities. Whilst it is quite right that the boroughs should have the freedom to choose how LIP funding is spent TfL will certainly ensure that funding is provided for those projects which meet the aims of my Transport Strategy.

## **Godstone Road crossing**

### **Question No: 4240 / 2010**

[Steve O’Connell](#)

There have been a number of recent commitments to building a crossing on Godstone Road, although work is yet to start. Will you commit TfL to starting the work as it will be of particular benefit to Riddlesdown and Roke school children?

### **Answer from the Mayor**

TfL had two previous new crossing proposals to assist pedestrians in A22 Godstone Road: one at a location south of the junction with Hayes Lane and another outside Kenley Water Treatment works.

As discussed with you at the site meeting on 19 November, the constraints affecting both proposals include funding availability, technical design regarding sightlines from side road movements, and the fact that land required to provide a safe and accessible waiting area is not in TfL’s ownership. Land to the south of the junction with Hayes Lane forms part of Riddlesdown Common which is a Site of Special Scientific Interest. In view of these issues, TfL is unable to progress these proposals at present.

As an alternative, TfL is considering whether other types of road safety measures may be possible, such as additional road markings and a new speed indicator device. TfL will be able to update you directly on progress early in the New Year.

## **Tramlink in the snow**

### **Question No: 4241 / 2010**

[Steve O’Connell](#)

Can the Mayor confirm if the entire tram system centred around Croydon continue to work fully during the recent snowy weather?

### **Answer from the Mayor**

Yes. I am pleased that Tramlink services operated exceptionally well during the recent snow, providing a full service to all destinations, with a few isolated incidents including problems with the overhead lines.

Tramlink implemented a carefully prepared action plan to combat the effects of the poor weather. This was primarily focused on operating “sleet trams” during the night to keep the tracks clear and bringing in additional staff overnight to help gritting and clearing of snow.

A considerable number of positive comments have been received from Tramlink passengers and the number of users reached record levels as passengers switched to Tramlink to avoid disruption on road and rail links in south London.

## **Old Lodge Lane and Brighton Road traffic lights**

**Question No: 4243 / 2010**

[Steve O’Connell](#)

TfL have reconfigured the traffic lights at the junction between Old Lodge Lane and Brighton Road so that the lights at Old Lodge Lane have at best 10 seconds on green and those on Brighton Road 90-120 seconds. This is causing long traffic jams on Old Lodge Lane. Will the Mayor instruct TfL to revisit this junction and install a more equitable solution?

### **Answer from the Mayor**

In accordance with my Transport Strategy, and in seeking to smooth traffic flow and improve journey time reliability on the strategic road network, TfL is in the process of reviewing signal timings across London.

Severe delay and considerable tailbacks were commonplace on the A23 stretching as far back as the Coulsdon by-pass (to the south) and Purley Cross (to the north). The previous timings at the junction of Old Lodge Lane and Brighton Road were not providing an appropriate balance with the A23, which is severely over capacity. TfL continues to monitor and adjust the timings in order to get the balance right; some changes have been made over the last week which has improved the operation.

The new timings implemented take into account the strategic importance of the traffic movements on Brighton Road, assist the bus routes using the A23 (north and south bound) and attempt to prevent the build up of queues on the A23. Vehicles using Old Lodge Lane also have the opportunity to use two lanes to discharge during their available green time and TfL is looking at ways to maximise this lane usage through improved signage.

TfL will continue to monitor the junction operation and keep the timings under review and will update you on its findings once a conclusion is reached.

## **Fire safety**

**Question No: 4244 / 2010**

[Gareth Bacon](#)

Will the Mayor congratulate the Lfepa Chair, who has, in the face of fierce personal attack, harassment and bullying, robustly supported both the CapitalGuard arrangements to keep Londoners safe and firefighters who wished to continue working?

### **Answer from the Mayor**

I refer you to the answers I gave to the priority questions concerning this matter.

## **Bicycle Hire Scheme**

**Question No: 4245 / 2010**

[Gareth Bacon](#)

Did TfL consider a cash plus infrastructure option from EDF for the mayor’s bike hire scheme? If so, why did they opt instead for a cash sponsor rather than the option offered by EDF?

**Answer from the Mayor**

All of the bidders for the cycle hire scheme asked for the details of their bids to be kept confidential due to their sensitive commercial nature.

TfL made it very clear from the initial invitation to tender that bids would only be judged on their cash value, in order to offset the scheme’s infrastructure costs. Some bids did include a value in kind element, but the Barclays bid, which represented the highest cash value, was accepted because it was in TfL’s best commercial interests.

**Upminster Railway Depot (1)**

**Question No: 4247 / 2010**

[Roger Evans](#)

Will the Mayor ensure that there is a full consultation with residents before the Upminster Depot upgrade takes place?

**Answer from the Mayor**

London Underground has been talking to residents who are likely to be affected since February 2010 and will continue to do so until the project is completed.

**Upminster Railway Depot (2)**

**Question No: 4248 / 2010**

[Roger Evans](#)

What measures will TfL take to ensure that affected properties are adequately screened if vegetation and trees are cleared from Upminster Rail Depot?

**Answer from the Mayor**

LU will continue to talk to residents about how removal of vegetation can be mitigated, possibly through the use of new planting.

**Weekend use of Cycle Hire**

**Question No: 4249 / 2010**

[Murad Qureshi](#)

How does the cycle hire use compare during the weekend and weekdays?

**Answer from the Mayor**

For the four full months of scheme operation to date, the average number of cycle hires per day is as follows:

	August	September	October	November
Weekday Average	11,891	19,541	19,990	17,307



Weekend Average	8,639	12,876	11,855	9,073
-----------------	-------	--------	--------	-------

## **Making TFL accountable**

**Question No: 4250 / 2010**

[Murad Qureshi](#)

With the new Localism bill making Transport for London operate more like a local authority, is it not time to include Assembly Members on the Board of TfL?

### **Answer from the Mayor**

The current TfL Board members terms of appointment provide that their appointments are not due to expire until 45 days after the election in 2012.

I will make new appointments at that time, recognising the requirements of the Greater London Authority Act 1999, to ensure that members between them have experience in a wide variety of specified professional disciplines and are also able to represent the interests of certain groups, such as those with mobility problems and those living outside Greater London, that are served by TfL's railway passenger services.

### **European Investment Bank ELENA bid (1)**

**Question No: 4251 / 2010**

[Gareth Bacon](#)

Mayoral Decision 678 states that in order to bid for 6.432 million Euros from the ELENA fund, the GLA has to pay 643,200 Euros (10%) to ELENA if successful and then invoice back for the full grant. ELENA will then pay 90% of the 6.432 million Euros. Does this mean that the GLA would pay 10% and forego another 10% from the invoice?

### **Answer from the Mayor**

The total project costs are 6.432 million euros. If the applicant is successful they are awarded 90 per cent of the project costs. The applicant bears the remaining 10 per cent of projects costs. This means if successful, the GLA will contribute 643,200 euros of project costs.

### **European Investment Bank ELENA bid (2)**

**Question No: 4252 / 2010**

[Gareth Bacon](#)

How much will the ELENA bid cost the GLA if unsuccessful?

### **Answer from the Mayor**

Other than officer time for managing the application process, there are no costs to the GLA if the bid is unsuccessful.

This application has the potential to lever in millions of euros to benefit London climate change programmes and as such it is incredibly important.

### **Authorising Torture**

**Question No: 4253 / 2010**

[Richard Barnbrook](#)

In light of your article in the Daily Telegraph on Monday 15 November, would you call for the Metropolitan Police to arrest George Bush Junior on Human Rights abuses should he come to London in the near future?

### **Answer from the Mayor**

No.

## **London Homes**

**Question No: 4254 / 2010**

[Richard Barnbrook](#)

Has work been halted because of funding issues on any construction sites engaged in building affordable homes under your “affordable homes” target?

**Answer from the Mayor**

The 50,000 homes are contractual commitments so construction should not be impeded by funding issues.

## **Immigration cap**

**Question No: 4255 / 2010**

[Richard Barnbrook](#)

Is your message about not capping immigration because of Britain’s competitive edge at odds with trying to get unemployed Londoners back into work?

**Answer from the Mayor**

No.

## **Immigration Cap (2)**

**Question No: 4256 / 2010**

[Richard Barnbrook](#)

Rather than bringing people in from abroad to fill job vacancies, would it not be in London’s interest to train our own people to highly skilled levels to address any skills shortage?

**Answer from the Mayor**

The number of jobs in the economy is not fixed, but it is related to the size of the population, to demand and to supply driven growth. Skilled migrants contribute positively to growth and make a net contribution to the public purse, therefore contributing to job creation.

## **Immigration Cap (3)**

**Question No: 4257 / 2010**

[Richard Barnbrook](#)

In light of the unemployment level in the UK over the last 20 years, what do you think is the principal reason we still have a skills shortage?

**Answer from the Mayor**

Economies are dynamic and some skills shortages are always likely to be present at any given point in time. The high incidence of skills shortages in London reflects in part strong demand among employers to fill high-end jobs.

## **Immigration Cap (4)**

**Question No: 4258 / 2010**

[Richard Barnbrook](#)

Your stated reason for not wanting to cap immigration is a shortage of skills in London! Are any of your London Taxpayer funded employment initiatives addressing this issue?

**Answer from the Mayor**

Yes

**MPA Civil Liberties - Responding to G20 Report**

**Question No: 4259 / 2010**

[Richard Barnbrook](#)

Have you read this report and do you concur with its recommendations?

**Answer from the Mayor**

I welcome the publication of the MPA Civil Liberties Panel report 'Responding to G20' which contains a number of recommendations relating to training, supervision, communication and engagement. The majority of recommendations have already been accepted and implemented.

**RE:NEW (formerly HEEP)**

**Question No: 4260 / 2010**

[Richard Barnbrook](#)

With a retrofit target of 1.2 million homes by 2015, how many homes have been "retrofitted" to date?

**Answer from the Mayor**

The RE:NEW model has been developed through 2 phases to date:

1. Three technical trials in Croydon, Hillingdon and Southwark between April and July 2009 in which 817 homes have been retrofitted; and
2. Nine demonstration projects between November 2009 and July 2010 in which 8,045 homes were retrofitted. The projects were run in Camden, Croydon, Haringey, Harrow, Havering, Hillingdon, Kingston, Lewisham and Southwark.

**RE:CONNECT (Low Carbon Zones)**

**Question No: 4261 / 2010**

[Richard Barnbrook](#)

With just over a year to go before the first ten low carbon zones are rolled out, can you advise where in London these zones are to apply?

**Answer from the Mayor**

The first ten Low Carbon Zones have been underway since December 2009. The zones are in Barking Town Centre, Muswell Hill, Archway, Queens Park, Ham & Petersham, Wandle Valley, Hackbridge, Brixton, Peckham and Lewisham Town Centre.

Any future low carbon zones will be considered after March 2012.

## **Achieving the Vision**

**Question No: 4262 / 2010**

[Richard Barnbrook](#)

You state on pages 21 & 22 “This strategy focuses on the Mayor’s contribution to the transition to a Low Carbon Capital, through his directly funded programmes”. Do you think this statement could be misleading London Taxpayers into thinking the Mayor himself is funding these programmes out of his own pocket?

### **Answer from the Mayor**

No, this clearly relates to those programmes that the members of the Greater London Authority group have developed and are directly funding to support the delivery of my Climate Change Mitigation and Energy Strategy.

## **Energy Bills**

**Question No: 4263 / 2010**

[Richard Barnbrook](#)

Londoners suffered record energy costs last winter due to it being one of the coldest in the last 30 years. This winter has started much earlier with large snowfalls already recorded. Energy companies have hiked their prices for the coming winter months, can you understand why a shivering, sceptical London public, suffering huge and for many unaffordable energy costs don’t believe in the unproven theory that the ruling political class are adamant is happening, namely global warming?

### **Answer from the Mayor**

Tackling climate change is a global priority. There is now strong scientific consensus that emissions of greenhouse gases as a result of human action are causing the climate to change at an unprecedented scale and speed.

My climate change programmes, such as RE:FIT and RE:NEW, not only reduce CO2 emissions but also make homes and workplaces more energy efficient and warmer, helping Londoners to cut costs on their fuel bills, thus helping London’s most vulnerable.

## **Energy Bills (2)**

**Question No: 4264 / 2010**

[Richard Barnbrook](#)

The 2009 climate change act imposed huge extra energy costs on consumers, energy companies have announced a further 7% increase in costs from December 2010. You are spending £ millions more London taxpayers money on the unproven theory that is “man made climate change”.

With some elderly dying through cold in London due to unaffordable energy costs, do you feel complicit in this scandalous misery imposed on vulnerable Londoners?

### **Answer from the Mayor**

The vast majority of climate scientists now agree on the basics of climate change. That is to say that climate change is happening and that it has in recent history been caused by increases from anthropogenic sources. The increase in energy costs recently announced by energy companies has no direct link to the Climate Change Act, which I believe was introduced in 2008.

My climate change programmes, such as RE:FIT and RE:NEW, not only reduce CO2 emissions but also make homes and workplaces more energy efficient and warmer, helping Londoners to cut costs on their fuel bills, thus helping London's most vulnerable.

## **Olympic Board**

**Question No: 4266 / 2010**

[Andrew Boff](#)

Will the Mayor comment on the current membership of the Olympic Board?

### **Answer from the Mayor**

The Secretary of State for Culture, Media and Sport, the Chairman of the British Olympic Association, the Chairman of LOCOG and I are the members of the Olympic Board.

**Mayor's Question Time – 15 December 2010  
Written Answers**

**Appendix A  
Q3882/2010 – London Underground Capacity 2**

*The figures in the table below are a 'snapshot' of the number of trains in service at 0900 and 1800, Monday to Friday during October 2010.*

<b>Incident</b>	<b>Bakerloo</b>	<b>Central</b>	<b>Victoria</b>	<b>Waterloo &amp; City</b>	<b>Jubilee</b>	<b>Northern</b>	<b>Piccadilly</b>	<b>Metropolitan</b>	<b>Hammersmith &amp; City / Circle</b>	<b>District</b>	<b>All lines</b>
<b>Customer action</b>	9	1	0	0	2	3	0	1	0	0	16
<b>Defective in depot</b>	4	5	7	0	0	1	0	4	0	0	21
<b>Defective in service</b>	4	28	11	1	9	4	1	6	10	4	78
<b>Industrial action</b>	33	133	37	3	66	89	137	57	56	73	684
<b>No OK stock</b>	4	52	35	0	8	4	0	240	25	207	575
<b>No train operator</b>	0	1	0	0	2	0	0	0	0	6	9
<b>Other</b>	17	0	0	5	37	3	0	12	29	0	103
<b>Permanent way</b>	0	0	3	0	42	0	5	0	0	0	50
<b>Signal failure</b>	1	18	0	5	2	1	23	17	15	6	88
<b>Staff error</b>	1	0	0	0	0	0	0	0	1	1	3
<b>Total Cancelled</b>	<b>73</b>	<b>238</b>	<b>93</b>	<b>14</b>	<b>168</b>	<b>105</b>	<b>166</b>	<b>337</b>	<b>136</b>	<b>297</b>	<b>1627</b>
<b>Total Scheduled</b>	<b>1260</b>	<b>3020</b>	<b>1480</b>	<b>200</b>	<b>1980</b>	<b>3640</b>	<b>3120</b>	<b>1960</b>	<b>1320</b>	<b>3040</b>	<b>21020</b>

*Note: 'Defective in depot' means a train was ready to enter service but then became defective before leaving the depot.*

*'No OK stock' denotes a train being held in depot awaiting maintenance.*

**Appendix B****Question No: 3915 / 2010****Outstanding Diplomatic Congestion Charge penalty notices****for contraventions since Scheme start up until and including 30 Nov 2010**

Mission Name	Unpaid Charges Volume	Value of Unpaid Charges	Value of Outstanding PCNs
AMERICAN EMBASSY	43,714	£ 349,712	£ 4,821,360
EMBASSY OF THE RUSSIAN FEDERATION	37,424	£ 299,392	£ 4,181,820
EMBASSY OF JAPAN	30,266	£ 242,128	£ 3,352,080
EMBASSY OF THE FEDERAL REPUBLIC OF GERMANY	29,850	£ 238,800	£ 3,332,710
HIGH COMMISSION FOR THE FEDERAL REPUBLIC OF NIGERIA	22,693	£ 181,544	£ 2,466,930
OFFICE OF THE HIGH COMMISSIONER FOR INDIA	14,740	£ 117,920	£ 1,667,080
THE EMBASSY OF THE REPUBLIC OF THE SUDAN	14,034	£ 112,272	£ 1,503,060
OFFICE OF THE HIGH COMMISSIONER FOR GHANA	12,365	£ 98,920	£ 1,384,760
EMBASSY OF THE REPUBLIC OF POLAND	11,941	£ 95,528	£ 1,342,920
SPANISH EMBASSY	10,249	£ 81,992	£ 1,153,880
FRENCH EMBASSY	10,099	£ 80,792	£ 1,124,260



KENYA HIGH COMMISSION	9,735	£ 77,880	£ 1,044,810
EMBASSY OF GREECE	9,566	£ 76,528	£ 1,075,380
EMBASSY OF UKRAINE	9,091	£ 72,728	£ 1,018,320
EMBASSY OF ROMANIA	8,601	£ 68,808	£ 962,860
HIGH COMMISSION FOR THE UNITED REPUBLIC OF TANZANIA	8,153	£ 65,224	£ 869,800
EMBASSY OF THE REPUBLIC OF KAZAKHSTAN	7,896	£ 63,168	£ 890,180
EMBASSY OF ALGERIA	6,884	£ 55,072	£ 747,080
HIGH COMMISSION FOR THE REPUBLIC OF SOUTH AFRICA	6,501	£ 52,008	£ 702,580
SIERRA LEONE HIGH COMMISSION	5,840	£ 46,720	£ 618,580
EMBASSY OF THE REPUBLIC OF KOREA	5,711	£ 45,688	£ 651,360
EMBASSY OF THE REPUBLIC OF BULGARIA	5,291	£ 42,328	£ 586,180
EMBASSY OF THE REPUBLIC OF HUNGARY	5,015	£ 40,120	£ 558,820
EMBASSY OF THE REPUBLIC OF YEMEN	4,686	£ 37,488	£ 525,540
EMBASSY OF THE SLOVAK REPUBLIC	4,649	£ 37,192	£ 520,680
EMBASSY OF THE REPUBLIC OF BELARUS		£	£

	4,486	35,888	501,180
HIGH COMMISSION FOR THE ISLAMIC REPUBLIC OF PAKISTAN	4,478	£ 35,824	£ 509,330
CYPRUS HIGH COMMISSION	4,390	£ 35,120	£ 497,380
HIGH COMMISSION FOR THE REPUBLIC OF ZAMBIA	4,198	£ 33,584	£ 459,920
EMBASSY OF THE REPUBLIC OF CUBA	3,754	£ 30,032	£ 411,880
HIGH COMMISSION FOR THE REPUBLIC OF CAMEROON	3,747	£ 29,976	£ 408,920
HIGH COMMISSION FOR THE REPUBLIC OF ZIMBABWE	3,376	£ 27,008	£ 354,200
EMBASSY OF THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA	3,223	£ 25,784	£ 348,540
EMBASSY OF THE CZECH REPUBLIC	2,982	£ 23,856	£ 331,700
HIGH COMMISSION FOR THE REPUBLIC OF NAMIBIA	2,667	£ 21,336	£ 284,200
KINGDOM OF SWAZILAND HIGH COMMISSION	2,620	£ 20,960	£ 277,280
AUSTRIAN EMBASSY	2,620	£ 20,960	£ 294,740
MAURITIUS HIGH COMMISSION	2,549	£ 20,392	£ 277,920
EMBASSY OF THE REPUBLIC OF EQUATORIAL GUINEA	2,478	£ 19,824	£ 271,440
HIGH COMMISSION OF THE REPUBLIC OF MOZAMBIQUE	2,365	£ 18,920	£ 256,440

HIGH COMMISSION OF THE KINGDOM OF LESOTHO	2,240	£ 17,920	£ 242,720
BOTSWANA HIGH COMMISSION	2,177	£ 17,416	£ 242,580
BELGIAN EMBASSY	2,168	£ 17,344	£ 245,180
ROYAL DANISH EMBASSY	2,090	£ 16,720	£ 237,140
EMBASSY OF THE SOCIALIST REPUBLIC OF VIETNAM	2,063	£ 16,504	£ 227,060
EMBASSY OF THE ISLAMIC STATE OF AFGHANISTAN	1,945	£ 15,560	£ 221,200
HIGH COMMISSION FOR THE REPUBLIC OF MALAWI	1,903	£ 15,224	£ 200,960
MALTA HIGH COMMISSION	1,878	£ 15,024	£ 211,020
EMBASSY OF THE ARAB REPUBLIC OF EGYPT	1,745	£ 13,960	£ 171,740
EMBASSY OF THE REPUBLIC OF CÔTE D'IVOIRE	1,725	£ 13,800	£ 182,200
UGANDA HIGH COMMISSION	1,700	£ 13,600	£ 186,860
JAMAICAN HIGH COMMISSION	1,529	£ 12,232	£ 168,860
EMBASSY OF THE REPUBLIC OF LIBERIA	1,484	£ 11,872	£ 165,760
ROYAL EMBASSY OF SAUDI ARABIA	1,484	£ 11,872	£ 149,290
EMBASSY OF THE REPUBLIC OF GUINEA	1,378	£ 11,024	£ 142,480

EMBASSY OF LUXEMBOURG	1,275	£ 10,200	£ 144,080
EMBASSY OF THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA	1,257	£ 10,056	£ 132,840
EMBASSY OF THE REPUBLIC OF LITHUANIA	1,179	£ 9,432	£ 132,220
PORTUGUESE EMBASSY	1,097	£ 8,776	£ 127,500
TURKISH EMBASSY	1,025	£ 8,200	£ 103,050
EMBASSY OF FINLAND	968	£ 7,744	£ 109,220
HIGH COMMISSION FOR ANTIGUA AND BARBUDA	895	£ 7,160	£ 99,000
EMBASSY OF THE PEOPLE'S REPUBLIC OF CHINA	836	£ 6,688	£ 93,040
EMBASSY OF THE REPUBLIC OF LATVIA	811	£ 6,488	£ 89,180
EMBASSY OF THE ISLAMIC REPUBLIC OF MAURITANIA	766	£ 6,128	£ 75,940
HIGH COMMISSION FOR GUYANA	679	£ 5,432	£ 75,380
EMBASSY OF THE REPUBLIC OF SLOVENIA	667	£ 5,336	£ 77,940
EMBASSY OF THE DOMINICAN REPUBLIC	634	£ 5,072	£ 70,480
EMBASSY OF THE STATE OF ERITREA	601	£ 4,808	£ 65,640
EMBASSY OF THE REPUBLIC OF ESTONIA		£	£

	563	4,504	63,120
THE GAMBIA HIGH COMMISSION	490	£ 3,920	£ 49,680
THE EMBASSY OF MOLDOVA	431	£ 3,448	£ 48,540
EMBASSY OF THE STATE OF QATAR	380	£ 3,040	£ 37,490
EMBASSY OF THE REPUBLIC OF MADAGASCAR	279	£ 2,232	£ 28,720
EMBASSY OF EL SALVADOR	268	£ 2,144	£ 29,740
HIGH COMMISSION FOR THE PEOPLE'S REPUBLIC OF BANGLADESH	241	£ 1,928	£ 26,590
HIGH COMMISSION FOR GRENADA	230	£ 1,840	£ 25,400
ROYAL THAI EMBASSY	229	£ 1,832	£ 19,210
EMBASSY OF THE REPUBLIC OF ALBANIA	214	£ 1,712	£ 23,460
LIBYAN EMBASSY	211	£ 1,688	£ 22,860
BELIZE HIGH COMMISSION	203	£ 1,624	£ 23,040
EMBASSY OF THE ARGENTINE REPUBLIC	189	£ 1,512	£ 21,020
TUNISIAN EMBASSY	165	£ 1,320	£ 17,160
EMBASSY OF HONDURAS	164	£ 1,312	£ 16,520

HIGH COMMISSION OF THE REPUBLIC OF MALDIVES	163	£ 1,304	£ 18,600
HIGH COMMISSION FOR SAINT CHRISTOPHER AND NEVIS	162	£ 1,296	£ 18,600
EMBASSY OF GEORGIA	160	£ 1,280	£ 14,920
EMBASSY OF THE ISLAMIC REPUBLIC OF IRAN	152	£ 1,216	£ 14,760
EMBASSY OF THE HASHEMITE KINGDOM OF JORDAN	139	£ 1,112	£ 14,340
EMBASSY OF THE DEMOCRATIC REPUBLIC OF CONGO	138	£ 1,104	£ 12,560
ITALIAN EMBASSY	125	£ 1,000	£ 12,930
EMBASSY OF THE UNITED ARAB EMIRATES	122	£ 976	£ 13,440
HIGH COMMISSION FOR SEYCHELLES	91	£ 728	£ 5,620
BENIN CONSULATE	86	£ 688	£ 9,900
IRAQI INTERESTS SECTION	80	£ 640	£ 8,200
BRUNEI DARUSSALAM HIGH COMMISSION	61	£ 488	£ 5,520
EMBASSY OF THE REPUBLIC OF GABON	57	£ 456	£ 5,680
HIGH COMMISSION FOR SAINT LUCIA	52	£ 416	£ 5,220
EMBASSY OF THE SYRIAN ARAB REPUBLIC	49	£ 392	£ 4,480

EMBASSY OF THE REPUBLIC OF SENEGAL	44	£ 352	£ 3,420
EMBASSY OF THE REPUBLIC OF UZBEKISTAN	43	£ 344	£ 4,600
EMBASSY OF MEXICO	41	£ 328	£ 3,760
HIGH COMMISSION FOR THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA	32	£ 256	£ 2,640
EMBASSY OF THE STATE OF KUWAIT	32	£ 256	£ 2,820
EMBASSY OF THE SULTANATE OF OMAN	31	£ 248	£ 2,760
EMBASSY OF MONGOLIA	29	£ 232	£ 2,880
MALAYSIAN HIGH COMMISSION	21	£ 168	£ 1,740
BARBADOS HIGH COMMISSION	20	£ 160	£ 2,340
EMBASSY OF THE KYRGYZ REPUBLIC	19	£ 152	£ 2,060
ROYAL NETHERLANDS EMBASSY	18	£ 144	£ 1,320
EMBASSY OF THE STATE OF BAHRAIN	15	£ 120	£ 1,020
EMBASSY OF THE AZERBAIJAN REPUBLIC	15	£ 120	£ 1,800
EMBASSY OF THE REPUBLIC OF INDONESIA	14	£ 112	£ 1,440
EMBASSY OF THE REPUBLIC OF THE PHILIPPINES		£	£

	14	112	1,220
EMBASSY OF THE REPUBLIC OF ANGOLA	14	£ 112	£ 1,620
HIGH COMMISSION FOR THE REPUBLIC OF SINGAPORE	14	£ 112	£ 1,500
EMBASSY OF ICELAND	11	£ 88	£ 1,320
HIGH COMMISSION OF THE REPUBLIC OF FIJI	11	£ 88	£ 1,320
EMBASSY OF THE KINGDOM OF MOROCCO	10	£ 80	£ 1,020
EMBASSY OF THE FEDERAL REPUBLIC OF YUGOSLAVIA/EMBASSY OF SERBIA AND MONTENEGRO	10	£ 80	£ 1,020

EMBASSY OF NICARAGUA	10	£ 80	£ 880
EMBASSY OF THE REPUBLIC OF CONGO	10	£ 80	£ 1,140
HIGH COMMISSION FOR SAINT VINCENT AND THE GRENADINES	9	£ 72	£ 980
EMBASSY OF THE REPUBLIC OF RWANDA	9	£ 72	£ 600
HIGH COMMISSION FOR THE COMMONWEALTH OF THE BAHAMAS	9	£ 72	£ 540
EMBASSY OF CHILE	9	£ 72	£ 540
AUSTRALIAN HIGH COMMISSION	8	£ 64	£ 600
OFFICE OF THE HIGH COMMISSIONER FOR THE REPUBLIC OF TRINIDAD AND TOBAGO	8	£ 64	£ 900



BRAZILIAN EMBASSY	7	£ 56	£ 780
TONGA HIGH COMMISSION	6	£ 48	£ 720
CANADIAN HIGH COMMISSION	6	£ 48	£ 360
COLOMBIAN EMBASSY	5	£ 40	£ 300
EMBASSY OF IRELAND	5	£ 40	£ 360
EMBASSY OF GUATEMALA	4	£ 32	£ 420
AMBASSADE DE LA REPUBLIQUE DU BURUNDI	3	£ 24	£ 360
EMBASSY OF THE REPUBLIC OF MACEDONIA	3	£ 24	£ 360
EMBASSY OF TURKMENISTAN	3	£ 24	£ 180
THE ROYAL EMBASSY OF CAMBODIA	3	£ 24	£ 300
EMBASSY OF PERU	3	£ 24	£ 184
EMBASSY OF BOSNIA AND HERZEGOVINA	2	£ 16	£ 240
ROYAL NORWEGIAN EMBASSY	2	£ 16	£ 180
EMBASSY OF THE REPUBLIC OF TOGO	2	£ 16	£ 200
EMBASSY OF SWITZERLAND	1	£ 8	£ 60

EMBASSY OF THE ORIENTAL REPUBLIC OF URUGUAY	1	£ 8	£ 60
NEW ZEALAND HIGH COMMISSION	1	£ 8	£ 60
EMBASSY OF ISRAEL	1	£ 8	£ 60
EMBASSY OF SWEDEN	1	£ 8	£ 120
EMBASSY OF THE REPUBLIC OF CROATIA	1	£ 8	£ 120
<b>Grand Total</b>	<b>431,610</b>	<b>3,452,880</b>	<b>47,651,204</b>

## Appendix C

### MQ3916 Tube Strikes (1)

#### STRIKE ACTION BY LONDON UNDERGROUND STAFF - 2010

DATE OF ACTION	REASON GIVEN BY TU	TU	DETAILS
5 February	Rostering (maintenance staff)	RMT	Strike action on 5 February 2010 by c. 400 maintenance staff. No effect on services.
21 July	Dismissal (Metropolitan line Train Operators)	ASLEF	24 hour strike action on 21 July 2010 by 69 staff. Minor impact on services only.
11 August	Dismissal (Metropolitan line Train Operators)	ASLEF	24 hour strike action on 11 August by 69 staff. Minor impact on services only.
6 September*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 4833 staff from 2100 on 6 September 2010.
	Dismissal (Central line train operators)	RMT	24 hour strike action 6/7 September co-ordinated with the other network-wide strike
3 October*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 3724 staff from 1830 on 3 October 2010.
2 November*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 4365 staff from 2100 on 2 November 2010;
28 November*	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 3423 staff from 1830 on 28 November 2010.
17/18 December	Dismissal (Bakerloo line train operators)	RMT	24 hour strike action by approx 100 staff from 21.00 on 17 December.
17/18 December	Dismissal (Northern line train operators)	RMT	24 hour strike action by approx 50 staff from 21.00 on 17 December. No impact on services.

\*Action resulted in significant disruption although on each occasion service operated on all but one line, though some sections of some lines were closed and there were station closures. Over 40 per cent of services operated during the most recent strike.

Overtime ban for operational staff has resulted in occasional very short station closures.

Note – Industrial action by Tube Lines staff, prior to the company transferring to TfL, is not included.

## Appendix D

MQ4036 / 2010

TLRN road congestion

### AM Peak

Ranking	Road Number & Name	Location
1	A102 Blackwall Tunnel Southern Approach	Blackwall Tunnel Southern Approach/Blackwall Lane slip road
2	A406 North Circular Road westbound	Clockhouse Junction
3	A102 Blackwall Tunnel Southern Approach	Woolwich Roundabout
4	A219 Putney Hill	A205 Upper Richmond Road/Putney High Street
5	A200 Evelyn Street	Evelyn Street
6	A406 North Circular Road westbound	Staples Corner
7	A11 Whitechapel Road	Aldgate Gyatory
8	A102 Blackwall Tunnel Southern Approach	Blackwall Lane junction north of Woolwich Roundabout
9	A406 Bowes Road westbound	A406 Bowes Road
10	A406 North Circular Road westbound	Henley's Corner

### PM Peak

Ranking	Road Number & Name	Location
1	A406 Pinkham Way eastbound	East of Colney Hatch Lane
2	A2 Blackheath Hill / Shooters Hill	Blackheath Hill / Greenwich South Street
3	A406 North Circular Road westbound	Clockhouse Junction
4	A406 North Circular Road eastbound	j/w Colney Hatch Lane
5	A118 Romford Road	Romford Road/Aldersbrook Road
6	A406 North Circular Road eastbound	Staples Corner
7	A11 Mansell Street	Aldgate
8	A406 Gunnersbury Avenue northbound	j/w Uxbridge Road, Ealing Common
9	A10 High Road	j/w Seven Sisters Road
10	A12 Eastern Avenue eastbound	A12 Wanstead

## Appendix E

MQ4038 / 2010

Tube Strikes

### INDUSTRIAL ACTION BY LONDON UNDERGROUND STAFF – SINCE MAY 2008

DATE OF BALLOT	REASON GIVEN BY TU	TU	INDUSTRIAL ACTION
2 Jul 2008	Dismissal (Bakerloo line Charing Cross group, station staff)	<b>RMT</b>	Strike action by 44 staff from 1900 on 27 Jul to 1859 on 28 Jul 2008 and from 0430 on 22 Aug to 0429 on 23 Aug 2008. First action resulted in closure of Elephant & Castle station for two hours. No other impact on services
22 Jul 2008	Transfer of staff (Metropolitan line Rickmansworth group, station staff)	<b>RMT</b>	Strike action by 35 staff from 0530 on 7 Aug to 0529 on 8 Aug 2008. No impact on services
4 Aug 2008	Alleged breakdown in industrial relations (District line East Ham group, station staff)	<b>RMT</b>	Strike action by 55 staff from 0430 on 22 Aug to 0429 on 23 Aug 2008. No impact on services.
4 Mar 2009	Alleged breakdown in industrial relations (Jubilee line Willesden Green group, station staff)	<b>RMT</b>	Strike action by 6 staff from 1859 on 8 Apr to 1858 on 9 Apr 2009. No impact on services
24 Mar 2009	Alleged breakdown in industrial relations (Victoria line, Train Operators)	<b>RMT</b>	Strike action by 160 staff from 2100 on 21 Apr to 2059 on 22 Apr 2009 and strike action by 144 staff from 2100 on 20 May to 2059 on 21 May 2009. Actions resulted in no Victoria line service all day on 22 April and 21 May
14 May 2009	Rates of pay, redundancies and alleged breach of agreements (all staff)	<b>RMT</b>	Strike action by 3047 staff from 1859 on 9 Jun to 1858 on 10 Jun 2009 and strike action by 2170 staff from 1859 on 10 Jun to 1858 on 11 Jun 2009. Action resulted in significant disruption (suspensions/delays) although some service operated on sections of most lines – overall up to a third of services operated. The Northern and Jubilee lines operated close to a full service throughout
19 November 2009	Dismissal (Jubilee line Willesden Green group, station staff)	RMT	24 hour strike action by 20 staff. No effect on services.
4 January 2010	Rostering (maintenance staff)	RMT	Strike action on 5 February 2010 by c. 400 staff. No effect on services.
22 June 2010	Dismissal (Metropolitan line Train Operators)	ASLEF	24 hour strike action on 21 July 2010 by 69 staff and by 60 staff on 11 August. Minor impact on services only.

<b>DATE OF BALLOT</b>	<b>REASON GIVEN BY TU</b>	<b>TU</b>	<b>INDUSTRIAL ACTION</b>
12 July 2010	Operational reorganisation, including ticket office changes (all staff)	RMT and TSSA	24 hour strike action by 4833 staff from 2100 on 6 September 2010; by 3724 staff from 1830 on 3 October 2010; by 4365 staff from 2100 on 2 November 2010; and by 3423 staff from 1830 on 28 November 2010. Action resulted in significant disruption although on each occasion service operated on all but one line, though some sections of some lines were closed and there were station closures. Over 40 per cent of services operated during most recent strike. Overtime ban for operational staff has resulted in occasional very short station closures.
14 July 2010	Dismissal (Central line Train Operators)	RMT	24 hour strike action on 6-7 September 2010 coordinated with other RMT action (see line above for details)

Note – industrial action short of a strike with no impact on services not listed. Strike action with no impact on services appears in grey. Industrial action by Tube Lines and Metronet staff, prior to those companies transferring to TfL, is not included.

## Appendix F

### MQ4061 – Jobless Hotspots

#### Note:

Claimant count data provides information on the numbers of those who are unemployed and claiming Job Seekers Allowance. Whilst it is not a complete measure of unemployment, for small geographies it is considered the best unemployment indicator available. This is because it is drawn directly from administrative databases and thus not subject to sampling variability.

Claimant count data, in terms of absolute numbers, will be influenced by the number of people living within the area. For example a constituency with a relatively low population may also be expected to have relatively low numbers of claimants. To account for this effect it is important to look at the claimant count *proportions*. That is the proportion of the resident working age population that is unemployed.

Data for parliamentary constituencies across London has been used to answer this question because data at this level allows for a detailed geographic breakdown.

#### Table 1:

##### Top 10 parliamentary constituencies by claimant count numbers (October 2010)

Tottenham	6,102
West Ham	5,915
Bethnal Green and Bow	5,171
Hackney South and Shoreditch	5,164
Brent Central	5,067
Camberwell and Peckham	5,036
Poplar and Limehouse	4,948
Hackney North and Stoke	4,801
Newington	4,598
Croydon North	4,598
East Ham	4,325

#### Table 2:

##### Top 10 parliamentary constituencies by claimant count proportions (October 2010)

Tottenham	7.7
Hackney South and Shoreditch	7.3
West Ham	6.8
Bethnal Green and Bow	6.5
Brent Central	6.3
Edmonton	6.2
Hackney North and Stoke	6.2
Newington	6.2
Poplar and Limehouse	6.2
Walthamstow	6.1
Camberwell and Peckham	6.0

*Note: Proportions are based on mid-2008 resident populations aged 16-64*

**Table 3:**  
**Top 10 parliamentary constituencies by size of increase in claimant count numbers from April 2008 to October 2010**

Tottenham	2,118
Hackney South and Shoreditch	2,035
West Ham	2,000
Croydon North	1,979
Camberwell and Peckham	1,722
Brent Central	1,707
Hackney North and Stoke Newington	1,679
Lewisham, Deptford	1,658
Edmonton	1,630
Barking	1,618

**Table 4:**  
**Top 10 parliamentary constituencies by percentage increases in claimant count numbers from April 2008 to October 2010**

Romford	132%	<i>London-wide</i>	64%
Old Bexley and Sidcup	117%		
Croydon South	110%		
Sutton and Cheam	110%		
Hornchurch and Upminster	106%		
Ruislip, Northwood and Pinner	104%		
Uxbridge and South Ruislip	101%		
Brentford and Isleworth	99%		
Beckenham	97%		
Croydon Central	96%		

**Table 5:**  
**Top 10 parliamentary constituencies by percentage point changes in claimant count proportions from April 2008 to October 2010**

Hackney South and Shoreditch	2.9	<i>London-wide</i>	1.6
Tottenham	2.6		
Edmonton	2.4		
Barking	2.3		
Croydon North	2.3		
Dagenham and Rainham	2.3		
West Ham	2.3		
Brent Central	2.2		
Enfield North	2.2		
Greenwich and Woolwich	2.2		

*Note: Proportions are based on mid-2008 resident populations aged 16-64*



<b>Subject: Petitions</b>	
<b>Report to: London Assembly (Plenary)</b>	
<b>Report of: Executive Director of Secretariat</b>	<b>Date: 19 January 2011</b>
<b>This report will be considered in public</b>	

## 1. Summary

- 1.1 This report sets out details of petitions to be presented at this meeting by Assembly Members.

## 2. Recommendation

- 2.1 **The Assembly is recommended to note the petitions listed at paragraph 4 of the report and to decide whether to refer the petitions, and if so where to, and to seek a response to the points raised.**

## 3. Background

- 3.1 Standing Orders 3.18 to 3.19 make provision for the presentation of petitions by an Assembly Member at an ordinary meeting of the Assembly.

A petition to be presented must –

(a) Be addressed to the Mayor, the Assembly, a Functional Body (as the case may be);

(b) Clearly indicate the name, address and contact telephone number of the person organising the petition, or where the petition was organised on the internet, its data controller;

(c) Be presented in the form of printed sheets, each of which includes the “prayer” of the petition (the “prayer” is the formal request or other subject matter of the petition) or, if the petition was organised on the internet, clearly demonstrate that internet users who subscribed to the petition knew what the prayer was;

(d) Include each petitioner’s legible name and address, as well as their signatures or, where the petition was organised on the internet, their names and email addresses;

(e) Indicate the total number of manual or electronic signatories to the petition; and

(d) Refer to matters within the responsibilities of the Mayor, the London Assembly or the functional bodies, or to matters of importance to Greater London.

- 3.2 Notice of the intention to present a petition at an Assembly meeting must be given to the Executive Director of the Secretariat by no later than six clear working days before that meeting.
- 3.3 Under Standing Orders the Member presenting the petition will read out the prayer of the petition (but not the signatories). The Assembly will not debate the petition. If the Assembly agrees without debate, the petition will be forwarded to the Mayor, Functional Body, relevant committee or other organisation with a request for a response to the points made by the petitioner. The response received will be reported to the Assembly for information and forwarded to the petition's organiser. The petition and the response received will be published in the appropriate Assembly Minutes.

#### **4. Petitions to be presented**

4.1 Notice of the following petitions has been received:

4.2 A petition, received by **Kit Malthouse AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19, saying:

"We the undersigned who live or work in Redcliffe Gardens, Finborough Road and neighbouring streets call on the Council of the Royal Borough of Kensington and Chelsea and Transport for London to take steps to control the excessive speed of vehicles and motor bicycles in Redcliffe Gardens and Finborough Road which is a danger to pedestrians and cyclists. "

The petition has approximately 378 signatures.

The contact person for this petition is: Annie Edwards, 54 Ifield Road, London, SW10 9AD.

4.3 Three petitions which all call for the same course of action to be taken have been received by **James Cleverly AM**, and are to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19. The prayers of the petitions are as follows:

1) "At present the residents of Coldblow and the surrounding area are served by the B12 bus service which was originally intended to serve Bexley hospital. The hospital has since been replaced by several hundred new homes but the bus service has not been updated to reflect the additional demand. It continues to provide a one way loop around the Joydens Wood Estate returning to Bexleyheath via Bexley Village.

There is at present no service on Sundays or Bank Holidays leaving local residents with a steep difficult walk of well over a mile to Bexley Village in order to access public transport.

We the undersigned request that Transport for London review the current B12 passenger numbers and provide a full 7 day a week service for our community."

2) "At present the residents of Joydens Wood and the surrounding area are served by the B12 bus service which was originally intended to serve Bexley Hospital. The

hospital has since been replaced by several hundred new homes, but the bus service has not been updated to reflect the additional demand. It continues to provide a one way loop around the Joydens Wood Estate returning to Bexleyheath via Bexley Village.

There is at present no service on Sundays or Bank Holidays leaving local residents with a steep difficult walk of well over 2 miles (2.2m) to Bexley Village in order to access public transport.

We the undersigned request that Transport for London review the current B12 provision and increase this to include Sundays and Bank Holidays albeit a restricted service on these days.”

- 3) “At present the B12 service via Joydens Wood and Bexley Park does not run on Sundays – leaving local residents with a walk of at least a mile to access other public transport.

The undersigned request that Transport for London review the current B12 passenger numbers and provide a full, seven days a week service for our community.”

The three petitions combined have approximately 1354 signatures.

The contact person for the petitions is: Mr Dana Wiffen, 68 Cold Blow Crescent, Bexley, Kent, DA5 2DA.

- 4.4 Two petitions which call for the same course of action to be taken have been received by **Caroline Pidgeon AM**, and are to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19. The prayers of the petitions are as follows:

- 1) " I/We the undersigned support the campaign to protect the opening hours of South Woodford ticket office. We call on the Mayor to honour his 2008 manifesto commitment to safeguard London's ticket offices. We believe that ticket offices play a vital role in giving help to those most vulnerable in society when they are using the Underground. We believe consultation on these proposals has been poor with many Londoners unaware of them. We call on the Mayor to keep London's ticket offices open and not to reduce their ability to help passengers."
- 2) “I/we the undersigned support the campaign to keep open the ticket offices at South Woodford and Woodford Station. We call on Mayor Boris Johnson to honour his pre-election promise to protect ticket offices”

The two petitions combined have approximately 130 signatures.

The contact person for the petitions is: Cllr Gwyneth Deakins, 74 Wyndale Road, London, E18 1 DX.

## 5. Legal Implications

- 5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.

## 6. Financial Implications

6.1 There are no financial implications directly arising from this report.

---

**List of appendices to this report:** None.

<b>Local Government (Access to Information) Act 1985</b>
--

List of Background Papers: None.
----------------------------------

Contact Officer:	Rebecca Arnold, Committee Services Manager
------------------	--

Telephone:	020 7983 4421
------------	---------------

E-mail:	<a href="mailto:rebecca.arnold@london.gov.uk">rebecca.arnold@london.gov.uk</a>
---------	--

# Subject: Petitions Update

**Report to: London Assembly (Plenary)**

**Report of: Executive Director of Secretariat**

**Date: 19 January 2011**

**This report will be considered in public**

## 1. Summary

- 1.1 The Assembly is asked to note the responses received to the petitions presented at a recent Assembly meeting.

## 2. Recommendation

- 2.1 **The Assembly is recommended to note the responses received to the petitions presented at a recent Assembly meeting.**

## 3. Background

- 3.1 In accordance with the procedure set out in the Authority's Standing Orders, Assembly Members may present petitions to the Assembly concerning any matter within the responsibilities of the Mayor of London, the London Assembly or the Functional Bodies, or otherwise of importance to Londoners.
- 3.2 Any responses received are reported to the Assembly for information.
- 3.3 Set out at **Appendix 1** are the responses received to the petitions presented at a recent Assembly meeting.

## 4. Issues for Consideration

- 4.1 Appendix 1 lists the date upon which the responses were received and includes a short summary of the responses given. Copies of full responses are available from Secretariat (contact details at end of report).

## 5. Legal Implications

- 5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.

## 6. Financial Implications

6.1 There are no direct finance implications arising from this report

---

### List of appendices to this report:

Appendix 1 – Responses received to the petitions presented to a recent Assembly Meeting

<b>Local Government (Access to Information) Act 1985</b>
List of Background Papers: None.
Contact Officer: Rebecca Arnold, Committee Services Manager
Telephone: 020 7983 4421
E-mail: <a href="mailto:rebecca.arnold@london.gov.uk">rebecca.arnold@london.gov.uk</a>

### Summary of Responses Received to Petitions Presented at a Recent Assembly Meeting

#### Petitions submitted on 8 December 2010 (Plenary)

1. **Jenny Jones AM** presented a petition with the following prayer:

“We, the undersigned, demand that the Mayor and Transport for London rescind the cuts to staffing levels on the London Underground.

Every day, London Underground staff help passengers by offering advice on accessible and step free routes; by helping passengers board trains or disembark safely and by lending a hand on stairs and escalators.

Visible and present station staff are also crucial in deterring and dealing with crime and antisocial behaviour.

Disabled and Older Londoners rely on an adequately staffed tube system to travel safely to work, to enjoy the capital's culture, and to meet friends and family. Cutbacks to staffed stations will condemn more people to becoming housebound and isolated.

We urge the Mayor to commit to keeping stations fully staffed, and to ensure that disabled people have the choice to travel safely and accessibly at all times of day.”

#### **The Mayor sent a written response on 10 January 2011 saying:**

**“I can assure you that the changes that Transport for London are making to the way stations are staffed will not negatively affect the experience of disabled customers travelling on the Tube network.**

#### **The changes London Underground (LU) propose are being driven by the following factors:**

- **The significant decline in the numbers of customers using ticket offices, particularly following the success of the Oyster Card**
- **The Tube investment programme and the need to adapt our staffing to reflect the introduction of new technology**
- **The need to identify ways to deliver even greater value to both taxpayers and fare payers, without compromising the aspects of our service that are essential.**

**At the core of LU's proposals is a commitment to maintaining fully and safely staffed stations, at all times. Recent years have seen a major improvement in safety and security on trains and at stations. In addition to the greater presence of LU staff at gate lines and on platforms; the number of police patrolling the Tube network has risen from 450 to more than 700 today. Last year crime fell 8%, with just 13 crimes for every million customer journeys. There are now over 12,000 CTV cameras on the Tube**

network, with that figure due to rise to more than 14,000 in years to come, as well as more than 1,500 Help points to assist passengers to call for assistance.

I am committed to keep ticket offices open at everyone of our stations that currently has a ticket office service (with the exception of Cannon Street which is being redeveloped) -but with revised opening times to reflect the decline in demand for ticket offices. Today; only 1 in 20 Journeys on the Tube starts with a visit to the ticket office and some 80% of journeys are made using an Oyster card. There is growing use of internet sales and automatic top-ups, and within the stations there is now much greater provision of self-service ticket machines, and a network of 4,000 ticket agents at retail outlets across the capital.

We have an opportunity to deploy staff to areas of the station where they can provide greater assistance -on platforms, in ticket halls and at the gate lines, rather than behind a glass screen in a very lightly used ticket office.

The number of staff on duty at any particular time of day will depend on the numbers of people using the station and the characteristics and complexity of the station itself. Many stations are also governed by regulations that specify minimum numbers of staff required for the station to remain open; these will continue to apply and will not change."

2. **Caroline Pidgeon AM** presented two petitions with the following prayers:

"We the undersigned support the campaign to protect the opening hours of Arnos Grove Southgate Oakwood and Cockfosters ticket office. We call on the Mayor to honour his promise to local people to protect ticket offices."

and

"We the undersigned call on the Mayor to honour his 2008 manifesto commitment to safeguard London's ticket offices. We believe that ticket offices play a vital role in offering assistance to those most vulnerable in society when they are using the Underground. We believe consultation on these proposals has been poor with many Londoners unaware of the proposals. We call on the Mayor to keep London's ticket offices open and not reduce their ability to assist passengers."

**The Mayor sent a written response on 10 January 2011 saying:**

**"Stations will continue to be staffed at all times when trains are running. The changes which have been made are designed to ensure that staff are available when they are most required to assist customers with any help that they may need, for example with using ticket machines, or helping people to re-plan journeys in cases of disruption.**

**The changes London Underground propose are driven by the following factors:**

- **The significant decline in the numbers of customers using ticket offices, particularly following the success of the Oyster card**
- **The Tube investment programme and the need to adapt our staffing to reflect the introduction of new technology**



- **The need to identify ways to deliver even greater value to both taxpayers and fare payers, without compromising the aspects of our service that are essential.**

**At the core of LU's proposals is a commitment to maintaining fully and safely staffed stations, at all times of the day and night. Recent years have seen a major improvement in safety and security on trains and at stations. In addition to the greater presence of LU staff at gate lines and on platforms, the number of police patrolling the Tube network has risen from 450 to more than 700 today. Last year crime fell 8%, with just 13 crimes for every million customer journeys. There are now over 12,000 (CTV cameras on the Tube network, with that figure due to rise to more than 14,000 in years to come, as well as more than 1,500 Help points to assist passengers to call for assistance.**

**I am committed to keep ticket offices open at every one of our stations that currently has a ticket office service (with the exception of Cannon Street which is being redeveloped) -but with revised opening times to reflect the decline in demand for ticket offices. Today, only 1 in 20 journeys on the Tube starts with a visit to the ticket office and some 80% of journeys are made using an Oyster card.**

**There is growing use of internet sales and automatic top-ups, and within the stations there is now much greater provision of self-service ticket machines, and a network of 4,000 ticket agents at retail outlets across the capital.**

**We have an opportunity to deploy staff to areas of the station where they can provide greater assistance -on platforms, in ticket halls and at the gate lines, rather than behind a glass screen in a very lightly used ticket office.**

**The number of staff on duty at any particular time of day will depend on the numbers of people using the station and the characteristics and complexity of the station itself. Many stations are also governed by regulations that specify minimum numbers of staff required for the station to remain open; these will continue to apply and will not change."**

This page is intentionally left blank

# Subject: Proposed Amendments to Standing Orders in Relation to Petitions

Report to: London Assembly (Plenary)

Report of: Executive Director of the Secretariat

Date:

19 January 2011

This report will be considered in public

## 1. Summary

- 1.1 This report proposes that the Authority's Standing Orders relating to the presentation of petitions to the London Assembly (Standing Orders 3.20 and 3.21) are amended by the addition and insertion of wording as shown in the proposed revised Standing Orders annexed to this report as **Appendix 1**.

## 2. Recommendation

- 2.1 **The Assembly is recommended to approve the revisions to Standing Orders set out at Appendix 1 to the report, to be incorporated into the Standing Orders of the Authority and to come into effect at the close of this meeting.**

## 3. Background

- 3.1 In accordance with Section 36 of the GLA Act 1999, the Assembly may make the Standing Orders for the Authority, in consultation with the Mayor.
- 3.2 Some amendments in relation to the Authority's Standing Orders regarding the presentation of petitions are now proposed. The Assembly's Business Management and Administration Committee (BMAC) considered the proposed changes at its meeting on 30 November 2010, and agreed to delegate authority to the Chair of the Committee to consult the Mayor on the proposed changes to and thereafter to agree to submit the amended Standing Orders to the Assembly for ratification and formal adoption by the Assembly. The Mayor wrote to the Chair of BMAC on 6 January 2011 to indicate that, as the changes relate to matters which are solely for the Assembly, he did not consider that it was his place to express an opinion. The letter from the Mayor is attached as **Appendix 2**.

## 4. Issues for Consideration

- 4.1 Under Standing Order 3.20, any member of the public or representative of an organisation may request a Member of the Assembly to present a petition to a Plenary meeting of the Assembly, addressed to the Mayor, the Assembly or a functional body, about a matter within their responsibility, or of importance to Londoners.
- 4.2 The Assembly at its meeting of 21 May 2009 agreed that the Secretariat, on behalf of the Assembly, would keep a copy of petitions presented at Assembly meetings until such time as the persons or bodies to whom they have been forwarded has provided a response to the petitions. Assembly Members have requested to see the names and addresses of the signatories to the petition.
- 4.3 Section 100F of the Local Government Act 1972, as applied by section 58(1) of the GLA Act may give Assembly Members rights to see documents relating to business to be transacted at a meeting of the Assembly or Assembly committee or sub-committee; but does not require the document to be open to inspection if it appears to the proper officer that it discloses exempt information. The names and addresses of the signatories to a petition do constitute exempt information.
- 4.4 Members may also request access to documents under pre-existing common law rights. Case law decisions have held that members of a local authority have a right to see such documents as are reasonably necessary to enable them to carry out their duties, as members of an elected body, on the basis of a need to know. *R v Barnes Borough Council ex parte Conlan* held this right could not extend to all documents, nor was it a roving commission and mere curiosity was not a sufficient reason.
- 4.5 In receiving a request from a Member to access the details of signatories to a petition in the Assembly's possession, the proper officer would therefore need to take into consideration the public interest in allowing access, establish whether it is necessary for a Member to see the petition in order to obtain the information they are seeking and also whether the duties the Member is seeking to carry out are consistent with their responsibilities as an elected Member.
- 4.6 Counsel's opinion has been taken on a request by an individual Assembly Member to have access to the names and addresses of the signatories to a petition. Counsel advised these names and addresses were exempt information, and that he: "did not consider a member's common law right to see such documents as are reasonably necessary to enable him to carry out his duties applies to the particulars of the signatories to the Petition. Based on the material with which I have been supplied, I cannot see any good reason for a member having access to this information." On this basis new Standing Orders were put up to the Assembly for adoption, which were agreed by the Assembly on 13 May 2010, subject to the question of Member's access to petitions being reviewed.
- 4.7 However the need for the Assembly to make an informed decision about whether or not to forward a petition to the Mayor or a functional body does give good reason for Assembly Members to have access to the petition, in the same way that the Assembly and its committees have access to other types of exempt information in order to carry out their functions (and if such information is to be discussed then the meeting is advised to go into private session).

- 4.8 Counsel referred to above has also advised: "if the GLA were to make accessible or provide a copy of the Petition to the member, the GLA would not contravene section 4(4)" of the Data Protection Act 1998, which requires a data controller to comply with the data protection principles.
- 4.9 This is because the names and addresses on a paper petition do not come within categories (a) to (d) of the definition of data in the Act, but do come within category (e), added by section 70 of the Freedom of Information Act 2000. Section 33A of the Data Protection Act, also added by the Freedom of Information Act, provides this category of data is not subject to, the first, second, third, fifth, seventh and eight data protection principles.
- 4.10 Therefore, regardless of the position under the Local Government Act 1972, it would not be a breach of the Data Protection Act to give Assembly Members access to the details of the names and addresses of the signatories to a petition.
- 4.11 However if such data was recorded and collected by an Assembly Member and put on a computer system, or otherwise organised by them it would change the nature of the data from category (e) data to data falling within category (a), (b) (c) (or (d), depending on the means of recording and storage, and such actions would amount to processing data.
- 4.12 Any processing of personal information that was likely to mean a release of information about members of the public and which may lead to members of the public being contacted would be likely to be considered by the Information Commissioner as an unwarranted intrusion into their private lives, in the absence of indications of a legitimate expectation to the contrary. Such a disclosure would be likely to be considered by the Information Commissioner as a disclosure that was not fair, and therefore contravene the first data protection principle.
- 4.13 The amended Standing Order 3.21 F confirms that the names and addresses of the signatories are exempt information for the purposes of the Local Government Act 1972. The Executive Director of Secretariat will consider whether Assembly Members have a need to know on each separate occasion a petition is presented to the Assembly. It is for Assembly Members as data controllers to comply with the provisions of the Data Protection Act.
- 4.14 The effect of the changes will be that Members may inspect but not make copies of petitions, including the names and addresses of the signatories, and only prior to taking a decision at a meeting of the London Assembly as to whether to forward the petition to the Mayor or a functional body. The Executive Director of the Secretariat, with whom any petition must be deposited later than 12 noon six clear working days before the date of the meeting in accordance with Standing Order 3.20C, should be approached with any request to inspect the petition.

#### **Other proposed amendments to the Standing Order**

- 4.15 In 3.20B (2) organisers of a petition are no longer required to provide a telephone number.
- 4.16 In 3.20A if the prayer of the petition is very long the Assembly Member presenting the petition may at the Chair's discretion summarise it.

## 5. Legal Implications

- 5.1 The legal implications are contained in the body of this report.
- 5.2 Section 53(4) of the GLA Act provides The Assembly may determine its own procedure and that of its committees and subcommittees (including quorum) and therefore the Assembly has the power to do what is recommended in this report.
- 5.3 Section 36 (1) of the GLA Act provides the Assembly may in consultation with the Mayor, may make standing orders of the Authority.

## 6. Financial Implications

- 6.1 There are no financial implications arising from this report.

---

### List of appendices to this report:

Appendix 1 – Proposed revised Standing Orders 3.20 and 3.21

Appendix 2 – Letter from the Mayor to the Chair of BMAC dated 6 January 2011

<b>Local Government (Access to Information) Act 1985</b>
List of Background Papers: None
Contact Officer: Paul McArthur
Telephone: 020 7983 4507
E-mail: paul.mcarthur@london.gov.uk

**Proposed Amendments to Standing Orders**

Proposed deletions are indicated in 'strike through' text. Proposed additions are indicated by underlined text.

**3.20 SCOPE AND PROCEDURE FOR LODGING PETITIONS**

**Application:** applies to the Assembly only.

- A. Any member of the public or representative of an organisation may request in accordance with this Standing Order that a Member of the Assembly presents a petition to a plenary meeting<sup>[1]</sup> of the Assembly concerning any matter:
- (1) within the responsibilities of the Mayor of London or London Assembly, or the Functional Bodies; or
  - (2) otherwise of importance to Londoners, including those who visit, live or work in Greater London.
- B. In order to be considered a petition must:
- (1) be addressed to the Mayor, the Assembly, a Functional Body (as the case may be);
  - (2) clearly indicate the name ~~and contact telephone number~~ **and** address of the person organising the petition, or where the petition was organised on the internet, its data controller<sup>[2]</sup>;
  - (3) be presented in the form of printed sheets, each of which includes the "prayer" of the petition (the "prayer" is the formal request or other matter that the petition is about) or, if the petition was organised on the internet, clearly demonstrate that internet users who subscribed to the petition knew what the prayer was;
  - (4) include each petitioner's name and address (sufficient that the person and their address can be identified), as well as his/her signature or, where the petition was organised on the internet, their names and email addresses;
  - (5) indicate the total number of manual or electronic signatories to the petition.

## Item 6 - Appendix 1

- C. Written notice of intention to present a petition at an Assembly meeting, together with a copy of it, must be delivered to the Executive Director of Secretariat by no later than 12 noon six clear working days before the date of the meeting.
- D. The Executive Director of Secretariat will look at the petition to ensure that it complies with the requirements of this Standing Order and will bring any problem or defect to the Chair's attention. Any requests to inspect the petition should be directed to the Executive Director of the Secretariat.
- E. The Chair may rule on the admissibility of the petition and may ~~exclude~~ reject any that fail to comply with this Standing Order.
- F. Petitions may not be presented to committees or to the Assembly's Annual Meeting or to either of the two Assembly Budget Meetings. Any requests to inspect the petition should be directed to the Executive Director of the Secretariat.

### Notes and definitions

[1] An Assembly plenary meeting in paragraph A is one that is not an MQT, the Annual Meeting or an Assembly Budget Meeting.

[2] "Data controller" in paragraph B(2) above has the meaning given to it in the Data Protection Act 1998 as (subject to subsection 1(4) of that Act): "*a person who (either alone or jointly or in common with other persons) determines the purposes for which and the manner in which any personal data are, or are to be, processed.*" Section 1(4) states: "*Where personal data are processed only for purposes for which they are required by or under any enactment to be processed, the person on whom the obligation to process the data is imposed by or under that enactment is for the purposes of this Act the data controller.*"



### 3.21 PRESENTATION OF PETITIONS TO THE ASSEMBLY

**Application:** applies to the Assembly only.

- A. An Assembly Member presenting a petition accepted under Standing Order 3.20 shall do so by reading out the request or “prayer” of the petition (but not the names of the signatories). Otherwise, on that occasion he or she shall not speak on the petition and the petition will not be debated. Where the prayer of a petition is very long, the Assembly Member presenting the petition may, at the discretion of the Chair, be permitted to summarise the prayer.
- B. If the Assembly Member due to present the petition is not in attendance, an alternative Assembly Member may present it subject to the permission of the Chair.
- C. The Assembly will decide, by a vote without debate, whether or not to forward the petition to the Mayor, a Functional Body, a committee or some other appropriate organisation with a request for a response to the points made in the prayer to the petition.
- D. Any response received will be reported to the Assembly for information and forwarded to the petition’s organiser.
- E. The petition, including the text of the prayer but not its signatories, will be reported in the minutes of the meeting to which it was presented. The subsequent response (if any) received will be published in the minutes of the next appropriate Assembly meeting.
- F. Once presented to the Assembly, and for such time afterwards as a copy of the petition is retained by Secretariat on behalf of the Assembly, the names and addresses in the petition will constitute “exempt information” as defined in Part VA of the LGA 1972, and should not be accessible to the members of public or to Members of the Authority, if the public interest in not allowing such access to the names and addresses outweighs the public interest in allowing access.

This page is intentionally left blank

# GREATER LONDON AUTHORITY

Mayor's Office

**Jennette Arnold OBE AM**

City Hall  
The Queen's Walk  
More London  
London SE1 2AA

## Appendix 2

City Hall  
The Queen's Walk  
More London  
London SE1 2AA  
Switchboard: 020 7983 4000  
Minicom: 020 7983 4458  
Web: [www.london.gov.uk](http://www.london.gov.uk)

**Our Ref:** MGLA231210-7092

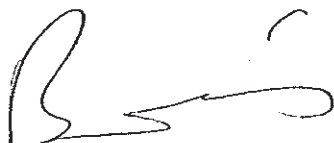
**Date:** 6 January 2011

Dear Jennette

Thank you for your letter of 22 December concerning proposed changes to Assembly standing orders regarding petitions. It seems to me that this is an issue solely for the Assembly and therefore it is not my place to express an opinion on the matter.

Thank you again for writing to me.

Yours ever,



**Boris Johnson**  
Mayor of London

This page is intentionally left blank

# Subject: Review of Code of Ethics

**Report to: London Assembly**

**Report of: Head of Paid Service**

**Date: 19 January 2011**

**This report will be considered in public**

## 1. Summary

1.1 The report sets out the reasons for revisions to the Code of Ethics and Standards for Staff.

## 2. Recommendation

2.1 **That the Assembly agrees that the proposed revisions to the Code of Ethics and Standards for GLA Staff as set out in Appendix 1 to the report should apply to the GLA's statutory officers, subject to the Head of Paid Service agreeing to the proposed revisions, and noting that this is a joint decision with the Mayor.**

## 3. Background

3.1 The GLA's Code of Ethics and Standards for Staff was first adopted in March 2001. Minor revisions were made in 2002 and 2003 but no formal review has been undertaken since that date.

3.2 The Human Resources and Organisational Development Unit is reviewing key employment policies to ensure they reflect current employment legislation and best practice and that they meet the needs of the organisation. Support packages of guidance notes and training for managers are also being revised to assist with the implementation of the revised procedures.

## 4. Issues for Consideration

4.1 A recent review of Code of Ethics has highlighted the need to update the contents to reflect:

- changes in designations and organisational structure
- agreed changes to policies and procedures

4.2 The review has also presented the opportunity to make the style more consistent by ensuring that the Code sets out the standards of conduct and behaviour required of staff, with reference made to the full policies or procedures where applicable, rather than including these within the Code.

- 4.3 As part of the review, the following key policies and procedures have also been reviewed and updated:
- Disciplinary procedure
  - Grievance procedure
  - Probation procedure
- 4.4 In addition, a new capability procedure has been developed. Currently, issues of poor performance must be dealt with under the GLA's disciplinary procedure. Feedback from managers, and examples of best practice demonstrate that matters of poor performance require a different approach from matters of misconduct and the new procedure has been developed to ensure the organisation is able address performance issues in a constructive and robust way.
- 4.5 It is proposed to review the existing guidance on whistleblowing and anti-fraud and corruption measures as part of the planned review of the GLA's Financial Regulations in January 2011.
- 4.6 The boxes in the text of the revised documents show where there are proposed changes and explain the reasons for these changes.

### **Strategy implications**

- 4.7 As part of our aim of exemplar employer status, the GLA has agreed to "value and exceed existing relevant legislation and codes of practice in the formulation and implementation of policies and procedures". The proposed revisions will help to ensure that the GLA achieves this objective and will also help protect the GLA from legal challenges.

### **Equalities Implications**

- 4.8 The Code of Ethics and associated policies and procedures apply to all staff. The purpose of the Code is to promote fairness by setting consistent standards applicable to all and to help ensure that GLA staff treat each other with dignity and respect.
- 4.9 Having clear and robust policies and procedures for dealing with matters of probation, discipline and capability will help ensure that staff are treated fairly and consistently. A supporting package of workshops and guidance is provided to support the implementation of these policies and reinforce consistency of approach.
- 4.10 The Human Resources and Organisational Development Unit monitors the use of the probation, disciplinary, capability and grievance procedures to check for any adverse impact.

### **Consultation**

- 4.11 The Standards Committee were consulted on these proposals at their meeting on 2 December 2010. Their comments are summarised below, together with proposed follow up actions shown in italics:
- 4.11.1 The Committee felt that the introduction to the Code, which makes clear that breaches of the Code could lead to disciplinary action, might set a negative tone, and a suggestion was made for an introductory page on the intranet to preface the Code. *A change to the wording has been made at 1.3 and an introductory page on intranet will be put in place.*
- 4.11.2 The Committee questioned whether the Code made it sufficiently clear that employees served the Assembly and Mayor equally. The Committee felt that protocols for communication between Members and officers should be made clearer and could be covered in a Member/officer protocol.

*We have reviewed the Code in detail and believe that it is clear with regard to serving the Mayor and Assembly and this is also emphasised by the Chief Executive in his induction address to new staff. We will review whether the development of a Member/officer protocol would be helpful in addressing the concerns raised.*

- 4.11.3 The Committee were concerned that the Code should cover bullying of staff by Members. *The GLA's commitment to ensure that bullying is not tolerated is set out in a number of places in the Code. The Code of Ethics sets out the standards of conduct expected of staff. The conduct of Members is set out in the Members' Code of Conduct which does contain specific references to bullying. We will review whether the incorporation of standards in respect of bullying into a Member/officer protocol would be helpful in making expectations clearer.*
- 4.11.4 With regard to Appendix 1A of the ICT protocol, concerning IT equipment for departing Members and staff, the Committee noted that whilst this is a Code for staff, Appendix 1A of the ICT protocol covered both Members and Staff. The Committee also noted that separate guidance was issued by the Head of Committee and Member Services at election time which created potential duplication. *We have revised Appendix 1A so that it refers to employees only.*
- 4.12 The Business Management and Administration Committee have also been consulted on the proposals. The Committee resolved to support the proposed revisions and to recommend to the Assembly that the proposed changes should apply to the statutory officers.
- 4.13 Unison has also been consulted on these proposals. The policies have been amended in part to take into account their views. Unison has approved the changes to the policies.

## **5. Legal Implications**

- 5.1 Under section 70 (2) of the Greater London Authority Act 1999 the Head of Paid Service may settle the terms and conditions of employment for staff appointed under section 67(2) of the Act, after consultation with the Assembly and the Mayor. Under section 70(1) of the Act, the Mayor may also fix the terms and conditions of employment for his staff appointed under section 67(1)(a) and (b). The Head of Paid Service has already agreed the change to the Code of Ethics for all section 70(2) employees.
- 5.2 With regards to the Statutory Officers, their terms and conditions must be set by the Mayor and Assembly acting jointly. It is for this reason that the Assembly is asked to approve the changes to the Code of Ethics in so far as they affect Statutory Officers.
- 5.2 The terms and conditions of employees incorporate several policies and procedures, including the Code of Ethics. Amendment to the policy is therefore a change to the terms and conditions of employees. In order for changed to be effective, employees must agree the proposed change to their employment contracts.
- 5.3 It is a contractual term of employee's contracts that Unison is able to negotiate terms and conditions on behalf of employees and any changed to such terms can be made further to agreement between Unison and the Greater London Authority. As set out above, the GLA has consulted with Unison to obtain their agreement to the amended Code of Ethics before it is implemented.

## **6. Financial Implications**

- 6.1 There are no financial implications arising from this report.

---

**List of appendices to this report:**

- Appendix 1 – Revised Code of Ethics
- Appendix 2 – Revised Disciplinary Procedure
- Appendix 3 – Revised Grievance Procedure
- Appendix 4 – Revised Probation Procedure
- Appendix 5 – New Capability Procedure

<b>Local Government (Access to Information) Act 1985</b>
--

List of Background Papers: None
---------------------------------

Contact Officer: Viv Kemsley
Telephone: x 4169
E-mail: viv.kemsley@london.gov.uk



GREATER**LONDON**AUTHORITY

**CODE OF ETHICS AND STANDARDS FOR STAFF**

October 2010

<b>Contents</b>	<b>Page</b>
<b>Section 1 – Introduction</b>	1
<b>Section 2 - Conduct of the Authority’s Business</b>	1
2.2. Standards and responsibilities	1
2.3. Proper advice and support	1
2.4. Confidence and trust	2
2.5. Declaration of interests	2
2.6. Activities in professional or other organisations	3
2.7. Standards in the workplace	3
2.8. Working relationships between managers and employees	4
2.9. Working relationships with the Mayor and Assembly Members	4
2.10. Attendance	4
2.11. Alcohol, drugs and smoking	5
2.12. Behaviour outside the workplace	5
2.13. Gifts and Hospitality	6
2.14. Contact with Press and Media	6
2.15. Use of the Authority’s internet and Email	6
2.16. Whistleblowing – standards	6
<b>Section 3 - Equal opportunities standard</b>	
3.1. Introduction	7
3.2. Definition of discrimination	7
3.3. Equality at work policy statement	7
3.4. Recruitment and promotion	8
3.5. Employment	9
3.6. Exceptions to recruitment and employment standards	9
3.7. Learning and development	9
3.8. Discrimination and victimisation	9
3.9. Monitoring	10

## **Section 4 – Performance standard**

4.2.	Performance measures	10
4.3.	Probation	11

## **Section 5 – Conduct standard – including disciplinary and grievance procedures**

5.1	Disciplinary procedure	12
5.2	Grievance procedure	12

## **Section 6 – Health and safety standard**

6.1.	The Authority's Aims and Responsibilities	13
6.2.	Employee's duties and responsibilities	14

## **Appendices**

<b>Appendix A</b>	– ICT Protocol	15
<b>Appendix A1</b>	– Arrangements for ICT equipment for departing politicians and staff	23
<b>Appendix C</b>	– Protocol for Member Services staff	26

## 1. INTRODUCTION

*As existing with minor grammatical editing*

- 1.1. The Greater London Authority believes it is important to promote the highest standards of conduct in public service and ensure that its standards and statutory obligations are fully met.
- 1.2. This Code presents the standards of conduct that the GLA expects staff to achieve. These standards may be developed further by the GLA.
- 1.3. The GLA has a variety of measures in place to encourage and support staff to adhere to the standards set out in this Code. However, breaches of this code may lead to formal disciplinary action being taken.

## 2. CONDUCT OF THE AUTHORITY'S BUSINESS

*As existing, with updating to reflect the transfer of staffing powers to the Head of Paid Service and other minor editing, where responsibilities or job titles referred to have changed.*

- 2.1. The role of the Authority's staff is to assist the Mayor and the Assembly, whatever their political complexion, in formulating their policies, carrying out decisions and administering the Authority's public responsibilities. This role needs to be undertaken with integrity, honesty, impartiality and objectivity.

### 2.2. Standards and Responsibilities

- 2.2.1. Staff of the Authority have the following duties and responsibilities:

### 2.3. Proper advice and support

- (a) To give the Mayor, the Assembly and the public as full information as possible about the policies, decisions and actions of the Authority, and not to deceive or knowingly mislead them;
- (b) To uphold the political impartiality of the Authority's staff, not to use public resources for political purposes and not to act in any way which would conflict with this Code;
- (c) To give the Mayor, the Assembly and the public fair, considered and impartial advice;
- (d) To uphold the confidentiality of any advice given to the Mayor by any employee of the Authority. To not disclose, give evidence or produce documents or information relating to that advice, except where that advice has been given in public or given to the Mayor in public by the Metropolitan Police Authority or London Fire & Emergency Planning Authority, or with the Mayor's consent. The Mayor is committed to an open, accessible and inclusive style of government and takes the view that advice given to the Mayor would not be held back if

requested from the Mayor unless there are exceptional circumstances. Where maintaining confidentiality gives rise to a reportable incident under the Whistleblowing standards, the provisions of 2.16 of this Code will apply.

- (e) To comply with the law, including international law and treaty obligations, and to uphold the administration of justice;
- (f) To conduct themselves with integrity, impartiality and honesty, avoiding any kind of impropriety;
- (g) To give honest and impartial advice to the Mayor and Assembly without fear or favour, and make all information relevant to a decision available to them, whilst upholding the confidentiality of any advice given in private to the Mayor by any employee of the Authority.
- (h) To deal with the affairs of the public sympathetically, efficiently, promptly and without bias or maladministration.
- (i) To ensure the proper, effective and efficient use of public money.
- (j) To comply with the Authority's standing orders and financial regulations.

#### **2.4. Confidence and trust**

- (a) To avoid using their official position or information acquired in the course of their official duties to further their private interests or those of others and to avoid receiving benefits of any kind from a third party which might reasonably be seen to compromise their personal judgement or integrity. If an employee is approached to breach these requirements he/she should report the matter to their line manager who should record the details and seek advice from the Monitoring Officer.
- (b) To award contracts in accordance with the standards set out in the Authority's Contracts and Funding Code.
- (c) To not conduct themselves in a way that, in the reasonably held belief of the Authority, is likely to fundamentally undermine the required relationship of trust and confidence between themselves and the Authority.
- (d) To not disclose official information which has been communicated in confidence within the Authority, or received in confidence from others.
- (e) To not frustrate or influence the policies, decisions or actions of the Mayor and Assembly by the unauthorised, improper or premature disclosure of any confidential information. Work done to serve the Mayor and/or the Assembly in a proper manner in accordance with the responsibilities of the employee will not be in breach of this requirement.

#### **2.5 Declaration of Interests**

- (a) Staff who have an interest whether financial or otherwise, or if any person related to them or with whom they have a close personal relationship, has any interest in any organisation which has any business dealings with the Authority,

are required to disclose such interests immediately and ensure that the details are recorded in the Authority's Register of Interests.

- (b) Staff must make a declaration of interest on any issue on which they are advising the Mayor or Assembly which affects an interest held by them, or any person related to them or with whom they have a close personal relationship whether financial or otherwise, and ensure that the details are recorded in the Authority's Register of Interests. The register of declarations of interests is maintained in the office of the Monitoring Officer.
- (c) To ensure openness and transparency, declarations of interest may be published on the GLA's website.

## **2.6 Activities in Professional or other organisations**

- (a) The Authority encourages staff to be members of their professional organisation, and to participate in activities relating to their professional development, which would be of benefit to the Authority. Staff must seek agreement from their relevant Director to take part in professional activities, which may include meetings of societies and/or undertaking speaking engagements. This will not confer automatic rights to receive reimbursement of professional subscriptions. To ensure that the interests of the Authority are protected any requests to speak at conferences or produce articles in the press or relevant professional journals may only be undertaken with prior approval from the relevant Director. When a fee is offered for such work this must be remitted to the GLA unless specific authority has been obtained from the employee's Director or from the Head of Paid Service to undertake the work in their own time.

## **2.7. Standards in the workplace**

- (a) Staff have a duty to work at all times within the law and according to Authority procedures. At no time should public confidence or the interests of the Authority be put at risk by the actions or words of an Authority employee.
- (b) Staff have a duty to behave in a way that reflects well on the Authority. This requires treating employees of other organisations and members of the public with courtesy, respect, efficiency and helpfulness at all times whether on the phone, in a letter or face to face, and following the Authority's guidelines on telephone and letter answering and response to complaints
- (c) Every employee has a right to a working environment, which encourages harmonious, considerate and dignified working relationships. Staff should show respect at all times to other colleagues at all levels and should not disrupt their work in any way. Staff should apply the same high standards of conduct in dealings with their colleagues at all levels, as with the public.

## **2.8 Working relationships between managers and employees**

- (a) Staff and managers have a mutual responsibility to ensure good working relationships. As part of this, staff should:
- I. carry out any reasonable and lawful requests that their manager makes and to the best of their ability;
  - II. behave courteously, reasonably and fairly in all dealings with their managers
- (b) Managers should endeavour to:
- I. support staff in the proper performance of their duties, including assistance, where necessary, in dealing with other employees;
  - II. advise staff of the Authority's human resources policies;
  - III. behave courteously, reasonably and fairly in all dealings with their staff.

## **2.9 Working relationships with the Mayor and Assembly Members**

- (a) Staff (unless their job descriptions indicate otherwise) serve the Mayor and all Assembly Members, and should avoid any action or behaviour which breaches, or could be construed as breaching, the principle of political neutrality. The Authority's Head of Paid Service has powers of appointment over staff (except the statutory officers and those staff appointed by the Mayor under S.67(1) of the GLA Act (as amended)). The staff appointed by the Head of Paid Service to discharge the functions of the Mayor must be managed in a way that enables the staff to properly carry out the Mayor's functions.
- (b) Dealings between officers and the Mayor and Assembly Members should be both polite and efficient. Mutual respect between officers and the Mayor and Assembly Members is important.
- (c) Where there is a close personal relationship, the professional standards of the GLA require that:
- Confidentiality is maintained at work and outside of work on confidential matters
  - Probity is maintained, for example it would not be appropriate for a manager to be signing off significant items of expenditure for somebody with whom they have a close personal relationship.
  - Professional conduct of staff is required at all times

## **2.10. Attendance**

*This section has been amended to reflect the current Sickness Absence policy, and to refer to the full provisions of that Policy*

- (a) The GLA is committed to improving employee attendance through fair and effective attendance management procedures. The GLA will endeavour to balance the needs

of individual staff with the need for an effective and efficient organisation, recognising the impact of sickness absence on productivity, value for money and staff morale.

- (b) The GLA will endeavour to be sympathetic and supportive in its approach to attendance management and will deal with issues in a confidential and sensitive manner. Managers will be encouraged to seek and follow expert advice on managing complex sickness issues.
- (c) The GLA will ensure that the management of attendance is consistent and fair and without bias in relation to age, disability, gender reassignment, marital status or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation.,
- (d) Managers and staff should ensure that they comply with the provisions of the GLA's Sickness Absence Policy.

### **2.11. Alcohol, drugs and smoking**

- a. Staff should not knowingly take any non-medical substance, including alcohol or drugs that may affect their ability to work. If drugs prescribed by a doctor may have an adverse effect on an employee's work, the employee should inform her/his manager, the Human Resources and Organisational Development Unit or the Occupational Health Service in confidence.
- b. The consumption of alcohol by staff is not normally allowed on the Authority's premises within work hours. Any exceptions to this rule will require the prior authorisation of the Head of Paid Service, Director, the Mayor or relevant Assembly member. Staff are responsible for ensuring that any alcohol which is consumed whilst off-duty does not affect their work in any way.
- c. Smoking is not allowed on Authority premises.
- d. Staff should note that the consumption or possession of illegal drugs within the workplace, during working hours, and/or while representing the Authority will be treated as gross misconduct.

### **2.12. Behaviour outside the workplace**

- (a) Staff's off duty hours are their personal concern but they must not subordinate their duty or their private interests or put themselves in a position where duty and private interests conflict. Staff may not to engage in any other business or take up any other additional appointment for financial gain without the agreement in advance of their Director.
- (b) Where staff break the law outside work in any way that would damage public confidence in the Authority if their employment were allowed to continue and/or has a direct effect on their work, this may result in disciplinary or other action being taken against them.



### **2.13. Gifts and Hospitality**

- (a) Offers of hospitality must be treated with caution whenever any suggestion of improper influence could arise. To prevent any improper behaviour, or suggestion of improper behaviour arising staff must take great care when hospitality is offered. Hospitality accepted should not be extravagant and nor should it be taken from the same client/individual on a frequent basis.
- (b) If staff are in doubt about whether hospitality offered can be accepted advice should be sought from the relevant Director. Staff must register receipt of any hospitality. The hospitality register is maintained in the office of the Monitoring Officer.
- (c) To ensure openness and transparency, declarations of gifts and hospitality may be published on the GLA's website.

### **2.14. Contact with Press and Media**

- (a) Unauthorised staff must not talk directly to the press or media. Any approach from the press or media representatives must be referred directly to the relevant Press Office unless otherwise agreed.

### **2.15. Use of the Authority's Internet and email**

- (a) Staff must comply with the protocol set out in Appendix A of this code.

### **2.16. Whistleblowing Standards**

- (a) The standards of conduct within this Code are intended to ensure the accountability of public officers to conduct themselves at all times with honesty and integrity. However, sometimes malpractice and wrongdoing may occur. In order to maintain high standards, it is essential that anyone working for the GLA feels able to raise any concerns where there is a belief that the public interest is not being served. This includes any activity which is:
  - fraudulent or corrupt
  - a criminal offence
  - the breach of a legal obligation
  - a miscarriage of justice
  - a danger to the health and safety of any individual
  - damage to the environment
  - the deliberate covering up of information relating to any of the above matters

- (b) Employees who raise concerns relating to any such these activities (whistle blowing) will be protected from victimisation as a result of the disclosure, provided the concern is raised in good faith.
- (c) Guidance on whistleblowing is available on the GLA intranet.

### **3. EQUAL OPPORTUNITIES STANDARD**

*As existing, with updating to reflect the transfer of staffing powers to the Head of Paid Service and the Equality Act 2010, as well as other minor editing, where responsibilities or job titles referred to have changed.*

#### **3.1. Introduction**

The Authority recognises that it is essential to promote equal opportunities to all persons without discrimination in all aspects of employment and encourages staff at all levels to act fairly and prevent discrimination because of age, disability, gender reassignment, marital status or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. These are referred to as *protected characteristics* under the law.

#### **3.2. Definition of discrimination**

- Direct discrimination occurs when one person is treated less favourably than another because of a protected characteristic they have or are perceived to have or in certain circumstances because they are associated with someone who has a protected characteristic.
- (a)
  - (b) Indirect discrimination occurs where a provision, criteria or practice is applied that has the effect of disadvantaging a group of people with a particular protected characteristic (see 3.1 above), more than persons in another group, unless it can be objectively justifiable in the given situation.

#### **3.3. Equality at work policy statement**

- (a) The Greater London Authority intends that its workforce reflects London's diversity at all levels of the organisation. The Authority aims to be an inclusive employer that positively values the contribution of all employees. Through both its employment policies and its strategies for London, the Authority aims to achieve equality of opportunity for all sections of the workforce and the community it serves.
- (b) The Authority will work towards eliminating all discrimination, because of age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation. It believes that all

employees should be treated with dignity and respect at all times and it will not tolerate bullying, harassment or victimisation of any groups or individuals.

- (c) To achieve this, the GLA shall take steps to:
- I. Encourage diversity and eliminate unfair treatment and discrimination through a full range of human resource policies and procedures in particular in the areas of recruitment, training and development and promotion.
  - II. Recognise that staff have rights as employees to work in a supportive, safe and harassment free environment and that staff have individual and collective responsibility to value and respect each other's contributions.
  - III. Promote an environment where standards of conduct are of the highest level and to ensure that no one is harassed, bullied or victimised.

#### **3.4. Recruitment and selection**

*This section has been amended to reflect the current Recruitment & Selection policy and to refer to the full provisions of that Policy*

- (a) The Authority recognises its staff as being fundamental to its success and is committed to ensuring the staff with the right skills and abilities are employed by the organisation. Appointment of the highest calibre candidates is dependent on effective recruitment and selection processes.
- (b) The Authority aims to recruit a workforce at all levels that reflects the rich diversity of London's population. Equality of opportunity is integral to the recruitment process and therefore, it is important to ensure the processes used for recruitment and selection are fair, consistently applied, transparent, objective and efficient.
- (c) The Authority will ensure the recruitment and selection of its staff is conducted in a professional, timely and responsive manner and in compliance with current employment legislation and best recruitment practice.
- (d) The Authority will provide appropriate training and support to those involved in recruitment and selection and panel members must attend the training before participating in recruitment and selection activities.
- (e) The Authority will adhere to these principles to ensure the best candidates are appointed fairly.
- (f) Managers and staff should ensure that they comply with the Authority's Recruitment and Selection policy and guidance.

..

### **3.5 Employment**

- (a) The Authority will not discriminate on the basis of age, disability, gender reassignment, marital status or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation in the allocation of duties between staff employed in any grade or grades with comparable job descriptions.
- (b) All employees will be considered solely on their merits for career development and promotion with equal opportunities for all.
- (c) All employees of the Authority are required to comply with the Authority's equality aims and to treat colleagues with dignity and respect.
- (d) Employees must not canvass any officer of the Greater London Authority, the Mayor, Assembly Members (or declared prospective candidates for the Assembly) on recruitment or any matters relating to their terms and conditions of employment.

### **3.6 Exceptions to recruitment and employment standards**

- (a) There are exceptions to these recruitment standards, which relate to appointments by the Mayor. As prescribed in the Greater London Authority Act 1999 (as amended) the Mayor may appoint two political advisors. The Mayor will decide their terms and conditions and report these decisions to the Assembly.
- (b) The Mayor may also, as prescribed in the 1999 Act (as amended) appoint ten members of staff. These appointments are required to be on merit. The appointments and terms and conditions of these staff will be decided by the Mayor and reported to the Assembly.
- (c) The 'Protocol on Mayoral Appointments' sets out the general principles and procedures to be followed where the Mayor is to exercise these powers.

### **3.7. Learning and development**

- (a) Employees will be provided with appropriate learning and development opportunities regardless of age, disability, gender reassignment, marital status or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation.
- (b) All employees will be encouraged to discuss their career prospects and training needs with their Manager.

### **3.8 Discrimination and victimisation**

- (a) Everyone is entitled to be treated fairly and not to be discriminated against. Staff must never harass, bully or discriminate against people they meet in the course of their work, particularly in relation to age, disability, gender reassignment, marital status or civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation, trade union membership, carer

responsibility, or criminal conviction. Harassment may take a number of forms including verbal, physical or the use of offensive material. It may be an isolated incident or repeated action but whatever form it takes, it will be uninvited, unwanted, un-reciprocated, unreasonable and offensive to the recipient.

- (b) It is not acceptable to display “pin-ups” or racist material in the workplace, or to make racist, sexist, homophobic, or suggestive remarks.
- (c) The Authority emphasises that discrimination, victimisation, bullying and harassment is unacceptable conduct that may lead to disciplinary action under the Authority’s disciplinary procedure.
- (d) The Authority will apply the Dignity at Work policy relating to behaviour at work and will treat harassment as a disciplinary offence.
- (e) Any complaints of discrimination, victimisation, bullying or harassment may be pursued through the Authority’s grievance procedure.

### **3.9. Monitoring**

- (a) It is the responsibility of all Directors to ensure that the Authority’s equality aims are kept under review and are operated throughout the Authority. The Executive Director of Resources will lead and co-ordinate this work across the Authority.
- (b) Where it appears that applicants/employees are not being offered equal opportunities, circumstances will be investigated to identify any policies or criteria that exclude or discourage certain employees and, if so, whether these are justifiable.

## **4. PERFORMANCE STANDARD**

*This section has been amended to reflect the new Capability Procedure and to refer to the full provisions of that procedure..*

### **4.1 The GLA is committed to:**

- developing a working environment where employee performance is linked to the GLA’s strategic and business plans; and
- maintaining and improving employee performance through fair and effective performance management and capability procedures.

### **4.2 Performance measures**

#### **4.2.1 The Authority operates the following performance measures:**

- (a) Structured induction into the Authority of all new staff
- (b) A formal probation process for all new employees
- (c) Employee performance review to underpin the Authority’s commitment to a performance culture

- (d) Effective communication of standards to all employees including regular team briefings
- (e) Regular support and guidance to employees to enable them to perform effectively
- (f) Commitment to continuous learning and development amongst employees
- (g) A formal capability procedure to address work performance issues

### **4.3. Probation**

*This section has been amended to reflect the current Probation Procedure and to refer to the full provisions of that procedure..*

- (a) All appointments to the Greater London Authority (GLA), including employees on fixed term contracts, are offered on the basis that the employee will complete a six month probation period. During this time the employee's performance will be assessed to ensure that they are reaching or capable of reaching the required standards of performance, attendance and conduct to complete the job.
- (b) The purpose of the probation period is:
  - To give initial guidance to the probationer in adapting to the new job and to provide a structured programme of support and monitoring designed to enable the probationer to reach the required standards of performance quickly.
  - To draw up action plans with the probationer if s/he does not achieve the required standards as quickly as expected and to assist the probationer in achieving those standards.
  - To identify employees who do not meet the required standards after the GLA has exhausted all reasonable and practical remedial action.
- (c) Managers and staff should ensure they they comply with the Authority's Probation Procedure.

### **4.4 Performance Review Scheme**

- (a) All employees should comply with the Authority's Performance Review Scheme and its aims to improve standards of performance through the provision of effective support to individual employees.

## **5. CONDUCT STANDARD**

*This section has been amended to delete some paragraphs which are now incorporated into the provisions of the new Disciplinary and Grievance Procedures. These are no longer incorporated into the Code, but referred to as separate documents..*

### **5.1 Disciplinary Procedure**

- 5.1.1 The Authority believes it is important to promote order and fairness in the treatment of employees through the application of rules of conduct and procedure. These are set out in full in the Authority's Disciplinary Procedure.
- 5.1.2 The purpose of the Disciplinary Procedure is to help employees achieve and maintain satisfactory standards of conduct and to comply with the GLA's rules. The procedure also provides a fair and consistent way of dealing with allegations that the required standards have not been met.
- 5.1.3 Managers are responsible for specifying standards of conduct and behaviour and ensuring that breaches of these are dealt with promptly and consistently.
- 5.1.4 No disciplinary action should be taken until the facts of the case have been established and any action taken must be reasonable in the circumstances.
- 5.1.5 No employee will be dismissed for a first breach of standards except in the case of gross misconduct, when the outcome will normally be dismissal.

### **5.2 Grievance Procedure**

- 5.2.1 The Authority has a formal Grievance Procedure which gives employees a means to deal satisfactorily and promptly with any employment-related grievance. Its aim is to ensure good working relationships and to settle grievances promptly, fairly and as close as possible to the point of origin. It applies to both individual and collective grievances. A collective grievance may arise where more than one employee has the same grievance.
- 5.2.3 The GLA places responsibility upon all employees and managers to develop and maintain constructive working relationships. It is important that employees are treated as individuals, with respect, and that their needs and expectations acknowledged and these are balanced together with the needs and objectives of the GLA.
- 5.2.4 When dealing with a grievance, managers must endeavour to understand the reason for the grievance and, with the employee, have a shared responsibility for identifying solutions to the problem or concern.
- 5.2.5 The responsibilities of managers and staff are set out fully in the GLA's Grievance Procedure.

## **6 HEALTH AND SAFETY STANDARD**

*As existing with minor editing to reflect changes in responsibility and job title*

### **6.1. The GLA's aims and responsibilities**

- 6.1.1. The Authority aims to maintain a safe and healthy environment for its employees and others who may be affected by the Authority's operations. The Authority will actively seek to maintain and improve a good record of safe and careful planning, organisation monitoring, control, education and the application of relevant practices and codes of conduct.
- 6.1.2. All Authority employees are required to actively support these aims. The Authority also expects the co-operation of all those within scope of the policy to work in such a way that accidents to themselves and others are prevented. Any employee will render themselves liable to action for proven breaches of this policy.
- 6.1.3. Insofar as is reasonably practicable the Authority will:
- (a) Maintain work equipment and systems that are safe and without risks to health.
  - (b) Make arrangements for assessing risk thereby ensuring the health and safety and well-being of all staff in connection with the use, handling, storage and transport of articles and substances.
  - (c) Ensure all employees are made aware of the known or suspected hazards associated with or arising out of the work or duties assigned to them, and where necessary shall be suitably trained or instructed to enable them to carry out their tasks in a safe and efficient manner.
  - (d) Ensure that appropriate health and safety training is provided for staff. The practicalities and method of work training will be carried out by the Authority's managers and overseen by the Head of Facilities and Squares Management.
  - (e) Ensure the requirements of any legislation or codes of practice applicable to the processes or operations being undertaken and/or the premises which they are undertaking are observed.
  - (f) Maintain any place under the Authority's control in a condition that is safe and without risk to health and provide and maintain means of access to, and egress from, in ways that are safe and without risk.
  - (g) Ensure all activities are conducted in a responsible manner and so planned and controlled that the possibility of unplanned events occurring is reduced to the practicable minimum. It is recognised that accident prevention is a joint responsibility of all those mentioned within scope of the Authority's Health and Safety Standard.
  - (h) Provide and maintain a working environment for all employees and sub contractors that is safe, without risk to health, and adequate as regards to facilities and arrangements for their welfare at work. The services of professional Health and Safety advisors may be used to provide advice, monitor implementation of systems when working in difficult or non-standard environments.



- (i) Ensure that Authority's health and safety aims are formally reviewed on an annual basis and amended from time to time to take account of changes in legislation as and when they occur.
- (j) Ensure that the following persons comply with all arrangements made to implement this Authority's health and safety aims:
  - Employees of the Authority,
  - Sub-contractors to the Authority,
  - Visitors to the Authority's premises, sites of operation,
  - Those to whom the Authority owes a duty of care or over whom the company exercises control.
- (k) The Authority's Health and Safety Standard and its aims shall be displayed at all sites/locations where the Authority undertakes works, and shall be issued to all new employees on appointment.

## **6.2 Employees duties and responsibilities**

### 6.2.1. Employees have a duty to:

- (a) Take reasonable care for the health, safety and welfare of themselves and of others who may be affected by their activities at work and not intentionally to do anything likely to endanger themselves or others.
- (b) Co-operate fully in enabling the Authority to fulfil its health, safety and welfare responsibilities.
- (c) Not intentionally or recklessly to interfere with, misuse or remove anything provided in the interest of health, safety or welfare or for the use of employees.

*Broadly as existing, with updating to reflect current legislation, best practice and organisational structure.*

## **PROTOCOL ON THE USAGE OF INFORMATION AND COMMUNICATIONS TECHNOLOGY IN THE GREATER LONDON AUTHORITY**

### **1. Introduction**

- 1.1. All staff in the GLA have access to a range of equipment and technology classified under the heading of Information and Communications Technology (ICT). Such equipment and technology includes the following: PC, telephones, mobile phones, BlackBerrys, intranet/internet, e-mail, printers, facsimile machines and photocopiers. This protocol covers the usage of all such ICT, together with any information and communication equipment and/or technology that is introduced within GLA in the future.
- 1.2. Note that GLA's ICT includes equipment and technology owned or leased by the GLA, hired by the GLA, supplied by the GLA or equipment used by the GLA and not necessarily owned or leased by the GLA.
- 1.3. This protocol also applies to staff's personal equipment when being used to undertake work on behalf of the GLA on GLA premises.
- 1.4. ICT is available to help staff with their day to day work. The GLA aims to promote the use of information and communications technology as an effective means of working. As ICT is widely used within the GLA it is necessary to issue some guidance on its use to ensure that staff are aware of good practice, the required standards and implications of breaching this protocol.

### **2. Rules on Information and Communications Technology use, disciplinary action and criminal offences**

- 2.1. Use of ICT is subject to the same rules of abuse and misconduct as other GLA equipment and facilities. Failure to comply with the protocol will constitute misuse of the facilities and could lead to disciplinary action under the Code of Ethics and Standards or any other action the GLA considers appropriate, being taken against the employee. Depending on the circumstances and the seriousness of the case, disciplinary action could result in dismissal.
- 2.2. Staff using the GLA's ICT must ensure that their use is in no way in breach of the GLA's Equality at Work policy. Such activity could be regarded as gross misconduct, may damage the reputation of the Authority or bring it into disrepute and could lead to disciplinary action being taken up to and including dismissal.
- 2.3. Staff are specifically reminded that there are a number of criminal offences that might arise from the misuse of ICT. These include, but are not limited to:
  - (a) Unauthorised duplication of computer software;

- (b) Publishing obscene material which tends to deprave or corrupt;
- (c) Deliberate unauthorised access to computer programmes or data ("hacking").

2.4. The GLA will inform the police if it suspects that any misuse of its ICT constitutes illegal activity and will co-operate with the police if requested in any investigation or prosecution.

### **3. Scope of this protocol**

3.1. The guidance and recommendations set out in this protocol are not exhaustive and must not be treated as such. Employees are expected to use judgement, prudence, and care in using ICT.

3.2. The GLA reserves the right to amend this protocol in the interests of ensuring its relevance to current legislation, best practice and in light of experience. Staff will be notified of any changes to the protocols using whatever mechanism the GLA deems appropriate.

### **4. Access**

4.1. All staff have access to a telephone, computer and hence email, Internet and Intranet. Access to the Internet and Intranet is available from any computer within the GLA connected to the network. Access may also be available to computers owned, leased or in the care of the GLA not connected to the network, but whose access is via a direct connection. Staff also have access to other forms of ICT including mobile telephones, photocopiers, facsimile machines and printers.

### **5. Software**

5.1. The GLA purchases and licences the use of various computer software programs. Neither the GLA nor any of the GLA's employees, officers or agents have the right to duplicate this computer software or any related documentation without obtaining the prior, express written consent of the copyright owners of the software and documentation. It is expressly forbidden for any member of staff to copy for his or her own private use any software licensed to the GLA.

5.2. Software must be used in accordance with appropriate licensing agreements. To protect the GLA against actions for copyright infringement and the introduction of computer viruses, staff must not install or run *any* software on any GLA ICT without prior agreement of the IT Unit. This covers software available for downloading from the internet, although the IT Unit will usually agree to the installation/running of such software where the consent of the copyright owner is clearly given. Staff should always check with the IT Unit when in doubt and should be aware that the use or installation of unlicensed software is a criminal offence with a penalty of up to two years imprisonment.

### **6. Personal Use**

6.1. Staff are not forbidden from using ICT for personal purposes, however such use should be limited, should not interfere with job performance and must comply with this protocol.

- 6.2. The GLA recognises and accepts that there will be occasions when a member of staff needs to make a personal phone call that cannot be made outside office hours, however, such use of the telephone should be limited. The GLA expects staff to exercise appropriate discretion in these matters.
- 6.3. Staff are also able to access the Internet or send and receive email for personal purposes but should, as far as reasonably practicable, do so in their own time (e.g. during the lunch break) and not during normal working hours. Staff must not spend long periods of time browsing the Internet or engaging in personal e-mail correspondence as this can be time consuming and will impact on their overall productive capacity.
- 6.4. The GLA reserves the right to withdraw permission for personal use from any member of staff if it believes that it is interfering with their work or disrupting GLA's activities. In cases of excessive or inappropriate personal use, the GLA may take disciplinary action.
- 6.5. Staff must not use their PC for playing games.
- 6.6. Staff who use the internet for personal shopping should ensure that deliveries are sent to their home address rather than City Hall. If this is not possible City Hall Security staff should be notified that a package is due, especially if that package is to include electrical equipment. It is the responsibility of the person ordering the item to pick it up from the Post Room.
- 6.7. All ICT equipment and software provided to staff remains the property of the GLA. When the staff member is no longer employed by the GLA, arrangements must be made by the staff member to return all GLA property within 14 days after the date of termination. Please see the policy for 'Arrangements relating to ICT equipment for staff' attached at Annex 1.

## **7. Legal implications**

- 7.1. There is a large amount of relevant legislation and case law governing the use of ICT. This includes legislation/case law concerning race; sex discrimination; obscenity and human rights. Recently, legislation on the monitoring of electronic forms of communication called The Telecommunications (Lawful Business Practice) Interception of Communications) Regulations 2000 have come into force.

### *Computer Misuse Act (1990)*

Under this legislation a person is guilty of an offence if they access any system or data for which they are unauthorised.

There are further criminal offences of gaining unauthorised access to computer material with intent to commit a further offence (e.g. fraud, theft etc.) and the unauthorised modification of computer material.

Staff should therefore take steps to ensure that their usernames and passwords are kept private as well as ensuring that computers are locked (using Control, Alt and Delete) when not in use.

#### *Data Protection Act (1998)*

Under this legislation the holding, processing and disposal of personal information is regulated. Staff who process personal data must comply with the eight data protection principles that are contained in the act and have a thorough understanding of their effects. These principles form the framework for the proper handling of personal data.

Staff should therefore ensure that ANY personal data, whether electronic or manual, held is:

1. Obtained and processed fairly and lawfully (that the subject of the data has consented to its collection and use.)
2. Data is held only for specified purposes
3. The Data is adequate, relevant but not excessive
4. Accurate and kept up to date.
5. Held for no longer than necessary
6. Accessible to data subjects.
7. Subject to the appropriate security measures.
8. Not to be transferred outside the EEA (European Economic Area which includes the EU member states: Austria, Belgium, Denmark, Eire, Finland, France, Germany, Greece, Italy, Luxembourg, Netherlands, Portugal, Sweden & the UK as well as Iceland, Liechtenstein, Norway and Switzerland)

- 7.2. This document will be reviewed as necessary in order to take account of further changes in the law and all staff will be notified of these.

## **8. Appropriate use of E-Mail**

- 8.1. Staff must never send or distribute any e-mail, where for personal or business purposes, which:
- (a) Contains information that is confidential or personal, except where authorised;
  - (b) May damage the reputation of the GLA or that of any person or organisation with which it deals;
  - (c) Makes representations or express opinions purporting to be those of the GLA, except where authorised;
  - (d) Contains defamatory, obscene, indecent, sexually explicit, pornographic, or any material which a reasonable person might consider to be pornographic, offensive, racist, sexist or violent material or which may reasonably be considered by others to cause offence or distress;
  - (e) Involves a breach of the GLA's Equalities Policy;
  - (f) Involves sexual harassment (this means unwanted conduct of a sexual nature, conduct based on sex which affects the dignity of women (or men) at work or conduct which

- denigrates, ridicules or is abusive on grounds of sex and is offensive to the recipient. Sexual attention becomes sexual harassment if it is persisted in once it has been made clear that it is regarded by the recipient as offensive, although one incident of harassment may constitute sexual harassment if sufficiently serious);
- (g) Involves racial abuse, racial harassment or the distribution of racist material (this means abusive/aggressive/insulting behaviour towards an individual on grounds of race, making or distributing comments or jokes based on the assumption that races have distinctive cultural characteristics determined by hereditary factors (i.e. racial stereotyping) and any other behaviour likely to leave a reasonable person feeling disadvantaged on grounds of his or her race);
  - (h) Involves any other kind of harassment, bullying or intimidation whether on grounds of sex, race, disability or other personal grounds. (This includes conduct that is unwanted, unreasonable and offensive to the recipient and creates an intimidating, hostile or humiliating working environment for the recipient).

## **9. Passwords and Unauthorised Access**

- 9.1. Staff should change their passwords on a regular basis. Email passwords can be changed via a link on the Intranet in the IT section. Network passwords can be changed by pressing 'Control Alt Delete' and then selecting change password.
- 9.2. In order to prevent your PC being used when you are away from your desk, you should get into the habit of locking your PC by pressing 'Control Alt Delete' and then selecting the option 'Lock Workstation'. Upon return to your PC you will need to re-enter your password to continue working.
- 9.3. Passwords are unique to each member of staff and must not be disclosed to anyone except a member of the IT Unit. No member of staff should permit another individual to log on to a computer using that member of staff's password. Similarly, no member of staff should log on to a computer using another member of staff's password. Any member of staff suspecting that there may have been unauthorised access to his/her computer should contact the IT Unit immediately.

## **10. The GLA's Website**

- 10.1. There are strict protocols regarding information published on the GLA's Website, which presents information relating to the Mayor and Assembly.
- 10.2. The site is maintained by the London Engagement Unit in the External Affairs Directorate and any requests to post material on the site, or queries regarding information currently posted, should be made to that Unit.

## **11. Inappropriate use of the Internet**

### **11.1. Pornographic obscene and offensive material**

- (a) You must not use the GLA's Internet facilities to deliberately access, view, download, print or distribute pornographic, indecent, sexually explicit or obscene material or

material likely to cause offence, whether or not this would constitute a criminal offence and irrespective of whether you do so during working hours or whether you personally find such material insulting or distasteful. To do so may result in disciplinary action, which may result in dismissal.

- (b) Staff are advised to exercise caution and not access any sites that may contain information that could be interpreted in this way.

### **11.2. Racist material**

- (a) You must not use the GLA's Internet facilities to access, view, download, print or distribute racist material. Staff who do so may be subject to disciplinary action, which may result in dismissal.
- (b) Staff are advised to exercise caution and not access any sites that may contain information that could be considered to be racist.

### **11.3. Other inappropriate material**

- (a) The Internet has numerous sites containing material inappropriate to be accessed using the GLA's Internet facilities. Examples include sites containing material that is sexist, homophobic or publicising hate campaigns that would be deemed contrary to the equalities ethos of the GLA or illegal
- (b) If the GLA has evidence that you have used the GLA's equipment and ICT systems to deliberately access, view, download, print or distribute such material, you may be subject to disciplinary action which may result in dismissal.
- (c) Generally staff should exercise all reasonable care to ensure that they do not access any site that may contain material that could offend others.

### **11.4. Unintentional access of inappropriate sites**

You may inadvertently access material described above because of misleading site descriptions, and innocent searches. If this should happen, the site should be exited immediately and for your own protection, you should report the matter to your line manager. The line manager is then responsible for advising the IT Unit of the address of the site regarded as inappropriate. Failure to exit the site with due speed may result in the GLA's conclusion that you have deliberately accessed and/or viewed material in question.

### **11.5. Downloading information**

- (a) Do not download software from the Internet without prior approval from the IT Unit as such software may contain viruses or may not be licensed.
- (b) Care should be taken when downloading any information from a website, as some pages have programs imbedded in them which may be downloaded inadvertently.

## **12. Subscription**

- 12.1. You must obtain the budget holder's permission before using any service on the Internet that requires payment.

## **13. Appropriate use of other ICT**

- 13.1. The use of any GLA ICT to distribute pornographic, obscene, racist or otherwise inappropriate material (as defined above) is strictly forbidden and may result in disciplinary action, including dismissal in appropriate cases. This includes using faxes or photocopiers for the purposes of copying and distributing any material that may be regarded as offensive or inappropriate. Staff must not use the telephone in a manner that would be regarded as being abusive, or to deliver information or messages that would be likely to cause offence to the listener.

## **14. Profit or Gain**

- 14.1. You must not use GLA's Information and Communications Technology facilities for profit or gain making activities not authorised by the GLA. If there is evidence that you have used GLA ICT in this way, you may be subject to disciplinary action which may lead to dismissal.

## **15. Monitoring**

- 15.1. The GLA allows access to ICT systems to all staff, and therefore gives staff a wide degree of autonomy in how their time is utilised and relies on trust in using these systems to apply this protocol (for example, sometimes temporary staff may only be contracted for one day only). Managers and supervisors will still be responsible for the general supervision of staff and the GLA reserves the right to monitor staff usage of the internet, intranet, e-mail and telephone at any time and without express consent for the purposes set out below.

- 15.2. The GLA will use a variety of methods to monitor staff use of its ICT systems but does not have the intention of unnecessarily intruding on staff privacy and autonomy. The GLA may use a variety of methods to monitor staff use of its ICT systems, however, monitoring will only take place for reasons relevant to the business of the GLA and for the following purposes:

15.2.1 for the monitoring or recording of communications;

15.2.2 to establish the existence of facts;

15.2.3 to ascertain compliance with regulatory or self-regulatory practices or procedures;

15.2.4 to ascertain or demonstrate standards which are or ought to be achieved (quality control and training);

15.2.5 in the interests of national security (in which case only certain specified public officials may make the interception);

15.2.6 to prevent or detect crime;



- 15.2.7 to investigate or detect unauthorised use of telecommunication systems;
  - 15.2.8 to secure, or as an inherent part of, effective system operation;
  - 15.2.9 monitoring received communications to determine whether they are business or personal communications; or
  - 15.2.10 monitoring communications made to anonymous telephone helplines.
- 15.3. Monitoring will be carried out only by staff authorised by the GLA.
  - 15.4. All staff should be aware that deleted emails may be retrievable by the System Administrator and that details of sites accessed from each desktop machine are recorded in the GLA's network log and routinely kept for three months.
  - 15.5. All staff should not treat any form of ICT communication as confidential or private and are not advised to use GLA's ICT to communicate sensitive personal details
  - 15.6. No member of staff should monitor any communication sent or received using GLA's ICT by another member of staff unless specifically authorised to do so (for one of the purposes set out in 15.2) by the Executive Director of Resources (for staff appointed by the Head of Paid Service), the Mayor (for staff appointed directly by the Mayor), the Mayor and Assembly (for the Statutory Officers)..
  - 15.7. Where monitoring reveals unauthorised usage of GLA's ICT systems, disciplinary action may follow, including dismissal in appropriate cases.

## **16. Conclusion**

- 16.1. The GLA is committed to quality of service and ensuring compliance with the law in addition to our internal protocols. If any member of staff is in any doubt as to what behaviour and communication this protocol applies to they should contact their manager in the first instance. Staff will also need to apply the equalities standard which is set out in this document and any other protocol which may be relevant.

*New section setting out arrangements for the return of equipment by leavers.*

**ARRANGEMENTS RELATING TO ICT EQUIPMENT FOR  
DEPARTING STAFF**

**1. Who these arrangements apply to**

1.1 The provisions in this document apply to all employees of the GLA including the Mayor's appointees.<sup>1</sup>

**2. Definitions**

In this document:

2.1 "ICT" means the range of equipment and technology classified under the heading 'information and communications technology' (ICT). It includes any information, documents and equipment and/or technology owned by the GLA at any relevant time.

2.2 "Equipment" may include some or all of the following:

- PC or laptop
- Telephone
- Mobile phone (or Blackberry)
- Printers
- Facsimile machine

2.3 "Information" may include some or all of the following:

- Any document, records or information the copyright in which is owned by the GLA; or
- Any document, records or information in which the copyright is owned by a third party, but where the GLA has purchased a licence in respect of the copyright;
- Any confidential document, records or information; or
- Any GLA related e-mails, email addresses, circulation lists, electoral register or any part thereof.

2.4 "Date of termination" means the date that:

- an employee's employment ends.

---

<sup>1</sup> Appointed by the Mayor under section 67(1) of the GLA Act 1999 as amended.

### **3. GLA ICT Equipment**

- 3.1 All equipment and software provided by the GLA remains the property of the GLA at all times. The equipment is provided solely for the legitimate GLA business use of the person to whom the equipment is provided.
- 3.2 Unless a request to keep any item of GLA ICT equipment has been made in accordance with paragraphs 3.3 – 3.4 below, all such equipment must be returned (or if so agreed to by the GLA, made available for collection) within 14 days after the date of termination.
- 3.3 A request by Members, the Mayor, Deputy Mayor or Mayoral appointees to keep any item of GLA ICT equipment must be made to the Head of Paid Service (using the form at Appendix 1) at least 14 days before the date of a GLA election, which may result in their term of office ending; or, if their date of termination is known, at least 14 days before that date.
- 3.4 A request by an employee to keep any item of GLA ICT equipment must be made (using form available on the intranet) via their line manager to the Head of ICT or, as appropriate, the Head of Paid Service, at least 14 days before: (i) the date of a GLA election, if their employment may terminate as a result of the election without any period of notice being worked; or (ii) the expiry of their contract of employment with any period of notice being worked.
- 3.5 A decision to grant requests will only be made if the following conditions are met:
  - The equipment has no residual value at the date of termination.
  - There are no contractual obligations between the GLA and the provider of the equipment and/or software which would prevent the GLA releasing the equipment; and
  - The costs, in officer time and effort, of removing any software and taking any necessary steps or making arrangements to prepare the equipment for release is not disproportionate.

AND

- will be communicated to requestors within 14 days after the date of termination.
- 3.6 If equipment is released by the GLA then, in some cases, it may be possible for the number of a mobile phone to be transferred from the GLA account to a personal account at the member of staff's own cost.

#### **4. GLA Information**

- 4.1 When returning ICT equipment staff must have regard to the Protocol on the Usage of ICT in the GLA.
- 4.2 Staff should remove any information to which they are legitimately entitled before the date of termination, but nobody must remove or copy any GLA related information from the equipment before it is returned. Any information remaining on the GLA ICT equipment at the date of termination remains at all times the property of the GLA. It is subject to the Data Protection Act 1998 and the Freedom of Information Act 2000. .
- 4.3 Any ICT accounts (including phone, blackberry, and email) will be closed down within 1 month of the employee's date of termination.
- 4.4 However, any material contained within an email account that has been closed down or which has been deleted by an individual before returning equipment, will be retained on back up tapes for a period of 3 months. Should employees require access to such information after the date of termination, and within 3 months, a formal request should be made via their line manager to the Head of ICT.
- 4.5 In addition, should any individual wish for out-of-office messages to be displayed in response to emails or for emails to be re-directed to them after they leave the GLA, they should contact the Technology Service Desk for advice and assistance, before, or as soon as possible after, their date of termination.

#### **5. Failure to comply with these arrangements**

- 5.1 If any GLA ICT equipment or information is not returned in accordance with the provisions of this document, the GLA may seek to recover from the individual concerned (if necessary via legal proceedings) any losses or costs it incurs and which are related to the individual's failure to comply with these arrangements.

*The protocol has been redrafted to update and clarify roles and responsibilities*

## **PROTOCOL FOR MEMBER SERVICES STAFF**

### **1. Purpose of protocol**

- 1.1 This Protocol provides general, formal guidance to those Secretariat staff who work within the party Groups' teams or directly to individual Assembly Members (collectively and formally known as 'Member Services', as part of the Committee and Member Services Unit), in relation to their role, duties and responsibilities when working in support of Assembly Members. The Protocol forms part of the Authority's Code of Ethics and Standards for staff and is to be read in conjunction with the Code and the other relevant documents referred to below.

### **2. Appointment of Member Services staff**

- 2.1 The Authority's Chief Executive, as Head of Paid Service, is responsible for the appointment of all staff (with the exception of those posts appointed to by the Mayor under section 67(1) of the GLA Act 1999 as amended and the Authority's 3 statutory officer posts appointed jointly by the Mayor and the Assembly) within the Authority, for setting the terms and conditions of employment and for all other employment matters.
- 2.2 In relation to the appointment of staff of the Authority, including those working within the Assembly's Secretariat Directorate, the procedures for appointment are set out within the HoPS's Scheme of Delegation of Functions - <http://legacy.london.gov.uk/about/corp-gov/docs/scheme-of-delegation-hops.pdf>.
- 2.3 The processes and procedures by which the Chief Executive, as Head of Paid Services (HoPS), undertakes these general functions are set out within the HoPS' Staffing Protocol - <http://legacy.london.gov.uk/about/corp-gov/docs/hops-staffing-protocol.pdf>.
- 2.4 As a general rule, the procedures outlined above in relation to the appointment of Heads of Unit posts within the Secretariat shall apply to the appointment of staff working in the party Groups on the London Assembly and to any individual Members – namely, that relevant officers will serve as the interview and appointment panel but that Assembly Members can attend and, subject to any direction from the chair of the panel, participate in the appointment panels but can not vote on or decide the appointments.
- 2.5 Appointments will be made:
- (a) On merit, without reference to political preference;
  - (b) In accordance with the Authority's Recruitment and Selection Policy and on advice of HR officers as necessary; and
  - (c) Subject to standard terms and conditions of service of GLA employees.

### **3. Nature of support staff's work**

3.1. The job description for each post will detail the nature of the work required and the line management arrangements. The line manager will allocate work, monitor performance, provide guidance and training as necessary and ensure that the Authority's performance review processes (including compliance with the Competency Framework) are undertaken.

3.2 All members of staff working directly in support of Assembly Members are employees of the Authority, are not under the management of the Member(s) to whom they provide support and are not employed to provide party political support or advice to the Members. (The Assembly's statutory role is set out at section 59 of the Greater London Authority Act 1999 as amended.) However, within that framework, Assembly Members are properly able directly to provide such members of staff with direction and guidance as to the nature of the work required and relevant timescales. Assembly Members' views on the performance of such members of staff can routinely be sought as part of the performance review process and at other times as may be necessary.

3.3 The Authority's Code of Ethics and Standards for members of staff sets down formal guidance, as part of the terms and conditions of employment, for officers in relation to the expected standards of conduct in the performance of their duties, including in relation to the following areas:

- [Standards and responsibilities](#)
- [Proper advice and support](#)
- [Confidence and trust](#)
- [Declaration of interests](#)
- [Activities in professional or other organisations](#)
- [Standards in the workplace](#)
- [Working relationships between managers and employees](#)
- [Working relationships with the Mayor and Assembly Members](#)
- [Attendance](#)
- [Alcohol, drugs and smoking](#)
- [Behaviour outside the workplace](#)
- [Gifts and hospitality](#)
- [Contact with press and media](#)
- [Use of the Authority's internet and email](#)
- [Whistleblowing - standards](#)

3.4 The Code of Ethics also sets down the disciplinary procedures for GLA staff.

### **4. Role of Head of Office and Head of Unit**

4.1 The Head of Office will be the overall line manager for all staff working within each team supporting the relevant party Group on the Assembly. They are responsible for leading and managing the staff and resources allocated to the relevant party Group on the London Assembly, providing those Assembly Members with key policy, research, communications advice and administrative support and representing their GLA positions/interests within the organisation and beyond.

4.2 The Heads of Office discharge this responsibility by:

- managing staff and resources in accordance with the Authority's policies and Code of Ethics and Standards;
- developing and ensuring delivery of plans and tasks;
- managing the budget allocated to the Group;
- ensuring the provision of the research, communications and administrative support required by Assembly Members;
- acting as a key source of high quality advice and support for the Assembly Members in the Group on all matters relating to their GLA roles and functions and to represent their GLA positions/interests within the organisation and beyond as required

4.2 The Heads of Office will:

- allocate the work for all members of staff within their team
- undertake the probationary and performance review procedures for staff within their team
- agree the implementation of terms and conditions of service for all members of staff (determining requests for annual or special leave, flexible or remote working etc)
- take action to address matters of misconduct or capability as necessary, in accordance with the Authority's Disciplinary and Capability Procedures
- provide guidance, support, training and information to staff

4.3 Some of the above functions may be delegated to another officer (either permanently or for other, defined periods of time) – in which case all relevant members of staff will be made aware of the revised formal arrangements.

4.3 In the course of performing their duties, the Heads of Office are expected to liaise closely with the Group Leader, all other Members of the relevant party Group and their Head of Unit (the Head of Committee and Member Services).

4.4 The Head of Unit has overall responsibility for: the management of the Heads of Office and other staff working to Assembly Members as required; the overall provision of staffing support for Assembly Members; the overall provision of budgets and resources for Members; for ensuring overall provision of all other support services for Members (IT equipment, offices etc); the provision of advice and guidance in relation to the Authority's governance rules (with particular reference to the rules governing the use of the Authority's resources by Members); for providing guidance, support, training and information to the Heads of Office; for acting as Head of Office for a particular team as and when necessary; for conducting disciplinary matters for staff working in the party Groups as necessary; for the overall provision of information and induction processes for all new Assembly Members; for all procedures and processes in relation to the meetings of the London Assembly and its committees (including the committee structure of the London Assembly); for the provision of procedural advice and guidance to the Chair of the London Assembly and Members both within and without formal meetings; for the provision of legal services to the London

Assembly; for the management of the Committee Services Manager. The Head of Unit reports to the Executive Director of Secretariat.



### Disciplinary procedure

*The content of the disciplinary procedure is largely unchanged, although it has been re-arranged with new paragraph headings and some further detail in order to improve clarity.*

*Reference to matters of performance have been removed, and the revised policy makes clear that these matters are now dealt with under the Capability Procedure.*

#### **1 Introduction and purpose**

- 1.1 The purpose of this procedure is to help employees achieve and maintain satisfactory standards of conduct and to comply with the GLA's rules. The procedure also provides a fair and consistent way of dealing with allegations that the required standards have not been met.
- 1.2 Managers are responsible for specifying standards of conduct and behaviour and ensuring that breaches of these are dealt with promptly and consistently.
- 1.3 No disciplinary action should be taken until the facts of the case have been established and any action taken must be reasonable in the circumstances.
- 1.4 No employee will be dismissed for a first breach of standards except in the case of gross misconduct, when the outcome will normally be dismissal

*New section clarifying who the policy applies to and indicating where modifications apply in respect of certain designated staff*

#### **2 Scope**

- 2.1 This policy applies to all employees, including those with fixed term contracts of more than six months, except:
  - employees during their probationary period, where any conduct issues will be dealt with under the probationary assessment process.
  - Staff seconded to work in London's European Office – where a modified procedure applies (see intranet for details).
- 2.2 This policy applies to the following employees, with modifications as indicated:
  - The Head of Paid Service (Chief Executive), the Monitoring Officer and the Chief Finance Officer ("the Statutory Officers") – where this policy will be modified by the terms of the Statutory Officers Protocol
  - Staff appointed by the Mayor under s 67(1) of the GLA Act 1999 (as amended) - where this policy will be modified by the terms of the Protocol on Mayoral appointments.

- Directors appointed by the Head of Paid Service – where this policy will be modified as set out in section 17
  - Staff appointed by the Head of Paid Service but managed by staff appointed by the Mayor under 67(1) – where this policy will be modified by the terms of the HOPS scheme of delegations (see section 18)
- 2.2 This procedure does not cover unsatisfactory performance or capability, except for cases of gross incompetence – unsatisfactory performance or capability should be dealt with under the Capability Procedure.
- 2.3 This procedure does not cover unsatisfactory attendance or ill-health capability – these should be dealt with under the Sickness Absence Policy.

### **3 Disciplinary rules**

*Broadly the same as existing, with some additional examples of misconduct.*

- 3.1 All employees need to know and understand the standards expected of them and the possible consequences of breaking disciplinary rules or failing to meet conduct standards.
- 3.2 Disciplinary action may be taken for conduct that falls below expected standards. This may be because of carelessness, wilfulness, negligence. Misconduct, if found and depending on the seriousness, may lead to a written or final written warning being issued. Cumulative or repeated acts of misconduct may lead to dismissal if a further breach of the GLA's standards or disciplinary rules occurs where there is a current earlier warning on file.
- 3.3 Examples of misconduct, which are illustrative but not exhaustive, include:
- a) a breach of the code of ethics and standards
  - b) a breach of the dignity at work policy
  - c) bad timekeeping
  - d) unauthorised absence
  - e) incapacity caused by misuse of alcohol or drugs
  - f) abuse or misuse of the GLA's information and computer technology, including inappropriate use of email or the internet, as set out in the code of ethics and standards
  - g) inappropriate behaviour towards a colleague or member of the public
  - h) failure to follow a legitimate management instruction
  - i) failure to follow the GLA's procedures (for example, financial regulations or safety standards).
- This list is neither exclusive nor exhaustive and will have regard to accepted standards of conduct and performance.
- 3.4 Gross misconduct/gross incompetence is a very serious breach of the GLA's disciplinary rules or failure to meet performance standards. An allegation of gross misconduct/gross incompetence will normally lead to immediate suspension from work pending an investigation and, if proven at a disciplinary hearing, will normally lead to summary dismissal. Summary dismissal is dismissal without any notice or pay in lieu of notice, and without a prior warning.

- 3.5 Examples of gross misconduct/gross incompetence include:
- a) serious acts of discrimination, victimisation, bullying or harassment or verbal abuse amongst work colleagues, contractors or members of the public on grounds of race, gender, disability, age, sexual orientation or religious beliefs or for any other reasons
  - b) deliberate falsification of records
  - c) fraud or theft of GLA property, or theft from an employee of the GLA
  - d) wilful damage to GLA property
  - e) physical assault upon a work colleague, contractor or member of the public in the course of employment
  - f) criminal acts in the course of employment
  - g) bringing into disrepute public confidence in the GLA
  - h) breach of the GLA's standing orders or financial regulations
  - i) serious breach of the standards of conduct and performance expected of staff of the GLA within the Code of Ethics and Standards
  - j) actions, behaviour or conduct which gives rise to loss of trust and confidence in the employee
  - k) actions which have seriously endangered (or could potentially seriously endanger) life or the health and safety of staff and / or the public
  - l) serious professional misjudgement which has seriously damaged (or could potentially seriously damage) the GLA's property, operations or reputation;
  - m) significant failure to adhere to statutory requirements or professional standards

#### **4 Criminal acts**

<i>As existing</i>
--------------------

- 4.1 Criminal acts committed other than in the course of employment may warrant disciplinary action where the offence affects the interest of the GLA and/or the continued performance of the employee's contract of employment. This may be the case even if the employee is tried and acquitted of any criminal offence, particularly where the GLA's reputation is brought into disrepute or where there is a serious loss of trust and confidence in the employee.
- 4.2 Where the employee is under investigation by the police (or a charge is pending) on work related issues this is not necessarily grounds to delay or prevent a disciplinary hearing taking place.
- 4.3 Where the employee is under investigation by the police (or a charge is pending) managers should not rely on obtaining evidence from the police, but should conduct their own investigation prior to the hearing, provided this does not impede police enquiries.
- 4.4 If an employee has been convicted of a criminal offence, the court's findings in relation to that offence cannot be questioned at any stage of this procedure.

- 4.5 Advice should be sought from the Human Resources and Organisational Development Unit when dealing with all cases involving criminal acts.

## **6 Informal action and standard setting**

*New section setting out informal action*

- 6.1 Managers should raise minor matters of misconduct with the employee as quickly as possible in the course of normal supervision and day-to-day management.
- 6.2 The manager will arrange to meet informally with the employee to:
- a) confirm the standard of conduct required and identify where the employee is falling below this standard.
  - b) enable the employee to give any explanation as to the causes
  - c) assess with the employee actions that will help them to reach the required standard, which may include training.
  - d) explain to the employee the consequences of failing to achieve the required conduct standards
  - e) identify how and over what period improved conduct will be assessed
  - f) produce an action plan for improving conduct
- 6.3 The manager should set a date to review the employee's progress and keep a record of the meeting.
- 6.4 Discussing conduct at work is a part of a manager's responsibilities and employees will not be accompanied or represented at normal supervision or informal standard setting meetings.
- 6.6 Where this initial action leads to the employee's conduct improving to the standard required, the manager will confirm this to the employee. The manager will continue to monitor the employee's conduct as part of their normal day-to-day supervisory/management responsibilities.
- 6.7 Where the employee's conduct does not improve or where the problem is more serious, the manager will consider more formal action.

## **7 Investigation**

*Broadly the same as existing, but now makes clear the expectation that the line manager will investigate alleged misconduct, with the option for another manager to be appointed in this role if considered appropriate. This underlines the manager's responsibility for managing performance and is in line with ACAS recommendations and best practice.*

- 7.1 Where a manager becomes aware of the alleged or suspected misconduct of an employee, which cannot be deemed a minor matter, this should be reported to the Head of Unit, Assistant Director or Director, who will appoint someone to carry out an investigation of all the facts and circumstances. In most cases, this will be the line manager, but where appropriate, the Head of Unit, Assistant

Director or Director may appoint another person to carry out the investigation. The person carrying out the investigation is referred to as the investigating officer.

- 7.2 Before starting the investigation, the investigating officer should contact the Human Resources and Organisational Development Unit and a representative will be nominated to advise and assist in the investigation.
- 7.3 The employee concerned should be informed in writing of the allegations and that an investigation is taking place as soon it is appropriate to do so.
- 7.4 All employees are expected to co-operate with any investigations. Any employee called to an investigation meeting may be accompanied by a trade union representative or work colleague employed by the GLA.
- 7.5 If, following the investigation, the investigating officer considers that formal disciplinary action is necessary, she/he will inform the Director, Assistant Director or Head of Unit who will either appoint a manager who is not less senior than the investigating officer to conduct a disciplinary hearing, or, where appropriate, conduct the hearing themselves.
- 7.6 If the investigating officer considers that the complaint is very serious (i.e. gross misconduct) and may lead to dismissal s/he will inform the Director, Assistant Director or Head of Unit who will conduct the disciplinary hearing herself/himself.
- 7.7 Where the investigating officer concludes that formal disciplinary action is not appropriate, they will inform the Director, Assistant Director or Head of Unit who will inform the employee accordingly in writing. All records of the investigation will be kept securely by the Human Resources and Organisational Development Unit and will not be put on the employee's personal file at this stage. However, informal action could still be taken under section 6 of this procedure. In this event, correspondence will be placed on the employee's personal file.
- 7.8 Where it is decided that formal disciplinary action should be taken against a representative of a recognised trade union, no such action will be taken until the circumstances of the case have first been notified to the Branch Secretary. The Assistant Director, Human Resources and Organisational Development should be advised of the circumstances before the relevant trade union is contacted.

## **8 Suspension**

<i>As existing</i>
--------------------

- 8.1 An employee may be suspended from duty, or transferred, during the investigation of allegations of gross misconduct. Suspension may also be appropriate if it is considered that the employee has the opportunity to tamper with evidence or impede an investigation or if the allegation is such that it would not be in the interests of the service for the employee to remain at work. The following principles shall apply to any such suspension:

- a) suspension will be with full pay (i.e. in accordance with the employee's entitlement to pay under their terms and conditions of employment at the time of the suspension);
  - b) the employee will normally be informed of the suspension in person and may be accompanied to any such suspension meeting by a trade union representative or a work colleague employed by the GLA;
  - c) suspension will take immediate effect following the suspension meeting (or if that is impracticable, following communication of the suspension);
  - d) suspension shall only be authorised by a Director, Assistant Director or Head of Unit in consultation with the Assistant Director, Human Resources and Organisational Development;
  - e) the reasons for suspension shall be confirmed in writing to the employee as soon as is practicable;
  - f) employees who are suspended from duty are not allowed to enter any GLA premises or to contact any GLA employees without the prior agreement of the Assistant Director, Human Resources and Organisational Development;
  - g) suspensions should be reviewed at regular intervals to ensure that they are still appropriate.
- 8.2 Immediate precautionary action to suspend or transfer may also be authorised by a Director, Assistant Director or Head of Unit when employees make themselves unavailable for, or are incapable of attending to, their work. This is separate from action taken in accordance with the disciplinary procedure, although such behaviour by an employee may require disciplinary action as well as precautionary measures.
- 8.3 Suspension is not a disciplinary sanction and should not be used as such.

*Paragraphs 9 to 16 are broadly the same as existing, but with new paragraph headings to improve clarity and minor amendments to the arrangements for exchange of documentary evidence..*

## **9 Disciplinary hearings: preliminary arrangements**

- 9.1 A disciplinary hearing should take place when the investigation or facts available warrant it. The employee will be given reasonable time to prepare her/his case prior to the hearing. The person hearing the case is referred to as the hearing officer.
- 9.2 Where a disciplinary hearing is to be conducted, the hearing officer concerned must inform the employee in writing, at least five working days before the meeting as to:
- a) the status of the hearing and its possible consequences
  - b) the nature and details of the complaint
  - c) the date, time and venue of the disciplinary hearing
  - d) the identity of the officer hearing the case
  - e) the identity of the officer presenting the case against the employee

- f) the right to be accompanied by a trade union representative or work colleague employed by the GLA .
- g) the right to call witnesses and present relevant information.

9.3 At least five working days before the hearing, the employee will be provided with:

- a) a copy of the disciplinary procedure;
- b) a copy of any other relevant documents to be referred to at the hearing, including witness statements where appropriate;
- c) the names of any witnesses to be called.

9.4 If the employee wishes to present any documentary evidence to the hearing, these must be made available to the Human Resources and Organisational Development Unit for the information of the investigating officer, together with witness statements where appropriate or the names of any witnesses she/he wishes to call, at least two working days before the hearing is due to take place. The employee should also indicate whether she/he accepts as fact witness statements provided by the investigating officer. If witness statements are disputed, arrangements must be made for the witnesses to attend the disciplinary hearing to answer questions on their statement. If the evidence is not in dispute, it may not be necessary for the witnesses to attend the hearing.

## **10 Disciplinary hearings: scheduling meetings**

10.1 Where possible, the timing of all meetings covered by this procedure will be agreed with the employee. An employee who cannot attend a meeting should inform the manager in advance wherever possible. If the employee's companion cannot attend on a proposed date, the employee can suggest another date so long as it is reasonable and is not more than five working days after the date originally proposed by the manager. This five day time limit may be extended by mutual agreement. If the employee fails to attend through circumstances outside their control and unforeseeable at the time the meeting was arranged (for example, because of illness), the manager should arrange another meeting. A decision may be taken in the employee's absence if they fail to attend the re-arranged meeting without good reason.

## **11 Disciplinary hearings: conducting the hearing**

- 11.1 The general format of the disciplinary hearing is set out in Appendix A.
- 11.2 The disciplinary hearing will be conducted by the Director, Assistant Director or Head of Unit or an appropriate authorised officer. A representative from will attend as an adviser to the hearing officer on procedure, employment law and appropriate disciplinary action. The hearing officer will arrange for a note taker to attend the meeting to take notes. The investigating officer will present the case for disciplinary action to the hearing officer and may be accompanied by the representative from Human Resources and Organisational Development who has assisted in the fact-finding investigation. For the purposes of the disciplinary hearing, the investigating officer will be referred to as the presenting officer.

## **12 Disciplinary hearings: reaching a decision**

- 12.1 Available sanctions, and the factors to be taken into account in reaching a decision on the appropriate sanction, are set out below.
- 12.2 If it is decided to take formal disciplinary action, the hearing officer will inform the employee in writing of the following:
- a) the nature of the misconduct
  - a) the sanction and how long it will last
  - b) if the sanction is dismissal, the effective date of the dismissal and whether the dismissal is summary (without pay) or whether pay in lieu of notice will be given
  - c) the likely consequences of any future misconduct
  - d) the reasons for the action taken
  - e) (where appropriate) the standards required of the employee to achieve satisfactory conduct and a statement indicating the extent to which the employee has failed to meet those standards
  - f) the right of appeal and the procedure to be followed.
- 12.3 The hearing officer should confirm her/his decision in writing to the employee within 10 working days of the disciplinary hearing.

## **5 Disciplinary sanctions**

*As existing with the deletion of a verbal warning as a formal sanction. Oral warnings can be given as an informal measure to address issues of minor misconduct. Including this as a sanction in the formal process creates confusion for managers and staff, and is considered unnecessary as a sanction once the formal stage has been reached.*

- 5.1 The disciplinary sanctions available under this procedure include:
- (a) **Written warning**

An improvement in conduct is required and the employee warned that any future breach of standards during the life of the warning could lead to further formal action, including dismissal.

A written warning will remain on the employee's personal file for one year, after which it will be removed.
  - (b) **Final written warning**

The employee is warned of the intention to dismiss if there is no improvement in conduct or performance or if there is any further breach of standards during the life of the warning.

A final written warning will remain on the employee's personal file for two years and, in exceptional circumstances, may remain on file indefinitely subject to review by the Assistant Director, Human Resources and Organisational Development. Exceptional circumstances in this context may include where gross misconduct is established but the employee is not dismissed.
  - (c) **Transfer to lower graded post (with resultant reduction in salary)**



This action is applicable where an employee's conduct is no longer consistent with the accountabilities and behaviours expected of their current position. An employee transferred to a lower graded post will be appointed at the top of the relevant grade.

(e) **Loss of pay increments(s)**

Payment of the next available increment will be withdrawn and payment of any subsequent increments will be dependent upon achievement of a satisfactory standard of conduct. If further action for the same or a different breach has been taken or is pending, this could result in any subsequent increment being withheld.

(f) **Dismissal with notice**

A dismissal with contractual notice given.

(g) **Summary dismissal without notice or pay in lieu of notice**

A dismissal with immediate effect (normally for gross misconduct).

(h) **Other action agreed with employee**

For example, recovery from the employee of a contribution towards the cost of damage to property of and / or loss sustained by the GLA.

<i>Paragraphs 13 – 16 as existing, with minor amendments to the arrangements for exchange of documentary evidence</i>
---

**13 Appeals against disciplinary action**

13.1 Employees have the right of appeal against any formal disciplinary action taken against them.

13.2 The general format of the appeal hearing is set out in Appendix B.

**14 Appeals against written warnings and final written warnings**

14.1 Employees wishing to appeal against a written warning or final written warning must notify the Assistant Director, Human Resources and Organisational Development in writing (either individually or through their trade union representative) within ten working days of the date of the written notification confirming the disciplinary action. The basis upon which the appeal is made must also be specified in writing.

14.2 Appeals against a written warning or final written warning will be heard by a Director, Assistant Director or Head of Unit who was not involved in the original hearing. A representative from the Human Resources and Organisational Development Unit will also be present to advise on procedure, employment law and appropriate disciplinary action.

14.3 The decision of the Director, Assistant Director or Head of Unit hearing the appeal will be final and will be confirmed to the appellant in writing within five working days of the appeal hearing.

**15. Appeals against dismissal**

- 15.1 Employees wishing to appeal against dismissal must notify the Assistant Director, Human Resources and Organisational Development in writing within ten working days of the date of the written notification confirming the dismissal, setting out the grounds of the appeal.
- 15.2 Appeals against dismissal will be heard by a director who was not involved in the original hearing. The Head of Human Resources and Organisational Development (or her/his representative) will also be present to advise on procedure, employment law and appropriate disciplinary action.
- 15.3 The decision of the director hearing the appeal will be final and will be confirmed to the appellant in writing within 10 working days of the appeal hearing.

## **16 Grounds of appeal and process**

- 16.1 Appeal hearings will deal only with the specified grounds of the appeal and will not provide an opportunity for a rehearing of the original evidence or material. Appeals against disciplinary action must be based on one or more of the following criteria:
- a) the decision of the original disciplinary hearing
  - b) the appropriateness and/or severity of the disciplinary penalty imposed
  - c) information which was not available at the time of the disciplinary hearing and which could significantly affect the original decision
  - d) a significant failure in the way in which the disciplinary procedure was applied.
- 16.2 Any appeal will be heard as soon as possible after receipt of the written notification of appeal. The documentation considered at the original hearing should be available to the person hearing the appeal. The original hearing officer will attend the appeal to present the reasons for his/her decision.
- 16.3 Appellants will be entitled:
- a) to appear before any appeal hearing;
  - b) to be accompanied by an accredited trade union representative or work colleague employed by the GLA;
  - c) to call relevant witnesses and produce relevant information.
- 16.4 Appellants will be given notice in writing at least 10 working days in advance of the time and place of hearing. Any additional documentary evidence the employee wishes to present in relation to the grounds of appeal must be made available to the Human Resources and Organisational Development Unit for the information of the original hearing officer at least 10 working days before the hearing.  
Any documents the original hearing officer wishes to present at the hearing should be made available to the Human Resources and Organisational Development Unit for the information of the employee at least five working days before the hearing.
- 16.6 Should any disciplinary action be withdrawn, any written reference to the proceedings will be removed from the employee's disciplinary record, or the

record amended appropriately if the sanction is changed, and the employee notified accordingly in writing as soon as possible.

## **17. Application of the Disciplinary Procedure to Directors appointed by the Head of Paid Service**

*New section to clarify specific modifications that apply.*

- 17.1 In relation to such Directors, only the Head of Paid Service may take the following actions (as defined, and in accordance with, the procedure):
- precautionary action;
  - suspension;
  - initiate a disciplinary investigation and appoint an investigating officer;
  - take informal action where an investigating officer considers that formal disciplinary action is not justified
- 17.2 Where the Head of Paid Service decides to initiate a disciplinary investigation, the Head of Paid Service will appoint either the Monitoring Officer or Chief Finance Officer to carry out the investigation. The Hearing Officer will be whichever of these two Statutory Officers has not conducted the investigation.
- 17.3 Any appeal will be heard by the Head of Paid Service.

*New section to clarify specific modifications that apply.*

## **18. Application of the Disciplinary Procedure to Head of Paid Service appointees managed by Mayoral appointees**

*New section to clarify provisions that apply to specific staff*

- 18.1 Mayoral appointees may undertake investigations and conduct disciplinary hearings relating to Head of Paid Service appointees in accordance with this procedure, except where the potential outcome is one of dismissal.
- 18.2 When it becomes apparent that dismissal may be an appropriate outcome, the manager will refer the matter to the Executive Director of Resources, who will make arrangements for the disciplinary hearing to be dealt with by a Head of Paid Service appointee or other appropriate individual instead. In the event of an appeal against dismissal, the hearing officer will also be a Head of Paid Service appointee.
- 18.3 Mayoral appointees may give evidence in disciplinary investigations and hearings regardless of the potential outcome, in compliance with this procedure.

## 19. Records

<i>As existing</i>
--------------------

- 19.1 Records will be kept, detailing the nature of any breach of disciplinary rules, the action taken and the reasons for it, whether an appeal was lodged, its outcome and any subsequent developments. Disciplinary records will be kept securely by the HR Unit. These personal records will be carefully safeguarded and kept confidential except to the extent that this would conflict with the right of individual employees to have access to their own personal records under the Data Protection Act, the Freedom of Information Act or any subsequent or amending legislation.
- 19.2 All disciplinary action will be recorded in the employee's personal file. Should any such action be withdrawn, the employee and, where appropriate, the trade union representative concerned will be notified accordingly in writing and any written reference removed from the employee's staff record.

Document author	Viv Kemsley
Issue no.	2
Date of release	tbc
(To be)Approved by	Head of Paid Service for all s.67(2) appointments. The Mayor for all s. 67(1) appointments. The Mayor and Assembly for the Statutory Officers.
Next review date	June 2013
Status	Final Draft

Issue no.	Description of change	Release Date
1	Original version.	June 2003
2	Updated version	

*As existing*

**Disciplinary hearing procedure**

1. The officer conducting the appeal (referred to as the Hearing Officer) should introduce all parties present, explain the purpose of the hearing and state the complaint against the employee. The Hearing Officer should ensure that everyone has the documentation that will be referred to at the hearing and that no additional documents are to be presented. Both parties should be asked if they intend to call witnesses. If the employee is unaccompanied, the Hearing Officer will confirm that the employee has the right to be accompanied by an accredited trade union representative or work colleague employed by the GLA and ask the employee to confirm that they are happy to proceed with the hearing unaccompanied.
2. The employee should be asked whether she/he admits or denies the allegations. If the employee admits the allegations, she/he may present any mitigating circumstances to the Hearing Officer. The Presenting Officer (who will usually be the person who carried out the investigation), and then the Hearing Officer may question the employee about the mitigating circumstances. The procedure set out from paragraph 4 below will then apply.
3. If the employee denies the allegations, the following procedure will operate:
  - 3.1 The Presenting Officer will present the case.
  - 3.2 The other parties may question the Presenting Officer on the presentation in the following order:
    - the employee or her/his trade union representative or work colleague
    - the Hearing Officer
  - 3.1 The Presenting Officer may then call witnesses who will be questioned in the same order.
  - 3.4 The employee or her/his trade union representative or work colleague will then present their case and call witnesses.
  - 3.5 The other parties may then question the employee on the presentation, and any witnesses in the following order:
    - the Presenting Officer
    - the Hearing Officer
4. The employee or their trade union representative or work colleague will sum up their presentation (without introducing any new evidence) and the Presenting Officer will then sum up their presentation.
5. The Hearing Officer will then ask both sides to withdraw and will reach a decision on the basis of the evidence presented in the course of the hearing. The Hearing Officer may call an adjournment to enable him/her to consider the decision more fully.

6. Once a decision has been reached, the Hearing Officer will inform both parties of the decision. The decision should be confirmed in writing to the employee within five working days and copied to the employee's representative and to the Presenting Officer.
7. The Hearing Officer retains the right to recall witnesses at any stage if clarification is required. In addition, the Hearing Officer may require that other witnesses or evidence should be produced in order to ensure that all the necessary facts can be considered before making a decision on the case. The Hearing Officer may decide to adjourn the hearing to allow for this if necessary.

<i>As existing</i>
--------------------

**Disciplinary appeal hearing procedure**

1. The officer hearing the appeal (referred to as the Appeal Hearing Officer) should introduce all parties present and explain the purpose of the hearing. The Appeal Hearing Officer should ensure that everyone has the documentation that will be referred to at the hearing and that no additional documents are to be presented. Both parties should be asked if they intend to bring witnesses. If the employee is unaccompanied, the Appeal Hearing Officer will confirm that the employee has the right to be accompanied by an accredited trade union representative or work colleague employed by the GLA and ask the employee to confirm that they are happy to proceed with the hearing unaccompanied.
2. The appellant or their trade union representative or work colleague should present the grounds for the appeal.
3. The other parties may then question the appellant on the grounds of appeal in the following order:
  - the original Hearing Officer
  - the Appeal Hearing Officer
4. The appellant may then call any witnesses who will be questioned in the order outlined above.
5. The Hearing Officer will then respond to the appeal, setting out the justification for his/her original decision.
6. The other parties may then question the Hearing Officer in the following order:
  - the appellant or their trade union representative or work colleague
  - the Appeal Hearing Officer
7. The Hearing Officer may then call any witnesses who will be questioned in the order outlined above.
8. The Hearing Officer, followed by the appellant will then sum up their respective cases without introducing any new evidence.
9. The Appeal Hearing Officer will then ask both sides to withdraw in order that s/he can consider her / his decision.
10. Once a decision has been reached, the Appeal Hearing Officer will inform both parties of the decision. The decision should be confirmed in writing to the employee within five working days and copied to the appellant's representative and to the original Hearing Officer.

This page is intentionally left blank



### Grievance procedure

*The broad content of the grievance procedure is largely unchanged but updated to bring it in line with current legislative provisions. More detail has been added with new paragraph headings to achieve greater clarity. There is now greater emphasis on informal resolution of grievances.*

#### 1. Introduction and purpose

*Essentially the same as existing but expanded to emphasise the responsibilities of employees and managers in resolving grievances.*

- 1.1 This procedure gives employees a means to deal satisfactorily and promptly with any employment-related grievance. Its aim is to ensure good working relationships and to settle grievances promptly, fairly and as close as possible to the point of origin. It applies to both individual and collective grievances. A collective grievance may arise where more than one employee has the same grievance.
- 1.2 The Advisory, Conciliation and Arbitration Service (ACAS) defines grievances as:  
*“concerns, problems or complaints that employees raise with their employers”.*
- 1.3 The GLA places responsibility upon all employees and managers to develop and maintain constructive working relationships. It is important that employees are treated as individuals, with respect, and their needs and expectations acknowledged and that these are balanced together with the needs and objectives of the GLA.
- 1.4 When dealing with a grievance, managers must endeavour to understand the reason for the grievance and with the employee have a shared responsibility for identifying solutions to the problem or concern.
- 1.5 This procedure outlines the responsibilities of complainants and managers relating to grievances and provides guidance on the process of handling grievances and achieving resolution.
- 1.6 The timescales within the procedure are designed to ensure that grievances are addressed promptly. Grievances must be raised as soon as possible and in any event within **three months** of the matter complained about taking place.

#### 2. Scope

*New section outlining who the procedure applies to, including where specific modifications apply and defining matters which are not appropriate to be dealt with under the grievance procedure.*

- 2.1 This procedure applies to all current GLA employees (excluding temporary agency staff) with modifications as indicated:

- The Head of Paid Service (Chief Executive), the Monitoring Officer and the Chief Finance Officer (“the Statutory Officers”) – where this policy will be modified by the terms of the Statutory Officers Staffing Protocol
- Staff appointed by the Mayor under s 67(1) of the GLA Act 1999 (as amended) - where this policy will be modified by the terms of the Protocol on Mayoral appointments.
- Directors appointed by the Head of Paid Service – where this policy will be modified as set out in section 7.

2.3 Complaints or grievances about action taken under one of the following GLA policies and procedures will not be considered as a grievance but will be dealt with under the appeals process in the relevant policy or procedure:

- Disciplinary procedure
- Capability procedure
- Sickness Absence policy
- Probation procedure
- Job evaluation scheme
- Management of Change procedure

2.4 Issues that are the subject of collective negotiation or consultation with Unison will not be considered under the grievance procedure.

2.5 Grievances raised by an employee while s/he is subject to disciplinary proceedings, if raised at any time before the appeal stage, will usually be heard in the course of those proceedings where the issues being considered are interrelated. Where appropriate, the disciplinary process may be temporarily suspended in order to deal with the grievance or dealt with at the same time. If the grievance is not related to the disciplinary case, the disciplinary proceedings will continue and the grievance procedure will be commenced after the disciplinary proceedings have been completed.

2.6 If it is established that that an employee has raised a malicious or vexatious grievance then disciplinary action may be taken.

### **3. Responsibilities**

*New section setting out the responsibilities of employees, managers and HR in relation to grievance matters.*

#### 3.1 Employees

All employees should:

- comply with the arrangements as set out in this procedure;
- aim to resolve all personal grievances informally with their manager or with the employee to whom the grievance relates;
- ensure that any concerns or problems are raised early so that the matter does not become more serious.

#### 3.2 Managers

All managers should:

- ensure that grievances and concerns that are raised informally by employees are addressed promptly and resolved where possible;
- identify the cause of the concern and where appropriate take the necessary steps to prevent the issue from arising again;
- respond to any formal grievance that is raised by an employee promptly and fairly, in accordance with this procedure;
- seek the advice of the Human Resources and Organisational Development Unit, where appropriate.

### 3.3. Human Resources and Organisational Development

The Human Resources and Organisational Development Unit will:

- provide advice and support to line managers on managing grievances where requested;
- provide training for line managers on managing grievances and encourage participation in such training;
- attend formal hearings and provide advice and assistance to the Hearing Officer.

## 4. **Grievance process**

*Essentially the same as existing but highlighting the use of mediation at the informal stage. There is a new paragraph on collective grievances.*

### 4.1 **Stage 1 – Informal process**

4.1.1 Employees should seek to resolve any employment-related grievance informally, either with their line manager or directly with the person who is the subject of the complaint. Employees are encouraged to resolve the matter through informal discussion with the other employee or their line manager or use the GLA's mediation policy as a first step.

#### **Mediation**

4.1.2 Mediation is a method of conflict resolution that brings the disputants together with an objective third party in order to find a solution. Mediation can be used effectively in cases including:

- where both parties wish to resolve the matter themselves;
- there is a dispute between two employees or between an employee and line manager;
- to re-build the working relationship after a formal procedure has been resolved;
- to address a breakdown of communication or interpersonal problems affecting the working relationship.

Further details of the Mediation policy are available on the GLA intranet.

4.1.3 If a grievance cannot be resolved informally, the employee should raise it formally following the steps set out below.

## **4.2 Stage 2 - Formal process**

### **Individual grievances**

- 4.2.1 Where an employee has a grievance relating to his/her employment which cannot be resolved informally, despite all efforts to do so, s/he should first write to his/her immediate line manager (where appropriate), setting out details of the grievance. This should include:
- confirmation that the formal stage of the grievance process is being invoked;
  - what informal steps have been taken to resolve the issue;
  - a full statement of the reasons for the complaint, including any relevant facts, dates, names of individuals involved and the documentation to be referred to;
  - what outcome is being sought by the complainant.
- 4.2.2 Where the grievance is against the line manager, the matter should be raised with the manager's manager.
- 4.2.3 The manager receiving the grievance should send a written acknowledgement to complainant, normally within three days.

### **Collective grievance**

- 4.2.4 In circumstances where a grievance applies to more than one person, the details of the grievance must be set out in writing and signed by all who are party to the grievance. Normally one person should be nominated to represent the group. Details of a collective grievance will only be considered at one grievance meeting and (if applicable) one appeal hearing
- 4.2.5 Where employee grievances are not identical or where there is not a full voluntary agreement amongst the complainants, the grievance will be dealt with on an individual basis in line with this procedure.

## **4.3 Grievance meeting**

*Broadly the same as existing but with greater clarity about who should be involved in meetings to discuss employee grievances, and the timescales for exchange of supporting documentation.*

- 4.3.1 When attempts to resolve the grievance at the informal stage have failed, and a formal grievance has been raised, the manager will arrange a meeting with the employee to discuss the matter, normally within 10 working days. The manager should inform the employee of their right to be accompanied by an accredited trade union representative or work colleague employed by the GLA. The manager will be advised by a member of the Human Resources and Organisational Development Unit.
- 4.3.2 If the grievance is against another employee, the manager should instead convene a meeting with both parties to discuss the matter. Where no individual is named, but

the grievance is against the GLA in general, a management representative may, where appropriate, be nominated to respond to the grievance. (See paragraph 4.4 for exceptions to this process).

- 4.3.3 The employee(s) may be accompanied at the meeting by an accredited trade union representative or work colleague employed by the GLA. The manager will be advised by a member of the Human Resources and Organisational Development Unit..
- 4.3.4 At least ten working days before the meeting, the employee who is the subject of the grievance (where relevant) will be provided with:
- a) the complainant's statement setting out the nature and details of the complaint
  - b) a copy of any relevant documentation to be referred to by the complainant at the meeting, together with the names of any witnesses to be called;
  - c) a copy of the grievance procedure
- 4.3.5 If the employee who is the subject of the grievance (where relevant) wishes to present any supporting documentation at the meeting, this should be made available to the Human Resources and Organisational Development Unit for the information of the complainant at least five days before the meeting, together with the names of any witnesses to be called.
- 4.3.6 These arrangements may be varied by the manager in consultation with the employee(s) concerned and the Human Resources and Organisational Development Unit, to deal with any practicalities, sensitivities or equality considerations.
- 4.3.7 At the meeting, the complainant (or their trade union representative/work colleague) will explain the grievance indicating the desired solution. The person who is the subject of the grievance (or their trade union representative/work colleague) will respond, indicating a solution if possible. The manager may explore solutions through discussions in the meeting to attempt to achieve resolution.

#### **4.4 Investigation**

*New section providing for an investigation process where the grievance is complex or sensitive.*

- 4.4.1 If the grievance concerns a complaint of bullying, harassment or discrimination or is particularly complex due to the number of individuals involved or due to other issues of practicality or sensitivity, the manager may, in consultation with the Assistant Director of Human Resources and Organisational Development, decide that an investigation should be undertaken instead of holding a meeting in line with 4.3 above.. The investigation may be conducted by the line manager or another manager nominated by the relevant Director, Assistant Director or Unit Head.
- 4.4.2 Before starting the investigation, the manager should contact the Human Resources and Organisational Development Unit and a representative will be nominated to advise and assist with the investigation.

- 4.4.3 All employees are expected to co-operate with any investigations. Any employee called to an investigation meeting, will be expected to attend and may be accompanied by a trade union representative or work colleague employed by the GLA.

#### **4.5 Grievance outcome**

*As before but now includes requirement to inform all parties of the outcome*

- 4.5.1 The manager will write to the complainant, and where relevant, the other party/parties setting out his/her decision, normally within ten working days. If it is not possible to respond within this period, for example because there is a lot of evidence to consider, the parties should be given an explanation for the delay and kept informed of the progress.
- 4.5.2 The written decision will state whether or not the grievance was upheld and the reason why, along with any proposed solutions, recommendations or actions. The complainant should be advised that s/he has the right of appeal.

#### **5 Stage 3 - Appeals process**

*As before but now includes a requirement for the grounds of appeal to be specified.*

- 5.1 If the complainant is not satisfied with the manager's decision, s/he may request an appeal hearing with the manager's manager by writing to the Assistant Director of Human Resources and Organisational Development outlining the full grounds of appeal and desired outcome within ten working days of receiving the decision.
- 5.2 Appeal hearings will deal only with the specified grounds of the appeal and will not provide an opportunity for a rehearing of the original evidence or material. Appeals must be based on one or more of the following criteria:
- the fairness and reasonableness of the hearing officer's decision;
  - information which was not available at the time of the grievance and which could significantly affect the original decision;
  - a significant failure in the way in which the grievance procedure was applied.
- 5.3 The manager hearing the appeal will normally be the line manager of the person who dealt with the original grievance.. The Assistant Director of Human Resources and Organisational Development will arrange for an appeal hearing, which will normally be within ten working days of the written request. The appellant may be accompanied by an accredited trade union representative or work colleague employed by the GLA. The manager hearing the appeal will be advised by a member of the Human Resources and Organisational Development Unit.
- 5.4 The appellant (or their trade union representative/work colleague) will state the grounds for their appeal. The manager who made the original grievance decision will respond to the grounds for appeal and state the reasons for their decision.
- 5.5 The Appeal Hearing Officer may explore solutions through discussions in the hearing to attempt to achieve resolution.

- 5.6 The decision of the Appeal Hearing Officer will be final.
- 5.7 The Appeal Hearing Officer will give their decision in writing, normally within ten working days. If it is not possible to respond within this period, the employee should be given an explanation for the delay and kept informed of progress.

## **6. Scheduling of meetings**

As before

- 6.1 Where possible, the timing of all meetings covered by this procedure will be agreed with the employees concerned. All parties are expected to make all reasonable efforts to attend.
- 6.2 If an employee or their companion is unable to attend on a proposed date, the employee can suggest another date so long as it is reasonable and is not more than five working days after the date originally proposed by manager. This five day time limit may be extended by mutual agreement.
- 6.3 If an employee fails to attend a meeting through circumstances outside their control and unforeseeable at the time the meeting was arranged (e.g. illness), the manager should arrange another meeting. Advice may also be sought from Occupational Health where appropriate. A decision may be taken in the employee's absence if s/he fails to attend the re-arranged meeting without good reason.

## **7. Application of the Grievance Procedure to Directors appointed by the Head of Paid Service**

*New section to clarify modifications that apply to specific staff*

- 7.1. Where a grievance is raised by a director against the Head of Paid Service, this must be dealt with in accordance with the Statutory Officers Staffing Protocol.
- 7.2 Where a grievance is raised by a director against any employee other than a Statutory Officer or in respect of any other matter, the Monitoring Officer or the Chief Finance Officer will act as the director's line manager for the purposes of Stages 1 and 2 of this procedure. The Head of Paid Service will hear any appeal at Stage 3 of the procedure.

## **8. Records**

As before

- 8.1 Records will be kept detailing the nature of grievances raised, the managers' response(s), the action taken and the reason for the action. These records will be kept confidential and retained in accordance with the Data Protection Act 1998.

This page is intentionally left blank



### Probation procedure

#### 1. Introduction and purpose

*Content broadly as existing, but with introduction and purpose combined under one heading*

- 1.1 All appointments to the Greater London Authority (GLA), including employees on fixed term contracts, are offered on the basis that the employee will complete a six month probation period. During this time the employee's performance is assessed to ensure that they are reaching or capable of reaching the required standards of performance, attendance and conduct to complete the job.
- 1.2 Managers are responsible for conducting the process and completing the necessary documentation within the time scales specified in the procedure.
- 1.3 The purpose of the procedure is:
  - To give initial guidance to the probationer in adapting to the new job and to provide a structured programme of support and monitoring designed to enable the probationer to reach the required standards of performance quickly.
  - To draw up action plans with the probationer if s/he does not achieve the required standards as quickly as expected and to assist the probationer in achieving those standards.
  - To confirm the appointment of employees who meet the required standard
  - To identify employees who do not meet the required standards after the GLA has exhausted all reasonable and practical remedial action and to terminate their employment where they are unsuccessful in their completion of the probationary period.
- 1.4 Once the initial 6 month probation period has expired, if no formal action has been taken to extend or terminate the probationary period, probationers will be automatically confirmed in post and no further action under the probationary procedure will be permissible.

#### 2. Scope

*New section outlining specific provisions and modifications that apply to certain groups of staff*

- 2.1 This policy applies to all employees, including those with fixed term contracts, except staff seconded to work in London's European Office – where a modified procedure applies (see intranet for details).
- 2.2 This policy applies to the following employees, with modifications as indicated:
- The Head of Paid Service (Chief Executive), the Monitoring Officer and the Chief Finance Officer (“the Statutory Officers”) – where this policy will be modified by the terms of the Statutory Officers Protocol
  - Staff appointed by the Mayor under s 67(1) of the GLA Act 1999 (as amended) - where this policy will be modified by the terms of the Protocol on Mayoral appointments.
  - Directors appointed by the Head of Paid Service – where this policy will be modified as set out in section 4)
  - Staff appointed by the Head of Paid Service but managed by staff appointed by the Mayor under 67(1) – where this policy will be modified by the terms of the HOPS scheme of delegations (see section 5)

### **3. The probationary process**

*Broadly as existing with minor re-ordering of text and headings, and additional reference to the competency framework alongside performance objectives*

#### **3.1 Induction**

The manager is responsible for devising a programme of induction and should ensure that appropriate information and instruction is provided to enable the probationer to undertake their duties satisfactorily. Within the employee's first days at the GLA, the manager should arrange a welcome meeting and discuss the employee's role as part of their induction process. The induction checklist (available from Human Resources and Organisational Development) gives more information on the induction process. The line manager must also set the dates for the formal probationary review meetings at this stage.

#### **3.2 Initial probationary meeting**

Within the employee's first month of service, the manager should hold an initial meeting to agree work related objectives and measures of achievement for the probationary period. These, together with the competencies set out in the job description, will be used to monitor the employee's performance and provide a basis for feedback.

#### **3.3 Reviews of performance**

- 3.3.1 The manager should conduct review meetings with each probationer at three and five months' service. After five months' service, a provisional recommendation is

made about the employee's suitability for the job but this is not confirmed until the six month probationary period has been satisfactorily completed.

- 3.3.2 Managers should give employees reasonable notice of these meetings. They will normally be conducted on an informal one-to-one basis and oral notice is sufficient. However, where consideration is being given to terminating the probationary period, the employee should be notified of this in writing in advance. Where termination is being considered, the employee should also be notified of their right to be accompanied at the meeting by an accredited trade union representative or work colleague employed by the GLA.
- 3.3.3 Managers should also hold regular supervisory meetings with the employee to discuss the employee's performance and to ensure that the employee is not encountering any difficulty with their role and the work. Managers should keep written notes or records of all supervisory meetings and any actions taken during the probationary period.
- 3.3.4 The probation form is designed to support the formal probationary review process and should be completed by the manager at each review period. The manager should clearly identify any deficiencies in performance and these should be recorded on the form. Training and support needs should be recorded, together with a timescale for the required improvements.
- 3.3.5 The completed form should be provided to the probationer as soon as possible after the meetings for her/him to sign and record any comments of their own. The employee is required to sign the form to denote that the probationary review meeting has taken place and that the employee has seen the manager's assessment and been given an opportunity to comment. However, it is not a requirement that the employee should agree with the manager's assessment or recommendations. A copy of the record should be forwarded to Human Resources and Organisational Development and will be placed on the employee's personal file, together with any written comments from the employee.
- 3.3.6 At the 5 month review meeting the manager should reach a recommendation regarding the probationer's service whether to recommend confirmation of appointment, extension of the probation period, or termination of the appointment. If the recommendation is to terminate the appointment, the recommendation must be approved by the Head of Unit, Assistant Director or Director, following a probationary review meeting (see section 3.5.8 – 3.5.11).

### **3.4 Satisfactory performance**

- 3.4.1 If performance has been satisfactory throughout the probationary period, the manager should confirm to the employee that they will be recommending confirmation of appointment. The manager must send the completed probation form and any notes of evidence to Human Resources and Organisational Development. When 6 months service has been completed, and Organisational Development will write to inform the employee that they have successfully

completed their probationary period and that their appointment is confirmed. The completed probation form, notes of evidence and letter of confirmation will be kept on the employee's personal file.

- 3.4.2 If, after recommending appointment at the 5 month stage, the probationer's performance deteriorates before the 6 month stage is reached, a decision to terminate employment or extend the probationary period may still be taken and the line manager should contact Human Resources and Organisational Development immediately for advice.

### **3.5 Unsatisfactory performance**

- 3.5.1 If at the 3 month review stage, or at any stage before that, the manager feels that performance has not been satisfactory, s/he must bring this to the employee's attention. The manager and employee will draw up an action plan which sets out the deficiencies in performance, the standards required, the timescales for improvement and the support and training that will be provided to assist the employee. The manager should tell the employee that at the next review, a decision will need to be made about their suitability for confirmation into the post.
- 3.5.2 The manager should ensure that close monitoring of work performance is undertaken for the period until the next review.
- 3.5.3 The manager may increase the frequency of the review meetings until the probationer's performance has improved to an acceptable standard.
- 3.5.4 The Human Resources and Organisational Development Unit should be contacted as soon as the line manager identifies problems with the employee's performance. Issues of concern that could result in termination or extension of the probationary period should be raised promptly with the employee and not be left until the next formal meeting. Human Resources and Organisational Development will advise the line manager on a suitable and reasonable course of action.

#### **Extension**

- 3.5.5 If the employee's performance is assessed as unsatisfactory at the 5 month review stage, but it is felt that with further support and training the employee is capable of achieving the required standard, then the probationary period may be extended by up to three months. The period may also be extended by up to three months at the five month review stage if the line manager has been unable to make a reasonable assessment of performance in this time. The length of the probationary period, including any extension, should not normally exceed nine months in total.
- 3.5.6 The manager will notify Human Resources and Organisational Development, who will write to the employee to confirm the extension.
- 3.5.7 During any extension period, further reviews of performance should be held. At the end of the extension period, the employee will either be confirmed in post or have

their employment terminated, depending on whether their performance has reached the required standard.

### **Termination**

- 3.5.8 If the employee's performance is unsatisfactory during the probationary period, and it is assessed that there is no likelihood of the required level of performance being achieved, even if they are given extra support and training, then the employee's contract of employment may be terminated, subject to the approval of the Head of Unit, Assistant Director or Director. A decision to terminate employment can be taken at any time during the probationary period (including those that have been extended) by giving one month's notice. However, it will not usually happen until at least three months of the probationary period have passed to ensure that a reasonable assessment has been made of the employee's performance. (See 3.3.2 for notification provisions).
- 3.5.9 Where a decision to terminate the probationary period is being recommended, the employee must be notified of this in writing, at least five working days in advance of the meeting, with a brief summary of the reasons. The employee should also be informed of their entitlement to be accompanied by an accredited trade union representative or work colleague employed by the GLA.
- 3.5.10 In such cases the probationary review meeting should be chaired by the Head of Unit, Assistant Director or Director, as appropriate. S/he will be advised by a representative from Human Resources and Organisational Development . The line manager will present the case for terminating the probationary period and the employee will have an opportunity to respond.
- 3.5.11 If the decision is to terminate employment, the employee will be given pay in lieu of notice and the dismissal will be effective immediately. If the employee subsequently appeals, and the appeal is successful, s/he will be reinstated with retrospective effect so that service is unbroken and the employee receives any outstanding pay due.

### **3.6 Serious performance and conduct issues**

*As existing, but with additional reference to gross incompetence, as defined in the new disciplinary and capability procedures*

There are certain acts or issues of conduct or performance that are so serious that the GLA considers them to be gross misconduct/gross incompetence and may terminate the employee's contract without giving notice. If the line manager believes the employee has committed an act of gross misconduct/gross incompetence (either during or after the probationary period has been completed) the line manager should contact Human Resources and Organisational Development for advice immediately. In such cases it may be appropriate for the employee to be suspended, pending a final probationary review meeting.

### **3.7 Appeals against dismissal**

*Provisions as existing, but this section expanded to clarify the appeals procedure, formerly included in an appendix.*

- 3.7.1 The employee will have the right of appeal against the decision to dismiss. Notice of appeal should be made in writing to the Assistant Director of Human Resources and Organisational Development within 10 working days of the date of the letter confirming the decision.
- 3.7.2 The appeal will be heard by the Director, who will be accompanied at the hearing by a representative from Human Resources and Organisational Development . If the relevant Director has already been involved in the probationary process, the appeal will be heard by another Director.
- 3.7.3 The appellant (or their trade union representative/work colleague) will state the grounds for their appeal. The manager who made the decision to dismiss will respond to the grounds for appeal and state the reasons for their decision.
- 3.7.4 The decision of the Appeal Hearing Officer will be final.

### **4. Application of the Probation Procedure to Directors appointed by the Head of Paid Service**

*New section to clarify specific modifications that apply.*

- 4.1 In relation to such Directors, the Head of Paid Service will conduct probationary reviews at the one month and three month stage of this procedure.
- 4.2 Where it becomes apparent that dismissal may be an appropriate outcome, the Monitoring Officer or Chief Finance Officer will act as the employee's line manager for the purposes of presenting the management case at 3.5.10 of this procedure. The Hearing Officer will be the other of these two Statutory Officers.
- 4.3 Any appeal will be heard by the Head of Paid Service.

### **5. Application of the Probation Procedure to Head of Paid Service appointees managed by Mayoral appointees**

*New section to clarify provisions that apply to specific staff*

- 5.1 Mayoral appointees may undertake probationary reviews relating to HOPS appointees in accordance with this procedure, except where the potential outcome is one of dismissal.

- 5.2 When it becomes apparent that dismissal may be an appropriate outcome, the manager will refer the matter to the Executive Director of Resources, who will make arrangements for the probationary review meeting to be dealt with by a Head of Paid Service appointee or other appropriate individual instead. In the event of an appeal against dismissal, the hearing officer will also be a Head of Paid Service appointee.
- 5.3 Mayoral appointees may give evidence in probationary review meetings regardless of the potential outcome, in compliance with this procedure.

This page is intentionally left blank



### Capability Procedure

#### 1. Introduction and purpose

- 1.1 The GLA is committed to:
- developing a working environment where employee performance is linked to the GLA's strategic and business plans; and
  - maintaining and improving employee performance through fair and effective performance management and capability procedures.
- 1.2 To this end the GLA will:
- set, communicate and monitor performance standards and
  - provide training and support to enable employees to achieve the standards required.
- 1.3 This procedure is designed to help managers to improve and maintain standards of performance of their employees through providing effective employee support. Where problems arise, managers will work with employees to tackle work performance issues quickly and take all reasonable steps to encourage, support and enable the employee to improve their performance.

#### 2. Scope

- 2.1 This procedure applies to all GLA employees, including those with fixed term contracts of more than six months, except:
- employees during their probationary period (where any issues of performance will be dealt with under the probationary assessment process).
  - Staff seconded to work in London's European Office – where a modified capability procedure applies (see intranet for details).
- 2.2 This policy applies to the following employees, with modifications as indicated:
- The Head of Paid Service (Chief Executive), the Monitoring Officer and the Chief Finance Officer ("the Statutory Officers") – where this policy will be modified by the terms of the Statutory Officers Protocol
  - Staff appointed by the Mayor under s 67(1) of the GLA Act 1999 (as amended) - where this policy will be modified by the terms of the Protocol on Mayoral appointments.
  - Directors appointed by the Head of Paid Service – where this policy will be modified as set out in section 20.
  - Staff appointed by the HOPS but managed by staff appointed by the Mayor under 67(1) – where this policy will be modified by the terms of the HOPS scheme of delegations (see section 21).
- 2.3. This procedure does not cover sickness absence or ill-health capability – these should be dealt with under the Sickness Absence Policy.

- 2.4 Where ill-health or disability issues arise as part of any formal or informal review of performance, managers should seek advice from the Human Resources and Organisational Development Unit. Managers will need to bear in mind the legal requirement to make reasonable adjustments in the case of disabled staff.
- 2.5 Any breach of GLA policies, procedures, rules or codes of conduct will be treated as a disciplinary matter and should be dealt with under the Disciplinary Procedure. Conduct and capability may not be mutually exclusive. Where conduct and performance overlap, managers should seek advice from the Human Resources and Organisational Development Unit.

### **3. Defining capability issues**

- 3.1 A lack of capability (including knowledge, skills, experience and aptitude) to carry out duties and responsibilities within the remit of the employee's job description that leads to poor performance.
- 3.2 Other factors that can affect performance include lack of motivation, feelings of isolation and exclusion, lack of training and development, fears of inadequacy, lack of confidence and a poor working environment. Managers will consider all these factors when assessing performance and deciding the appropriate action to take to achieve the required level of improvement.
- 3.3 Signs that an employee might be experiencing difficulties with their work include:
- complaints or criticisms of an employee's work from colleagues, clients or customers or members of the public;
  - problems brought to the attention of a colleague or manager by an employee;
  - output or quality of work fails to meet the requirements of the service;
  - targets not met or deadlines missed;
  - manager's personal observation of instances of poor performance;
  - inability to understand or follow directions and instructions;
  - increased levels in sickness absence or other signs of stress;
  - an employee works in a way that disrupts the work of others;
  - an employee carries out their duties in a way which is not consistent with the GLA's Code of Ethics and Standards.

### **4. Managers' Responsibilities**

- 4.1 Managers will ensure that all appointments are made in line with the GLA's recruitment and selection procedure and ensure employees have the abilities, skills, knowledge and experience (where relevant) needed to perform their duties.
- 4.2 Managers will aspire to encourage and maintain standards of work performance by:
- establishing and communicating standards of performance required so employees know what is expected of them and providing regular feedback on their performance ;
  - ensuring that a comprehensive induction programme is in place for new starters, those employees transferring within the GLA and those who are promoted;
  - applying standards consistently to all employees;
  - adopting a management style which encourages open communication and builds trust;
  - ensuring employees are told of any changes to working practices and standards;
  - ensuring the work environment is conducive to effective working;
  - communicating to employees the GLA's arrangements for dealing with poor work performance;

- taking early action to address poor performance;
- allowing the opportunity for improvement – giving the employee reasonable time and support to enable them to achieve the required standard of work;
- keeping records of all action taken;
- ensuring capability matters are managed fairly and reasonably.

4.3 Managers will treat all information about an employee's performance or circumstances with sensitivity and in strict confidence wherever possible.

## **5. Employees' Responsibilities**

5.1 All employees have a responsibility to:

- ensure that they understand what is expected of them and seek clarification where required;
- bring any problems or concerns to the attention of their manager;
- take steps to update their skills;
- take part in meetings to discuss their performance;
- show commitment to improving their performance when they do not meet the standards required.

## **6. The role of Human Resources and Organisational Development**

6.1 The Human Resources and Organisational Development Unit will:

- Provide advice and support to line managers on managing poor performance and capability where requested
- Provide training for line managers on managing poor performance and capability and encourage participation in such training
- Attend formal hearings and provide advice and assistance to the Hearing Officer.

## **7. Performance review and supervision**

7.1 As part of normal management processes, managers should meet employees regularly to:

- discuss work priorities;
- monitor progress against objectives;
- monitor work activity;
- give constructive feedback;
- allow time for reflection;
- discuss any support, training and development needed to enable the employee to carry out their duties.

7.2 Managers will carry out formal performance review meetings twice yearly with employees to review performance, set work priorities and objectives and ensure that employees have the necessary skills to meet those objectives. The performance review process enables employees to develop in their job and make the best possible use of their skills and abilities. Further information is available on the intranet and from the Unit.

7.3 Managers will address issues about work performance quickly and not wait for a performance review meeting to discuss performance issues. However, managers should ensure that any concerns about an employee's performance are included in the performance review discussion and recorded on the review form.

## **8. Principles**

8.1 The following principles will apply at informal or formal meetings at which performance is discussed. Managers will:

- make clear any concerns about an employee's performance;
- give employees an explanation of where they consider performance falls short of the standard;
- give employees an opportunity to explain any reason for the poor performance;
- clarify standards of performance required;
- where appropriate, develop and agree written action plans including training, supervision and other support that will improve performance, tailored to meet individual needs;
- give reasonable time to enable performance to improve to the standard required;
- measure performance against clear and understandable targets;
- warn of the consequences of not achieving the required standard within the timescales set;
- meet regularly with an employee to review and monitor their performance and provide timely feedback;
- keep full and accurate records of meetings and action taken.

8.2 When monitoring and reviewing performance, managers will consider:

- the nature, complexity and responsibility of the work being carried out;
- the workload e.g. temporary fluctuations, covering absent colleagues etc;
- any personal circumstances temporarily affecting the employee's performance;
- any other circumstances i.e. changes to the job following reorganisation.

For guidance on setting timescales for monitoring and reviewing performance, see section 11.

## **9. Informal action and standard setting (Stage 1)**

9.1 Managers will raise and examine concerns about an employee's performance with the employee as quickly as possible in the course of normal supervision and day-to-day management. Managers will handle this sensitively with the aim of supporting an employee to improve their performance. The manager will arrange to meet informally with the employee to jointly review performance and explore any underlying causes, including factors beyond an employee's control.

9.2 Discussing work performance is a part of a manager's responsibilities and employees do not have the right to be accompanied or represented at normal supervision or informal standard setting meetings.

9.3 The manager will confirm the standard of performance required and identify where the employee is falling below this standard. The manager will assess with the employee actions that will help them to reach the required standard.

9.4 In most cases, prompt discussion of an issue and confirmation of the standard of work performance required is likely to resolve the matter immediately. In other cases a manager may decide the improvement required in performance is likely to be achieved over a longer

period of time with other additional support, training or self directed learning. In this case the manager should write to the employee following the meeting to confirm the details and any decisions reached and a copy of the letter and any notes made by the manager will be placed on the employee's personal file.

9.5 Where this initial action leads to the employee's performance improving to the standard required, the manager will confirm this to the employee. The manager will continue to monitor the employee's performance as part of their normal day-to-day supervisory/management responsibilities.

9.6 Where early intervention and good management practice does not achieve the performance required or where the problem is more serious, the manager will arrange a formal capability review meeting under Stage 2 of this procedure.

## **10. Formal Capability Review (Stage 2)**

10.1 The objectives of the meeting are to:

- Bring to the attention of the employee problems with their work performance
- Explain how it fails to meet required standards
- Explain to the employee the consequences of failing to achieve the required performance standards
- Enable the employee to give any explanation as to the causes
- Clarify to the employee the standards or performance which are required
- Determine how the employee's performance can achieve the required standard
- To identify how and over what period improved performance will be assessed
- Produce an action plan for improving performance

10.2 *Before* the review meeting, the manager must:

- advise the employee of their concerns about their performance which has led to the need to call the meeting;
- give the employee reasonable notice of the review meeting and confirm the arrangements in writing;
- advise the employee of their right to be accompanied at the meeting by an accredited trade union representative or work colleague employed by the GLA. (see also section 19 – Scheduling of meetings);
- arrange for a representative from the Human Resources and Organisational Development Unit to advise and attend the meeting.

10.3 The manager will conduct the meeting in line with the principles set out in 8.1. The manager will warn the employee of the consequences of not reaching the required standard of work performance, which could ultimately be dismissal on the grounds of capability.

10.4 *After* the meeting, the manager will:

- write to the employee, setting out the issues discussed and confirming any actions and timescales agreed which will enable the employee to improve their performance and the date for the next meeting;
- ensure that any training, development, supervision or other support offered to the employee is provided;
- meet regularly with the employee to discuss their progress and provide feedback.

## **11. Monitoring and review**

- 11.1 The manager will monitor performance against targets regularly at all stages in the procedure. Where appropriate, interim targets will be agreed to facilitate monitoring and allow action to be modified as necessary.
- 11.2 Timescales will vary from case to case and will depend largely on:
- the work being carried out;
  - the level of improvement required;
  - the impact on other employees and service delivery
  - the employee's length of service and general work record e.g. previous action taken under this procedure;
  - the availability and duration of any training identified or other measures identified to improve performance.
- 11.3 At each stage of the procedure managers will give employees clear guidance on the period of time during which a measurable improvement in performance can reasonably be expected. A reasonable time period may vary from 1 to 3 months. For example, jobs where errors can be easily identified are likely to need a shorter period of time for review than jobs where complex decisions or judgements are made where a longer period may be required.
- 11.4 At the end of the specified period of monitoring and review, the manager will hold a further formal review meeting with the employee to review their progress. The manager will decide whether the employee's performance has reached the required standard.
- 11.5 Where the employee's performance meets the required standard, no further action will be taken. The improved performance will be recognised and the employee reminded that they must maintain this level of performance. If the employee fails to maintain this standard for 3 months, action will resume under this procedure. This could include setting a further period for improvement under stage 2 or referral to stage 3. The manager will determine this with the Human Resources and Organisational Development Unit on a case-by-case basis.
- 11.6 Where an employee's performance has not met the standard but there is evidence to show that a further period of monitoring and review is likely to achieve that standard the manager will hold another formal capability review meeting. The manager will tell the employee that if their performance has not met the standard within the specified timescale, their continued employment may be at risk.
- 11.7 Monitoring and reviewing the employee's performance will continue where the manager believes that improvement to the required standard can be achieved.
- 11.8 When the manager, advised by the Human Resources and Organisational Development Unit, assesses that all reasonable measures and sources of support to enable the employee to improve their performance have been exhausted but the employee's performance has not met the required standard, a capability hearing, chaired by the Head of Unit, Assistant Director or

Director will be convened. The manager will meet the employee to confirm why this action is necessary.

## **12. Final Capability Hearing (Stage 3)**

- 12.1 At this stage, the steps taken to help the employee to improve and maintain their performance will be reviewed and consideration given to whether more action would achieve the standard required.
- 12.2 The hearing will be conducted by the Head of Unit, Assistant Director or Director. A representative from the Human Resources and Organisational Development Unit will also be present to provide procedural advice and to ensure that the decision is fair and consistent. A notetaker will also attend the meeting.
- 12.3 The employee will be advised in advance (normally at least 5 working days) and in writing of the date and time of the hearing. (See also section 19 – Scheduling of meetings.) The employee will be advised of their right to be accompanied by an accredited trade union representative or work colleague employed by the GLA.
- 12.4 Any documents the manager wishes to present at the hearing should be made available to the Human Resources and Organisational Development Unit for the information of the employee at least five working days before the hearing. Any documents the employee wishes to present should be made available to the Human Resources and Organisational Development for the information of the manager at least two working days before the hearing.
- 12.5 The general format of the final formal review hearing is set out in Appendix 1.
- 12.6 At the hearing the line manager or a more senior manager will present the actions taken to support the employee to improve their performance and the results of those actions. Where a more senior manager presents the case, the line manager must normally attend the review unless it is not possible for them to do so. The employee will have an opportunity to respond and state their case.
- 12.7 The Head of Unit, Assistant Director or Director will consider all the relevant circumstances relating to the individual's performance.
- 12.8 The Head of Unit, Assistant Director or Director may decide to terminate the employee's employment on grounds of incapability.
- 12.9 When reaching a decision about whether or not to terminate employment, the Head of Unit, Assistant Director or Director will consider issues such as:
- the nature, complexity and responsibility of the work being carried out;
  - the level of improvement required;
  - the impact on other employees and service delivery
  - the employee's length of service and general work record e.g. previous action taken under this procedure;
  - an assessment of the individual case, on its own merits
  - the actions that have been taken to support the employee to improve their performance (including making reasonable adjustments and redeployment to an alternative job where appropriate)
  - representations made by the employee and/or their representative

This list is not exhaustive and the weight attached to each will depend on the circumstances of the case, whilst balancing the needs of the employee and the GLA.

- 12.10 If the decision is taken to terminate the employment, the employee will be entitled to the period of notice as specified in their contract of employment.
- 12.11 The employee will be notified of the decision and the reasons for it in writing within five working days of the meeting and a copy of the letter will be placed on the employee's personal file.
- 12.12 The employee must also be advised in writing of their right to appeal and the procedure to be followed. The procedure for appeals is set out in Appendix 2.

### **13. Outcomes**

- 13.1 The potential outcomes of a final capability hearing are:
- **no further action.** Where the Head of Unit, Assistant Director or Director decides there is no case to answer, any reference to action being taken under this procedure will be removed from the employee's personal file; or
  - **a period of review.** Where the Head of Unit, Assistant Director or Director decides the employee has achieved and needs to maintain the standard, any reference to action taken under this procedure will be held for 1 year: or
  - **a final opportunity** to improve and maintain performance. This will only be appropriate where the Head of Unit, Assistant Director or Director believes that a final period of review will lead to the required improvement in performance. An action plan will be developed including a date for review. The Head of Unit, Assistant Director or Director will warn the employee that a failure to achieve the required improvement will lead to the employee's dismissal; or
  - **a search for redeployment**, with the employee's agreement, to a suitable alternative post (see 15 below); or
  - **dismissal** on the grounds of capability with the appropriate contractual notice having first fully considered and rejected the above options (see 14 below)
- 13.2 The Head of Unit, Assistant Director or Director will write to confirm the decision of the performance review meeting within 10 working days.

### **14. Dismissal**

- 14.1 The dismissal outcome of a capability hearing will only be enacted when redeployment is not appropriate. The Head of Unit, Assistant Director or Director chairing the hearing must give reasons why redeployment is not appropriate in the decision letter.

### **15. Redeployment**

- 15.1 Where redeployment is considered appropriate, the employee will be issued with notice to terminate his/her employment in accordance with his/her contractual terms. This notice will be subject to the search for redeployment. The search for redeployment will commence at the same time and will continue throughout the employee's notice period.



- 15.2 The employee will not be afforded preferential treatment ahead of other candidates. There will be no protection of salary or conditions of service specific to the original job.
- 15.3 Where a suitable redeployment is identified, the pay and conditions of the new post will apply. The redeployment will be offered on the basis of a four-week trial period. Where redeployment is to a job which requires retraining, this trial period may be extended to 12 weeks in exceptional circumstances where mutually agreed.
- 15.4 The Human Resources and Organisational Development Unit will advise on the operation of trial periods, and on procedures for determining the success or otherwise of a trial period, including the procedures to be adopted where the period is viewed as being unsuccessful.
- 15.5 Where a trial period is unsuccessful, the search for suitable redeployment will recommence for the remainder of the employee's notice period.
- 15.6 If an employee has been given notice of dismissal and a suitable redeployment is identified part way through the notice period, the notice period will be extended to accommodate the trial period if necessary.
- 15.7 Where suitable redeployment is not available within the employee's notice period, the employee's service will terminate at the end of the period of notice. In these circumstances, the employee will not be entitled to receive a redundancy payment.

## **16. Gross incompetence**

- 16.1 In exceptional circumstances there may be cases of gross incapability/incompetence, which are so serious as to bring into question the continued employment of the person concerned. Examples of this may include:-
- § actions which have, or could potentially, seriously endanger life or the health and safety of staff and/or the public;
  - § serious professional misjudgement which has, or could potentially, seriously damage the GLA's property or reputation;
  - significant failure to adhere to statutory requirements or professional standards.

These examples are not exhaustive.

- 16.2 Such cases will be dealt with under the Disciplinary Procedure which allows a full investigation to take place before action is taken. Action other than dismissal taken as a result of a disciplinary hearing should have full regard to the support mechanisms to remedy unsatisfactory performance outlined in this procedure.

## **17. Appeals**

- 17.1 Notice of appeal against the decision of a capability hearing should be submitted to the Head of Human Resources and Organisational Development within 10 working days of the date of the written notification of the decision.

- 17.2 Appeals against dismissal will be heard by the relevant Director, or if the Director has already been involved at the dismissal stage, by another Director. A representative from the Human Resources and Organisational Development Unit will also be present to advise on issues of a procedural nature or employment law, and to ensure that the decision is fair and consistent.
- 17.3 The decision of the appeals panel will be final within the GLA's procedures and will be communicated to the appellant in writing by the Head of Human Resources and Organisational Development within 10 days of the appeal hearing.

## **18. Grounds of appeal and process**

- 18.1 Appeals will deal only with the grounds of the appeal specified and do not provide the opportunity for a rehearing of the original evidence/material. Appeals against dismissal arising from a capability hearing must be based on one or more of the following criteria:
- the appropriateness of the penalty imposed
  - information which was not available at the time of the capability hearing and which could significantly affect the original decision
  - a significant failure in the way in which the capability procedure was applied.
- 18.2 Any appeal will be heard as soon as possible after receipt of the written notification of appeal. The documentation considered at the original capability hearing should be available to the Appeal Panel. The Head of Unit, Assistant Director or Director who made the decision to dismiss will attend the appeal to present the reasons for the decision.
- 18.3 Appellants will be entitled:
- to appear before any Appeal Panel;
  - to be accompanied by a trade union representative or GLA colleague;
  - to call relevant witnesses and produce relevant information.
- 18.4 Appellants will be given notice in writing at least 10 working days in advance of the time and place of hearing. Any additional documentary evidence the employee wishes to present in relation to the grounds of appeal must be made available to the Human Resources and Organisational Development Unit for the information of the original hearing officer at least 10 working days before the hearing. Any documents the original hearing officer wishes to present at the hearing should be made available to the Human Resources and Organisational Development for the information of the employee at least five working days before the hearing.

## **19. Scheduling of meetings**

- 19.1 Where possible, the timing of all meetings covered by this procedure will be agreed with the employee. An employee who cannot attend a meeting should inform the manager in advance wherever possible. If the employee's companion cannot attend on a proposed date, the employee can suggest another date so long as it is reasonable and is not more than five working days after the date originally proposed by manager. This five day time limit may be extended by mutual agreement. If the employee fails to attend through circumstances outside their control and unforeseeable at the time the meeting was arranged (e.g. illness), the manager should arrange another meeting. A decision may be taken in the employee's absence if they fail to attend the re-arranged meeting without good reason.

## **20. Application of the Capability Procedure to Directors appointed by the Head of Paid Service**

*New section to clarify specific modifications that apply.*

- 20.1 In relation to such Directors, only the Head of Paid Service may take the following actions (as defined, and in accordance with, the procedure):
- take informal action under stage 1
  - conduct a formal capability review under stage 2
- 20.2 Where the Head of Paid Service decides that the matter should proceed to stage 3 of the procedure, the Head of Paid Service will appoint either the Monitoring Officer or Chief Finance Officer to present the management case. The Hearing Officer will be whichever of these two Statutory Officers has not conducted the investigation.
- 20.3 Any appeal will be heard by the Head of Paid Service.

## **21. Application of the Disciplinary Procedure to Head of Paid Service appointees managed by Mayoral appointees**

*New section to clarify provisions that apply to specific staff*

- 21.1 Mayoral appointees may conduct informal and formal capability reviews relating to Head of Paid Service appointees in accordance with this procedure, except where the potential outcome is one of dismissal.
- 21.2 When it becomes apparent that dismissal may be an appropriate outcome, the manager will refer the matter to the Executive Director of Resources, who will make arrangements for the final capability hearing to be dealt with by a Head of Paid Service appointee or other appropriate individual instead. In the event of an appeal against dismissal, the hearing officer will also be a Head of Paid Service appointee.
- 18.3 Mayoral appointees may give evidence, if required, in capability reviews and hearings, regardless of the potential outcome, in compliance with this procedure.

## **22. Records**

- 22.1 Records should be kept, detailing the nature of any failure to meet the GLA's performance standards, the action taken and the reasons for it, whether an appeal was lodged, its outcome and any subsequent developments. These records will be kept confidential and retained in accordance with the Data Protection Act 1998.

**Final capability hearing procedure**

1. The Head of Unit, Assistant Director or Director conducting the review should introduce all parties present and explain the purpose of the review. Head of Unit, Assistant Director or Director should ensure that everyone has the documentation that will be referred to at the hearing.
2. The employee's manager will present the facts of the case.
3. The other parties may question the manager on the presentation in the following order:
  - the employee or their trade union representative / work colleague
  - the Director / Assistant Director / Head of Unit
4. The employee will then present their case.
5. The other parties may then question the employee on the presentation, in the following order:
  - the manager
  - the Head of Unit / Assistant Director / Director
6. The employee or their trade union representative/work colleague will have the opportunity to sum up their presentation, without introducing any new evidence, and the line manager will then have the opportunity to sum up their presentation.
7. The Head of Unit / Assistant Director / Director will then ask both sides to withdraw and will reach a decision on the basis of the evidence presented in the course of the review. The Director / Head of Service may call an adjournment in order to consider the decision more fully.
8. Once a decision has been reached, the Head of Unit, Assistant Director or Director may decide to recall both parties to inform them of the decision. The decision should, in any event, be confirmed in writing to the employee within five working days and copied to the employee's representative and to the line manager.
9. The Head of Unit, Assistant Director or Director may require that other evidence should be produced in order to ensure that all the necessary facts can be considered before making a decision on the case. The Head of Unit, Assistant Director or Director may decide to adjourn the review meeting to allow for this if necessary.

### Final capability hearing - appeal hearing procedure

1. The officer hearing the appeal (referred to as the Appeal Hearing Officer) should introduce all parties present and explain the purpose of the hearing. The Appeal Hearing Officer should ensure that everyone has the documentation that will be referred to at the hearing.
2. The appellant or their trade union representative or work colleague should present the grounds for the appeal.
3. The other parties may then question the appellant on the grounds of appeal in the following order:
  - the original Hearing Officer
  - the Appeal Hearing Officer
4. The Hearing Officer will then respond to the appeal, setting out the justification for their original decision.
5. The other parties will then question the Hearing Officer in the following order:
  - the appellant or their trade union representative / work colleague
  - the Appeal Hearing Officer
6. The Hearing Officer, followed by the appellant will then sum up their respective cases without introducing any new evidence.
7. The Appeal Hearing Officer will then ask both sides to withdraw in order that s/he can consider her / his decision.
8. The decision of the Appeal Hearing Officer may be given to the parties verbally after deliberation or later in writing. The decision should, in any event be confirmed in writing to the appellant within five working days and copied to the appellant's representative and to the Hearing Officer.
9. The decision of the Appeal Hearing Officer is final within the GLA's procedures.

If this document is in printed format, it may not be the current version.  
Before subsequent use, check with the document's author.

Document author	Viv Kemsley
Issue no.	1
Date of release	tbc

(To be)Approved by	Head of Paid Service for all s.67(2) appointments. The Mayor for all s. 67(1) appointments. The Mayor and Assembly for the Statutory Officers.
Next review date	June 2013
Status	Final Draft version 6

<b>Issue no.</b>	<b>Description of change</b>	<b>Release Date</b>
1	Original version.	

# Subject: Statutory Officers Staffing Protocol- Minor Revisions

**Report to: London Assembly**

**Report of: Head of Paid Service**

**Date: 19 January 2011**

**This report will be considered in public**

## 1. Summary

1.1 The report sets out details of proposed revisions to the Statutory Officers Staffing Protocol.

## 2. Recommendation

2.1 **That the Assembly agrees to approve and adopt (noting that it is a joint decision with the Mayor) the revisions to the Statutory Officers Staffing Protocol, attached at Appendix A to the report.**

## 3. Background

3.1 At its meeting on 11 Nov 2009, the Assembly agreed to approve and adopt (noting that it was a joint decision with the Mayor) a staffing protocol in respect of the three Statutory Officers: the Head of Paid Service; the Chief Finance Officer; and the Monitoring Officer. These three posts have unique employment status within the Authority. They are the only three posts to which appointments must be made, and terms and conditions determined, by the Mayor and the Assembly acting jointly.

3.2 The protocol set out the special arrangements for dealing with the recruitment, discipline and dismissal of these three Officers.

## 4. Issues for Consideration

4.1 The GLA is reviewing its disciplinary and grievance procedures for all other staff and in the course of this review it has become apparent that there is an omission in the Statutory Officers Staffing Protocol concerning how grievances in respect of the Statutory Officers should be dealt with.

4.2 Paragraph 6 of the Protocol provides that allegations of misconduct by a Statutory Officer (contained within a grievance) that require to be investigated must be dealt with in accordance with the disciplinary procedure set out in Appendix 2 the protocol.

- 4.3 However, there is currently no specific provision in the protocol concerning  
a) grievances against a Statutory Officer that do not contain allegations of misconduct, and  
b) grievances taken out by a Statutory Officer
- 4.4 It is therefore proposed to amend the Paragraph 6 of the existing protocol. The revisions are shown in **bold text** in the protocol attached to this report as Appendix A.

### **Strategy Implications**

- 4.5 The adoption of the revisions to the protocol will help ensure that the Authority's corporate governance documentation and arrangements relating to its staff are as clear as possible. This will help to promote and maintain the ethical health of the Authority's corporate governance.

### **Consultation**

- 4.6 The Standards Committee has been consulted on these proposals and has resolved to recommend that the Assembly agree the proposals.
- 4.7 The Business Management and Administration Committee has been consulted on the proposals and has resolved to recommend that the Assembly agree the proposals.
- 4.8 In relation to the Statutory Officers Protocol in general, the Committee requested that when a statutory officer was appointed without an external recruitment exercise (under Section 2 of the Protocol) an explanation of the process be given when the appointment was announced. The protocol has been revised to incorporate this and the revisions are shown in **bold text** in Appendix A attached.

## **5. Legal Implications**

- 5.1 The Mayor and the Assembly acting jointly must appoint a Head of Paid Service (section 72(1) of the GLA Act – as amended); a Monitoring Officer (section 73(1) of the GLA Act – as amended); and a Chief Finance Officer (section 127A (1) of the GLA Act – as amended).
- 5.2 The terms and conditions of the three Statutory Officers are to be determined by the Mayor and the Assembly acting jointly, as they think fit.
- 5.3 There is no express power within the GLA Act (as amended) for the Mayor and the Assembly to delegate functions that are exercisable jointly by them. Accordingly, the full Assembly must take the decision to adopt and approve the Statutory Officers Protocol, and any revisions to the protocol which constitute terms and conditions of the Statutory Officers' employment.

## **6. Financial Implications**

- 6.1 There are no specific financial implications arising from this report.

---

### **List of appendices to this report:**

Appendix A – Proposed Amended Statutory Officers Staffing Protocol



**Local Government (Access to Information) Act 1985**

List of Background Papers: None

Contact Officer: Viv Kemsley

Telephone: x 4165

E-mail: [viv.kemsley@london.gov.uk](mailto:viv.kemsley@london.gov.uk)

This page is intentionally left blank

# Statutory officers – Staffing Protocol

## 1. The Statutory officers

1.1 Under the GLA Act 1999 (as amended)<sup>1</sup> the Authority is required to have three statutory officers.

1.2 These are:

- A Head of Paid Service<sup>2</sup>
- A Monitoring Officer<sup>3</sup>
- A Chief Finance Officer<sup>4</sup>

1.3 The statutory functions exercisable by these officers are listed in Appendix 1 to this document. Statutory functions exercisable by officers other than the statutory officers are also listed in Appendix 1.

## 2. Appointment (Designation) without an external recruitment and selection process

2.1 The Mayor and the Assembly acting jointly may attribute the function/role of a statutory officer to an existing post occupied by an existing member of staff (and therefore designate that postholder as a statutory officer), without following an external recruitment and selection process (in which case sections 3 – 4 of this protocol do not need to be followed)<sup>5</sup>. However, in these circumstances, the Head of Human Resources should, where appropriate, seek expressions of interest from appropriately senior and experienced officers/postholders as to their posts being attributed with the function of statutory officer, and

- (i) in the event that there is only one suitable expression of interest, the that postholder may be permanently designated as a statutory officer if the Mayor and the Assembly agree to the designation and terms and conditions; or
- (ii) in the event that there is more than one suitable expression of interest, an appropriate selection and appointment process<sup>6</sup> shall be determined by the Mayor and the Assembly's staffing committee acting jointly.

## 3. External Recruitment and short-listing of the Statutory Officers

3.1 Where it is not proposed or possible to designate a statutory officer in accordance with 2.1 above, a recruitment and selection process must be followed and the Head of Human Resources shall<sup>7</sup>:

- a. draw up a job description and person specification which sets out:

<sup>1</sup> All references to the GLA Act 1999 (as amended) are references to the 1999 Act as amended by the GLA Act 2007.

<sup>2</sup> Required under the GLA Act 1999 (as amended) s 72(1)

<sup>3</sup> Required under the GLA Act 1999 (as amended) s 73 (1)

<sup>4</sup> Required under the GLA Act 1999 (as amended) s 127 and 127A

<sup>5</sup> This is provided for in the Local Authorities (Standing Orders) Regulations 1993/202

<sup>6</sup> Note that, whilst the Assembly's staffing committee can determine this, the full Assembly must take any decision to appoint, and as to terms and conditions of the appointment.

<sup>7</sup> The following provisions incorporate the requirements of the Local Authorities (Standing Orders) Regulations 1993/202  
City Hall, The Queen's Walk, London SE1 2AA

- (i) the duties and accountabilities of the officer concerned; and
    - (ii) any qualifications, skills and experience required;
  - b. make arrangements for a copy of the documents mentioned at (a) above to be sent to any person on request; and
  - c. shall make arrangements for the post to be brought to the attention of persons who are qualified to apply for it (ie through an advertising and/ or search process).
- 3.2 Where a post has been advertised as set out in 3.1 above, the Mayor and the London Assembly (through its staffing committee) shall approve the arrangements for the selection of a shortlist of such qualified applicants to be interviewed in accordance with section 4 of this protocol below.
- 3.3 Where no qualified person has applied, the Head of Human Resources shall make further arrangements for advertisement in accordance with paragraph 3.1 above.

#### **4. Appointment of the Statutory Officers**

- 4.1 The Mayor and Assembly are required to make appointments to these three statutory officer posts acting jointly.
- 4.2 Subject to any express decision of the Mayor<sup>8</sup> and/or the Assembly to the contrary, the interviews for a vacant statutory officer post should be conducted concurrently<sup>9</sup> through the use of one of the following options (to be determined by the Mayor<sup>10</sup> and Assembly as necessary):
- A. the Mayor, and a representative of his staff appointed under s 67(1) of the GLA Act acting as an adviser to the Mayor, and a sub-committee of up to seven members of the Assembly's staffing committee, with such membership being politically proportional as per the usual rules as to proportionality; or
  - B. up to two representatives of the Mayor, who must be staff appointed under s 67(1) of the GLA Act, and a sub-committee of the Assembly's staffing committee (with membership as set out in (a) above)

WITH

- (i) formal decisions being taken *subsequent to the conclusion of the interview process* by the Mayor taking his decision on appointment and terms and conditions via a Mayoral Decision from (following a recommendation from one of his appointees if under option b), and the Assembly's staffing sub-committee making a recommendation to the full Assembly to appoint a candidate upon recommended terms and conditions. (In these circumstances, any offer of employment will need to be made conditional upon and subject to the formal approval of the Mayor and the Assembly).
- 4.3 The Head of Paid Service will participate in the interviews of candidates for the posts of Monitoring Officer and Chief Finance Officer (in an advisory capacity).

---

<sup>8</sup> In respect of the matters relating to the Mayor within this protocol

<sup>9</sup> The interviews are concurrent because an ordinary committee or sub-committee of the Assembly may only comprise Assembly Members

<sup>10</sup> With a formal written delegation being made to one of his appointees where this is required by any of the options below

- 4.4 The Mayor and Assembly (through its staffing committee) may jointly agree to invite any external persons to provide expert, independent advice to them (concurrently) during the recruitment process and/or at the interviews.
- 4.5 Other than in exceptional circumstances, the composition of those conducting the interviews should remain the same for all candidates in all rounds of interviews for a statutory officer vacancy.
- 4.6 Any proposed appointment will be subject to references and the Authority's usual pre-employment checks.
- 4.7 In announcing any appointment decisions, the Authority will be open and transparent about the appointments process followed.**

## **5. Terms and Conditions**

- 5.1 The Mayor and Assembly are required, acting jointly, to determine the terms and conditions of the statutory officers.
- 5.2 The full Assembly must decide any changes to the statutory officers' terms and conditions.
- 5.3 By adopting this document the Mayor and Assembly jointly agree that, as a matter of principle, terms and conditions that apply to all staff appointed by the HOPS<sup>11</sup>, should normally also apply to the statutory officers.
- 5.4 To this end, when the Head of Paid Service (HOPS) consults with Mayor and the Assembly's staffing committee upon proposed changes to terms and conditions of employment that apply to staff appointed by the HOPS,<sup>12</sup> the Mayor should be asked, and the Assembly's staffing committee should also be asked to recommend to the full Assembly, whether or not (upon the HOPS agreeing to the proposed changes) to apply the proposed change to terms and conditions in respect of the statutory officers.
- 5.5 In some circumstances, however, and due to the nature of their offices, the statutory officers do need to have terms and conditions of employment that are different to those that apply to all staff appointed by the HOPS.
- 5.6 Such terms and conditions must be approved by the Mayor and the Assembly acting jointly, and have been so approved as attached at Appendices 2-3 to this document.
- 5.7 Before any proposals to change the terms and conditions of the statutory officers are submitted to the Mayor and the Assembly, the statutory officers themselves must be consulted on the proposals.

## **6. Disciplinary action, investigations and grievances**

- 6.1 Disciplinary matters are dealt with at Appendix 2 to this document.**
- 6.2 In the event that any grievance issues arise in respect of a statutory officer (that do not contain allegations of misconduct by a statutory officer that require to be investigated in accordance with Appendix 2 to this protocol), these will be considered and, as necessary,**

---

<sup>11</sup> "Terms and conditions" here includes any employment protocols or policies that confer contractual rights upon all staff appointed by the HOPS.

<sup>12</sup> Or proposed changes to employment protocols or policies that confer contractual rights upon all staff appointed by the HOPS.

**investigated through arrangements decided by the Mayor and Assembly acting jointly (in accordance with agreed grievance procedures), who are responsible for taking further action(s) as they deem necessary.**

**6.3 In the event of a grievance raised by a statutory officer, this will be dealt with in accordance with the Authority's standard grievance procedure, unless the nature of the grievance makes it appropriate for it to be dealt with in accordance with arrangements decided by the Mayor and Assembly acting jointly.**

## **7. Dismissal**

- 7.1 The statutory officers may only be dismissed by the Mayor and the Assembly acting jointly.
- 7.2 Detailed procedures in respect of how the statutory officers may be dismissed as a result of probationary, disciplinary or capability (excluding ill health) action are contained in Appendix 2. Appendix 3 modifies the GLA's sickness policy and sets out a procedure in respect of how the statutory officers may be dismissed as a result of ill health.

<b>STATUTORY FUNCTIONS OF OFFICERS OF THE AUTHORITY</b>
---

**PART I****STATUTORY OFFICER FUNCTIONS OF THE AUTHORITY****1. The Chief Executive (Head of Paid Service)**

- a) Functions of the proper officer of the Authority for the purposes of Parts I and II of the Greater London Authority Act 1999 (as amended), other than those relating to Part VA of the Local Government Act 1972 (access to information) as applied to the Assembly by Section 58 of the GLA Act 1999 (Openness) (see below).
- b) Functions of head of the Authority's paid service under the Greater London Authority Act 1999.
- c) Functions of proper officer of the Authority for the purposes of Part III of the Local Government Act 1974 (local government administration) as applied to the Authority by Section 74 of the GLA Act 1999.
- d) Functions of the proper officer of the Authority for the purposes of Sections 225 (deposit of documents) and 228 (inspection of documents) of the Local Government Act 1972 as applied to the Authority by Section 75 of the GLA Act 1999.
- e) Functions of head of paid service under Part I of the Local Government and Housing Act 1989 generally, including under Section 4 (designation and reports of head of paid service) as applied to the Authority by Section 72 of the GLA Act 1999.
- f) Functions of the proper officer under the Local Government and Housing Act 1989 generally.
- g) Functions of the Greater London Returning Officer under the Greater London Authority Act 1999 and the Representation of the People Acts for the purposes of Section 35(2C) of the Representation of the People Act 1983 (returning officer at elections of Mayor and London Assembly Members).
- h) Functions of the proper officer under the Representation of the People Act 1983.
- i) Functions of the returning officer under the Representation of the People Act 1983.
- j) Functions of the appropriate officer under Part II of the Representation of the People Act 1983 (The Election Campaign).
- l) Subject to the approval of the Mayor and London Assembly for matters unrelated to elections for the Mayor or Members of the Assembly, functions of any proper officer, regional, local or other returning officer or of an appropriate officer (or other, however designated) under the Representation of the People Acts or under any other enactment concerning electoral matters generally, or the elections for the Mayor or Members of the Assembly and any other elections or referendum for which he/ she becomes responsible.
- m) The functions under any other enactment (whenever passed) of a proper officer or responsible officer (or other designation used in the enactment) as regards areas not falling within paragraphs 2(d) and 3(d) below.
- n) The functions of consulting with the Mayor and the Assembly and appointing staff under s 67(2) of the GLA Act, and determining such staffs' terms and conditions of employment under s 70(2) of the GLA Act.

## **2. The Executive Director of Resources (Chief Finance Officer and “section 127 officer”)**

- a) Functions of the chief finance officer responsible for the proper administration of the financial affairs of the authority under Section 127(1) of the Greater London Authority Act 1999.
- b) Functions of the responsible officer under Local Government Finance Act 1988.
- c) Functions of the proper officer under the Local Government Finance Act 1988.
- d) The functions under any other enactment (whenever passed) of a chief finance officer, proper officer or responsible officer (or other designation used in the enactment) concerning the Authority’s accounting practices, audit arrangements or its financial affairs and arrangements.

## **3. The Monitoring Officer**

- a) Functions of the monitoring officer for the Authority under Section 5 of the Local Government and Housing Act 1989.
- b) Functions of the monitoring officer under Part III of the Local Government Act 2000 (as amended) including the GLA Code of Conduct, and the Standards Committee (England) Regulations 2008/1085, and any rules as to the investigation and determination of alleged breaches of that Code.
- c) Functions of the proper officer of the Authority under Sections 229 (photographic copies of documents) and 234 (authentication of documents) of the Local Government Act 1972 as applied to the Authority by Section 75 of the GLA Act 1999.
- d) The functions under any other enactment (whenever passed) of a monitoring officer, proper officer or responsible officer (or other designation used in the enactment) concerning the Authority’s legal affairs and arrangements, including compliance with the law.



## **PART II**

### **STATUTORY FUNCTIONS OF OTHER OFFICERS OF THE AUTHORITY**

#### **1. The Executive Director of Secretariat**

1. Functions of proper officer of the authority for the purposes of Part VA (Access to Meetings and Documents of Certain Authorities, Committees and Sub-Committees) of the Local Government Act 1972 as applied to the Assembly by Section 58 (openness) of the GLA Act 1999.
2. Functions of the proper officer under Sections 15 to 17 (political balance on committees etc.) of the Local Government and Housing Act 1989 including under the Local Government (Committees and Political Groups) Regulations 1990.

### Statutory Officers – Performance, Disciplinary and Dismissal Procedure

1. This procedure incorporates provisions of the Local Authorities (Standing Orders) (England) Regulations 2001/3384.
2. Those Regulations, and accordingly this procedure, set out the requirements that must be followed when an allegation of alleged misconduct by a statutory officer (which may be contained within a grievance) requires to be investigated, and when proposing to dismiss a statutory officer for any reason other than redundancy, ill health or the non-renewal of a fixed term contract – so, when proposing to dismiss (whether in the probationary period or otherwise) for reasons of poor performance (capability), and misconduct. When proposing to dismiss a statutory officer for some other substantial reason (as referred to in the Employment Rights Act 1996), advice should be sought as it may not be necessary to comply with the requirements of this procedure.
3. For the purposes of establishing whether or not there is case worthy of investigation under 4 below, the Mayor and the Assembly's staffing committee may agree that a preliminary investigation be carried out or commissioned by an appropriately senior officer of the Authority.
4. Where the Mayor and the Assembly's staffing committee:
  - (a) agree that an allegation of alleged misconduct by a statutory officer requires to be investigated;  
or
  - (b) agree to *propose* to dismiss a statutory officer (on the grounds subject to this procedure, set out in paragraph 2 above)they shall jointly appoint - with the agreement of the statutory officer concerned – a designated independent person ("DIP") to investigate. If the statutory officer will not agree the DIP, that person will be appointed by the Secretary of State. The Mayor and the full Assembly may also jointly agree to suspend the statutory officer for a maximum of up two months, for the purposes of a DIP conducting an investigation.
5. A DIP must produce an investigation report.
6. No action (other than a maximum of a two-month suspension for the purposes of a DIP conducting an investigation) can be taken other than in accordance with a recommendation of a DIP, contained in a DIP's report.
7. The DIP may direct that:
  - the Authority (acting by the Mayor and the Assembly jointly) terminate any suspension of the relevant officer, OR
  - the previously determined suspension period be extended, OR
  - the terms of the previously determined suspension be varied, OR
  - no steps (by or on behalf of the Authority) in respect of an allegation of alleged misconduct by a statutory officer, or proposals to dismiss a statutory officer (on the grounds subject to this procedure, set out in paragraph 2 above) other than in the presence, or with the agreement, of the DIP be taken before a report is made to the Mayor and the Assembly by the designated, independent person.

8. For the purposes of the DIP's investigation, the DIP:
  - may inspect any documents relevant to the alleged misconduct, or proposals to dismiss, which are in the possession of the Authority, or which the Authority has the power to authorise the DIP to inspect;
  - may require any member of staff of the Authority to answer questions concerning the matters to be investigated by the DIP.
  
9. In the DIP's investigation report the DIP must:
  - state an opinion as to whether (and, if so, the extent to which) the evidence he or she has obtained supports:
    - (a) any allegation of misconduct by the relevant statutory officer, or
    - (b) any proposals to dismiss the relevant statutory officer (on the grounds subject to this procedure, set out in paragraph 2 above)
  - recommend any action which appears to the DIP to be appropriate for the Authority (acting by the Mayor and the full Assembly jointly – where the recommended action is dismissal, or where the recommended action is short of dismissal) to take against the relevant statutory officer; and
  - provide a copy of the report to the relevant statutory officer no later than the time that the DIP provides it to the Mayor and the full Assembly..
  
10. The Mayor and the full Assembly (acting jointly) can only take action against a statutory officer in accordance with a recommendation of the DIP, as contained in the DIP's report.
  
11. The joint decision of the Mayor and the Assembly, made in accordance with paragraph 10 above shall be final, and the statutory officer will have no right of appeal.

The GLA's sickness policy applies to the statutory officers but with the following modifications:

- All the statutory officers shall report their sickness absence to their line manager.
- Usually, the Head of Paid Service shall exercise management responsibilities under the procedure in respect of the Monitoring Officer and the Chief Finance Officer (unless the Mayor and the Assembly acting jointly decide to exercise their powers in this regard).
- The Mayor and the Assembly acting jointly (in such a manner as they agree) shall exercise management responsibilities under the procedure in respect of the Head of Paid Service.
- Final formal interviews under the sickness policy should only be conducted in respect of the statutory officers strictly in relation to their ill health (otherwise, for matters of capability and conduct, Appendix 2 above applies). Prior to any final formal interviews, the Authority should consider appointing an independent medical adviser (at its own cost), where the medical opinion of the statutory officer's medical adviser and the Authority's medical adviser are not in agreement. The Mayor and Assembly acting jointly (in such a manner as they agree) will conduct and determine all final formal interviews, and appeals against dismissal, under the sickness policy in respect of all the statutory officers.

**Subject: Mayor's Commitments****Report to: London Assembly (Plenary)****Report of: Executive Director of Secretariat****Date: 19 January 2011****This report will be considered in public****1. Recommendation**

- 1.1 **That the Assembly notes commitments made by the Mayor, Boris Johnson, during London Assembly Mayor's Question Time meetings held between May 2008 and December 2010.**

**Policing and Community Safety****London Crime Reduction Board****Question number: 3406/2010 Meeting Date: 13 October 2010 James Cleverly**

**James Cleverly (AM):** I welcome the creation of the LCRB and the realisation that crime reduction does not sit solely with the Metropolitan Police Service but is a partnership function. It does rather worry me that there seems to be the maintenance of the rather lazy position that crime only happens in inner London. Further to considering the proposals, will you give a commitment to actively encourage London Councils to add an additional member to the senior Board - I appreciate there is officer representation - and to ensure that that post is filled by someone that represents an outer London borough?

**Boris Johnson (Mayor of London):** Your point is really well made and I am sure that London Councils will take it up and we will see how we take it forward on the LCRB.

**Police Press Officers****Question Number: 1106/2010 Meeting Date: 17 March 2010 Jenny Jones**

**Jenny Jones (AM):** On this issue of cuts to borough budgets, in your election manifesto you did promise to direct more resources to frontline policing, which I think most of us would agree with. You said you would spend less on press officers. Now, in 2007/0808, which was Ken's [Livingstone] last year, £5.7 million was spent on press officers at the police and this next year you are going to spend £6.8 million. That is a 20% increase. In the same year, Ken's last year, there were 73 press officers, and for the next year there are going to be 74. So you are actually making cuts to the boroughs but not fulfilling your promise to cut the press officers at the Metropolitan Police Service. Why is that?

**Boris Johnson (Mayor of London):** I will certainly look into what you have said. I have to treat these figures with some caution. I remember we had a discussion about reductions in press officers in this place

which as it turned out was founded on a complete misapprehension on the part of the Assembly Members. It turned out that the Assembly had almost as many we did.

**Jenny Jones (AM):** I am talking about police press officers, Mr Mayor.

**Boris Johnson (Mayor of London):** Is that right? We had actually reduced very significantly the number of press officers responsible to the Mayoralty and you have mystifyingly failed to do any such thing yourselves. I am listening, Jenny. I am going to look at what you say. If it is true that the number of press officers has gone up from 73 to 74, I will certainly see. You have got a result. I am going to look at it.

## **Child Trafficking**

**Question Number: Budget Question and Answer Session Meeting Date: 27 January 2010 Dee Doocey**

**Dee Doocey (AM):** I wanted to ask you why you have not put more resources into trying to deal with child trafficking. I see that the Metropolitan Clubs and Vice Unit is going to take over responsibility for adult human trafficking and of course I know about the amazing work done by the Paladin Team at the ports of entry, but I am talking about dealing with the problem of children who have already been trafficked into London. There is nobody currently who has responsibility for dealing with that.

**Boris Johnson (Mayor of London):** Dee, I am interested in what you say. Plainly that is something that I will take up with the Commissioner. I was not aware there was nobody specifically responsible for child trafficking. If we can make our operation more effective by having someone specifically tasked with that then plainly that is something we should look at. I cannot sit here now and tell you that I am going to dismiss that out of hand or support it 100%. It is something I will raise with the Commissioner and see what he says.

## **A&E violence**

**Question Number: 3610/2009 Meeting Date: 18 November 2009 Kit Malthouse**

**Kit Malthouse (AM):** I completely agree with you that the lead on this [tackling violent incidents arising from the excessive consumption of alcohol] should be local authorities but some local authorities report to me that their licensing decisions, in line with their own policies, are routinely overturned by magistrates on appeal by licensees and I would urge you to look at the London Plan to see what provisions you can make in the Plan that will assist local authorities in exercising their duty by strengthening some of the licensing provisions, or, indeed, strengthening the hand of local authorities in handing out licences in their own areas, because they are not completely in control of their own destiny. Unelected and unaccountable magistrates have as much influence as local authorities do.

**Boris Johnson (Mayor of London):** Kit, it is probably a failure of my imagination but I cannot see a suitable amendment that we could put into the London Plan off the top of my head, but if you could devise such a clause then I would be very happy to look at it. As everybody knows, the London Plan is currently still under consultation so that is the kind of thing we could certainly look at.

## **Young People**

**Question Number: 2745/2009 Meeting Date: 14 October 2009 Joanne McCartney**

**Joanne McCartney (AM):** The reason I put this question down was because I had seen your Time for Action update and I have got some questions on it. When we did the scrutiny into your original document

last year we were promised that, by this stage, we should have had action plans for each stream of work that were fully costed. I am just wondering where they are because we have not seen them yet.

**Boris Johnson (Mayor of London):** There are regular updates on each of the streams of work --

**Joanne McCartney (AM):** You may have that information but we were promised it would be coming out. When can we have them and can they be made public?

**Boris Johnson (Mayor of London):** OK. I do not see any reason -- and I am just thinking about the things that I have been seeing recently. There are streams of things with green sections and red sections and yellow sections showing how we are doing in each of them.

**Joanne McCartney (AM):** Can we have them and can we have figures of the money that is being put into it please? That is all I am asking for.

**Boris Johnson (Mayor of London):** I do not see why not.

**Joanne McCartney (AM):** Thank you. How soon can we have those?

**Boris Johnson (Mayor of London):** Would you allow me to look into what the state of them is and see what we can release without compromising any sensitive plans.

**Joanne McCartney (AM):** Yes, that is fine.

## Spending

**Question Number: 2343/2009 Meeting Date: 9 September 2009 John Biggs**

**John Biggs (AM):** Can you assure every police officer in London that their pension will be safe under your administration, in the event that there are spending pressures?

**Boris Johnson (Mayor of London):** The pension fund arrangements of the Metropolitan Police Service will be completely protected. I have no doubt about that whatever.

## Spending (2)

**Question Number: 2343/2009 Meeting Date: 9 September 2009 John Biggs**

**John Biggs (AM):** I think at roughly the same time as you gave us the assurance about RPI plus 1% on fares you said that you were committed to preserving police numbers in London. Can you repeat that commitment today?

**Boris Johnson (Mayor of London):** I certainly am determined to protect front line policing as far as we possibly can in the current financial circumstances.

## Violence against Women

**Question Number: 1387/2009 Meeting Date: 17 June 2009 Jenny Jones**

**Boris Johnson (Mayor of London):** I can certainly guarantee that the resources for 2009/10 [to combat human trafficking] will be the same as those provided in 2008/09. The issue, as I am sure you realise, arises in 2010/11, when I am afraid the Home Office is starting to say that it cannot supply us with the funding necessary and this should be bundled into the rest of the Metropolitan Police Service (MPS) budgets. I do

not think that is a good enough course of action by the Home Office and I do not think that is right. This is a national problem. It has many, many national factors in the creation of this odious problem of trafficking of women and I do think it should be properly funded by the Home Office.

**Jenny Jones (AM):** I agree completely with you and I would be happy to support your efforts. Quite happy to.

**Boris Johnson (Mayor of London):** OK.

**Jenny Jones (AM):** But if they do not follow it through -- one of your objectives in your Violence Against Women Strategy was cracking down on trafficking and it is a horrendous crime; it is not only of course against women, it is often against children and sometimes against men as well. I do not want you to commit yourself here to funding it ...forever, but it seems to me that you just cannot let this fall by the wayside. So --

**Boris Johnson (Mayor of London):** No. I understand Jenny. Can I propose - we are both on the Metropolitan Police Authority (MPA) - that we take this forward within the MPA and see what we can do?

**Jenny Jones (AM):** Really good idea. Thank you.

## **Airwave**

**Question Number: 1079/2009 Meeting Date: 21 May 2009 Dee Doocey**

**Dee Doocey (AM):** You are aware that the Airwave coverage in London is patchy. I was wondering if you would ask the Metropolitan Police Service to do an audit in each borough to try to identify the black spots? It is a good idea.

**Boris Johnson (Mayor of London):** ...The Deputy Chairman for Policing [Kit Malthouse AM] is nodding so this extra burden can be placed up on the Metropolitan Police Service can it? The Deputy Chairman for Policing nods.

**Dee Doocey (AM):** It is a good idea because some boroughs have got black spots...Will you further then undertake that when these black spots are identified that you will make sure something is done to address them? It is not a trick question I assure you.

**Boris Johnson (Mayor of London):** No, no, it is a very sensible and practical question. Of course we will, yes.

**Dee Doocey (AM):** OK. What is being done to address the problem to make sure that there are sufficient operational Airwave channels to cover all of the communications in the Metropolitan Police Service?... Communications channels so that when the Metropolitan Police Service needs to police a large area, for example the Olympics, that there are sufficient channels available for them to talk to each other.

**Boris Johnson (Mayor of London):** My own view about this - without having inquired into the detail of the bandwidth requirements of the Metropolitan Police Service, which I believe to be adequate for their purposes at the moment - is that it is a national scandal that we give over so much of our bandwidth to the Pentagon...

**Dee Doocey (AM):** ...Could I ask that I could have a response in writing since you clearly do not know the answer, Mr Mayor?

**Boris Johnson (Mayor of London):** I do. I have said that I think that the Metropolitan Police Service has adequate bandwidth.



**Dee Doocey (AM):** Sorry, I was trying to be polite. Your answer is wrong, Mr Mayor! Can I ask you to give me a proper answer in writing and can I finally ask you what you are doing to address the problem that there are not enough radios to go round and officers are having to share them? Could I ask you to come back to me in writing about that as well?

**Boris Johnson (Mayor of London):** Certainly. I am sure we can revert to you.

### **Retaining Police Officers with a Criminal Record**

**Question Number: 613/2009 Meeting Date: 25 March 2008 Dee Doocey**

**Dee Doocey (AM):** I think that is fine but I would press you, again, that officers who have got convictions for violence should not be allowed to go anywhere near firearms or tasers and I would like your assurance that you will make sure that happens. I also think it is a bit pathetic that it has taken questions from us to make you aware of it. You really should have been ahead of the game but I am glad you are taking it seriously.

**Boris Johnson (Mayor of London):** I think it was news to many people that this was going on and I certainly find it eye opening --

**Dee Doocey (AM):** But it must not be left to the Metropolitan Police Service to police itself. You really must lead on this one. Thank you very much.

**Boris Johnson (Mayor of London):** What you say about tasers and training is a good point and I suggest that we get to the bottom of it and take it up with the MPA.

### **Crime in London**

**Question Number: 702/2009 Meeting Date: 25 March 2008 Tony Arbour**

**Boris Johnson (Mayor of London):** OK, Tony. I see what you are driving at. What you are really saying is - let me try to summarise this - even if you do not actually take them to court and incur costs there might be some way of using shame and publicity as a utensil of punishment?

**Tony Arbour (AM):** As part of your armoury, yes.

**Boris Johnson (Mayor of London):** I think that is a very interesting thought and it is certainly something that I will develop with the police. It may be there are things we could do; without spending much money, without going through the palaver of going to court and getting an outcome that is going to be negative from a police point of view anyway, there might be things you could do to name and shame, as it were, people who have pleaded guilty, who have broken into someone's house without actually taking them to court.

I think that is an interesting suggestion. I condemn people who break into people's houses and I certainly support the general thrust of what you are proposing.

## **MPA Budget**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Len Duvall**

**Len Duvall (AM):** Are you prepared to consider - taking into account the issues around what borrowing means or not but in terms of where there are cases for efficiencies to be made - to increase borrowing within the Metropolitan Police Authority's budget?

**Boris Johnson (Mayor of London):** Well I would need to look at the arguments and I would need to look at the effects if that is going to happen that that is going to have on the operational effectiveness of the police.

**Len Duvall (AM):** So is that a yes, you will consider it?

**Boris Johnson (Mayor of London):** That is I will look at it. We are going to be judged on the operational effectiveness of the Metropolitan Police.

**Len Duvall (AM):** Sorry, can I just get some clarification? Will you consider it for this coming budget or will you look at it longer term? Sorry, I think it is an important issue to do with efficiency in policing.

**Boris Johnson (Mayor of London):** Consider what exactly now?

**Len Duvall (AM):** The issue around borrowing to modernise, continuing the modernisation of the police estate if it is required?

**Boris Johnson (Mayor of London):** Well, I will certainly look at any prudential borrowing that may be necessary to deliver more efficiencies in the Metropolitan Police Service but I am not convinced that there are not savings and economies to be made such as Project Herald, which will help the police to get out and do the job that they want to do.

## **Dangerous Dogs**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Richard Tracey**

**Richard Tracey (AM):** The second question I want to ask you is about the Dangerous Dog Unit which has been set up now, I believe, by the MPS. How are you going to fund that within the resources? It is obviously something again that is very important to Londoners in many parts of the capital city.

**Boris Johnson (Mayor of London):** It is an important issue and there is a real problem with dangerous dogs. It is a growing phenomenon. That is why I thought it was important to take a look at the issue and that is why Kit [Malthouse] has been leading on that. As for the details of the funding of the unit, I am afraid I am going to have to revert to you, but whatever it is I am sure it will be well worth the expense.

## **Dangerous Dogs**

**Question Number: 2534/2008 Meeting Date: 12 November 2008 Valerie Shawcross**

**Valerie Shawcross (AM):** Just to say that are you aware that legal powers to cease dangerous dogs and deal with their owners actually rests with the police and that councils can only take dogs where they are technically strays and that there are many areas of London where the local borough command deploys only one officer on the issue and that there is therefore some need to bring the worst up to the standard of the

best around London in tackling this issue? Would you support a programme to have something like a London Dangerous Dogs Action Plan?

**Boris Johnson (Mayor of London):** I think that is a very good idea, Val...This is something that is an increasing problem across London. Now, I certainly think it is something on which we could all act together for the benefit of London and it is something that will be ideally suited, I think, Dick [Tracey], to being taken up in the City Charter process and we should perhaps show a lead with London Councils to have a London Dog Action Programme. I think we should take that forward. It is a very good idea.

## **MPA Estate Strategy**

**Question Number: 1370/2008**

**Meeting Date: 16 July 2008**

**Dee Doocey**

**Dee Doocey (AM):** If you take two boroughs like Wandsworth and Camden, they have both got properties that are under the axe which must be worth - I am not a property expert - somewhere in the region of £15-20 million per borough. Is it not right that in order to - to use your own words - to provide a substantially better replacement, that the money from the sale of those properties should actually go into the borough or, at the very least, should go pan-London over the 32 boroughs. I do recognise there are three boroughs that do not have property currently for sale. Would you not think that rather than it just go into the capital programme that it is right to do that?

**Boris Johnson (Mayor of London):** Dee, I understand the logic of what you are saying. I just worry that it would introduce into the argument an inflexibility that would hamper good policing and stop the improvement of the police estate in the way that we want. Let me undertake to get back to you on this with a more fleshed out answer. As you know, Kit [Malthouse] is currently Deputy Chair of the MPA but I am going to be taking the Chair from October. I will be able to give you a lot more chapter and verse from then on about details of this kind. Let me give you a fuller argument about why I think that is not a good way forward over the next few days.

**Dee Doocey (AM):** Will you also allow me to try to influence that debate by giving you the reasons why you should take a different view?

**Boris Johnson (Mayor of London):** Of course.

**Dee Doocey (AM):** On the Finance Committee this Thursday we have a note that includes details of 124 new safer neighbourhood bases but I understood that the Estate Strategy programme was supposed to be on hold so I am not quite clear what is going on. Perhaps you could help me?

**Boris Johnson (Mayor of London):** Dee, I am going to have to elucidate you further when I have got the particulars about those 124 new bases.

**Dee Doocey (AM):** Fine. Finally, can I just ask you to confirm that if these police stations are sold eventually, after proper consultation that we are both so keen on, that no building currently owned by the MPA will be replaced by a rented property? I am very keen to keep the capital receipts separate from the revenue.

**Boris Johnson (Mayor of London):** Again, would you forgive me if I do not make any kind of binding undertaking to you now without having a chance to furnish you with a proper set of responses to that suggestion -

**Dee Doocey (AM):** I will indeed, provided we get the responses and we can have the debate. No problem.

**Boris Johnson (Mayor of London):** It would be very helpful if, in exchange, you could send me your positions on it. Thank you.

## **Metropolitan Police Overt Surveillance Techniques**

**Question Number: 1099/2008 Meeting Date: 18 June 2008 Dee Doocoy**

**Boris Johnson (Mayor of London):** I want you to know that I have myself very serious instinctive reservations to this practice [of filming young people in case a crime is later committed]. It sounds potentially oppressive. It is capable of abuse it seems to me...Since I have only just been made aware that the Metropolitan Police Service is in fact doing this I hope you will allow me to make further enquiries and get back to you with a detailed account of what they are in fact doing and the extent to which I think it is tolerable.

## **Domestic Violence**

**Question Number: 1072/2008 Meeting Date: 18 June 2008 Steve O'Connell**

**Steve O'Connell (AM):** So, Mayor, again I thank you for your lead on this but I would invite you to visit the Family Justice Centre - which is a holistic piece of work, not just rape crisis but dealing as a one stop shop for all the victims of domestic violence - and I would like you, Mayor, to give some sort of commitment to come to the Family Justice Centre and get underneath the bonnet of that work to take forward your vision.

**Boris Johnson (Mayor of London):** Thanks, Steve. Of course I happily accept your invitation and we will do that.

## **Transport**

### **Bank Interchange Upgrade**

**Question number: 3541/2010 Meeting Date : 17 November 2010 Caroline Pidgeon**

**Caroline Pidgeon (AM):** I recently experienced an emergency evacuation at Bank Station in rush hour. It was a horrendous experience. The cause, I found out afterwards, was severe overcrowding. Basic procedures such as not enough emergency exit signs need to be addressed. That has come to attention because I have reported it. Will you consider bringing the upgrade works at Bank Station forward? Looking at your correspondence with the Department for Transport (DfT) the works to relieve station congestion on the Northern line are not going to be complete at Bank Station until 2021.

**Boris Johnson (Mayor of London):** I, myself, Caroline, have been in the crowd - perhaps the crowd was so big I did not see you - at Bank Station. I was there too, I suspect, on that day. It does get very crowded at that interchange.

Here is what I will undertake. I will talk to LU about bringing forward the Bank interchange upgrade. I am not going to promise that I am going to come back with a favourable answer but we will look at it. I have certainly experienced the problem that you describe. People around the horseshoe and in the audience could all speak of similar experiences.

### **London Underground Safety Review**

**Question number: 3541/2010 Meeting Date : 17 November 2010 Caroline Pidgeon**

**Caroline Pidgeon (AM):** Will you also agree to have a complete safety review of the network to make sure there are adequate overcrowding and evacuation procedures in place? Just getting Bank looked at, they

found a number of things they need to do to make sure it really is safe for people if they are having to evacuate them. Will you agree to do a review across the network?

**Boris Johnson (Mayor of London):** Caroline, I am sure continuous safety reviews are in progress all the time. This is something that is absolutely critical to our reputation and to what LU is doing. To be fair to LU, a lot of the recent delays and a lot of the problems people experience are as a result of pre-emptive steps that we take. When we discover some fault we act immediately and we do not allow it to turn into an incident --

**Caroline Pidgeon (AM):** Yes or no? Will you look at reviewing safety at some of these stations?

**Boris Johnson (Mayor of London):** If you want a yes or no answer to whether I will undertake a major new review it depends, dear Caroline, on what we have got going already. Sorry.

**Caroline Pidgeon (AM):** You will look into it?

**Boris Johnson (Mayor of London):** I will look into it and I will come back to you.

### **East Croydon Station**

**Question number: 4242/2010      Meeting Date: 15 December 2010      Steve O'Connell**

**Steve O'Connell (AM):** Will you support me in the lobbying to build a new platform and pedestrian bridge across the platforms in East Croydon Station?

**Boris Johnson (Mayor of London):** I will completely support you in that, Steve, and I congratulate you on all the work that you are doing for transport in Croydon. We intend to support you.

### **Northern Line Closures**

**Question number: 4011/2010      Meeting Date: 15 December 2010      Valerie Shawcross**

**Boris Johnson (Mayor of London):** I do not want to seem evasive to you, Val, about this matter. Here is what I will say to you. I agree with you about the urgency of getting clarity on this. I will make sure that we have clarity on the programme of closures for the Northern line early next year. How about that? Next year is not very far away.

### **Upminster Railway Depot**

**Question number: 4011/2010      Meeting Date: 15 December 2010      Roger Evans**

**Roger Evans (AM):** On a similar subject in east London, the District line is about to start work to expand the railway depot at Upminster to provide room for their new trains, which we welcome. People who live behind the depot are going to be deprived of a lot of the vegetation that used to screen them from the site. Can you make sure that they have this matter discussed at a senior level in TfL and that some sort of screening is put in place to ensure that they retain their peace and quiet?

**Boris Johnson (Mayor of London):** I am sure that that can be arranged. I will make sure that a vegetation lobby can be heard by TfL.

## River Services

**Question number: 3909/2010 Meeting Date: 15 December 2010 Caroline Pidgeon**

**Caroline Pidgeon (AM):** I have a number of questions. I am hoping you might be able to give me some relatively quick yes or no quick answers to them. One of the issues is about providing real time information which is essential for passengers. You have rolled this out on buses with iBus. Will you look at developing a similar thing - perhaps iBoat - real time information for river passengers?

**Boris Johnson (Mayor of London):** You mean dot matrix signs on the boats themselves saying next boat due? Or on the piers?

**Caroline Pidgeon (AM):** On the piers.

**Boris Johnson (Mayor of London):** That is exactly the kind of thing we could look at. There are funding implications. We subsidise Thames Clippers alone by £400,000 each year for its peak hour services. There is a cost to the taxpayer of this kind of thing. I am keen to encourage it but I do not want to --

**Caroline Pidgeon (AM):** You have agreed you will look at it? You will look at it?

**Boris Johnson (Mayor of London):** I do not want to make commitments now that I cannot deliver.

**Caroline Pidgeon (AM):** Only to look at. I understand there are financial issues with all these things.

**Boris Johnson (Mayor of London):** I will certainly look at it.

**Caroline Pidgeon (AM):** Another issue is around contactless payments which are going to be rolling out on the buses. I understand there are going to be about 9,000 new readers for buses but less than 50 are needed for that kind of technology to work on the river --

**Boris Johnson (Mayor of London):** Contactless payments?

**Caroline Pidgeon (AM):** Contactless payments. Yes.

**Boris Johnson (Mayor of London):** When you swipe?

**Caroline Pidgeon (AM):** Something TfL is looking at - straight from bank cards. Will you look at involving river services as part of that strategy?

**Boris Johnson (Mayor of London):** I am very happy to look at all that kind of thing. Can I suggest, Caroline, this is the kind of thing you should take up with Kulveer [Kulveer Ranger, Mayoral Adviser for Transport] and with Dick [Richard Tracey].

## London Underground Safety

**Question number: 3224/2010 Meeting Date: 13 October 2010 Caroline Pidgeon**

**Caroline Pidgeon (AM):** OK. You have been saying how the ORR says how great the Tube system is but can you explain why London Underground was served with an improvement notice from the ORR in July 2010 over safety issues? Can you tell us what this notice means and why it is saying there are safety concerns on the Tube?

**Boris Johnson (Mayor of London):** I will get back to you in more detail but I think that relates to the incident --

**Caroline Pidgeon (AM):** You are not aware?

**Boris Johnson (Mayor of London):** -- at Mile End.

**Caroline Pidgeon (AM):** No, I do not think it does. This was issued in July this year. It is about safety issues on the Tube. Are you not aware of it?

**Boris Johnson (Mayor of London):** My information is that that relates to an incident in Mile End on 17 November 2009.

**Caroline Pidgeon (AM):** It is about failing to establish a safety management system and various other things. There is no detail on this notice but this was issued in July of this year. The incident you are talking about was last year. You are Chair of Transport for London; has this not been brought to your attention?

**Boris Johnson (Mayor of London):** My information is that the ORR has determined that, when benchmarked with Europe through the European Rail Agency's common safety figures, there is no doubt --

**Caroline Pidgeon (AM):** I am asking about this specific notice, Mr Mayor.

**Boris Johnson (Mayor of London):** -- that Britain's railways are one of the best performing and that London Underground is safer than the mainline railway. That is the verdict of the ORR.

**Caroline Pidgeon (AM):** I am asking you about a specific notice it issued on you in July... I think it would be very reassuring for Londoners for you to be able to explain what this safety notice was that was issued on London Underground this summer. You chair Transport for London. I think it went to one of your sub-committees only in the last week or so. Perhaps you could explain to Londoners and reassure Londoners what these safety concerns are.

More than that, it was supposed to have been complied with by 30 September. It still is not being complied with. What is actually going on?

**Boris Johnson (Mayor of London):** You are not giving me a lot to go on from that particular --

**Caroline Pidgeon (AM):** You are Chair of Transport for London. The ORR has only issued three since you have been there.

**Boris Johnson (Mayor of London):** -- document since, by your own account, it contains no detail whatever. What I can tell you is that in all the earlier incidents that you mention in your opening question they are all being investigated and, in some cases, as I said, they are the result of proactive investigations by London Underground staff into the condition of the track and the signalling. They reflect very, very well on the way we run the railway and on our concerns for safety.

**Caroline Pidgeon (AM):** I think there are huge concerns here that in your role you are not aware what this safety notice is about. They have not even provided you with that information in your briefing. I think you should be asking serious questions about that... You have talked, rightly, about these regular maintenance and safety checks that TfL carries out and the District line trains you cite as a good example where they found these things. Given the issues that I have been raising and the concerns over the District line over the last week, do you think it is wise to change safety inspections from every 14 days to once a month?

**Boris Johnson (Mayor of London):** As I say, we have a very proactive and effective safety inspection system and we are rated one of the safest railways, if not the safest railway, in Europe.

**Caroline Pidgeon (AM):** Given these concerns, do you not personally think, "Actually, I want to go and review that decision? We are going to move from every two weeks to once a month for these inspections. I would like to look at those".

**Boris Johnson (Mayor of London):** If you will supply me the details of the particular complaints that you think the ORR has directed at London Underground I will be happy to look at them but, as far as I understand it --

**Caroline Pidgeon (AM):** I have moved on from that. I have moved on to your maintenance safety inspections. You are not listening to the questions.

**Boris Johnson (Mayor of London):** At the moment you seem incapable of actually producing the detail on which you are meant to be relying.

**Caroline Pidgeon (AM):** I have moved on and I am talking about the routine safety inspections that are carried out --

**Boris Johnson (Mayor of London):** I am not aware of any such change. If there has been such a change --

**Caroline Pidgeon (AM):** Just listen to the question. TfL is proposing a change. You Chair TfL. It is proposing to change the inspections --

**Boris Johnson (Mayor of London):** I am sorry; I thought you said they had instigated the change.

**Caroline Pidgeon (AM):** -- from 14 days to once every month. I am saying will you review that --

**Boris Johnson (Mayor of London):** Are you saying it is proposing it or it has instituted it?

**Caroline Pidgeon (AM):** -- given all these important safety issues that have been found on the District line trains over the last week? Will you review that decision to double the length of time between inspections? Yes or no? It is quite a simple question.

**Boris Johnson (Mayor of London):** I will certainly investigate your assertion that there has been such a proposal, or that such a change has been instituted, but --

**Caroline Pidgeon (AM):** It absolutely is on the table...I think Londoners will expect you to review this. Thank you.

**Boris Johnson (Mayor of London):** Give me the details, Caroline, and I will be only too happy to do so.

## **Olympic Lanes**

**Question number: 3053/2010 Meeting Date: 15 September 2010 Richard Tracey**

**Victoria Borwick (AM):** I know there are several areas in London where this point has been raised already. However, are we going to have an Olympic lane and a bus lane because then there will not be any other road space left? It is not the first time that has been asked. I do think we need to go back and address this. Who is going to be allowed to use the Olympic lanes? Will all the vehicles in it be disability compliant?

How are you going to rationalise this across London? Kit has, obviously, highlighted a vital route into London but there are several around London where this is going to be the problem. There is, literally, no space. If you then decide to put two separate lanes then there will not be a third lane available for ordinary



traffic. This has got to be rationalised throughout London. Perhaps you could also provide us all with a list of who actually will be able to use the Olympic lanes?

**Boris Johnson (Mayor of London):** Who qualifies? I can send you that.

**Victoria Borwick (AM):** Yes, who qualifies. Actually, if you go back through all the various questions --

**Boris Johnson (Mayor of London):** Those are readily available. Those details are readily --

**Victoria Borwick (AM):** Yes, but every time we ask the questions slightly different answers are given.

**Boris Johnson (Mayor of London):** I will make sure that you get an authoritative and categorical view about who --

**Victoria Borwick (AM):** Sometimes it excludes this group and sometimes it excludes another group. I think it is important that we are actually now getting close enough to make those final decisions.

**Boris Johnson (Mayor of London):** OK, Victoria I will do my best to make sure you have all the relevant information.

## **Freedom Pass Scheme**

**Question number: 2574/2010 Meeting Date: 15 September 2010 Valerie Shawcross**

**Valerie Shawcross (AM):** In fact the Labour Members of the London Assembly - and I believe very many councils in London - would not support the draft legislation that is currently being consulted on by London Councils which does propose an independent arbitration process... Were you happy that that draft legislation actually referenced the fact that the arbitration could be triggered by one council in London?

**Boris Johnson (Mayor of London):** As I say this is an ex-deal. This was something that was on the table and is now no longer on the table. I no longer support independent arbitration and believe that the reserve scheme should remain.

**Valerie Shawcross (AM):** Thank you, Mr Mayor. Will you, therefore, join with the Members of the Assembly who feel similarly about this draft legislation in writing to London Councils and saying that the current reserve scheme should stay in place?

**Boris Johnson (Mayor of London):** Provided we can stop Labour threatening the Freedom Pass.

**Valerie Shawcross (AM):** Labour has never threatened the Freedom Pass. Labour created the Freedom Pass and it has been supported by Members, it is fair to say, from across different parties in London for a long period of time.

**Boris Johnson (Mayor of London):** All right.

**Valerie Shawcross (AM):** So you would, therefore, be willing to put, in writing, your opposition to the current draft consultation with London Councils?

**Boris Johnson (Mayor of London):** If we can come up with something that is genuinely helpful in protecting the Freedom Pass, and do it together, then, of course, I am willing to consider it.

## London City Airport

Question: Oral Update

Meeting Date: 15 September 2010

Andrew Boff

**Andrew Boff (AM):** Mr Mayor, I welcome your action regarding the near miss which was over the Olympic site in July last year. Could you also make a number of inquiries for me with regard to London City Airport? The Standard Instrument Departures - or flight paths to we laymen - were changed by the National Air Traffic Services (NATS) for London City Airport despite there being an outstanding consultation on those flight paths. Could you confirm that the incident took place in the area of those new flight paths, rather than the old ones which had received public approval? Could you also confirm with the appropriate authorities that the smaller Cessna that was involved in the near miss did not have the Traffic Alert and Collision Avoidance System II on board?

Mr Mayor, your proactivity on this is appreciated. It is in line with this Assembly's unanimous motion to you to take leadership on the issue of London City Airport and the flight paths that were approved by Newham Council. At Mayor's Question Time on the environment in January last year you were applauded by the audience when you said, in response to questions from the organisation Fight the Flights, "I will take up your point. I will support a public engagement in this and I do think that this is clearly something that needs to be properly discussed".

NATS has recently said, in response to the incident, "NATS has conducted its own internal safety investigation and implemented measures to prevent a recurrence of the factors attributable to air traffic control in this incident". I believe, Mr Mayor, it is time, in order to guarantee the confidence of Londoners about what is flying over their heads, that that internal safety investigation should be an external one with the appropriate public accountability.

**Boris Johnson (Mayor of London):** There are lots of points there. Just on whether or not the Transavia Cessna was making use of the new flight paths or the old flight paths I am afraid I do not have that detail before me now. That is something, patently, I will take up on your behalf with the CAA and we will get to the bottom of it.

It may be helpful to you to know that, as a result of the incident, that particular operator - Transavia - is no longer using London City Airport. It has taken that decision, which I think is highly reasonable under the circumstances... On your third point about the inquiry - to ensure that the inquiry is as useful to the public as possible and gets the facts out into the public domain - I will certainly do what I can.

## Transport Settlement for London

Question number: 2575/2010 Meeting Date: 15 September 2010 Valerie Shawcross

**Valerie Shawcross (AM):** There is no reason why you should feel this question is aggressive, because it is not. In the report that you do to this Assembly which covers 1 July 2010 to 1 September 2010 you only reference one meeting with Philip Hammond [on the transport settlement for London]. I think Londoners would want to know about at least the fact that you had had other meetings, even if you do not feel you can not report the blow-by-blow account of the threats that were made or may not have been. Have you met the Prime Minister formally and, if so, when?

**Boris Johnson (Mayor of London):** The exact dates of my conversations with the Prime Minister I am willing to communicate to you. I do not have them off the top of my head....

**Valerie Shawcross (AM):** You did promise a Stalingrad-like defence of Crossrail and the Tube upgrade. I think it would be very helpful, Mr Mayor, if you would write and at least list the meetings you have had with senior ministers to date on these issues.

Can I, as a small ancillary question, ask you if you have met or been in communication with the senior ministers for the Department of Communities and Local Government on the GLA settlement?

**Boris Johnson (Mayor of London):** I do not think it will be any secret that Eric Pickles [Secretary of State for Communities and Local Government] was in here yesterday and we had a conversation then.

**Valerie Shawcross (AM):** So you have made representations to the Department of Communities and Local Government (CLG)? Can I therefore ask you, Mr Mayor, whether you can categorically reassure Londoners that you have met the Prime Minister and you have met the Chancellor of the Exchequer to discuss the settlement for London?

**Boris Johnson (Mayor of London):** Of course I have

**Valerie Shawcross (AM):** You will let us at least have the dates of those meetings?

**Boris Johnson (Mayor of London):** I will give you as much detail as I think is sensible to get the best possible outcome for the negotiations.

## **Bikes on Trams**

**Question Number: 2365/2010 Meeting Date: 14 July 2010 Steve O'Connell**

**Boris Johnson (Mayor of London):** Steve, I am afraid the answer to this is no. We had a very small number of queries about putting bikes on trams and the objection, apparently, is that trams decelerate or slow down much faster - brake much more sharply - than trains and, therefore, there is a risk of the bikes flying around within the trams. That is what I am told.

**Steve O'Connell (AM):** With respect, I will need to pursue this a little bit further. A report was commissioned in 2007 and published by TfL which concluded, at that time - an authoritative report - that banning cycles could not be justified on an off peak basis. It actually suggested that a trial period should be fixed, in which cycle carriages should be allowed. How can your response be justified in that context, Mr Mayor?

**Boris Johnson (Mayor of London):** Steve, I am afraid that you bring me knowledge of this report which I have not previously had. I will have a look at the report and I will revert to you. That is the analysis we have done.

As you know, I am generally in favour of mixed mode transport of all kinds and if we can get bikes on trams then I am certainly not averse to it. The ruling, at the moment, is that very few people actually seem to want it and that there is a risk of the bikes flying around.

**Steve O'Connell (AM):** Just to continue in this vein, you and I have a shared passion for both trams and cycling and it seems particularly appropriate to combine those passions to help people, particularly young people, who want to learn to cycle. The report which I referred to also found evidence that allowing bikes on trams at off peak times would encourage more people to cycle. We have a commissioned report that recommended a trial period.

I am seeking, Mr Mayor, a trial period of, say six months, on our wonderful Croydon trams, whereby we trial use, off peak, for cyclists to see where that takes us. If, indeed, it is proven to be dangerous - and I reserve judgement on that - then so be it. We have a TfL report I have had constituents, two families particularly writing to me because they would like their young people to be able to travel to some green spaces and take their bikes to those wonderful green spaces on our wonderful trams. The report would seem to support a trial period, Mr Mayor, and I would ask you to reconsider.

**Boris Johnson (Mayor of London):** I will certainly look at it and I will study this report and I will ask for further and better particulars from TfL, though it does say that one of the issues is that you have got very short dwell times at stops for trams and, therefore, getting bikes on and off may delay the service and delay other passengers, but I will certainly look at it.

## **Bikes on DLR**

**Question Number: 2365/2010 Meeting Date: 14 July 2010 James Cleverly**

**James Cleverly (AM):** Mr Mayor, in August the city plays host to the largest triathlon by number of participants in the world, which is the London Triathlon. Please will you speak to TfL to avoid, once again, the perennial embarrassment of competitors attempting to take their bicycles on to the DLR - which is the quickest and greenest means of getting to that event - being told they are not allowed to bring bicycles on the DLR? Every year - and I brought this up last year as well - competitors from all over the world are confronted with TfL officials telling them that the best way of getting their bicycle to their strenuous competition is to ride it. It does not put us in a good light and, particularly in the lead up to the Olympics, can we, at least for the weekend of the London Triathlon itself, remove the rule against taking bicycles on the DLR?

**Boris Johnson (Mayor of London):** Let me talk about it with the DLR people and with TfL. I do vaguely remember this coming up before. I will look into it and see what the implications of such a window would be.

## **One Hour Bus Ticket**

**Question Number: 2309/2010 Meeting Date: 14 July 2010 Caroline Pidgeon**

**Caroline Pidgeon (AM):** You mentioned that you will be looking at fairness as part of your package. Given that Londoners are still facing hard financial times will you reconsider, as part of the travel package you will be putting before us later in the year, introducing a one hour bus ticket?

**Boris Johnson (Mayor of London):** Caroline, I thought you might raise this again and I have looked at the figures. I understand the advantage of the one hour ticket. The difficulty is that it costs money and, in the current climate, I do not think that we can extend concessions, entitlements and things that ultimately cost TfL money, as well as the London fare payer.. We are in very, very tough financial circumstances.

It is a great idea, but I think it is an idea for less fiscally straitened circumstances.

**Caroline Pidgeon (AM):** It could cost money but there also are ways that it could be made neutral in financing terms and I have certainly seen some notes from TfL on that.

There are huge pockets that are not served by the Tube and people rely on the buses. I think 14% of bus passengers who use Pay-As-You-Go do a second journey within an hour. It would really benefit that 14% of bus passengers. You could attach your name to this. It would be a great initiative for London. Will you at least consider it as part of your package?

**Boris Johnson (Mayor of London):** Caroline, if we can do it in a way, as you suggest, that is genuinely fiscally neutral, then I would be interested. The difficulty at the moment is that all the models I have seen show that it would cost TfL substantial sums in revenue.

**Caroline Pidgeon (AM):** Will you consider it as part of your package?

**Boris Johnson (Mayor of London):** I will certainly look at any proposition that is fiscally neutral.

## **Cable Car Project**

**Question Number: Oral Update**

**Meeting Date: 14 July 2010**

**Andrew Boff**

**Andrew Boff (AM):** You stated earlier on that you would endeavour to find private investors for the cable car project. How much is it going to cost London taxpayers?

**Boris Johnson (Mayor of London):** There will be a cost but it will be marginal by comparison with the actual cost.

**Andrew Boff (AM):** How big is marginal?

**Boris Johnson (Mayor of London):** I am sorry, Andrew I do not have those figures to hand.

**Andrew Boff (AM):** Could you find out how much that is going to be?

**Boris Johnson (Mayor of London):** I will undertake to get you those figures.

## **Birmingham Airport**

**Question Number: 1817/2010**

**Meeting Date: 9 June 2010**

**Richard Tracey**

**Boris Johnson (Mayor of London):** You are asking whether I would consider using Birmingham Airport in order to provide temporary relief to Heathrow. If High Speed Two (HS2) can genuinely hook up London and Birmingham in the way that it is proposed, then patently that does offer a very interesting prospect of using Birmingham's airport capacity to relieve London. I do not think that I would want to repose too much confidence in it, or regard it as a real long term solution. It is something that we are going to look into. We will study it, we will model it and we will certainly discuss it with the Government.

## **Eurostar Platforms at Waterloo**

**Question Number: 1936/2010**

**Meeting Date: 9 June 2010**

**Richard Tracey**

**Richard Tracey (AM):** Mr Mayor, there are a couple of areas where the new Government could make some savings on transport. The first one I want to ask you about is the ongoing non-use still of the previous Eurostar platforms at Waterloo which the previous Government singularly failed to act upon and to bring back into use when they would so much assist the lines coming into Waterloo from the Windsor direction and, of course, would save some millions of pounds in security currently being spent on mothballing those platforms. Are you going to talk to Philip Hammond about that or have you already?

**Boris Johnson (Mayor of London):** As you know, Dick, this is a matter that we have raised already with the previous Secretary of State and with Network Rail.

**Richard Tracey (AM):** Who did nothing.

**Boris Johnson (Mayor of London):** I think we will return to the fray with the new Government and I think it had better give us a better answer than we have had so far.

## **Crossrail**

**Question Number: 1936/2010**

**Meeting Date: 9 June 2010**

**Valerie Shawcross**

**Valerie Shawcross (AM):** We agree with the points you are making about the case for Crossrail and we have already offered our help and support for cross-party lobbying.

I am just trying to bring out a little bit more into the public domain what is actually going on at the moment. There are, for example, I think, 15 districts and borough councils, including 11 London councils, along the route of Crossrail. Have you been in touch with them? Has your office been in touch with them? Is there a coordinated drive to get all of those councils in to the Secretary of State and to do work?

**Boris Johnson (Mayor of London):** The answer is, at the moment, I have been lobbying myself. There is a sort of 'Crossrailometer' which they have in Crossrail and they monitor all the times the word Crossrail is used by any politician anywhere! I think I have used it more times than anybody by a very considerable margin. I am talking, obviously, to the Government. We are working, as I say, with business groups. It comes up frequently in conversations with council leaders and with other interested parties.

What you are proposing is, I think, an interesting idea, which is that there should be a delegation of interested local politicians as well. I think we should pursue that. If you want to help set that up then we should do that.

## **Tube Infrastructure Upgrade (1)**

**Question Number: 1729/2010**

**Meeting Date: 19 May 2010**

**Richard Tracey**

**Richard Tracey (AM):** My last question relates to alternative transport measures. Can we make sure that there are totally efficient bus alternatives [when there are tube closures] and, indeed, other information that is useful to the public about the alternatives they can take when there are these closures?

**Boris Johnson (Mayor of London):** Of course. I think one of the advantages of taking this in-house, as it were, one of the advantages of what we have done with the PPP is it will now of course be possible for LU to concert, in advance, far more proactively with the rest of TfL in order to make sure that the travelling public is properly provided for.

## **Tube Infrastructure Upgrade (2)**

**Question Number: 1729/2010**

**Meeting Date: 19 May 2010**

**Brian Coleman**

**Brian Coleman (AM):** Now, sadly, TfL does not exactly have a very good track record of either engaging with democratically elected Members of this Assembly or local councils or, indeed, with communities over matters such as closures for engineering work. Will you ensure that there is proper consultation with boroughs that are involved, with the Assembly Members who represent the areas, and with the communities, and will you ensure that, once a timetable for closures - which members of the community accept there have to be - is agreed, that timetable is stuck to, so that people can plan their lives accordingly?

**Boris Johnson (Mayor of London):** I am sure that your words, as ever, will be heard with great attention by TfL. I hear what you say. We will make sure that we have as much coordination as possible with you and with other locally elected representatives.

## **Tube Infrastructure Upgrade (3)**

**Question Number: 1729/2010**

**Meeting Date: 19 May 2010**

**Darren Johnson**

**Darren Johnson (AM):** Are you going to publish the full figures of the final amount of public money that has been wasted on the PPP over the past ten years? I think that would be useful information for the public in London and I think it should serve as a warning to any future government, should it try to do something as ridiculous and as stupid as the PPP ever again.

**Boris Johnson (Mayor of London):** That is right. I do not know whether we will also find senior civil servants who warned the Government against such profligacy - as I read in my *Guardian* today, that they did in Whitehall. It said it in the *Guardian*. If you cannot believe the *Guardian* what can you believe!

The answer is, yes, Darren. I think it is a very good idea.

## **Flooding on A1 and A41**

**Question Number: 1737/2010**

**Meeting Date: 19 May 2010**

**Brian Coleman**

**Boris Johnson (Mayor of London):** The answer is, yes, of course TfL is aware of the problem that you mention. It is doing extensive investigations. It is to do with a flaw in a Thames Water sewer. It is not big enough to deal with the water that accumulates. I am raising the matter with Thames Water on 28 May 2010... I will be raising this not just with TfL but with Thames Water and any other guilty parties I can find.

## **Scoot**

**Question Number: 1342/2010**

**Meeting Date: 19 May 2010**

**Jenny Jones**

**Jenny Jones (AM):** Would you commit to re-assessing introducing Scoot (Split Cycle Offset Optimisation Technique) into areas where there are lots of pedestrian traffic?

**Boris Johnson (Mayor of London):** I will...I will look at your Scoot suggestion and I will talk it over with David Brown and Kulveer [Ranger].

## **Routemaster Bus**

**Question Number: 1401/2010**

**Meeting Date: 19 May 2010**

**Darren Johnson**

**Darren Johnson (AM):** You reassured us all that the environmental implications of phasing out bendy buses and replacing them with other buses was properly thought through, but when we put in a freedom of information request to Transport for London we got the following response, "There has been no correspondence, including reports and presentations, between TfL and the GLA or the Mayor's office on the environmental impact of a switch from articulated buses to other buses on routes 38, 507 and 521". Have you got a response?

**Boris Johnson (Mayor of London):** I do not know about those particular routes but it is certainly the case - and we had this discussion quite a lot I remember with Val [Val Shawcross AM] and with others about the respective environmental merits of the bendies and the replacement buses. We were able to show that, actually, there was a net reduction in carbon dioxide, from my memory, and what we were producing was to the benefit of the environment. I would be happy, Darren, to supply you with the relevant data.

## **Routemaster Bus**

**Question Number: 1401/2010**

**Meeting Date: 19 May 2010**

**Roger Evans**

**Roger Evans (AM):** Meanwhile, in Redbridge, we are very keen to see the number 25, a bendy bus route which is plagued by high levels of crime and fare evasion --

**Boris Johnson (Mayor of London):** It is going.

**Roger Evans (AM):** -- replaced with this new, iconic, clean Routemaster design. Can you tell us when that is going to happen?

**Boris Johnson (Mayor of London):** I know that the 25 is going fairly soon. I would have to get back to you exactly, Roger. I have it in my head the 25 is going by the end of this year, but I will come back to you.

## **Door-to-door Transport**

**Question Number: 1003/2010**

**Meeting Date: 17 March 2010**

**Victoria Borwick**

**Boris Johnson (Mayor of London):** I am more than happy, Victoria [Victoria Borwick AM], to work with you to see if we can come up with some way of making the [door-to-door transport] service more comprehensible and smoother for the punters. I am certainly happy to do that.

## **Dartford Crossing Discount**

**Question Number: 974/2010**

**Meeting Date: 17 March 2010**

**James Cleverly**

**James Cleverly (AM):** Mr Mayor, the situation with the closure of the southbound contraflow of the Blackwall Tunnel is unfortunate and undesirable and has put a huge amount of pressure on the residents of, particularly, Bexley but also other parts of my constituency. Many of the people that live in my constituency actually live physically closer to the southern edge of the Dartford Bridge than people in the Borough of Dartford who do get a discount. So I appreciate the work you have already done on this but will you once again --

**Boris Johnson (Mayor of London):** We will, James. Perhaps with the support of everybody here, yes? We are going to write to the Secretary of State for Transport saying how unjust it is that Thurrock and Dartford get this discount but not Bexley and Havering, yes?

## **Congestion Charge Exemptions**

**Question Number: 436/2010**

**Meeting Date: 24 February 2010**

**Tony Arbour**

**Tony Arbour (AM):** The Royal National Lifeboat Institution (RNLI), as you know, have the responsibility for river rescue on the Thames and the RNLI, unlike any other organisation which has exemption, is made up entirely of volunteers who give their own time freely. There have been occasions when RNLI crews have had to pay Congestion Charge for coming in to the Zone because they were required to man the lifeboats. There will be fewer than 50 people involved in giving this exemption.

I would very much like to suggest to you that it would be, particularly on this auspicious day for the RNLI, a very good opportunity for you to say that the RNLI certainly has as much importance to London and Londoners as Her Majesty's Coastguard who receive the exemption, as the Royal Parks Agency and, dare I say it, the Automobile Association (AA) who receive this exemption. So, really, I am asking you to actually exercise your power - and this is a power that you have and you can freely exercise it --



**Boris Johnson (Mayor of London):** What you like is the smack of firm government. You want the sjambok of Mayoral power slapping --

**Tony Arbour (AM):** I do! Do it.

**Boris Johnson (Mayor of London):** I think it would be inconsistent of me this morning if I was to accede here and now to one particular request to exercise Mayoral prerogative, when I have valiantly defied Nicky [Nicky Gavron AM] and virtually everybody else who has asked me to make a snap decision today.

As far as I am aware there is currently an exemption for the charge for lifeboat haulage and Her Majesty's Coastguard vehicles. Lifeboat vehicles which are registered with the DVLA as exempt from vehicle excise duty are also exempt from the Congestion Charge. If there are further RNLi vehicles that could be made exempt - and you mentioned 50 individuals, or 50 vehicles, I am not sure which - then we will certainly look at it.

**Tony Arbour (AM):** I welcome what you say and I know --

**Boris Johnson (Mayor of London):** I said I will look at it, Tony... I will look at it as far as the circumstances allow - or alloy! I will do my best.

**Tony Arbour (AM):** We will give you the figures.

## **Bridges and River Crossings**

**Question Number: 712/2010 Meeting Date: 24 February 2010**

**Brian Coleman**

**Brian Coleman (AM):** Mr Mayor, will you ask Transport for London, however, to look at the scheme that is sort of completed on the north side of Blackfriars Bridge, which has led to even further delays in traffic flowing from the north to the south, particularly by the application of large swathes of asphalt which have narrowed the carriageway? Will you also look at the bizarre situation on Southwark Bridge where concrete barriers have been laid in some vain attempt to protect the cycle lane which, again, has narrowed the carriageway and, frankly, is a vast waste of Transport for London's (TfL) overstretched resources?

**Boris Johnson (Mayor of London):** I will look at both things. Actually, I am interested in what you say about the consecrated space for cycles. I will study whether it is an improvement or not. I think there can be places where it is a good idea to have an extra special safety zone for cyclists. On the whole though, as I have said many times in this place, the whole road belongs to cyclists. It is not a popular view, but my view. I think that cyclists should be confident on every part of London's roads and that is what we are aiming for.

I will certainly look at the north junction of Blackfriars Bridge. As everybody knows, a colossal amount of work has been done there. Massive amounts, as Brian [Coleman] says, of asphalt have been sunk. One of the things that we do not have there, though, is any kind of right turn for cycles which is, in my view, a grave defect, but we are working on that - in a very cost effective way. I will certainly look at the point that you make.

## **One Hour Bus Ticket**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Caroline Pidgeon**

**Caroline Pidgeon (AM):** Given that your New Year bus fare hikes have seemed to have a huge impact, particularly on those on low incomes, you need to win back bus passengers and I think bringing in a one hour bus ticket could just do that. So will you seriously reconsider it for your budget?

**Boris Johnson (Mayor of London):** Caroline, I am grateful for all the Liberal Democrat support that you are plainly offering me and advice that you are giving me and I will certainly look at the idea. The difficulty is cost and not disadvantaging other passengers but I will certainly study your proposal with renewed interest.

## **TfL External Borrowing**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Richard Barnbrook**

**Richard Barnbrook (AM):** Mayor, sorry to sound like a real broken record and an irritant, if not an embarrassment, to yourself, but with the TfL external borrowing increasing to £5.7 billion in 2012/13, an increase from £4.1 billion in 2009/10, I have to press on this point and I would like you to simply say, "I don't know" or you will find out to pass the information to me. Is it fixed interest rates or is it base interest rates? There is a big difference. It may sound really quite irrelevant but there is a big difference in the amount of money we will have to give out between the fixed and the base...

**Boris Johnson (Mayor of London):** Through you, Chair, the borrowing that is indeed going up, that is to fund Crossrail. It is an essential part of investment in London infrastructure. The way we handle the interest payments on such debts is, as I said before, a mixture of solutions. TfL finance officers hedge against adverse consequences in interest rate movements.

**Richard Barnbrook (AM):** Can that be broken down? Sorry. Fixed interests will give a fixed return. Base interest, the banks go up, will give us a variant return. So what I am saying is could you explain to us which parts are fixed, which amounts are fixed, which ones are variant and which --

**Boris Johnson (Mayor of London):** The answer is there is a mixture of solutions but since the Member would like more details I will happily write to him with more details.

## **Jubilee Line**

**Question Number: Oral Update Meeting Date: 16 December 2010 Navin Shah**

**Navin Shah (AM):** Well, some weeks ago there was a clear announcement that the safety inspections carried out of the Jubilee line will be reduced, I think, from two per week to one per week. Well, I am certainly sure that that is an issue which has come into public domain and this is something I will not accept - nobody will accept - when it puts lives at risk.

**Boris Johnson (Mayor of London):** OK, well you can certainly take it that Transport for London and London Underground will not accept anything that could conceivably put lives more at risk than they are at present. I will make sure that we get you a full answer on your question, but I am afraid that I do not have the detail at my fingertips now to give you an adequate answer.

**Navin Shah (AM):** I would appreciate a written response to that. Thank you.

**Boris Johnson (Mayor of London):** No problem.

### **Black Cab Rank - Hornchurch**

**Question Number: 2712/2009      Meeting Date: 14 October 2009      Roger Evans**

**Roger Evans (AM):** Mr Mayor, last night I was at a meeting of local constituents and a couple of them complained about the situation that is now developing in Hornchurch on a Saturday night where the black cab rank continually overflows and the cabs queued in behind it block up the rest of the traffic. Can you talk to the Public Carriage Office to get it to amend its plans to actually provide more ranks in outer London so that taxis are available to take people home when they need them and they are not blocking up the traffic and hampering other road users?

**Boris Johnson (Mayor of London):** I will certainly make sure that it has a look at what is going on in Hornchurch and will see if the problem is occurring more widely.

### **South London Line**

**Question Number: 2651/2009      Meeting Date: 14 October 2009      Jenny Jones**

**Jenny Jones (AM):** Will you meet with a very small delegation; Caroline [Pidgeon] and perhaps the Members of Parliament? Will you please meet with us just so you can hear the logic from our side so that it is not only information you are getting, which I think is poor information, from TfL?

**Boris Johnson (Mayor of London):** All right, Jenny... I never object to another meeting with you and it would be a delight to see you and Val [Shawcross] and Caroline and, indeed, Dick [Richard Tracey AM] who I know has been campaigning on this.

**Richard Tracey (AM):** Chair, I do not want to labour the point but, Mr Mayor, there is no doubt that both lines would be desirable for Londoners. You have heard a lot from south London but I am, of course, representing part of south west London and there is no doubt that the East London Line extension is very important to us. However, to provide both lines is, surely, a question of cost, as you said. That is down to the Department for Transport, not down to you. Surely, if we are going to take deputations which include two or three MPs as I understood it, from what colleagues on the other side of the Chamber said, it should be to the Department for Transport and it should be to Lord Adonis [Secretary of State, Department for Transport] and perhaps to Mr Sadiq Khan who is now the Railway Minister --

**Boris Johnson (Mayor of London):** What a brilliant idea... I will receive a delegation and lead it. We will muster in City Hall and then we will go, together.

### **Eurostar Platforms (1)**

**Question Number: 3076/2009      Meeting Date: 14 October 2009      Richard Tracey**

**Richard Tracey (AM):** Are you aware what a scandal this is, Mr Mayor, because there are five platforms standing unused [at Waterloo] and that has been the case since Eurostar transferred to St Pancras? The security and so on is costing the taxpayer £500,000 each year and, meanwhile, there are trains coming in, particularly from the Windsor direction, which, in some cases, have to stand outside Waterloo Station waiting to get into a platform, commuters are held up and, meanwhile, this Government and this Department for Transport faffs around, frankly, with this. These platforms could be available. Mr Sadiq Khan, the Rail Minister, himself is an MP in southwest London and really ought to be pushing the thing along.

Or, shall I ask you, do we have to wait, actually, for a change of government next year before anything can happen at the Eurostar platforms before 2014?

**Boris Johnson (Mayor of London):** I hope not but I will relay your concerns to Sadiq Khan, to the Minister, and let us see if we can get some action there.

## **Eurostar Platforms (2)**

**Question Number: 3076/2009      Meeting Date: 14 October 2009      Caroline Pidgeon**

**Caroline Pidgeon (AM):** Network Rail has advised me that the British Rail residuary body still actually own the Eurostar platforms and it has not yet abandoned plans for actually selling them off for commercial property development, rather than bringing them back as actual train platforms. What steps are you going to take to stop that happening?

**Boris Johnson (Mayor of London):** Patently this is something that would not be in the interests of transport in London. It is legally difficult for us to prevent that given that it must maximise revenues where it can see. I will see what I can do to prevent any loss of valuable transport infrastructure for London.

## **Dial-a-Ride (1)**

**Question Number: 3115/2009      Meeting Date: 14 October 2009      Roger Evans**

**Roger Evans (AM):** Mayor, this is quite contentious stuff but I think one thing that we are all agreed on is that it is going to take a long time to make the Underground completely disabled accessible for people in wheelchairs or people with buggies. In the meantime, one of the things that you could do to help a lot of disabled people in London - and certainly a lot of my constituents - is sort out the problems at Dial-a-Ride which many of us have brought to your attention and are continuing to be a problem. Can you get the Dial-a-Ride people to provide a report on what has actually been done and how it is resolving the booking problems and the customer care problems there because I continue to get complaints? I know other Members do, cross-party, as well. That is something we can do now to improve disabled peoples' experience of travel in London.

**Boris Johnson (Mayor of London):** Absolutely. We recently invested, I think, about £3.5 million in 61 new Dial-a-Ride buses for London. I have asked Transport for London - because this has been brought up before - repeatedly about Dial-a-Ride and it produces lots of evidence showing that the service is getting better. I know how contentious that suggestion is and I know that people do not agree with that and I will certainly bring that up with TfL again.

## **Dial-a-Ride (2)**

**Question Number: 3115/2009      Meeting Date: 14 October 2009      Andrew Boff**

**Andrew Boff (AM):** Sorry, Chair, I was with a constituent on Saturday who tells me that she has given up on trying to even contact Dial-a-Ride because the service is so appalling and, consequently, the statistics will look better because people are just not bothering because it is so awful. £97 million would go a long way towards improving Dial-a-Ride.

**Boris Johnson (Mayor of London):** I hear what you say, Andrew. Where is your constituent? Whereabouts?

**Andrew Boff (AM):** In Hackney.

**Boris Johnson (Mayor of London):** In Hackney. Perhaps if you could be so kind as to get her details across to us we will try to find out why the Dial-a-Ride service is so diabolical in her area.

## **HGVs and safety**

**Question Number: 2652/2009      Meeting Date: 14 October 2009      Jenny Jones**

**Jenny Jones (AM):** But you are dropping a specialist group of people [the Commercial Vehicle Education Unit] that have knowledge that you cannot find in the same place anywhere else. I think it is a disastrous move just to save some money. Could I send you the information I have got and will you actually read the information and then, if you think it is good information, would you reconsider your decision?

**Boris Johnson (Mayor of London):** You certainly can and I will, but we are doing a huge amount with freight operators generally.

## **230 Bus**

**Question Number: 3100/2009      Meeting Date: 14 October 2009      Andrew Boff**

**Boris Johnson (Mayor of London):** The answer, Andrew, of course is that I will do whatever I can to address the concerns of your residents caused by the 230 bus as it goes down Avon Road and Bisterne Avenue and I think that you have already had a meeting with Kulveer Ranger about this. My office will make sure that those concerns can be properly addressed and there can be a meeting with you and local residents.

**Andrew Boff (AM):** Thank you, Mr Mayor. This problem is a symptom of a wider problem about buses in-between Walthamstow and Wood Green. Concerns have been expressed by the Waltham Forest PCT about the lack of direct bus services from the north of Waltham Forest to Whipps Cross Hospital. I would hope that any consideration of this matter on this one bus route that we would consider the wider route between Walthamstow and Wood Green and, in trying to solve this problem for this group of residents, I would hope that we could improve those bus services for everyone using Walthamstow Station.

Just to summarise what the problem is for these particular residents, empty buses are travelling round Avon Road and Bisterne Avenue up until 5am and causing a considerable amount of noise. Now the reason they are using this route is as a back way into Waltham Forest. It is a part of a spur of a route. It does indicate a wider problem with the bus routes in that area so I would hope that we could get some kind of review of those routes to see if we can improve the situation for everyone.

**Boris Johnson (Mayor of London):** OK. I will make sure that that is done.

## **Retrofitting the Bus Fleet**

**Question Number: 3113/2009      Meeting Date: 14 October 2009      Gareth Bacon**

**Gareth Bacon (AM):** The question that I wanted to ask you relates to the bus fleet and your promise to update the bus fleet but also retrofit that which cannot be updated. Because this affects 30% of the nitrogen oxide (NOx) production within London I think that is a very good step forward. The question I have is how much will that cost, per bus, to retrofit and where is the funding for that going to be sought?

**Boris Johnson (Mayor of London):** From memory, if you want a hybrid bus, it is roughly £300,000. A normal --

**Gareth Bacon (AM):** Sorry. Clarification. It is the retrofit of the bus fleet - the existing bus fleet.

**Boris Johnson (Mayor of London):** Sorry, you are talking about retrofitting the existing --

**Gareth Bacon (AM):** Yes, there are two types of hybrid buses.

**Boris Johnson (Mayor of London):** I will have to get back to you, Gareth.

## **Bus Services**

**Question Number: 2177/2009      Meeting Date: 9 September 2009      Jenny Jones**

**Jenny Jones (AM):** You are saying that your new buses are not going to cost any extra money over and above what we are expecting the replacement of buses to cost?

**Boris Johnson (Mayor of London):** No, that is absolutely right. If you look at the current cost of a bus, £250,000, roughly speaking, buys you a new bendy bus. We think that we can get a wonderful new bus for London which will be considerably cleaner, greener, lighter and exactly what this city needs for much less than that --

**Jenny Jones (AM):** At no more expense. Thank you. No, that is a wonderful commitment and I am sure we will all be grateful for that. Thank you.

## **Bus Services**

**Question Number: 2478/2009      Meeting Date: 9 September 2009      Valerie Shawcross**

**Valerie Shawcross (AM):** We have just been talking about the KPMG report on buses which you commissioned because you were looking to make savings on the bus service. KPMG says, as Jenny [Jones] said, the bus service in London is very efficient and it points out that if you want to make some savings the options are unpalatable: cuts in services, poorer quality, higher fares or drop some new projects. It does point out that policy changes - like the expensive development of the Routemaster and the replacement of the bendy bus - are going to add to the costs of the service. Do you actually know, approximately, now how much additional cost per year is being incurred because of the removal of the bendy buses from the 507, 521 and 38?

**Boris Johnson (Mayor of London):** On those detailed figures, Val, I am sure that TfL officials will be happy to get back to you, but --

**Valerie Shawcross (AM):** No, but do you have a feel of it? You have an opinion on the bendy bus but do you have a feel for what the cost is of what you have done? Just a ball-park figure. Roughly.

**Boris Johnson (Mayor of London):** As I say, I am more than happy to get back to you with the detailed breakdown of the figures but there is no question at all, in my mind, that it is the right thing to do, the cost is supportable and your question was based on a hypothesis from the KPMG report. Your question began with, "If you think it necessary to make substantial cuts in bus funding". Now, the point I want to make to you is that I am very, very far from convinced that it would be right to make substantial cuts in bus funding if that is going to lead to a deterioration in the service provided to Londoners, particularly during a recession.

## **Bus Services**

**Question Number: 2478/2009**

**Meeting Date: 9 September 2009**

**Roger Evans**

**Roger Evans (AM):** I guess what I would really like to see are some figures from the new routes, the 521 and the 507, on fare evasion, because I am sure we will see a reduction, and is there work that you are doing to demonstrate that reduction now?

**Boris Johnson (Mayor of London):** I am sure that, given what Val has said, we will be looking at the impact on fare evasion of the replacement buses and I will make sure that you and the Assembly have whatever data we accumulate as soon as we get it.

## **462 Bus Service**

**Question Number: 2336/2009**

**Meeting Date: 9 September 2009**

**Roger Evans**

**Roger Evans (AM):** Yes, the bus does run early and, I understand, at the weekend, one of them actually ran 14 minutes early. Now very few people turn up 14 minutes in advance for the bus so they were, understandably, upset if they learned that it had arrived before they had at the stop...What sort of sanctions do you actually have against the operator, because this has been a long-term problem which has been going for a great deal of time and it may be necessary to bring those in?

**Boris Johnson (Mayor of London):** I am grateful for that. The operator in this case was of course Arriva. Arriva has disciplined both drivers. I am not clear that we thought it necessary to impose any particular sanctions on Arriva although, clearly, if there is a recurrence of this, we will have to look at that.

**Roger Evans (AM):** Is that a statement that it is being monitored carefully and there will be sanctions?

**Boris Johnson (Mayor of London):** I think we can take it from the activities of your constituent that there is going to be very careful monitoring of this particular bus and bus stop in the future and everybody will be on tenterhooks to make sure they do not turn up too early.

**Roger Evans (AM):** I think the constituents in mind feel that we should be monitoring things, rather than leaving them to do it.

**Boris Johnson (Mayor of London):** Roger, if there is a recurrence of the problem and if we feel that the problem lies with Arriva rather than with two aberrant drivers then, clearly, discipline sanctions will be imposed by TfL upon the contractor.

## **Northern Line Closures (1)**

**Question Number: 2289/2009**

**Meeting Date: 9 September 2009**

**Brian Coleman**

**Brian Coleman (AM):** Mr Mayor, you will know that up there in Barnet we are a very cultured lot and we enjoy our nights at the West End theatre or concerts and what have you and that this evening closure from 10 pm is going to put the kibosh on all those thousands of my constituents who enjoy that sort of thing, or, indeed, enjoy spending a night in the West End dining and what have you.

A couple of years ago Tim O'Toole [former Managing Director, London Underground] offered me a stark choice; we could either have weekend closures or we could have three weeks closed in August. I said the roads of Barnet and Camden would not cope with a complete three week close down, even in August. Can you ask Tube Lines and TfL to come up with options perhaps that the commuters and the users of the Northern line could choose the least worst scenario, rather than have an option imposed on them?

**Boris Johnson (Mayor of London):** I will certainly make sure that we consult with you and with your constituents about what option we choose for getting this work done.

## **Shared Space Schemes**

**Question Number: Oral Update Meeting Date: 17 June 2009 Valerie Shawcross**

**Valerie Shawcross (AM):** I wonder, Mr Mayor, whether or not you would be willing to meet Guide Dogs for the Blind and the organisations that support them to talk about this [shared spaces schemes] in more detail? I think there was maybe a bit of concern that your initial reaction was rather too supportive of pressing ahead on some of these schemes without us actually having nailed down the detailed design guidance that we need.

**Boris Johnson (Mayor of London):** Val, I just want to repeat really what I said to Jenny [Jones] which is that I do want to press ahead but of course I do want to make sure that we properly consult and that we get the buy-in of the visually impaired and the blind at every stage in the process. I am absolutely confident, as I said, I think, at the last Mayor's Question Time, in answer to Victoria's [Borwick] question - because I think it was Victoria who has really been leading on this from the beginning - I do think it is absolutely vital that we use the technical solutions that are at our disposal.

**Valerie Shawcross (AM):** So would you meet them?

**Boris Johnson (Mayor of London):** As I understand it, Kulveer [Ranger, Director of Transport Policy, GLA] has been meeting them already this morning and I have absolutely no objection whatever to meeting them in the course of progressing these projects.

## **Shared Space Schemes**

**Question Number: Oral Update Meeting Date: 17 June 2009 Victoria Borwick**

**Victoria Borwick (AM):** I would like to return to the shared streets issue because although the scheme looks very attractive - we have all seen the visuals - it is obviously important that all users need to be considered... Can I ask you to include on your list of points that you are considering about coach parking for students to visit these national museums?

**Boris Johnson (Mayor of London):** Thank you, Victoria. I am sure that point will be taken on board not just by us but of course by Kensington and Chelsea as well.

## **London Living Wage**

**Question Number: 1720/2009 Meeting Date: 17 June 2009 Jenny Jones**

**Jenny Jones (AM):** Part of supplying a really good Tube service is all about paying fair wages. You have said in the past that it is not your responsibility; that it is private companies and so on. Actually Tube Lines, for example, is not currently paying a Living Wage - that you have just increased - to its cleaners, has said it will not negotiate except with the RMT but it will negotiate if Transport for London is there. So will you just say to Transport for London that it should be there and negotiate a London Living Wage for those cleaners?

**Boris Johnson (Mayor of London):** I am informed that we were -- it was drawn to our attention that there were 50 cleaners who were not being paid the London Living Wage and we then corrected that and made sure that they were. The information I have, I am afraid, is at variance with what you say...

**Jenny Jones (AM):** Now it has been raised, will you look at it? I know that you have just put the London Living Wage up and so I know that you care about it.



**Boris Johnson (Mayor of London):** I will look at it.

## **Planned upgrades for the Tube**

**Question Number: 1526/2009**

**Meeting Date: 17 June 2009**

**Caroline Pidgeon**

**Caroline Pidgeon (AM):** I want to talk you through a possible solution that could save you some money but whilst still getting the upgrade work. If you actually moved away from weekend closures and looked at closing down sections of lines for weeks if necessary you would get the work done far faster and more efficiently and that would cut your costs and speed things up. Is that something you will consider looking at?

**Boris Johnson (Mayor of London):** Well we will look at anything to save money without prejudicing the outcome that we all want to see. I do not, frankly, want to delay urgent upgrades.

**Caroline Pidgeon (AM):** This would not delay it. For example, a closure of a section of line for 6 weeks could deliver work that would take 19 weekends over 4 months and we all know from the correspondence we get from constituents, particularly along the Jubilee Line, how fed up they are weekend in, weekend out... You could get the work done for a cheaper price and far quicker for a very, very short period of pain. Are you prepared to look at that seriously?

**Boris Johnson (Mayor of London):** Caroline, you know, from all the work you have done as Chair of the Transport Committee, that this is something that comes around again and again. It is one of the arguments that we do look at. I am certainly prepared to look at it again and to get back to you on that, about what the latest calculations are... I am more than happy, as I say, to look at any specific proposals that you have and if you want to bring them to London Underground (LU) then we will look at them and we will work out with everybody involved whether actually it makes sense or not. If you have got a specific proposal for how to do it all in a big chunk then let's by all means have a look at it but, at the moment, the arguments I have had suggest to me that what we are doing is the most cost efficient and the most pain minimising way of doing the upgrades.

## **Wanstead Station**

**Question Number: 1526/2009**

**Meeting Date: 17 June 2009**

**Roger Evans**

**Roger Evans (AM):** As a part of the work which is going on relation to the Underground, Wanstead Station is due to start its upgrade next week and the station will be closed and residents are expected to walk to Snaresbrook Station to use that. It is about 15 minutes away. Not a problem for able-bodied people but it is a problem for some of the older residents and there are concerns from the Wanstead Society about possible overcrowding at Snaresbrook Station as a result of this arrangement. Will you meet residents and review what is happening if the proposals put in place by London Underground do not turn out to be as successful as they are telling us they will be?

**Boris Johnson (Mayor of London):** ...Roger, I congratulate you on representing the people of Wanstead in the way you do. If there is something I can help you with, if you want me to meet some aggrieved commuters, then obviously that is my duty and I will.

## **Weekend Tube Closures**

**Question Number: 1526/2009**

**Meeting Date: 17 June 2009**

**Kit Malthouse**

**Kit Malthouse (AM):** One of the critical things though about weekend closures is the state in which the railway is handed back on a Monday morning and it has been the experience of many users of the Jubilee Line that Tube Lines do not hand the railway back in a state that means that Monday morning goes well or

smoothly. I wondered if you could look carefully in agreeing to the extra closures at weekends at what incentives or indeed penalties can we put on Tube Lines to ensure that when the line does come back on a Monday morning it does so in a timely way and in a state that means the trains can run smoothly first thing on a Monday morning?

**Boris Johnson (Mayor of London):** I will relay your excellent point to LU and of course to Tube Lines as well.

## **20mph boroughs**

**Question Number: 907/2009 Meeting Date: 21 May 2009 Jenny Jones**

**Boris Johnson (Mayor of London):** I will say that of course I will be very happy to meet borough leaders, borough representatives and environment officers to discuss how they might want to take forward 20 mph zones...as I said to you when we met, I think we need to be convinced that they are going to have strong widespread local support.

I personally like the idea. I think that they could be a good thing. There are difficulties in introducing 20 mph limits on main roads in London. I think you really start to have very, very adverse consequences for traffic but, in areas that want them, there is no reason why you should not have a default setting of 20 mph.

## **Cycle Hire Scheme**

**Question Number: 908/2009 Meeting Date: 21 May 2009 Jenny Jones**

**Jenny Jones (AM):** In that case you will now speak to Transport for London and say that it should be insisting with Network Rail that docking hubs [for the cycle hire scheme] go into stations. Are you going to do that...will you have a word with David Brown [Managing Director, Surface Transport, Transport for London] or Peter Hendy [Commissioner of Transport for London]? Yes?

**Boris Johnson (Mayor of London):** I can assure you, Jenny, that what we will do is as we expand the scheme from the initial phase one of 6,000 bikes we will certainly be working with you to get Network Rail to see sense and put the bikes by railway stations as well. I think that is the way to go.

## **Statement of Intent**

**Question Number: 1201/2009 Meeting Date: 21 May 2009 Valerie Shawcross**

**Valerie Shawcross (AM):** Are you intending to bid then for funding for the Croydon Tram Link extension and the Cross River Tram?

**Boris Johnson (Mayor of London):** I am bidding for funding --

**Valerie Shawcross (AM):** Are you preparing to bid?

**Boris Johnson (Mayor of London):** Of course I am. Of course I am.

**Valerie Shawcross (AM):** I do not see that, Mr Mayor, in your draft Transport Strategy.

**Boris Johnson (Mayor of London):** It is our intention to go ahead with all plans that we can conceivably afford and it is up to the Labour Government to give us the money for very good plans which it has woefully decided not to provide for.

**Valerie Shawcross (AM):** Was that a commitment to write it into the next stage of the Transport Strategy then?

**Boris Johnson (Mayor of London):** Val, if you can persuade the Labour Government to commit to funding it then I will do so. What I will not do is write in a commitment which would oblige me to spend millions and millions of pounds of taxpayers' money on doing something that the Labour Government has no intention of giving the capital funding to support.

## **Coordination of rail engineering closures and repairs**

**Question Number: 1201/2009 Meeting Date: 21 May 2009 John Biggs**

**John Biggs (AM):** I have got a very pressing local problem and my mail bag is filling up with it - I think you should be consulting on this and I have written to you about it and you have refused to meet me about it - which is the lack of coordination on rail engineering closures and repairs at the weekend, and it is causing massive inconvenience and nuisance for me. I have had letters from Roger Evans' constituents as well as in East London. There seems to be almost a conspiracy to shut down and lock down East London. ...Are you going to consult with people on what they think the priorities are? I think for them a priority is about a London that is not only brought up to date but is allowed to work fluidly and where inconvenience is stopped...

**Boris Johnson (Mayor of London):** ...I will certainly undertake to meet you and Roger and any other Members of the Assembly who wish to raise the issue of rail closures at the weekend because it certainly is a problem that needs to be sorted out and I certainly agree with that.

## **TOC Summit**

**Question Number: 1111/2009 Meeting Date: 21 May 2009 Caroline Pidgeon**

**Boris Johnson (Mayor of London):** The reason we have not had the so-called TOC summit is because we are waiting for them to do the deal finally on the Oyster Card but I think it would be a good thing for us nonetheless to go ahead and have such a meeting and I would be very happy to invite you to it, Caroline.

**Caroline Pidgeon (AM):** Thank you very much. In your great document Getting Londoners Moving that you launched in the election you did say that you would convene this rail summit in the first few weeks of City Hall. I appreciate you are saying the TOCs have not yet signed up and you want to have it afterwards. I would have thought it would be wise to have a meeting with them urgently to try to bash their heads together and try to make progress on this. So really why have you not met with them and will you now commit to meet with them to try to get this deal signed as soon as possible?

**Boris Johnson (Mayor of London):** The reason I have not met with them, as you will appreciate, is because we are trying to do the deal before we have the summit... However, such is my impatience and such is my desire to oblige you, the new Chair of the Transport Committee, that I think we should do it anyway. I think we should go ahead. Frankly there are other issues to do with overcrowding and there are other issues about the benefits that we want to see for London passengers that we could talk about at that summit irrespective of the Oyster Card deal. So I think we should have a separate discussion with the TOCs to which I would be happy to invite you.

**Caroline Pidgeon (AM):** I think it is really important you do have that meeting urgently and I am glad you have now agreed to that. You did stress in your document that, whilst you may have no control over the management of rail services, you would not use that as an excuse to shirk your responsibilities in this area and I think it is very important that you are committed to all the different things that you state in your document in terms of overcrowding and so on.

You have already stated that not one train operating company has signed a permanent contract to allow pay as you go on the Overground. You said you hoped by the end of the year. When can rail passengers in London expect to be able to use Oyster pay as you go?

**Boris Johnson (Mayor of London):** By the end of the year, Caroline, as I said earlier...By the end of this calendar year.

**Caroline Pidgeon (AM):** By the end of this calendar year. By the end of December. That is a firm commitment or an aspiration?

**Boris Johnson (Mayor of London):** That is a firm commitment.

## **TOC Summit (2)**

**Question Number: 1111/2009 Meeting Date: 21 May 2009 Richard Tracey**

**Richard Tracey (AM):** Can I, as the Conservative lead on the Transport Committee, congratulate you on the progress you have made and can I also ask you if, along with the Chair of the Transport Committee, you will invite the rest of the Transport Committee to join you in discussions with the Train Operating Companies because I think you might find quite a deal of expertise at your disposal in helping you to persuade them to go the right way?

**Boris Johnson (Mayor of London):** That is a very handsome offer, Dick...I am sure we can organise something on the lines you discussed. I think we should do. I think you are right.

## **Rezoning of Stations**

**Question Number: 1111/2009 Meeting Date: 21 May 2009 Tony Arbour**

**Tony Arbour (AM):** In your discussion with the TOCs and Network Rail are you continuing to press for the removal of some stations in South West London which are currently in Zone 6 but in terms of mileage really ought to be in Zone 5?

**Boris Johnson (Mayor of London):** Yes and I congratulate you and other Conservatives who have campaigned on this issue...it is something that we will be raising.

## **Hainault Station Trees**

**Question Number: 1068/2009 Meeting Date: 21 May 2009 Roger Evans**

**Boris Johnson (Mayor of London):** I am informed that the felling of trees next to Hainault Station was necessitated by work that needed to be done at Hainault Embankment...But I am not satisfied about how it was done. Letters were delivered to residents on 11 March in advance of the tree removal works which is of course in breach of our normal practice of informing residents at least two weeks in advance of the works. I am sorry that this was not done on that occasion. I have asked TfL to look at its process, see what it did wrong and I know that TfL has since met residents and representatives of the borough to discuss the works in more detail.

**Roger Evans (AM):** I know Redbridge Borough is quite keen to work closely with Transport for London on this issue and make sure that the damage done is restored as sensitively as possible. Is that something that you will undertake to make sure that they do?... Specifically, the train travels on an embankment above people's houses. A barrier of trees has been removed and that creates a situation where they are now exposed to a great deal more noise than they were before.

**Boris Johnson (Mayor of London):** As I say, I am very sorry that this was done in the way that it was done. Clearly this was not something that I had any prior knowledge of. We will make sure that reasonable steps are taken to rectify the damage that has been done.

### **LEZ and Western Extension**

**Question Number: 783/2009**

**Meeting Date: 25 March 2008**

**Murad Qureshi**

**Murad Qureshi (AM):** Boris, you have said this before to us. Can I be clear? Did you consult the LDA before taking the decision to suspend the future rollout of the LEZ?

**Boris Johnson (Mayor of London):** Did I consult the LDA?

**Murad Qureshi (AM):** Yes. Peter Rogers.

**Boris Johnson (Mayor of London):** Do you know, Murad, I would have to get back to you on that.

### **66 Bus Route**

**Question Number: 415/2009**

**Meeting Date: 28 February 2009**

**Roger Evans**

**Boris Johnson (Mayor of London):** We are looking into it [extending the 66 Bus Route to a 24 hour service] and I will write to you. I point out to you that there already is a 24 hour service for people on the Leytonstone to Gants Hill section because Night Route N8 covers that bit but we will see if there is a case for a night service on other parts of the route.

### **Elephant and Castle**

**Question Number: 199/2009**

**Meeting Date: 25 February 2009**

**Valerie Shawcross**

**Valerie Shawcross (AM):** Mayor, will you get off your bike at the Elephant and Castle next time you go and visit with Jenny [Jones] and Caroline [Pidgeon] and myself and look at the deterioration of the steps at the underpass, the condition of the underpass, the closing of the shops, the general dilapidation of the area and take some action to progress the work on the surface roundabouts and the work to sign off the whole regeneration scheme? There are literally thousands of people who are about to be decanted from their homes in the Elephant and Castle and the major project that would bring back the new centre to the Elephant and Castle has not yet been signed off. Transport for London is the key blockage at the moment on that project and I need you to understand that. Will you come and visit the Elephant with us?

**Boris Johnson (Mayor of London):** Val, I am grateful to you for raising this in this forum and of course, in so far as you are correct that TfL is the major blockage in delivering what we want to see in the Elephant and Castle, then I will certainly use everything in my power to stop that and to remove the blockage.

I am slightly wary of being invited to yet another trip but I will go provided --

**Valerie Shawcross (AM):** This is a really important regeneration project.

**Boris Johnson (Mayor of London):** -- you come by bicycle!

## **Extension of the Bakerloo Line**

**Question Number: 199/2009 Meeting Date: 25 February 2009**

**Darren Johnson**

**Darren Johnson (Deputy Chair):** Are you going to commission some work on that and put some money into ensuring we have a worked up scheme [re extending the Bakerloo Line]? It is no good just flying kites; you have got to put some research and commission the work and make sure that we have a viable scheme that attracts Government funding.

**Boris Johnson (Mayor of London):** Not only are we going to do that, Darren, but I will be very happy to show you what we have already done and what TfL has already got on the drawing board.

## **Bus Ticketing**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Caroline Pidgeon (AM):** In terms of helping Londoners in this economic climate will you consider bringing in a one-hour ticket for buses, which happens in Paris and other cities, because it can be quite expensive if you do a number of short bus journeys? Will you consider that as part of your budget to ensure that people who make those sorts of trips get a fairer deal?

**Boris Johnson (Mayor of London):** It has been raised with me and, indeed, I want to look at that. It is a very, very interesting idea.

## **Disabled access at the bus stops**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Boris Johnson (Mayor of London):** I will certainly look at and TfL will look at your [Jenny Jones] point about improving disabled access at the bus stops themselves because I know it is a priority.

## **Transport Measures - Croydon**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Steve O'Connell (AM):** Mr Mayor, returning to the capital issues that Valerie [Shawcross] was talking about earlier, whilst I understand that you inherited a whole catalogue of unfunded capital projects raising expectations in the public, I cannot overstate the disappointment to the good people of Croydon and North Croydon at the postponement, shall we say, of the extension of the Upper Norwood Tram. Will you, Mr Mayor, join me in lobbying Government for increased funds for this much-needed route?

**Boris Johnson (Mayor of London):** Of course I understand people's feelings in Croydon and we will do absolutely everything we can to make sure that Croydon gets the investment in transport that it needs and the improvements that it needs.

**Steve O'Connell (AM):** OK. So therefore in the meantime - because this could be a long game - will you work with the predominant borough, which is Croydon, to work up some, perhaps, transport compensatory measures to support the people of North Croydon.

**Boris Johnson (Mayor of London):** Yes, Steve, of course we should, of course we should. Yes.

## **Fare Concessions**

**Question Number: Oral Update Meeting Date: 17 December 2008 Dee Dooney**

**Len Duvall (AM):** On the veterans' concession did you explore whether it was possible or feasible or look at the cost of whether it would be appropriate to give fare concessions to all our present Armed Services members or ex-Armed Services? Was that part of the calculation and will you look into it if it is possible?

**Boris Johnson (Mayor of London):** Well, Len, we did look into that as I recall, but I would have to send you the figures. I will happily send you the figures.

## **Congestion Charge**

**Question Number: 3014/2008 Meeting Date: 17 December 2008 Victoria Borwick**

**Boris Johnson (Mayor of London):** Victoria, you have asked me about whether I am going to use my powers to bring forward by a week the advertised free period for the Congestion Charge. The answer is that I will look at your beautiful and sensitive suggestion.

## **Safer Travel at Night**

**Question Number: 2980/2008 Meeting Date: 17 December 2008 Richard Tracey**

**Richard Tracey (AM):** Can I ask you to take a close look at the workings of the Public Carriage Office (PCO) who license taxis and so on, because there is evidence, I think, that many of the private hire vehicles, the apparently licensed ones, are actually employing people who are not drivers but they are touts for passengers outside clubs and restaurants and so on in London. So in fact they are not breaking the law. That is something that I would suggest needs to be tightened up.

The other thing that I am worried about is I have been receiving correspondence suggesting that in some cases these private hire vehicles, they may go on the market in car auctions with the badges still attached to them and so they can be bought by anybody who could effectively operate them on the streets. This of course really knocks a hole in all the work that you are doing and the rest of us are trying to do to make travelling safe... Can you actually institute a really close look at the workings of the Public Carriage Office? Because I think the fact is that there are 25,000 black cab operators on the streets and about 50,000 of the other sort, the private hire, and it is a real worry I think that there are perhaps chinks in the armour that we are trying to establish to protect people.

**Boris Johnson (Mayor of London):** I will certainly do as you suggest and I will institute an enquiry at the Public Carriage Office.

## **Central Line Station Tannoys**

**Question Number: 2991/2008 Meeting Date: 17 December 2008 Richard Tracey**

**Roger Evans (AM):** ... my constituent tells me the staff at Grange Hill are actually going to move the speakers [at the tube station] to ensure that they [residents] are not disturbed by it... They also say it is going to take a month to do and I think it is unacceptable that it takes that long just to move some equipment around in the station. If it could be done quicker that would be very welcome from the point of view of people who have to live near the station and put up with this.

**Boris Johnson (Mayor of London):** I think people of South Woodford and Grange Hill will be very grateful to you, Roger for representing them on that point and I will make sure that TfL passes the message down the line that people want that noise turned down.

### **Parking Charges for Christmas Period**

**Question Number: Oral Update Meeting Date: 17 December 2008 Dee Doocey**

**Tony Arbour (AM):** ...and perhaps you would like to challenge not just the Prime Minister but the London boroughs and indeed our party nationally in saying why don't you give the rest of the country as a Christmas present. For example, because of the reduction of Value Added Tax (VAT) on parking charges, suggest very strongly to the boroughs that over the Christmas week there be free parking, which would be a great Christmas present to our hard-pressed SMEs and shopkeepers. I wonder if you would consider doing that?

**Boris Johnson (Mayor of London):** Tony, I will consider that. I think it is the kind of thing that the boroughs might compete to offer in the hope of persuading people to come and buy and use the retailers in their boroughs. I think that is a very interesting and useful suggestion.

### **Prison Vehicles and Bus Lanes**

**Question Number: 2491/2008 Meeting Date: 12 November 2008 Brian Coleman**

**Brian Coleman (AM):** Would you accept there are now instances across the capital of magistrates sitting there twiddling their thumbs waiting for the prisoners to appear before them? This is now a regular occurrence and that is due to congestion on many of our roads. As you know, the principal contractor – there is one contractor who is contracted to move prisoners around London, which is Serco, – their vans are easily identified and this would be a substantial move to making our court system, which is overloaded already for various reasons, to reduce delays. Will you at least meet the High Sheriff of Greater London and discuss the matter with him?

**Boris Johnson (Mayor of London):** ...This is something that we should look into. My instinctive reaction is against endlessly expanding the rights of vehicular traffic to use bus lanes. TfL has a great deal of experience in moving bodies around London in moving the expedite in traffic flow in this way and I have undertaken that they will meet Serco and if necessary, of course, also the High Sheriff to see what we can do to speed up the transit for this prisoner vehicles... that point is well and well taken and I will certainly look into it and I will make sure that TfL have the meetings that Brian has proposed.

### **Thames Estuary Airport**

**Question Number: 2382/2008 Meeting Date: 12 November 2008 Andrew Boff**

**Andrew Boff (AM):** Mr Mayor, this is seemingly unpopular amongst some people, could you please promise me that you will revisit the figures over expansion for air flights into the South East because I am not persuaded that there is any need for expansion in airline capacity at all in the southeast of England, bearing in mind that a very large proportion of those flights are connecting flights and do not need to be here.

**Boris Johnson (Mayor of London):** Well, Andrew, I will of course. This is exactly what we will be looking into. I do not want to seem unnecessarily zealous for this solution in the Thames Estuary, I think it could be a wonderful solution. It might be that there are other perfectly imaginative options that we should be pursuing in addition, although there might be other ways forward.



## **Hammersmith Bus Station**

**Question Number: 2547/2008 Meeting Date: 12 November 2008 Tony Arbour**

**Boris Johnson (Mayor of London):** Tony, the question is whether officers from TfL will meet you at Hammersmith Bus Station to discuss the changes they have made in the layout and to explain why they represent an improvement. The answer is yes, of course David Brown and his officials will be very happy to meet and discuss this with you... TfL did consider roofing over that part of the bus stop and I have to tell you that it was decided that it was not a good use of public funds for a temporary structure. We will see what we can do. There are 37 buses an hour now going from Hammersmith to Barnes and this is obviously a route that has been greatly expanding and if there are deficiencies in the bus station then I am sure you will be able to point them out to the TfL delegation when you meet them in due course.

## **Council Tax precept**

**Question Number: 2526/2008 Meeting Date: 12 November 2008 Roger Evans**

**Roger Evans (AM):** I was going to say...that there are obviously a large number of savings to be made in this organisation which would have very little impact on the delivery of services, unlike the shrouds that are always being waved by people across the room. We were told by Transport for London last week they had managed to save money on the marketing budget for low fares to people on Income Support because that budget, unbelievably, was advertising the service to the whole of the country rather than just to London. Surely there is a scope for a lot of these cases where services are being offered just to Londoners not to advertise them in the rest of the country and to make some fairly easy savings there.

**Boris Johnson (Mayor of London):** Well, Roger, I hear that point. I will think about that. My own view actually is that if we are offering a service for people on Income Support then we should encourage people to be aware of it. The name of the game now is to help people to get to work and to help people to find work. That can very often be people who do not necessarily live in London. London has traditionally benefited hugely from influxes of people from outside the country coming to find work here and I think maybe it is not quite as illogical as all that, but I will think about what you say.

## **Road Safety**

**Question Number: 2552/2008 Meeting Date: 12 November 2008 Roger Evans**

**Roger Evans (AM):** I have a petition of 764 signatures from people in those roads [residential roads used by the 372 bus] who do not want the bus to go down there. There are two schools nearby; it will discourage people allowing their children to walk to school and some of the roads are so narrow that in fact the bus has to run a different way on different roads because two of them cannot be coming the other way. What I am saying is will the Mayor take this petition seriously and reconsider Transport for London's proposals which are hugely unpopular in the area and will be harmful to road safety?

**Boris Johnson (Mayor of London):** OK, well let me just say, Roger, that I will of course make sure that TfL officials see your petition and will look at the case. All I would say is, in my experience, there is always a problem with people on either end of the bus route who rarely benefit from the thing we are putting in, so there are different interests to be weighed.

## **Chase Farm (2)**

**Question Number: 2322/2008 Meeting Date: 15 October 2008 Brian Coleman**

**Brian Coleman (AM):** On the parochial point, will you ask TfL to look at improved transport links between Barnet and Chase Farm because, as you know, in the suburbs east to west transport is very difficult?... On the TfL transport links, will you ask TfL to have a look at that subject?

**Boris Johnson (Mayor of London):** I certainly shall and will make a note of that.

## **Rephasing Traffic Lights**

**Question Number: 2311/2008 Meeting Date: 15 October 2008 Richard Tracey**

**Richard Tracey (AM):** ...There are so many places, well known places - Trafalgar Square is one and Castelnau on the boundaries of my constituency and my colleague, Tony Arbour, where traffic lights are red far longer than they are green. This cannot be a good thing. Can we please promote some acceleration in the change of these lights?

**Boris Johnson (Mayor of London):** Yes.

**Brian Coleman (AM):** Mr Mayor, the issue on traffic light rephasing is that, although many of these traffic lights may be the responsibility of London boroughs, all the traffic lights in London are operated by a wholly owned subsidiary of Transport for London under contract to a consortium of the 33 boroughs... what I have advocated for a number of years and I would like your views on, is that the 33 London boroughs, or as many boroughs who wish to join together in a consortium, actually put this business out to tender to companies other than the one that currently controls it...will you tell TfL to be responsive to their clients on traffic light management, which are the 33 London boroughs?

**Boris Johnson (Mayor of London):** It is a very interesting point, Brian. It seems to me there is a bit of blame passing going on between us in TfL and the boroughs. All I can say is that if your analysis is correct then we will certainly do what we can to make sure that this company gets its act together and either devolves its responsibilities back to someone who will deal with it or gets on with it more expeditiously themselves.

## **Rephasing Traffic Lights (2)**

**Question Number: 2311/2008 Meeting Date: 15 October 2008 Roger Evans**

**Roger Evans (AM):** I was at the Institute of Civil Engineers last night for the launch of their transport manifesto, which I commend to you to have a look at. I do not necessarily agree with everything in it but it is a well-researched document. Whilst I was there I was talking to traffic engineers and the message I got was that there is no reason why we could not offer, say, a guaranteed minimum amount of time on green for lights in London. Is that something that you would consider going away and looking at?

**Boris Johnson (Mayor of London):** Certainly I will go and look at that. At the moment I think it is 12 seconds is the guaranteed minimum time on red --

**Roger Evans (AM):** I think it is a bit less than that at Admiralty Arch.

**Boris Johnson (Mayor of London):** I will look at that... I will certainly have a look at the manifesto that you describe. It sounds very interesting.

## **Red Route Operating Hours**

**Question Number: 2320/2008 Meeting Date: 15 October 2008**

**Richard Tracey**

*Will you seek to assist the survival of small shops on highways like Upper Richmond Road West in Sheen, Kew Road in Richmond, Ewell Road in Surbiton, the High Road Chiswick and Hook Road in Tolworth, by devolving to boroughs the power to determine the operating hours of red routes and bus lanes?*

**Boris Johnson (Mayor of London):** All I would say on that is that I have talked to many, many people across London about red routes and bus lanes and what they want is consistency and clarity and they want to know where they stand. I would be reluctant to go down any route that led to a greater higgledy piggledy arrangement across London of different times and different approaches... However, I will say that I think this is an interesting important point and I want to make sure that Tony [Arbour] or you has an opportunity to make this point to David Brown of Surface Transport.

## **Oxford Street Buses**

**Question Number: 2335/2008 Meeting Date: 15 October 2008**

**Victoria Borwick**

**Victoria Borwick (AM):** Would the Mayor consider meeting with myself and London First to listen more to some of their more radical ideas for traffic around Oxford Street?

**Boris Johnson (Mayor of London):** Yes. Victoria, I think you should certainly do that, though - and I am happy to do that - I think you should also make your point to Westminster as well. Westminster is in the lead on this.

## **Oxford Street Buses (2)**

**Question Number: 2335/2008 Meeting Date: 15 October 2008**

**Andrew Boff**

**Andrew Boff (AM):** Once you have exercised your mind with regard to Oxford Street I would really like you to also exercise your mind to the Narrow Way in Hackney; it's a little smaller than Oxford Street admittedly, but suffering exactly the same problem... the number of buses going down the Narrow Way, as indeed Oxford Street, is actually hurting the street. They are actively stopping people from visiting the area and keeping the Narrow Way, which should be the vibrant heart of Hackney, alive. So I would ask you to revisit that.

**Boris Johnson (Mayor of London):** Thank you, Andrew... I certainly take account of what you said and we will look at congestion caused by buses on the Narrow Way and we will see what we can do to alleviate it.

## **Transport Priorities**

**Question Number: 2163/2008 Meeting Date: 15 October 2008**

**Roger Evans**

**Roger Evans (AM):** Whilst we are on the subject of transport priorities can you tell us a bit about your prioritising of cyclists' safety? Obviously you have personal experience of this and you circulated some stuff to us this morning. You know there will be a motion later on talking about cyclists and heavy goods vehicles (HGVs). What is being done to resolve that problem?

**Boris Johnson (Mayor of London):** I will give you more detail on that in writing if I may, Roger, but there is a lot that we are doing, particularly with HGV education.

## Transport Priorities

**Question Number: 2163/2008 Meeting Date: 15 October 2008 Steve O'Connell**

**Steve O'Connell (AM):** I would urge you to continue with the priority of the tram extension from Beckenham up to Upper Norwood and I would like your comments around that.

**Boris Johnson (Mayor of London):** ... I will certainly look at the extension that you propose from Beckenham to Norwood and I hope that we can have further traffic on that and discuss how we can promote that.

## Cross River Tram

**Question Number: Oral Update Meeting Date: 10 September 2008 Valerie Shawcross**

**Valerie Shawcross (AM):** I do not want you to underestimate what a massive blow it would be to the transport, economic and environmental sustainability aspirations of a very large area of inner London if you do - as I think you might have been intimating last week - decide to drop the Cross River Tram Scheme. Now I know you have committed yourself to improving relationships with London boroughs and I know it is not on the agenda for discussion today, but would you be willing to meet a cross party delegation...of borough leaders and Assembly Members to discuss the Cross River Tram Scheme before you actually make a decision on this? We do have a very good cross party alliance of sensible politicians who have been committed to this scheme for a long time and we would love to have an opportunity to talk to you about this in detail.

**Boris Johnson (Mayor of London):** I understand. Let me say I would like that opportunity as well... of course I will meet your delegation and I know how important the issue is to people in your part of town.

## Gatwick Rail Link

**Question Number: 1850/2008 Meeting Date: 10 September 2008 Victoria Borwick**

**Boris Johnson (Mayor of London):** The short answer is, yes, I do, absolutely, Victoria [think that the Government should rethink its plans to cut Harrow's direct rail links with Gatwick and Brighton]. It is something about which we campaigned. I think it is a real loss. It is a wonderful link from Harrow right the way down to Gatwick. Lots of people in the local area care about it very strongly. It is not directly within my powers to reverse it but you can count on me to lobby on your behalf.

## Gallows Corner

**Question Number: 1845/2008 Meeting Date: 10 September 2008 Roger Evans**

*Will the Mayor instruct TfL to work round the clock on Gallows Corner in order to complete these works as quickly as humanly possible?*

**Boris Johnson (Mayor of London):** The answer, Roger, is, yes, we will do that. I have given instructions; TfL, as you know, is revamping the structure at Gallows Corner, the flyover there, and it is expediting the insulations. I am told that we are going to do it off peak and at weekends with night work where this will not contravene environmental health constraints and safety considerations and that is about as round the clock as we can get in the current circumstances....

**Roger Evans (AM):** You are right to point out it is a temporary solution to what has been a long-term problem there. Some of our business representatives in Essex have come up with a solution to provide an

underpass or a permanent flyover there, which would be the ideal solution. Obviously it is going to cost a lot of money to do it. They are suggesting that maybe we could ask the Government to allocate the toll money from the Dartford Bridge towards solving that problem because that is clearly making a profit at the moment and it seems to be somewhere which is not unrelated to the Gallows Corner problem that could help out. So could I ask for your support if we follow that through?

**Boris Johnson (Mayor of London):** Listen, Roger, what I can certainly do is undertake to get you in to see the TfL people who are actually responsible for improving the Gallows Corner flyover. I think that would be the best thing.

As for this suggestion about using some of the toll money from the Dartford Bridge, I think we need to look at that and look at where else that money is promised and used.

### **London Living Wage**

**Question Number: 1386/2008**

**Meeting Date: 16 July 2008**

**Navin Shah**

**Navin Shah (AM):** I welcome your comment on accepting the London Living Wage allowance. There is an opportunity here. I understand that three of the four Metronet contracts are currently being renegotiated. What I would like to suggest - and this is clearly a golden opportunity now - that these new contracts do actually have incorporated the London Living Wage allowance as part of the contractual obligation so that the employers cannot duck away from their responsibility...

**Boris Johnson (Mayor of London):** Thank you very much, Navin. I will certainly pursue what you say.

### **Heathrow Communication**

**Question Number: 1532/2008**

**Meeting Date: 16 July 2008**

**Navin Shah**

**Boris Johnson (Mayor of London):** This is a question about the press reports of near misses in the air caused by pilots flying over London who do not, allegedly, have an adequate command of English to communicate with Heathrow's control tower. I do not have direct knowledge of the problem myself but I will, of course, be writing to the Secretary of State about it.

### **Dial-a-Ride**

**Question Number: 1566/2008**

**Meeting Date: 16 July 2008**

**Navin Shah**

**Boris Johnson (Mayor of London):** All I can tell you is I am assured by TfL that it has improved and that Dial-a-Ride is starting to deliver the kind of service that people want. If there is a superior plan to the one currently on offer then I see absolutely no reason [not to look at that]. If you want to bring a delegation of boroughs who want to take back the Dial-a-Ride service and they have a fully worked out proposal to do so, then we will certainly give it active consideration.

### **Dial-a-Ride (2)**

**Question Number: 1566/2008**

**Meeting Date: 16 July 2008**

**Caroline Pidgeon**

**Caroline Pidgeon (AM):** I am surprised to hear from you that you have been assured by TfL...Can you personally really look into this - not just have an adviser get an assurance come through from TfL - and make sure that standards for the Dial-a-Ride service improve considerably?

**Boris Johnson (Mayor of London):** Without going down and investigating what has happened in cases such as you describe, I can only go on what the officials have told me in the last few days. I will make sure, personally, that we are delivering the kind of service that Londoners need.

## **Velib**

**Question Number: 1570/2008**

**Meeting Date: 16 July 2008**

**Caroline Pidgeon**

**Caroline Pidgeon (AM):** Could I ask, Mr Mayor, on this point whether you have looked particularly at the Barcelona scheme which actually would have some sort of Oyster card technology and would make sure that everyone has to be registered with TfL and pay an annual subscription? Is that something you will support as part of this scheme?

**Boris Johnson (Mayor of London):** I will certainly look at that, Caroline. I have not used the Barcelona scheme; I have used the Paris scheme and I have seen one in some other Spanish city, Seville I think, where it works very well. But we will certainly look at Barcelona.

**Caroline Pidgeon (AM):** Can I also recommend that you might look at the scheme in Barcelona where they charge for using a bike for more than 30 minutes; it rises sharply so actually it encourages the flow of bikes in the whole system, people use them for short journeys and then return them to the stations?

**Boris Johnson (Mayor of London):** Yes, certainly. If you have any detailed advice that you want to contribute about the pricing structure then please feed it in.

## **Pedestrian Crossings**

**Question Number: 810/2008**

**Meeting Date: 21 May 2008**

**Jenny Jones**

**Jenny Jones (AM):** Are you going to bring all of those pedestrian crossings up to the minimum standards...You are going to do that, as Chair of TfL?

**Boris Johnson (Mayor of London):** Absolutely right.

## **Bus Provision - Havering-atte-Bower**

**Question Number: 929/2008**

**Meeting Date: 21 May 2008**

**Roger Evans**

**Roger Evans (AM):** Could you meet with myself and Andrew Rosindell, the local Member of Parliament, to discuss bus provision to Havering-atte-Bower and what Transport for London can do to improve that please?

**Boris Johnson (Mayor of London):** I shall. I shall and I congratulate you on your sturdy defence of Havering. I will be there.

## **Bus Stops**

**Question Number: 929/2008**

**Meeting Date: 21 May 2008**

**Tony Arbour**

**Tony Arbour (AM):** One of your principal platforms was that City Hall and TfL was going to get off people's backs. Nothing is more irritating to local residents than somebody in this building or somebody at TfL deciding where bus stops should be provided. Will you devolve that irksome decision to the boroughs?

**Boris Johnson (Mayor of London):** Tony, I am reluctant at this stage, only two and a half weeks in, to make a big pronouncement about exactly who should have sovereignty over the location of bus stops. Would you allow me to defer my answer to you? I will look at your proposal. I can see arguments both ways.

## **Routemaster Mark 2**

**Question Number: 848/2008**

**Meeting Date: 21 May 2008**

**Caroline Pidgeon**

**Caroline Pidgeon (AM):** OK. So can you absolutely confirm whether it [a hop-on/hop-off bus] is an aspiration of yours or an absolutely firm commitment?

**Boris Johnson (Mayor of London):** It is an aspiration; it is a determination; it represents my deepest, most inner held convictions about what would be good for the streets of London and for London bus users and I am determined to bring it about.

## **Bike Maintenance Training**

**Question Number: 926/2008**

**Meeting Date: 21 May 2008**

**Jenny Jones**

**Jenny Jones (AM):** On that topic, London's Cycling Campaigns had a very good idea about putting some bike maintenance training into schools in disadvantaged areas so that young people can have a very practical training if they are failing a bit academically. I did send this idea to one of your advisers and he has not got back to me yet. Could you ask him to get back to me on that?

**Boris Johnson (Mayor of London):** I shall.

## **Properties along the A40 Corridor**

**Question Number: 1384/2008**

**Meeting Date: 16 July 2008**

**Joanne McCartney**

**Joanne McCartney (AM):** I want to ask about properties along the A406 corridor; the North Circular. I know you ambled along that during the election and you saw the blight of many of those properties along there. Transport for London owns around 350 properties along there...It is my understanding that Transport for London is now planning to auction off all 350 properties at some point next year. Obviously that is going to create great problems for that area...Can I just ask you to look at this and perhaps if you would agree to meet with myself, the Chief Executive of Enfield and Transport for London to see if there is an alternative way of dealing with these properties? The loss of 350 social housing units is going to be a great loss to the area if that plan is continued.

**Boris Johnson (Mayor of London):** Thank you very much. I will certainly meet you and anybody else who wants to speak to me about this question...I am very happy to discuss it with you. If you want to bring your people in I will make sure that TfL officials meet them as well.

## **Motorbikes in Bus Lanes**

**Question Number: 986/2008**

**Meeting Date: 18 June 2008**

**Jenny Jones**

**Jenny Jones (AM):** I would just like to say could you please not take a snap decision on this [allowing motorcycles in bus lanes]; could you please do a bit more research? The senior person at TfL did actually say that the report was not sufficiently reliable to inform a decision on such an important issue so could I ask you please to do a bit more research on this?

Secondly, if you are determined to go ahead could you please consult as widely as possible?

**Boris Johnson (Mayor of London):** ...I do want my fellow cyclists to feel completely safe and we will make sure that we consult.

## **Designing Out Crime**

**Question Number: 1037/2008 Meeting Date: 18 June 2008 Steve O'Connell**

**Steve O'Connell (AM):** I will turn very quickly to overground stations designing out crime around the British Rail stations under your remit. I think it is very important to flag up that when we are looking at new stations and work around new stations, particularly for example East Croydon Station, we need to look at designing out crime around the overground network, Mayor. Do you wish to very quickly comment upon that?

**Boris Johnson (Mayor of London):** ... I will make sure that we deal with the issue you have raised and please make sure that you bring it up with Kulveer [Ranger].

## **Small Businesses**

**Question Number: 1062/2008 Meeting Date: 18 June 2008 Tony Arbour**

**Tony Arbour (AM):** Are you aware that one of the principal threats to small retail businesses in London is in fact Transport for London with its pernicious habit of putting in bus lanes and red routes along parades of retail shops? This is having the most deleterious effect on them and they are being closed very rapidly indeed. In the light of this terrible effect that TfL has I was sorry to hear that you thought that there should be a uniform time for the operation of bus lanes...I wonder if you would urgently reconsider the point that you made about uniformity on this and, secondly, do something about the insatiable desire of TfL to put in bus lanes to the detriment of local areas?

**Boris Johnson (Mayor of London):** Tony, I hear your point loud and clear... On your point about bus lanes and the damaging effect they have on shops, I think we need to look at the specifics and I will certainly take it up. If you have a specific or several specific examples of areas or commercial operations that have been blighted by bus lanes then I think that is a very interesting discussion that I would encourage us all to have with TfL and, if you have the details, I would be very happy to arrange a discussion between you and my officials.

## **North Harrow Station Ticket Office**

**Question Number: 1175/2008 Meeting Date: 18 June 2008 Navin Shah**

**Boris Johnson (Mayor of London):** I am determined to keep the ticket offices open and you will possibly remember that that was one of the things that we campaigned on in the election... No. I will not close the North Harrow ticket office.

**Navin Shah (AM):** In that case, do I take it that it is not postponement any more; you are giving a clear commitment? Can I have an indication of time when not only the threat to the North Harrow ticket office but to the other 40 odd as well is being lifted and you will be announcing very clearly the date the threat is actually taken away?

**Boris Johnson (Mayor of London):** You can consider that the threat has been lifted, annihilated, vaporised, liquidated, exterminated, removed, obliterated.



## **Registration of Private Hire Vehicles**

**Question Number: 1072/2008**

**Meeting Date: 18 June 2008**

**Murad Qureshi**

**Murad Qureshi (AM):** Mr Mayor, can you update us on the registration of private hire vehicles from the Public Carriage Office? I know the previous Mayor had spent a lot of time and effort on that front. I know all the vehicles have been registered but we had not quite got to the registration of all the drivers. I do think this actually deals with the issue that is in front of us right now.

This is something the Public Carriage Office has been undertaking for some time. They have registered all the vehicles which are private hire vehicles. They should be at the point of registering all the drivers. I think that is the critical thing that needs to be dealt with in the public arena.

**Boris Johnson (Mayor of London):** I will make sure that you receive a full briefing on what the Public Carriage Office (PCO) is doing to register all the drivers and will make sure you get that within a reasonable delay.

## **Bus Services**

**Question Number: 1143/2008**

**Meeting Date: 18 June 2008**

**Roger Evans**

**Roger Evans (AM):** When there are changes made to the bus services obviously the TfL website is updated so people know about it but sometimes there seems to be a lag so the bus services change and the information on the website is still about the previous services. I have a constituent who knows all this off by heart and brings it to my attention and gets very irritated by it. But it is more of a problem for the people who do not know about it and are misled by the website. Now it seems to me to be quite a cost effective and fairly easy thing to change to actually improve service and save money. Is that something you can take away and discuss with Transport for London?

**Boris Johnson (Mayor of London):** Certainly. So you would like to see more information on the web and better information on the web about bus services?

**Roger Evans (AM):** I would just like to see what is there reflecting what is actually happening.

## **Orbital Buses**

**Question Number: 1143/2008**

**Meeting Date: 18 June 2008**

**Valerie Shawcross**

**Valerie Shawcross (AM):** So if you do feel that it is a success and you want to move forward with your network of orbital buses, how would you be funding it? I understand that the revenue settlement to London Transport buses is going to be increasing at Retail Price Index (RPI) there is obviously going to be no capacity there for additional services without either putting up fares or taking out existing bus routes. So what commitments can you give on existing bus routes and on bus fares?

**Boris Johnson (Mayor of London):** Val, I am confident that we can trial this service without either putting up fares or taking out existing bus routes.

## **Bus Driving Standards**

**Question Number: 985/2008**

**Meeting Date: 18 June 2008**

**Roger Evans**

**Roger Evans (AM):** Can I also urge you to include modifications to improve safety in driving standards as well because this Assembly in its last term identified driving standards as being a major problem on the bus fleet.

**Boris Johnson (Mayor of London):** I will certainly look at the issue of driving standards. One question that has been brought to my attention is the sudden jolt when the bus moves away. This is something I have been talking to TfL about.

### **Blackwall Tunnel Tidal Flow**

**Question Number: 878/2008**

**Meeting Date: 21 May 2008**

**Roger Evans**

**Roger Evans (AM):** Will you undertake to consult with the boroughs along the A2 about your proposed solution to the Blackwall Tunnel problem so that they are fully involved and can lend you their expertise?

**Boris Johnson (Mayor of London):** Of course, Roger, I will consult with the boroughs, not just about this, but about all the issues upon which they feel so cruelly unconsulted over the last few years.

## **Environment**

### **Black Cabs and Air Pollution**

**Question number: 3131/2010**

**Meeting Date: 13 October 2010**

**Darren Johnson**

**Darren Johnson (AM):** What about the annual test then? Although you stuck to the annual test it does not test the 14,000 cabs fitted with Euro III devices to the standards that the Energy Savings Trust set. If you are not going to reintroduce the six monthly tests, are you going to beef up the annual test to the Energy Savings Trust standards?

**Boris Johnson (Mayor of London):** I will look at that, Darren. I will look at it. It is something that we could consider.

### **Capital Waste Facts**

**Question Number: 2413/2010**

**Meeting Date: 14 July 2010**

**Gareth Bacon**

**Gareth Bacon (AM):** In answer to a Mayoral question in January of this year, you stated that the cost of this website [Capital Waste Facts] was 2009/10 and that the funding had come from GLA budgets. In previous years it was as much as £20,000. In 2009/10 it was £10,000. Further investigation has revealed that this website has not been updated at all for two years and much of the information is actually available on the Recycle for London website and also on the Audit Commission website.

As you know, the new coalition Government has announced a review of all Government spending on some 820 websites that it inherited from the previous administration, and it does turn out that large amounts of money are being wasted on duplication of website content that does not actually get updated and does not actually do anything. Can I ask for an undertaking that you will review this, Mr Mayor, and that any such spending on websites such as this, that is proved to be needless, will actually be stopped?

**Boris Johnson (Mayor of London):** Sure.

**Gareth Bacon (AM):** Thank you. That is very concise.

## **Meat-free Mondays**

**Question Number: 1745/2010 Meeting Date: 9 June 2010 Jenny Jones**

**Jenny Jones (AM):** Would you agree to meet with one of the McCartneys and see if they can convince you [to support the Meat Free Mondays campaign]?

**Boris Johnson (Mayor of London):** I would be more than happy to meet with any representative of the McCartney family, who are landmarks of our national culture, under any circumstances.

## **Air Quality(2)**

**Question Number: Oral Update Meeting Date: 9 June 2010 Murad Qureshi**

**Murad Qureshi (AM):** In the meantime, you have decided not to go ahead with the third phase of the Low Emission Zone. You intend to roll back the Western Extension of the Congestion Zone, which has had a beneficial environmental impact in that part of town, and also you have got rid of the six-monthly inspections of taxis. It is not really surprising that the [European] Commission states, according to their latest data provided, that the areas, namely the Greater London urban area and Gibraltar have exceeded limits of PM10. Can you please at least tell me when the latest data was provided by your office to the relevant authorities?

**Boris Johnson (Mayor of London):** I will get back to you about when our latest submissions were made to the Commission. I can not give you an exact date.

## **Heathrow and air quality (1)**

**Question Number: 1382/2010 Meeting Date: 19 May 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** I would like you to implement a clean air zone around Heathrow, in coordination with BAA.

**Boris Johnson (Mayor of London):** Right. I am interested by your proposal to impose a Congestion Charge in west London --

**Mike Tuffrey (AM):** Around Heathrow, for air quality benefits.

**Boris Johnson (Mayor of London):** I will examine it and I will consult Members of the Liberal Democrat/Conservative coalition about what kind of Congestion Charge they might support in west London.

## **Heathrow and air quality (1)**

**Question Number: 1382/2010 Meeting Date: 19 May 2010 Richard Barnes**

**Richard Barnes (AM):** Mr Mayor, expansion does not necessarily need to be physical at Heathrow. There can be mixed mode landing and take offs, there can be a squeeze on night flight and a re-definition of what is an emergency landing. Can you assure us that you will demand that this Assembly be fully consulted on any change in flight patterns and, indeed, air routes across London, that the Civil Aviation Authority (CAA), or others, may propose?

**Boris Johnson (Mayor of London):** Of course.

## **LEZ and Horseboxes**

**Question Number: 3533/2009**

**Meeting Date: 18 November 2009 MQT Roger Evans**

**Roger Evans (AM):** I am disappointed by your response, frankly [in relation to exempting horse transportation from the LEZ]... This just seems like an arbitrary measure to punish farmers and charities and small businesses in outer London and TfL is doing it because it is just too difficult, administratively, for them to avoid doing it, rather than because there is actually a coherent policy reason for doing it. That would be very disappointing. Can you undertake to go back to Transport for London and see if it will review that decision?

**Boris Johnson (Mayor of London):** I will do as you say, Roger but, as I say, I am not inclined to be optimistic about this just because one of the things that occurred to me, as I was thinking about this question, is does a horsebox always have to contain a horse in order to qualify as a horsebox? I can well imagine that people might want to get round the LEZ rules by using a vehicle and claiming it was a horsebox or using a horsebox for other purposes than to transport a horse.

There are, I think, a variety of difficulties in creating this special exemption and, once you create an exemption, for instance, for horseboxes, you might equally argue that dispensation should be made for other vehicles that are used to transport fair equipment and all the rest of it.

## **Fuel Poverty**

**Question Number: 2420/2008**

**Meeting Date: 12 November 2008**

**Darren Johnson**

**Boris Johnson (Mayor of London):** Isabel Dedring, the Environment Director, is currently working up some new proposals that we are going to bring forward to encourage people to take up insulation more widely across London. If you have got some thoughts on that, obviously I am sure she would welcome them, but we think we can do much more than the original process. I think we discussed it before.

**Darren Johnson (Deputy Chair):** We have discussed that before. I agree with you but can we at least not promote the existing scheme at the moment? It is better than nothing!

**Boris Johnson (Mayor of London):** We will put it back up on the website. I am sorry it has been off the website. I did not realise that it had disappeared from the website, but thank you for drawing it to my attention.

## **Climate Change Adaptation Strategy**

**Question Number: 1833/2008**

**Meeting Date: 10 September 2008**

**Nicky Gavron**

**Nicky Gavron (AM):** I am also concerned that agencies like the London Climate Change Agency which is set up to bring in the scale of funding that of course the public sector cannot fund and it levers in 5:1 and in some projects 20:1 from the private sector. I am concerned about you seeing how it was set up to accelerate the introduction of technologies; adaptation technologies, low carbon technologies... Will you then agree to meet the various businesses that have invested in it and are supporting it to see how we can carry forward and strengthen the programme of introducing technologies?

**Boris Johnson (Mayor of London):** Yes. Yes, because I do believe that there are technological solutions that we can pioneer in London that will be adopted around the world and I think it will be of huge commercial benefit to London to be the place of the next green revolution. I think the London Climate Change Agency will play a part in that, so count me in for that.

## Renewable Energy

**Question Number: 1588/2008 Meeting Date: 16 July 2008 Gareth Bacon**

**Gareth Bacon (AM):** I want to talk to you a little bit about the Merton Rule which directly relates to the initial question about renewable energy...at the moment the current indications are that they [the Government] are looking to remove the power from London boroughs to follow the Merton Rule. I would like your views on that and, if you agree that that would be a mistake, would you agree to lobby the Government to not do that?

**Boris Johnson (Mayor of London):** Yes, completely, Gareth. I cannot understand for the life of me why the Government is opposed to the Merton Rule. It seems to be a prime example of devolution making perfect sense and I think we should be encouraging and supporting the Merton Rule and I will certainly make sure that the Government hears our voice loudly and clearly on that.

## Planning and Housing

### Landlord accreditation

**Question number: 3164/2010 Meeting Date: 13 October 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** Will you make a particular push into universities and colleges and students in particular, so that they know to look out for landlords that are accredited?

**Boris Johnson (Mayor of London):** Of course. They will be particularly vulnerable. We all know the risks involved. Particularly given what is happening now with housing benefit and all the rest of it this is something that is going to come under particular scrutiny.

**Mike Tuffrey (AM):** What Shelter wants is boroughs to really take action. They have the powers to take action on rogue landlords. They are the delivery agency. Not here; we do strategy. You can send the message out and publicise the good landlords.

Can I ask you, finally, your Strategy said that you would be commissioning an assessment of London's private rented sector and its sub-markets - so I am particularly interested in the student area - but in 2010 - and the months are ticking away before the end - can you give us an update as to that assessment of what the problem is which was in your Strategy from earlier this year?

**Boris Johnson (Mayor of London):** I cannot give you a date, Mike, but I will...

**Mike Tuffrey (AM):** Let us not waste time on another question. Will you just commit to come back to me and get that study done by the end of this year, as you promised in your Strategy?

**Boris Johnson (Mayor of London):** What I will do is I will commit to come back to you.

**Mike Tuffrey (AM):** OK. Thank you, Chair.

**Boris Johnson (Mayor of London):** Whether or not we can get the study done by the end of the year I -

**Mike Tuffrey (AM):** That was the date in your Strategy.

**Boris Johnson (Mayor of London):** I will revert to you, Mike.

**Mike Tuffrey (AM):** Thank you.

## **Changes to Housing Benefits**

**Question: Mayor's Oral Update**

**Meeting Date: 17 November 2010**

**Len Duvall**

**Len Duvall (AM):** When will we see that detail? When will we see the detail of the mitigation issues? When will that become public? When will you put that into the public domain? What mechanisms, if you are that concerned, are you going to put in place to monitor that the worst aspects of this reform do not occur? What mechanisms will you put in place here in City Hall?

**Boris Johnson (Mayor of London):** We are working continuously with the Department for Work and Pensions (DWP) to get its estimate of the impact on London households. What we want to do is to minimise that impact. As and when we have the figures, of course, Len, I will put them into the public domain.

## **Decent Homes Standard**

**Question number: 2867/2010 Meeting Date: 15 September 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** Do you have any update for us as to when your study on an enhanced Decent Homes standard will be funded?

**Boris Johnson (Mayor of London):** I am going to have to get back to you about when that study is going to be published.

## **ALMOs**

**Question number: 2867/2010 Meeting Date: 15 September 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** Just then moving on to the funding aspects, you mentioned Sutton, Havering and Redbridge having had their funding because they met the two star standard. You will also know that Lambeth, Tower Hamlets and Lewisham - the poor long suffering residents there, particularly in Lambeth's case having voted for an ALMO with the bribe of all this money - then did not get it. There are 12,000 homes in Lambeth today without that standard in prospect. Can you tell us what your prognostication is for releasing funding through the single housing pot to help those tenants?

**Boris Johnson (Mayor of London):** These are ALMOs that have not received two star status?

**Mike Tuffrey (AM):** Yes. Exactly.

**Boris Johnson (Mayor of London):** I will see what we can do in such cases. Patently what I want to do is to make sure that we get a fair Decent Homes budget for London in the current settlement. That is what we are aiming for. I will come back to you with more detail about what we propose to do in the event of ALMOs not achieving two star status.

## **PFI Schemes**

**2867/2010 Meeting Date: 15 September 2010 Andrew Boff**

**Andrew Boff (AM):** Mr Mayor, when considering the allocation of funds for Decent Homes to boroughs, can you at least seek some assurance that those boroughs are going to spend that money in the most effective way possible, and treat with some suspicion and scepticism the very many Private Finance Initiative (PFI) schemes in London that have resulted in very poor value for money? I refer, in particular, to the PFI contracts let by the previous Liberal Democrat administration in Islington, which is £110 million over budget and subject to legal proceedings as we speak.

**Boris Johnson (Mayor of London):** It is vital that we get value for money from Decent Homes spending. That is why I will get back to Mike about the two star status.

Just on the PFI, people do not realise in London what a catastrophe the PFI continues to be and the huge distortions it is continuing to introduce, for instance, in the health service. I am not familiar with your particular complaint about the PFI but I will be very happy to receive more information about it.

**Andrew Boff (AM):** I have got a feeling, over the next few months, Mr Mayor, that you will be made familiar with that Islington situation.

## **CPI versus RPI**

**Question Number: 2309/2010 Meeting Date: 14 July 2010 John Biggs**

**John Biggs (AM):** Can I raise one other question with you, though. It is a clever question from Mike about CPI versus RPI. I think it is worth reminding ourselves that one of the great distinctions of London against the rest of the country is that housing costs are so much higher here; RPI includes housing costs and CPI does not. Although I would much prefer you to base your fares decision on CPI rather than RPI because it tends to be lower; will you accept that a strong case for London needs to be made on housing costs and that is a fundamental part of your armoury on which we will work with you?

**Boris Johnson (Mayor of London):** Those are valid points about the measurements and the indexes that you should use. We will be looking at all those sets of arguments.

## **Dalston Junction**

**Question Number: 1900/2010 Meeting Date: 9 June 2010 Andrew Boff**

**Andrew Boff**

*Was it worth demolition of the Dalston Theatre and other heritage buildings, the construction of 20 storey blocks of flats with no affordable housing and the expenditure of £40 million on a slab of concrete just so that one bus (the 488) can stop at Dalston Junction?*

**Boris Johnson (Mayor of London):** Andrew, I am told that you have scored a media coup on this matter this morning and you have been on the telly, or something, on this and I congratulate you on that.

I am afraid I am just parroting what it says here because I did not have the advantage of seeing you on the television this morning. I am told that the claim that the bus stop at Dalston has gone £24 million over budget is not something that we can stand up. We are looking into it. I am going to take up your point this afternoon, with David Brown [Managing Director, Surface Transport, Transport for London].

**Andrew Boff (AM):** Thank you, Mr Mayor. The £21 million I found out about before the question so that is why it does not actually feature in the question comes from the London Development Agency minutes. ...What I am asking you to do is to look, if you may, Mr Mayor, at the history of this scheme and make sure that this never, ever, ever happens again. It is an appalling waste of public money. Public money that should have been going into solving some of the deep social problems of the area. Instead, what we have is a bus stop. Thank you, Mr Mayor.

**Boris Johnson (Mayor of London):** Andrew, I am grateful to you for drawing this to my attention in the passionate way that you have and I will certainly take it up with TfL and see what it has got to say about it.

## **Dalston Junction(2)**

**Question Number: 1900/2010 Meeting Date: 9 June 2010 Jennette Arnold**

**Jennette Arnold (Deputy Chair):** Will you copy me into any correspondence that you have with Andrew Boff on this because my constituents do not need further confusion on this matter from Mr Boff raising this matter at this time?

**Boris Johnson (Mayor of London):** I have told Andrew that I will look into the matter that he raises. Whether it is £39 million or £40 million; it seems to be a lot of money to spend on a slab. So I will look at it...Andrew indicates he is happy for you to be copied in.

## **Crown Estate**

**Question Number: 1798/2010 Meeting Date: 9 June 2010 Jennette Arnold**

**Jennette Arnold (Deputy Chair):** Mayor Johnson, firstly, can I thank you for the excellent letter that you and other leaders sent to the Crown Estate in March. What we got was a copy of your letter, but I do not know if it is possible to circulate what their response was? That would be useful. I think, from last night, what we got was they seemed willing to take on a number of points that had been put forward by yourself and leaders of the boroughs: Steve Bullock [Mayor of Lewisham], Jules Pipe, Colin Barrow [Leader, Westminster Council], Keith Moffitt [Leader, Camden Council] and Councillor Rahman [Leader, Tower Hamlets Council].

In terms of what you have indicated you are going to do, can you give us an assurance that you will look to using all your powers and also seek some really good legal advice? One of my constituents has done a little bit of work and it would appear one of the individuals who did this very same thing at the Church Commissioners is one of the persons who is leading this now. That seems outrageous that somebody who failed on promises with the Church Commissioners with the very same thing is now leading this so that really is something to attack.

Can I also ask you to confirm whether you did petition the Board in any other way other than this letter? Will you be liaising with the Constituency Members about this as soon as you have the opportunity, once you have carried out further actions that you are indicating?

**Boris Johnson (Mayor of London):** I will see if we can get you the response.

You are certainly right in what you say about the coincidence that the same personnel seem to be involved in this disposal as were involved in the Church Commissioners' business.

As for my previous interventions in this matter, I would have to get back to you but I do remember having a brief conversation, roughly on the same lines as that in the letter, to the Property Development Forum that took place in the Marché International des Professionnels d' Immobilier (MIPIM). I think I also made a verbal intervention on these lines.

**Jennette Arnold (Deputy Chair):** Thank you for that because the letters from my constituents have not been answered yet and that is something that maybe your office could look through. You might well have been inundated, given that there were a number of letters, but people who are in quite a bit of distress have not had any responses.

Can I just say, there is no option for some of the residents here. There is a lovely lady who wrote to you and she reminded you that she has lived in her home for over 50 years so the threat to the loss of her home is something that is causing her deep distress. So, will you intervene and will you use all powers that you have?



**Boris Johnson (Mayor of London):** I certainly shall and I thank you for the way that you are representing your constituents. I am sorry that they have not had answers yet and I will make sure that they get answers as soon as possible.

## **Cumberland Market**

**Question Number: 983/2010**

**Meeting Date: 17 March 2010**

**Brian Coleman**

**Brian Coleman (AM):** I understand you, in conjunction with London Councils, have written to Sir Stuart Hampson, the chairman of the Crown Estate Commissioners [regarding the proposed sale of Cumberland Market]. The Crown Estate Commissioners' report is, I believe, directed to the Chancellor of the Exchequer. Will you now contact the Chancellor of the Exchequer to intervene in this matter and to say that these estates must remain in public ownership and must retain their role in providing key worker housing in central London?

**Boris Johnson (Mayor of London):** Brian, I congratulate you on the strong stance you are taking on this and the way you are dealing with it on behalf of your constituents and you are right to do it. Yes, we will take all necessary means to ensure that any such sale, that is detrimental to the interests of London families in those houses, is resisted.

**Brian Coleman (AM):** Will you contact the Chancellor of the Exchequer?

**Boris Johnson (Mayor of London):** I will, certainly. At the moment we are concentrating on the Crown Estate but if it is necessary to contact the Chancellor directly then, of course, we will do that.

## **London Plan (1)**

**Question Number: 3106/2009**

**Meeting Date: 14 October 2009**

**Steve O'Connell**

**Steve O'Connell (AM):** I have to say that when the author of the report [the London Plan] poised over the section around back garden protection, he or she must have felt the weight of expectation very heavily on their shoulders. I am pleased at some of the wording around it. I have consulted a couple of senior council leaders and a couple of senior planning executive directors who are content that it does give them the powers to further protect our back gardens. However, in that context, I would perhaps urge you to lessen your temptation to have a light touch upon this generally and perhaps to revisit, once again, the language around that item, particularly, perhaps, to put more emphasis on the Mayor clearly supporting those boroughs who would make a presumption against back garden development. So I would like, perhaps, Mr Mayor, your comment around that.

**Boris Johnson (Mayor of London):** OK. The Plan is out for three months of consultation now so that is a point that clearly we will take on board. I want to give effect in the London Plan to the protection of back garden space and what we are doing is allowing, for the first time, boroughs to do that. It may be that it could be phrased in another way. We will certainly have a look at it.

## **London Plan (2)**

**Question Number: 3106/2009**

**Meeting Date: 14 October 2009**

**Tony Arbour**

**Tony Arbour (AM):** That relates to the targets that you have given in the Plan for each borough to meet the number of sites that they ought to be providing for travellers. You scrapped the housing targets but you have left this target in. We do not believe - and I have raised this matter with you before and that is

why I am astonished to see it in the Plan - that it is appropriate for the Mayor of London to tell the boroughs how many travellers' sites there should be in each London borough.

**Boris Johnson (Mayor of London):** As you know, because we had a long go round this last time, these were numbers that were agreed by London Councils and there is a statutory obligation upon us to bring forward a certain number of proposed sites. As I said to you, I think, on the last occasion we talked about this, Tony, I am more than happy to make representations with you and with other concerned people about the numbers of such sites.

### **London Plan (3)**

**Question Number: 3106/2009      Meeting Date: 14 October 2009      Brian Coleman**

**Brian Coleman (AM):** Mr Mayor, what would your advice be to London boroughs, such as the London Borough of Barnet, who, on an all-party basis, have agreed there are no sites for the 22 travellers' pitches which your London Plan decrees? Should we concrete over some of our allotment space, for example?

**Boris Johnson (Mayor of London):** My advice to you in the London Borough of Barnet is to congratulate yourselves on bringing this up, to join Tony Arbour in making these representations, not just to me, but to London Councils who agreed this quantum of sites. These were not numbers pulled out of a hat in City Hall; they were designated by London Councils. I am perfectly willing to help you to make representations to the relevant government department about this policy but it is a statutory obligation upon us, currently, to pursue it.

**Brian Coleman (AM):** The problem is if we physically cannot find the sites, isn't it. Barnet is not alone in that respect.

**Boris Johnson (Mayor of London):** I hear what you say, Brian. I am keen to help in any way that I can and I will definitely lead you in making more intercessions we can.

### **Affordable Housing**

**Question Number: 2479/2009      Meeting Date: 9 September 2009      Nicky Gavron**

**Nicky Gavron (AM):** Let me just take, on the ground, Hammersmith and Fulham now, because there, there are 7 well built and popular estates, roughly 5,000 homes, and they are up for demolition and replacement with no promise that there will be a replacement of social rented units on them, let alone an increase. I would like from you a cast iron guarantee that, under your leadership, there will be no reduction in the number of social rented homes?

**Boris Johnson (Mayor of London):** Yes.

**Nicky Gavron (AM):** That regenerated estates will have the same, or higher, levels of social rented housing?

**Boris Johnson (Mayor of London):** Well, I can certainly tell you that on -- I think we are now getting to the crux of your question. It is really about Hammersmith and Fulham, right? The position is that officers have met with colleagues in Hammersmith and Fulham to discuss their plans and the borough has given a clear commitment, in their consultation document, not to reduce the level of social housing provision in the borough and to promote mixed and sustainable communities. For the last year, 2008/09, the first year of the targets, Hammersmith and Fulham delivered 285 affordable homes, of which more than half - 150 - were social rented.

**Nicky Gavron (AM):** The target you have negotiated with them is 25% lower than the one you actually suggested originally. I just want to know that council tenants on the estates will still have a home in the same ward, because what is being said is that they will not be able to be housed on those estates, necessarily. Will they have a home in the same ward? I want you to understand --

**Boris Johnson (Mayor of London):** I understand where you are coming from. I understand the question that you are asking. The reality is that Hammersmith and Fulham is producing more social rented housing. I am determined that it should do so. It is joined in that by the vast majority of other London boroughs.

## **Decent Homes Funding (1)**

**Question Number: 2318/2009 Meeting Date: 9 September 2009 Andrew Boff**

**Andrew Boff (AM):** Would it be possible for your Office to provide the implications of this raid on each of the ALMOs affected, broken down by borough? It would be fascinating reading, if that information could be provided.

**Boris Johnson (Mayor of London):** In London?

**Andrew Boff (AM):** In London...But actually broken down and what that will mean for each of those -- what loss in investment in housing that --

**Boris Johnson (Mayor of London):** You mean as Steve was saying because he had a statistic of 900 families?

**Andrew Boff (AM):** Yes.

**Boris Johnson (Mayor of London):** We will certainly see what we can do to provide you with those figures.

## **Housing Targets**

**Question Number: 1722/2009 Meeting Date: 17 June 2009 Andrew Boff**

**Andrew Boff (AM):** Obviously I am trying to persuade you that the best way of achieving your objective of reducing or halving overcrowding by 2016 is that that objective will not be well met by building so many one and two bedroom properties. Still within your criteria the majority of properties will be one and two bedroom flats. Bearing in mind that the vast bulk of overcrowding in the housing stock in London is in one and two bedroom flats it seems daft to me that the majority of properties that you are building will be one and two bedroom flats.

Some while ago I wrote to Richard Blakeway and asked whether or not it would be possible to actually vary the targets for each borough - not numerically but in their breakdowns - so that the targets within them could express the local need for family housing or possibly one and two bedroom flats - but I know of no borough that particularly is calling for more of them - but in the spirit of devolution perhaps we could have varying targets on the size of properties according to the borough?

**Boris Johnson (Mayor of London):** Well I will certainly be happy to raise that with Rick [Blakeway] and I would encourage you to talk to him about it. As I say, I have a figure of 42% in my head for the number of three and four bedroom dwellings we are encouraging affordable --

**Andrew Boff (AM):** 42% is what you have got but that is still not enough. That is still not enough...I would personally like to see a justification for every single one and two bedroom flat that public money is

going into building because I want to see the individual justification for each one - I cannot see what they are.

**Boris Johnson (Mayor of London):** I would be very happy to present the justifications that have been given to me. There are serious justifications given still for the creation of those because there are huge numbers of people now who live either on their own or who need affordable housing or couples who need affordable housing. I am not going to accede to your policy of absolutely no provision of one or two bedroom dwellings --

**Andrew Boff (AM):** I am more of an extremist.

**Boris Johnson (Mayor of London):** -- but your point in support of more family sized dwellings is well made.

## Home Working

**Question Number: 1451/2009 Meeting Date: 17 June 2009 Andrew Boff**

**Andrew Boff (AM):** What I am asking you to do is to try to battle for the local authorities to have more power to be able to enforce the live/work units because we have seen a dearth in their --

**Boris Johnson (Mayor of London):** You mean to compel people if they are given the permission to have a live/work unit to use it as a work unit?

**Andrew Boff (AM):** If that is the permission that they can then be able to enforce that in the future. A lot of local authorities are having an enormous problem with that and therefore are not granting permission for live/work units to start off with in order to avoid the administrative headache at a later time.

There are people who desperately do want to work from home...that option is a very valid one, it is one that meets an awful lot of targets and it is one that I believe you should be supporting.

**Boris Johnson (Mayor of London):** I understand. OK, Andrew. Thank you. I will look into that and it is a point I will bring up with Rick Blakeway and we will get back to you and see what we can do about it. It sounds a little bit as though we would be introducing a really quite tough coercive power to local authorities to compel people to use their property in a certain way, in a way that might be a little bit prescriptive. I think we would have to think about how we formulated that.

## Housing Targets

**Question Number: 1166/2009 Meeting Date: 21 May 2009 Mike Tuffrey**

**Mike Tuffrey (AM):** It is in relation to the 39,000 possible units from land that Transport for London and the London Development Agency own...Can I ask you, urgently, in relation to the 7,000 possible units of land held by Transport for London and the 32,000 possible units from the LDA to put a bit of stick about and get them moving?

**Boris Johnson (Mayor of London):** Yes, of course...Yes, we will. We have to be careful that we do not flog off assets at a time when the value is not, to put it mildly, optimal. We need a strategy to make sure that we do it in such a way that the benefits of making this land available actually accrue to the taxpayer in the long run if possible.

## Secondary School Places (2)

Question Number: 725/2009

Meeting Date: 25 March 2008

James Cleverly

**James Cleverly (AM):** With regards to the expansion in school places within the London Plan, you made reference in your Planning for a Better London document which obviously is the precursor document to the London Plan that the increasing numbers of school age Londoners, together with changes in national policies which encourage greater diversity in school places, will mean a greater demand for land for schools and the London Plan will have to support and facilitate this. Can you assure us that the London Plan will make specific reference to providing space for additional schools in London?

**Boris Johnson (Mayor of London):** Yes, of course I can. London is the big growth area of the UK population. It would be insane not to provide schools here in London.

**James Cleverly (AM):** Further to that, can you also ensure that there is no conflict between the preservation of green spaces in London - I am thinking particularly in terms of playing fields and playing spaces - and the additional provision of space for schools in London?

**Boris Johnson (Mayor of London):** I see no reason why there should be a conflict. In many of the planning decisions I have seen there are ample ways for creating a new school, greatly improving and expanding a school, increasing provision and increasing the size of the classroom space without actually eating into the green fields and the playing spaces.

## Section 106 Agreements

Question Number: 725/2009

Meeting Date: 25 March 2008

Victoria Borwick

**Victoria Borwick (AM):** To follow on from that, when you are putting together the final things for the London Plan, I have noticed recently that when you are doing Section 106 agreements and they are using their toolkit they are very keen on therefore providing you with a one form entry school rather than a two form entry school. In other words there is no flexibility because they say, "The minimum requirement for this size building and for this amount of flats means that actually we only need to provide a much smaller school".

Look at the Victorians. If they had not built the things with capacity and the things that we are still using now, we would not have the space that we have now. What I am saying is, at the moment, there is this whole thing about building the very minimum because of the toolkit that we encourage everyone to use and therefore actually we are not building with the capacity that you, I am sure - and I too - dream of, particularly with some of our views on family housing.

It is fine tuning when you get to the final London Plan to follow on from what James [Cleverly] has said because I know, myself, working on big developments, trying to get more educational.

**Boris Johnson (Mayor of London):** And the toolkit precludes this sometimes?

**Victoria Borwick (AM):** Yes, exactly. It is very prescribed, should I say, and therefore it is very easy for them to say, "This is the very minimum we need to provide" when of course, as a local council, you probably want to provide a larger school or a larger --

**Boris Johnson (Mayor of London):** OK. I get you. It is a very interesting point and I will take it up with our planners.

## Family Sized Units

Question Number: 413/2009

Meeting Date: 28 February 2009 Andrew Boff

**Andrew Boff (AM):** Would you possibly get whichever agency - possibly the LDA because they are the ones who look like they need to be most enlightened - to do some research in this?...We have had a lot of talk over the past few years about extended families, how they are to be encouraged, how we should be bolstering the family unit and how we should be encouraging people to live together and yet we do not provide the right size properties for that to actually happen in London. I would ask that the LDA at least does some research before coming forward with some basically ridiculous justification for spending valuable housing money on perpetuating this glut of one and two bedroom properties that we are seeing specifically in relation to socially rented accommodation.

**Boris Johnson (Mayor of London):** Andrew, you campaigned on this consistently. I cannot comment in detail on the scheme you raise in particular. I think you are right. I think I would like to see some research and I would like to see some argumentation about what LDA priorities are in this matter and I will certainly see what I can provide for you.

## Mortgage Rescue

Question Number: 366/2009 Meeting Date: 28 February 2009

Steve O'Connell

**Boris Johnson (Mayor of London):** It is very hard for Londoners to get value from this [mortgage rescue] scheme, Steve, when after all the average price of a home in London is considerably above the cap set by the Government, particularly for family homes.

**Steve O'Connell (AM):** So, Mr Mayor, at the moment the cap on income is £60,000. Is it right to say, Mr Mayor, that you will be looking at devolving a subsidy to encourage the cap to be increased to £72,000 which would cover many more Londoners because the present scheme actually means that many Londoners - and people in the UK - paying basic rate tax are not entitled to enter this very good scheme? Mr Mayor, will you be taking that action further to encourage and to increase the level up to something like £72,000?

**Boris Johnson (Mayor of London):** It is a very interesting point, Steve, because it is symmetrical with what we are trying to do with the First Steps scheme where we are trying to reflect the particular conditions of the London property market to help people to ensure eligibility for Londoners who face particular difficulties in this city. I will certainly look at what you say and will discuss it at the HCA.

## Borough Targets

Question Number: 422/2009 Meeting Date: 25 February 2009

Andrew Boff

**Andrew Boff (AM):** Mr Mayor, do you think at some point you might be able to issue some guidance either through the London Plan or through the housing targets on the desirability of socially rented homes for families being above the fourth floor in new developments?

**Boris Johnson (Mayor of London):** Andrew, I know this is something that you campaign on and care about very much. I will think about whether such a provision is suitable for inclusion in the London Plan.

## Outer London Commission

Question Number: 360/2009 Meeting Date: 28 February 2009

Brian Coleman

**Brian Coleman (AM):** But will you specifically consider more members to this Commission who reflect issues around the preservation of green space, the preservation of the green belt and have detailed knowledge of the unique suburban environments that exist in London?

**Boris Johnson (Mayor of London):** I will consider that, Brian.

## **Provision of Family Housing**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Andrew Boff (AM):** Could I therefore ask you, bearing in mind the very positive response that you have just given, that you direct the LDA to revisit the Barrier Park East scheme in which it is a partner and in which there is very little family housing and an over provision of one and two-bedroom flats for socially rented purposes?

**Boris Johnson (Mayor of London):** I will certainly have a look at it and ask them to produce—

**Andrew Boff (AM):** This is not a question, Mr Mayor, of you being asked to override a local authority's planning application. This is the LDA itself being a partner in the application, so you have got more leverage.

**Boris Johnson (Mayor of London):** I understand completely what you are saying. This planning application has a very long history and we will certainly have a look at it.

## **Decent Homes Standard**

**Question Number: 2879/2008 Meeting Date: 17 December 2008 Mike Tuffrey**

**Boris Johnson (Mayor of London):** Mike has asked what monitoring will I be undertaking to ensure that London boroughs are meeting the Decent Homes standard and will I publish this data on an annual basis...I have no particular problem with or objection to the suggestion you make, Mike.

**Mike Tuffrey (AM):** Thank you....Now the Homes and Communities Agency London board I think is meeting this Friday. Something like 11% of the monies available to you are allocated to Decent Homes in particular. I do not have a correct answer to this but I am interested in your thoughts as to what is the right balance between putting money into new homes and putting money into bringing up the standard of existing homes given, as I say, 200,000 homes do not meet that basic standard at present?

**Boris Johnson (Mayor of London):** Well that is a very interesting point, Mike, and obviously we should look at the proportion very carefully because clearly, new build is only 1% of the London housing stock. There might be real scope to use that money to bring up to standard existing homes rather than concentrating the budget entirely on new build...We are having a HCA meeting on Friday and it is certainly something that we will look at and I would be very happy to send you the results of our [discussion].

## **High Rise Blocks**

**Question Number: 2550/2008 Meeting Date: 12 November 2008 Navin Shah**

**Boris Johnson (Mayor of London):** Your question is about the chances of saving Harrow town centre from high-rise blocks and implementing that policies to protect suburban areas from high rise development. That is my policy, particularly when those developments are opposed by local communities. Although I have to say that in respect of Harrow I am not aware of high-rise blocks that are currently being proposed.

**Navin Shah (AM):** They are being proposed. Obviously you are not aware of them...

**Boris Johnson (Mayor of London):** Sorry, Navin, I do not want to interrupt you, but on the detail of Harrow – I mean I will take this up but it may be that I am being misled here because I just want to be very clear – I am told that the proposals are for buildings up to ten storeys in height.

**Navin Shah (AM):** There is one that already has been dealt with. There is a second one which has already gone through stage one where you have not opposed a project which actually is over 19 storeys. Those we can talk about outside this Question Time.

**Boris Johnson (Mayor of London):** I will have a look at them... I am told that the schemes envisaged are only ten storeys in height. There has obviously been some confusion here and I take the point you make. I will go back and have a look and ask my planners to have a look at this again and we will see what happens in stage two.

## **High Rise Blocks**

**Question Number: 2550/2008 Meeting Date: 12 November 2008 Navin Shah**

**Navin Shah (AM):** ...can you tell us what is the timeframe for this Outer London Commission to report and also can you tell us whether it will take onboard this major issue for which there is strong opposition from local residents about tall buildings in suburban areas which do impact adversely on the heritage and character of the suburban areas?

**Boris Johnson (Mayor of London):** I certainly will, Navin, and this is one of the things that William McKee will be looking at. I am determined not to go round imposing on outer London boroughs tall buildings that they do not want... It is important not to be completely dogmatic about this and to say that all tall buildings are intrinsically evil though personally I think that too often they can be blots on the landscape. I will make sure that William McKee takes account of this and obviously if you want to make your own representations to him that would be all well and good.

## **Wards Market**

**Question Number: 2507/2008 Meeting Date: 12 November 2008 Joanne McCartney**

**Joanne McCartney (AM):** I wanted to come in because Andrew's raised the issue of affordable rents for markets and you can see we have representatives from Wards Corner Coalition, the Latin American Market here as well. I met with them this week and one of the things they are concerned about is ongoing rents should development go ahead on the site. I know that it is within your planning ambit at the moment so you cannot comment on the planning application itself, but could I ask you to agree that Ian Clement [Deputy Mayor, Government Relations], who you have delegated this decision to, will actually meet with representatives, that they can personally put their case to him before you make your final decision?... I am just asking for your commitment to a meeting to talk about this.

**Jennette Arnold (Chair):** ...you will get an answer to that when we get to the question on Wards Corner...

**Boris Johnson (Mayor of London):** Well, let me just say that the answer is going to be yes when the question comes.



## Housing Strategy

**Question Number: 2420/2008 Meeting Date: 12 November 2008 Mike Tuffrey**

**Mike Tuffrey (AM):** What I want you to do is send out a signal, first that you will publish, say, quarterly real-time performance so that we can see which councils are managing to step up to the plate [in terms of targets for affordable homes] and which are not. The first commitment is will you publish those numbers regularly, say on a quarterly basis?

**Boris Johnson (Mayor of London):** A regular assessment of which councils have agreed to deliver such and such a number?

**Mike Tuffrey (AM):** No, no. Are achieving. So, they are going to agree the targets and we will see those. Then we need to see are they making it month-by-month, quarter-by-quarter.

**Boris Johnson (Mayor of London):** Well, it does not seem unreasonable. If you forgive me I will look into the whys and wherefores and the modalities of delivering that. Providing we can do it without unnecessary hassle and expense, of course we will.

## Housing Strategy

**Question Number: 2420/2008 Meeting Date: 12 November 2008 Len Duvall**

**Len Duvall (AM):** What I am saying – and particularly on council renewal schemes – where they are knocking down existing council homes, will you separate those out in the targets when it comes to be reported back. They are not new; they are replacements.

**Boris Johnson (Mayor of London):** I see the point you are making, Len. I mean I think I would have to go back and talk to our housing people about the definitions and on which side of the target line they would fall. To be honest I cannot give you an answer now but I will be happy to revert to you.

## Thames Gateway

**Question Number: 2518/2008 Meeting Date: 12 November 2008 Gareth Bacon**

**Gareth Bacon (AM):** Would you agree then, Mr Mayor, that it is important to simplify the structure of the Thames Gateway area and it would only be sensible of any Government, existing or future, to ensure that the mammoth and tangled bureaucracy is both simplified and refocused on deliverables rather than simply on spending money?

**Boris Johnson (Mayor of London):** Gareth, I could not agree with you more and I think it is high time that the 66 quangos were concerted more effectively and I thought I saw some nodding from this side of the Chamber [Labour side]. I think it would be greatly to the advantage of the Thames Gateway and of London if there were a more effective grip on this spending. There is a huge opportunity to do something fantastic. It would be a great shame if that spending were wasted.

**Gareth Bacon (AM):** Thank you for that reply again, Mr Mayor. So, on that basis would you agree to lobby both the existing Government and the opposition to that end?

**Boris Johnson (Mayor of London):** I will... Just for the benefit of people watching this, this is CLG money which I cannot direct it personally, but I think we certainly should be lobbying for tighter and more effective control of what is going on.

## Queen's Market

**Question Number: 1597/2008 Meeting Date: 10 September 2008 Jenny Jones**

**Jenny Jones (AM):** Given that you cannot comment on this in particular, would you be prepared to commission a piece of work which looks into - and the previous Mayor was fantastic at doing this and I am sure you want to emulate him - existing planning policies and whether or not they do support this sort of street market retail outlet?

**Boris Johnson (Mayor of London):** Yes, I will certainly do that. I am determined to support street markets. I think they are a wonderful part of London life. As you say, they also can bring great benefits to local communities and to people on low pay and I am certainly interested in all that.

**Jenny Jones (AM):** I understand that. When this piece of work has been done will it go into the London Plan?

**Boris Johnson (Mayor of London):** I am certainly interested in that argument and I am persuadable upon that...

**Nicky Gavron (AM):** Mayor, as it has been pointed out that markets are languishing right across London, regardless of the political complexion of the boroughs, can I suggest that it is a very suitable area for planning policy in your new revised London Plan?

**Boris Johnson (Mayor of London):** Thank you, Nicky. That was the point that I think Jenny was really driving at and that is certainly something that we are very, very happy to take on board, as we say in politics.

## Queen's Market (2)

**Question Number: 1597/2008 Meeting Date: 10 September 2008 Jenny Jones**

**Jenny Jones (AM):** This Assembly has done some work on street markets already, which I am sure this piece of work will include. Would you be prepared to visit Queen's Market and have a look at it, without commenting obviously? Would you be prepared to do that and meet the campaigners and just listen to what they are saying?

**Boris Johnson (Mayor of London):** I see no reason why I should not go; I will go dumb; I will go incognito. I think you have achieved your objective, Jenny!

**Dee Doocey (AM):** Mr Mayor, I just wanted to say I certainly welcome the fact that you are going to get involved but the Assembly's Economic Development, Culture, Sport and Tourism Committee did quite a lot of research on it and I would just ask that you read the report and, in particular, the recommendations before you go and visit the market because I think it will give you the background -

**Boris Johnson (Mayor of London):** OK.

## Queen's Market (3)

**Question Number: 1597/2008 Meeting Date: 10 September 2008 Roger Evans**

**Roger Evans (AM):** Whilst you are out east visiting Queen's Market, Mr Mayor, will you undertake to travel a bit further east to revisit Romford Market which is very much an example of somewhere which is well run and is thriving. I know you enjoy a visit there so it seems like a fine opportunity.

**Boris Johnson (Mayor of London):** Yes.

## **Affordable Housing**

**Question Number: 1856/2008 Meeting Date: 10 September 2008 Nicky Gavron**

**Nicky Gavron (AM):** I do not know if you are aware but there are going to be now 47 discounted - that is slightly below market - housing, 23 intermediate and 109 market [at the Bloemfontein Road development in White City]. Of all that only eight are going to be three-bed. This is a development, part of which is adjacent to a health centre, next to a park, ideal for families and the social rented component would have been for the families... We now, cross-party apparently, have a consensus to get family housing and we have now just given approval to a development of getting on for 200 units with 8 units of family housing next to a park and with a health centre. I just want to press that point to you...

**Boris Johnson (Mayor of London):** ...I will look into your specific question of why there is not family housing. I quite agree with you we should have more family housing.

## **Affordable Housing**

**Question Number: 1384/2008 Meeting Date: 16 July 2008 John Biggs**

**John Biggs (AM):** A question about affordable housing: would you agree with me...that there is a real problem where some of the London boroughs with high land costs are placing their homeless families in some of the London boroughs with low land costs, particularly Barking and Dagenham, where a lot of inner London boroughs are renting wholesale private rented accommodation to put homeless families which causes enormous social pressures in the destination borough whilst getting the home boroughs off the hook if you like? That has caused enormous difficulties for my constituents and my borough councillors in Barking and Dagenham. Would you be happy to use your good offices to try to influence policy to discourage that from happening beyond reasonable limits? There is a protocol which is currently being repeatedly broken by boroughs, I understand.

**Boris Johnson (Mayor of London):** This is a very important issue and that is exactly the kind of thing that I want to see addressed in the City Charter, the congress system that we are setting up. I am very much aware of the point that you make and if there are particular social consequences that you are seeing in your area or particular examples of ways in which this is causing distress or excessive burdens on your constituency, then I would be very, very grateful if you could send me some kind of brief résumé of it so I can draw it to the attention of the other boroughs.

## **Visit to Dalston**

**Question Number: 1384/2008 Meeting Date: 16 July 2008 Andrew Boff**

**Boris Johnson (Mayor of London):** Thank you, Chair, and thank you, Andrew [Boff]. I hope I will not be violating any protocols, Chair, if I say that I would be very happy to take up Andrew's suggestion [to visit a development area in Dalston] and come and see the site for myself.

**Jennette Arnold (Chair):** And will you inform the Constituency Member?

**Boris Johnson (Mayor of London):** I will certainly.

## **Energy Efficient Buildings**

**Question Number: 932/2008 Meeting Date: 21 May 2008 Nicky Gavron**

**Nicky Gavron (AM):** Will you then work with the Assembly constructively to ensure that we actually get some of the barriers removed to making all London's buildings energy efficient?... Insulation is not going to get us very far.

**Boris Johnson (Mayor of London):** Well I am not certain that is true. ...I will certainly work with you, Nicky, and you can count on me as an absolute champion for all that kind of thing.

## **Play Space**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Nicky Gavron**

**Nicky Gavron (AM):** Can I move on to another point which is a very important component of the Plan which is directly relevant to young people and it is very recent, it has just been put in the Further Alterations; it is a requirement that all new housing developments in London must provide play and informal recreation space for children and young people, ten square meters per child or teenager, either on site or in the neighbourhood if there is something that can be improved and accessible, and the developers have to maintain that for 15 years.

**Boris Johnson (Mayor of London):** Look, I think people listening to you across London would think that is a wholly laudable objective and it sounds like something I would want. ...I think it sounds like the kind of thing that we might well include but, as I said earlier on, I also want to make sure that we protect playing field space in London and I am going to be looking at ways of doing that in cooperation with the boroughs....Nicky, I think what you are saying is of incredible importance and I will do my utmost to make sure that we build accommodation in London that has adequate provision for children to play.

## **Minimum Space Standards**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Nicky Gavron**

**Nicky Gavron (AM):** Can I finally end on another point which is you have said that you want Londoners to live in beautiful homes of the right size and not rabbit hutches. The previous administration was moving towards introducing minimum space standards. When I first began in planning we did not think Parker Morris was good enough. Now we would die to have Parker Morris ...I want you to support that and to make sure it is in your revision to the London Plan and you will have to consider whether it is there for all homes not just affordable homes.

**Boris Johnson (Mayor of London):** I will have to look at the reality of whether we can introduce it for all homes but I certainly think that it is time we reintroduced a modern version of the Parker Morris standards.

## **Green Homes**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Darren Johnson**

**Darren Johnson (Deputy Chair):** But regardless of where the money comes from you are committed to ensuring much greater levels of investment in green homes than currently?

**Boris Johnson (Mayor of London):** I am certainly committed to green homes. If you are asking me now to make some extravagant spending commitment which I might regret I am afraid I am going to pass that opportunity, but I will definitely work with you to make sure that we have lots of wonderful new technology green homes.

## **Back Garden Space**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Steve O'Connell**

**Boris Johnson (Mayor of London):** As I say, I want to make sure that as we rewrite the London Plan - and I hope that I am going to have support at least from Nicky in this and hopefully from others - I think

that we should specifically be writing into the London Plan the protection of back garden space so that there is a presumption in planning questions in favour of protecting back gardens with all the biodiversity, amenity and everything else that they provide.

## **Housing Targets**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Mike Tuffrey**

**Mike Tuffrey (AM):** Still pursuing the housing theme: your case is that removing the 50% target and with it the threshold for small size developments will yield more units of housing and more units of social housing in particular. Will you therefore commit to a certain number in total? What is your total number that you are committing to?

**Boris Johnson (Mayor of London):** As I just said, we intend to build 50,000 by 2011.

**Mike Tuffrey (AM):** What about the total number of housing units...in London. The previous Mayor's strategy was for 30,500, which I think is in the London Plan. What is your target for the total number of units in London each year?

**Boris Johnson (Mayor of London):** We are going to be revising the London Plan but I have no hesitation in sticking with the targets we announced during the campaign which matched the ambitions of the Mayor. What I am saying is that we will achieve these ambitions more effectively by being more flexible and more pragmatic.

**Mike Tuffrey (AM):** OK, so you are committing to the 30,500 units per year as in the current London Plan and as in the Draft Housing Strategy. OK. That is important to get that on the record. Can I ask you then about waiting lists, which grew 68% under your predecessor? Will waiting lists be higher or lower at the end of your Mayoralty?

**Boris Johnson (Mayor of London):** Of course I want to reduce waiting lists.

**Mike Tuffrey (AM):** You will write that into the London Plan and into the Housing Strategy?

**Boris Johnson (Mayor of London):** Well, as I say, the process of rewriting the London Plan will be a laborious one but it sounds to me like a laudable objective to want to reduce waiting lists.

## **Family Sized Units**

**Question Number: 932/2008**

**Meeting Date: 21 May 2008**

**Navin Shah**

**Navin Shah (AM):** Mr Mayor, I am also after a commitment from you. The question relates to the issue about the family size units. Certainly in outer London boroughs there is a glut of small one and two bedroom units. Definitely what every borough aspires to are family size units. Are you committed, and would you put that clearly in the London Plan, that there would be greater emphasis for a larger proportion of family size units and to better the Parker Morris standards?

**Boris Johnson (Mayor of London):** The question is very clear. We will certainly look at that....I will look at that idea and all I can say is superficially I view it with favour.

## London Plan Review

Question Number: 932/2008

Meeting Date: 21 May 2008

Andrew Boff

**Andrew Boff (AM):** I welcome, Mr Mayor, your commitment to protecting back garden spaces but in your deliberations I hope that you do take into consideration how a general approach like that might affect the interests of those people who merely want to extend their properties to accommodate growing families, and I do hope that you will take that into consideration in that Plan.

**Boris Johnson (Mayor of London):** I am aware of that issue and of course will be taking that into account.

## Strategic Views

Question Number: 874/2008

Meeting Date: 21 May 2008

Tony Arbour

**Boris Johnson (Mayor of London):** I do think that we should be protecting strategic views in London and I do think that we should be preserving beautiful internationally famous buildings from being salami sliced away from view. That is why I will be working to make sure that we restore the original RPG 3a of 1991 and that we protect London's historic buildings from invisibility at the hands of new skyscrapers... We are going to do it. What we have got to do, technically, is we have to go back to the Secretary of State. We are going to do that. We are going to get the current dispensation changed to ensure that we have better protection for London's historic views.

## Economic and Business Policy

### Energy Efficiency Budgets

Question number: 2812/2010 Meeting Date: 15 September 2010 Darren Johnson

**Darren Johnson (AM):** I completely agree and RE:NEW is absolutely the right programme and the right way of delivering it. However, the projections that were put together from LDA for the funding plan do rely on significant borough contributions as well as the Carbon Emissions Reduction Plan funding from the energy companies and the Kickstart funding from the LDA. Have you lobbied the boroughs directly or spoken to borough leaders to seek assurances that they have made provision for this in their spending plans for the next year?

**Boris Johnson (Mayor of London):** I repeatedly mention the vital importance of retrofitting to borough leaders. I will see what we are doing specifically on making these points to boroughs and seeing how better we could get that point across.

**Darren Johnson (AM):** I would urge you to write to all the borough leaders a) pointing out the importance of this scheme and the funding to continue if it is to be a success and b) to get assurances from them that they do put it in their own spending plans.

**Boris Johnson (Mayor of London):** It may be that we have, indeed, written such a letter. I will find out what we have said and how we have achieved it.

**Darren Johnson (AM):** It would be a real shame to see the RE:NEW programme strangled, through lack of borough financial support when it is now getting off the ground.

## Promoting London Abroad

**Question number: 2964/2010 Meeting Date: 15 September 2010 Tony Arbour**

**Andrew Boff (AM):** Mr Mayor, have you done any kind of cost benefit analysis of promoting London abroad, rather than just relying on the fact that it is the most famous city on earth? I wonder what promotion it really needs.

**Boris Johnson (Mayor of London):** You say that, Andrew, but I have to say I do not agree with what I think is your assumption that we can just leave it to London's worldwide reputation to do the job for us. You need to be out there. This is a highly competitive global economy where people are offering endless persuasions and inducements to move firms to one big city or another we have to be out there. We have to be competing. We have to be getting our message across. We cannot be complacent. In the 1970s and 1980s New York became incredibly complacent about this kind of thing. It lost huge amounts of ground - and, indeed, it lost out in the 1990s to London. We cannot afford that kind of complacency, and I do want a powerfully promoted London brand that everybody understands, that is recognised around the world and that makes a difference to jobs and growth in this city.

If you want a cost benefit analysis then that could be readily supplied. I am sure we can easily supply you with the relevant data about the number of positive inquiries that have led to actual investments here in London and the number of firms that, we think, have been attracted by promotional activity of one kind or another. We can easily, I think, demonstrate the value to Londoners of projecting around the world the advantages of coming to live and invest in this city.

## Pay Review

**Question: Oral Update Meeting Date: 15 September 2010 Darren Johnson**

**Darren Johnson (AM):** I am pleased you highlighted the pay review because when I asked you in July I was very reassured by your answer that you fully supported pay ratios in the public sector; the Prime Minister's proposal that no employee should earn more than 20 times the lowest paid employee.

It was disappointing to see your own Economics unit actually attack that very proposal in its submission to the Hutton Review. You might say they are all independent minded economists and so on. Will you, as Mayor of London, personally put your own submission into that review so that we have a little bit of consistency coming out of the Mayor's Office?

**Boris Johnson (Mayor of London):** As I said in my answer, hoping to anticipate your entirely reasonable point, the function of economists is to give a range of economic arguments on the plus and on the minus side. As you know, because you will have read it, they think that if you have a fixed 20:1 ratio the risk is that some organisations will try to subcontract and push the low paid out of their list of employees in order to be able to meet the ratio, which would clearly be absurd. That is an interesting point that is worth bearing in mind. It in no way detracts from my support for this ratio and that is something that I have made clear to you.

**Darren Johnson (AM):** Will you put that support in writing to the Hutton Commission then?

**Boris Johnson (Mayor of London):** I am entirely willing to put such support in writing to the Hutton Commission.

## **Future Job Fund Places**

**Question Number: 2023/2010 Meeting Date: 9 June 2010 Joanne McCartney**

**Joanne McCartney (AM):** We have heard in the last four weeks that the Government is cutting the 40,000 future job fund places and a lot of them were earmarked for London. There are quite a number of university places being cut which will particularly affect that age group. You have said you are going to create apprenticeships but that is not going to make up for the range of other opportunities that have now been lost because of the Government's programme. I am wondering what lobbying you are doing on that and if you are looking to undertake further action, particularly for that age group?...Have you lobbied the Government about this loss of training and job opportunities for our young people and have you made representations? If you have not, will you do so?

**Boris Johnson (Mayor of London):** I have certainly made general representations about the need to maintain support for skills and training in London. If you direct me to the relevant announcement I will, of course, take that up with the Government.

## **London Living Wage**

**Question Number: Oral Update**

**Meeting Date: 9 June 2010**

**John Biggs**

**John Biggs (AM):** Labour Members congratulate you on increasing the London Living Wage but would you be prepared to commit yourself to a piece of work to try far more vigorously to tackle the knotty areas where employers are unwilling to implement it? There are sections of the economy such as hospitality and so on where you have made utterances but, as yet, the progress has been very limited. We would be very happy to work alongside you in helping to improve the poverty wages of people in those areas.

**Boris Johnson (Mayor of London):** John, I am grateful for the spirit in which you make that suggestion; I am delighted by it. I will support that and I would like to work together with you in an effort of persuasion because, although you are right to say I have made speeches to the hospitality sector about the importance of this and the merits of the London Living Wage in promoting loyalty and in saving you employment costs in the long run, this is something that cannot be imposed, particularly in tough economic circumstances; you need to argue for it and, if you want us to argue together, then I am more than happy to do it.

## **London Living Wage(2)**

**Question Number: Oral Update**

**Meeting Date: 9 June 2010**

**Andrew Boff**

**Andrew Boff (AM):** Mr Mayor, I think a lot of lower paid Londoners will welcome the initiative that you have taken on the London Living Wage and that you are driving it forward. Could you communicate the way in which you have done that to, perhaps, some other London borough leaders as well, perhaps the London Borough of Hackney, who, to this day, its learning trust is still advertising on its website vacancies for £6 an hour? Also, could you remind it that, if it claims that it is going to be a London Living Wage supporter, then how is it that, as recently as February, it awarded a contract to the ominously named KGB Contracting to provide cleaning in the schools of Hackney and, as a part of that contract, not only does this contractor pay much less than the London Living Wage, because of the adjustment of the working weeks down from 52 down to 47 weeks, it is actually, one could argue, paying less than the minimum wage? This is from a borough that claims to be a supporter of the London Living Wage? So perhaps if you could, Mr Mayor, communicate how you have been successful to a borough that has been particularly unsuccessful in living up to its public pronouncements.

**Boris Johnson (Mayor of London):** Andrew, as ever, I am grateful to you for that. I have the honour of meeting Jules Pipe [Mayor, London Borough of Hackney], whom you may know, later on today and if you would be kind enough to provide me a paragraph summarising that I will, of course, relay it to Jules.



## **Living Wage Commitment**

**Question Number: 905/2010 Meeting Date: 17 March 2010 Jenny Jones**

**Jenny Jones (AM):** For example, you have just signed a contract with a hotel here in London for £900,000 and there is no commitment to the Living Wage. Now surely that is within your gift, within your aegis, and you could have specified that they have to pay their workers the Living Wage?

**Boris Johnson (Mayor of London):** Well, I will certainly look into that, Jenny. I think you are being a little bit unfair when you say that we just talk about the London Living Wage. I think we have done a huge amount to mobilise support for it and I think that if you look at companies that you would not expect to be paying the Living Wage like Barclays, like big accountancy firms, now in London they are understanding the point that I have repeatedly made: that it is not just a good thing for their employees and it is right that their employees should get £7.60, or whatever it is per hour, in London, given the extreme expense of living in London; it is also good for the companies because, if you pay the London Living Wage, then you engender loyalty and commitment and you end up, actually, having a more economical wage bill because you are able to mobilise your staff in that way. I think, actually, we have done a great deal to promote that.  
....

**Jenny Jones (AM):** When you spend money, you can dictate the terms of spending that money. You can do it. In this big huge contract, nearly £1 million, you did not specify that.

**Boris Johnson (Mayor of London):** Let me look at this contract and let me see exactly what we have or have not done.

## **Living Wage Commitment (2)**

**Question Number: 905/2010 Meeting Date: 17 March 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** I ask you to commit, in relation to contracts issued by this body, will you make it a requirement that the London Living Wage is paid by contractors? It is very simple. That is the way to implement it.

**Boris Johnson (Mayor of London):** As I said to Jenny [Jones], I will look at the contract that she has mentioned and I will see what we can do.... The difficulty, Mike, is whether is the legal implications of trying to enforce contracts on contractors and sub-contractors all the way down the chain and I am certainly willing to look into it but there are difficult issues that it raises.

## **Job Seekers Allowance Bus and Tram Pass take-up**

**Question Number: 1576/2009 Meeting Date: 17 June 2009 Mike Tuffrey**

**Mike Tuffrey (AM):** Can you just look at ways of promoting it [the discounted fares scheme] more: at ticket stations, in libraries, let's talk to the boroughs and anybody who is interacting because this is a real practical help and we need to give it a good push?

**Boris Johnson (Mayor of London):** Absolutely. I think you are dead right. I do not lose a single opportunity to mention it on the television whenever I am invited to discuss the things that we are doing to help Londoners to deal with the problems of the recession. I mention it along with the expansion of the Freedom Pass and other measures.

Obviously, everybody round the horseshoe, this is something that we have done to help Londoners in an economic downturn. I think it is something we should all be putting on to our newsletters and I am sure that Labour Members will be wanting to point out that this step has been taken by the Mayor and will want to be making that point accordingly. I hope very much that we work together to get the message over.

## **Amnesty of Illegal Immigrants**

**Question Number: 688/2009**

**Meeting Date: 25 March 2008**

**Jenny Jones**

**Jenny Jones (AM):** Do you remember, when we discussed this before, that a majority of this Assembly actually voted to support you on the amnesty for illegal immigrants and I just want to reiterate that some of us are totally behind you, if not in front of you, leading the charge on that. So we are very happy. Are you still happy to work together with the Assembly to make some sort of joint case for the Government so that we can keep pushing on this?

**Boris Johnson (Mayor of London):** As you know, we are still waiting for the London School of Economics and Political Science (LSE) report. We had a draft which was really about the numbers.

The issue we have to work out is whether we can do this without introducing too much of a pull and too much of an incentive to people to break the law. That is what you cannot do. You cannot have a situation in which people think, "Oh well, listen, if you can get to Britain and you can hang around long enough, you'll be all right". There has got to be very, very clear signals sent out that we do have tough border controls and that should be a pre-requisite. We should properly police our borders. We should not allow people to come in illegally --

**Jenny Jones (AM):** Actually the more you are talking the less I am agreeing with you so perhaps we should just stop there! I was trying to be nice to you on this occasion!

**Boris Johnson (Mayor of London):** I am not, and I do not think any of us, should be in favour of encouraging people to break the law and to come and live here illegally. Whatever we do we need to come up with a solution that does not trigger that.

**Jenny Jones (AM):** You will work with us anyway on this topic.

**Boris Johnson (Mayor of London):** Of course.

## **Business Rates**

**Question Number: 748/2009**

**Meeting Date: 25 March 2008**

**Andrew Boff**

**Andrew Boff (AM):** Can you assure me, however, with regard to small businesses, that you will look into any part of the GLA group that may choose this time to increase rents for small businesses?

**Boris Johnson (Mayor of London):** Yes, Andrew. This is something you have been vigilant about and you have campaigned upon before. If there is a particular example of a TfL rent that is going up unreasonably or anything you would like to draw to my attention I will, of course, look into it.

**Andrew Boff (AM):** Thank you.

## **Small Businesses**

### **Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**James Cleverly (AM):** Mr Mayor, pressure on small businesses is acute during this economic climate. Do you support London government's plans to pay their bill to suppliers more promptly?

**Boris Johnson (Mayor of London):** I do and I think everybody in the public sector, as I was saying earlier on, owes a huge duty now to struggling small businesses. That is why it is absolutely right that we should be paying our bills within ten days and I would like to see this done across Whitehall.

**James Cleverly (AM):** Thank you. In support of that will you encourage all the budget holding bodies to publish their average payment period in the forthcoming budgetary year and ensure that year-on-year we insist that there is a downward pressure on that average payment period to suppliers?

**Boris Johnson (Mayor of London):** That sounds like a very sensible suggestion and if it can be done without too much bureaucracy then, certainly, I think it is something that we should do, yes.

## **TfL Commercial Tenants**

### **Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Andrew Boff (AM):** Mr Mayor, TfL will be asking each of its commercial tenants this year for an average £580 extra to raise the £700,000 increase that they are looking for from TfL. Bearing in mind your declared support for small businesses is this not the year to forgo that increase?

**Boris Johnson (Mayor of London):** Thank you for drawing that to my attention. We will look at it and certainly I will get Peter Hendy to get back to you on that. We will do a study on the cost implications of that.

## **Business Support for the Voluntary Sector**

### **Question Number: Oral Update Meeting Date: 17 December 2008 Dee Doocey/Joanne McCartney**

**Dee Doocey (AM):** You talk about the LDA putting £23 million into business support plus a further £10 million in loans and this is absolutely welcome. My concern, though, is for the voluntary sector. In paragraph 41 you just talk about lobbying for them to receive increased funding but you acknowledge freely that the advice centres are under huge and increasing pressure, people looking for advice. We know of this sector, where you could normally just rock up and go and get advice immediately, there are now sometimes two-week waiting lists in order to get advice, but you are not proposing that the LDA puts any money into this. I think just saying that you are going to lobby somebody else, presumably the Government, for them to get extra money is not really worth a row of beans and I would feel much, much happier if you were to take on board the problems that these advice centres deal with the voluntary sector and the fact that when people get timely advice about their debts it often helps them enormously not to lose their homes. I really would ask you to look at that in particular.

**Boris Johnson (Mayor of London):** Well, Dee, I think it is a very good point and like you, I very much value the work of the Citizens Advice Bureaus (CABs) and I think they do a fantastic job. Very often they save everybody, they save politicians in particular, a fantastic amount of time and they save the welfare state a great deal of money simply by helping people with timely advice. I will look at your suggestion that the LDA should contribute to them. I will pass it on to the LDA Board. Obviously what we do not want to do is get into the game of accidentally displacing funds that might come from either the boroughs or from Government.

**Joanne McCartney (AM):** Will you also agree that a lot of the advice that you are proposing here to give to SMEs could equally be applicable to those organisations in the voluntary sector and social enterprises? Would you ask the LDA to look at whether they could open their doors to those organisations, as well?

**Boris Johnson (Mayor of London):** Yes, Joanne. Of course they are important economic actors, as well. No one is going to deny that they produce consumption and production and that they contribute to the economy and they contribute to social well being. The vital thing that we need to ensure is that we can measure outputs with such agencies. I think where the LDA got into problems over the last few years and why to a large extent it managed to lose the confidence of people in London was because it was not satisfactorily measuring outputs. It is vital that we do that.

## **London's Economy**

**Question Number: Oral Update Meeting Date: 17 December 2008 Dee Doocey**

**Dee Doocey (AM):** Can I finally just draw your attention to the economic seminar that was held by the Assembly's Economic Development, Culture, Sport and Tourism Committee last week and the recommendations that fell out of that and ask you to look at particularly things like diversifying London's economy and balancing the needs of the newly unemployed with long term unemployed. So if you could look at that, as well that would be helpful.

**Boris Johnson (Mayor of London):** Certainly, I am grateful to you.

## **Green Collar Jobs**

**Question Number: Oral Update Meeting Date: 17 December 2008 Jenny Jones**

**Jenny Jones (AM):** Could I ask you that you perhaps do put a figure on this at some point because it would help us in our calculations.

**Boris Johnson (Mayor of London):** If it would help you politically to come up with a figure of the number of green-collar jobs we jointly want to generate then I am sure we can come up with a figure.

## **Shepherd's Bush Market**

**Question Number: 2507/2008 Meeting Date: 12 November 2008 Tony Arbour**

**Tony Arbour (AM):** Traditionally being under the arches or on land which is owned by transport undertakings has always been the first stop for small entrepreneurs setting up in their businesses. I receive representations from TfL tenants in Stamford Brook who believe that the increases in their rent are very substantial and under current circumstances unaffordable. Can I put it to you, Mr Mayor, it is better to have some rent from an occupied premise than no rent from someone because the business has been driven out by the policies of TfL? Would you suggest to TfL that if that is the stark option facing them, it is better for them not to go for the increase in rent?...

**Boris Johnson (Mayor of London):** Of course I would make that point.

## London's Economy

**Question Number: 1982/2008 Meeting Date: 15 October 2008**

**Jenny Jones**

**Jenny Jones (AM):** When do you expect the LDA to publish its report on the Commercial Opportunity for London Businesses Environment Sector?

**Boris Johnson (Mayor of London):** Jenny, I am going to have to pass on that one. I will get back to you and I will let you know as soon as possible.

## London Living Wage

**Question Number: 1147/2008 Meeting Date: 18 June 2008 Joanne McCartney**

**Joanne McCartney (AM):** An annual report was done on the London Living Wage and whether it needed to be raised at all and that report was due to be published during the election but obviously could not be. Will you undertake to actually release this report now and that if that report recommends raising the London Living Wage that that will take place with immediate effect?

**Boris Johnson (Mayor of London):** Yes, it is my understanding that the London Living Wage is calculated by GLA economics.

**Joanne McCartney (AM):** I understand a report is there waiting to be released.

**Boris Johnson (Mayor of London):** I will make sure, just as you say, that we do release it so that we can see what they are saying.

**Joanne McCartney (AM):** And that all GLA employees will be paid that raised amount?

**Boris Johnson (Mayor of London):** If that is the procedure then certainly that is the outcome that I will support...

**Joanne McCartney (AM):** The GLA has a procurement policy and part of that procurement policy is that contractors should abide by paying their workers a London Living Wage. Will you make sure that in all your dealings in all the contracts that come out of this building that that is set in those contracts also?

**Boris Johnson (Mayor of London):** I will certainly make sure that we are able to disseminate the benefits of the London Living Wage as widely as possible, particularly through our procurement policies.

**Joanne McCartney (AM):** And will you be encouraging in your congress of London leaders that all London boroughs should take the same stance as well?

**Boris Johnson (Mayor of London):** That sounds like a very good idea.

## Education and Skills

### Secondary School Places

**Question Number: 725/2009**

**Meeting Date: 25 March 2008**

**James Cleverly**

**James Cleverly (AM):** Thank you, Mr Mayor. You mentioned already the difficulties that local authorities have with the Government's traditional lag in estimating the education requirements within boroughs. Considering that that is an ongoing and longstanding problem, will you lobby the Government to take away

the regulations preventing surplus education capacity within boroughs so that boroughs can, where they feel it appropriate, get ahead of the game?

**Boris Johnson (Mayor of London):** Very good idea. That certainly seems something we could, jointly with London Councils, take up with the Government.

## Education

**Question Number: 2164/2008 Meeting Date: 15 October 2008 Roger Evans**

**Roger Evans (AM):** ... the Harold Hill Learning Village - which is going to be a specialist science and mathematics academy; just the sort of place that perhaps might consider the physics of tunnelling and transport engineering as well. That particular proposal is supported - and we very much welcome their support - by Queen Mary University and by the Worshipful Company of Drapers. We would value your support as well if you could consider giving us that and if you could consider perhaps visiting Harold Hill to see the site and to learn more about the proposal?

**Boris Johnson (Mayor of London):** It was not so long ago that I was in Harold Hill- although, admittedly, it was before the election... I must go back to Harold Hill. I will come back. I know that we will fix it up. It sounds like a very interesting idea.

## London's Economy

**Question Number: 1982/2008 Meeting Date: 15 October 2008 Jenny Jones**

**Jenny Jones (AM):** Another area is skills because, if we are going to move into this era of mitigating climate change, we need a lot of green skills that at the moment we do not have; there is an incredible shortage. So will you revisit your Skills Strategy to think how investment here could catalyse industries and education?

**Boris Johnson (Mayor of London):** Yes.

## Health and Public Services

### London Ambulance Service

**Question Number: 1967/2010 Meeting Date: 9 June 2010 Mike Tuffrey**

**Mike Tuffrey (AM):** Good. A third suggestion is around the London Ambulance Service which is the only emergency blue light service that is not part of this. It seems to me the London Ambulance Service could become a functional body, as with fire and police, and then we would get joined up. Already there are patient transport issues that would team up across with TfL, and the whole civil emergency side would team up with other work that is already going so. So that would be another one that could be brought down to regional level.

**Boris Johnson (Mayor of London):** I like the idea. I think possibly I had better take it up with representatives of the emergency services, from TfL.

**Mike Tuffrey (AM):** Yes, but they will not like it of course because it is change. It does not like change. Just a bit of history for you.

**Boris Johnson (Mayor of London):** Let me look into, Mike.

## Emergency Services

**Question Number: 394/2010 Meeting Date: 24 February 2010 James Cleverly**

**James Cleverly (AM):** The other point that I would like to touch upon is about the coordination of emergency services. We currently have a situation where we have excellent Chairs of both the London Fire and Emergency Planning Authority and the Metropolitan Police Authority, yet we have little practical influence over the London Ambulance Service. Yet, as we head towards 2012, the coordination of those three emergency services is absolutely essential. Would you consider looking at the coordination of blue light services pan-London?

**Boris Johnson (Mayor of London):** I certainly would. I think that is an extremely good point and I will be taking that up with NHS London.

## Thames

**Question Number: 2287/2009 Meeting Date: 9 September 2009 Tony Arbour**

**Tony Arbour (AM):** I wonder, when you are discussing Mogden with Thames Water, you might raise a much longer standing problem, indeed two much longer standing problems. One is the Mogden pong and the Mogden mozzies. For years my constituents have been plagued by mosquitoes accompanied by the most awful smells from Mogden. Thames Water has made the point that their difficulty is that it has, itself, to fund any works which are going to be required to deal with the problems, both that which has been set out by Dick [Tracey] and the problem of the smell and the mosquitoes.

I wonder if, whilst you are talking to Thames Water, you could ask them about the difficulties that the Office of Water Services (OFWAT) has raised with them about the way these improvements to Mogden and the conditions of my constituents in Twickenham and Isleworth can have their environment improved. My understanding is that OFWAT has to give consent for substantial sums of expenditure to be raised on infrastructure and I am told... that OFWAT is unwilling to recognise further odour prevention works at Mogden as an obligation or a fully supported service improvement.

I can tell you that the many Londoners who support you in that part of London do think that something should be done about the smell and the mosquitoes as well as the stuff flowing into the river and I would be very glad if you would investigate that relationship.

**Boris Johnson (Mayor of London):** Well, thanks, Tony. I think that everybody listening to you will consider your constituents redoubtably defended on those points. I will look into the mosquitoes and the pong and I will get to the bottom of the point you raise about OFWAT's apparent reluctance to see the necessary improvements to the Mogden Sewage Treatment Works. I am informed that they will be completed by 2013. Admittedly, that is some way off still but it should bring some alleviation of the problems you describe.

## A&E Closure

**Question Number: 2331/2009 Meeting Date: 9 September 2009 James Cleverly**

**James Cleverly (AM):** Actually, on that, with regard to having a strategic view on this, will you write to NHS London? One of the points that was raised in the Health and Adult Services Scrutiny Committee at Bexley Council, where the management of the hospital trust was questioned, one of the things that came to light was, despite now having three hospitals within a single NHS trust and despite having the ability to manage finances across the three hospitals, it seemed that little or no planning was put in place to use those

economies of scale and to use that flexibility of scale to ensure that absolutely core health provision was maintained at Queen Mary's Hospital.

So will you write to NHS London and demand that it looks at the strategic use of both human resource and financial resource across London to ensure that we get these core services delivered?

**Boris Johnson (Mayor of London):** Yes. James, I am certainly very keen to ensure that we take a strategic view about the provision of health care in London and that we work together with the boroughs and with the primary care trusts (PCTs) to protect vital services. I thought the arguments for keeping the A&E at Queen Mary's in Bexley were very good. I am sorry that we seem to have lost those.

I do think that you have to introduce a bit of balance into this conversation and you have to recognise that we need reform in the NHS and there are improvements that can be made. We should not be stick-in-the-muds and there are things that can be done to improve the NHS. That is all I will say. But that, I think, must be done by looking at the strategic needs of London as a whole.

**James Cleverly (AM):** Thank you for that final point. I think you are absolutely right. The improvements that need to be made in the efficiencies of the NHS are widely known. However, my great concern with this is that the bringing together of the three hospitals to form the one super south London hospitals NHS Trust was exactly designed to allow the management team to have the flexibility to deal with pinch points and pressure points like the A&E at Queen Mary's Hospital and they seem to have singularly failed to take advantage of that structure.

I would ask that you support my calls both to the local hospital trust and NHS London to take full advantage of those structural changes to maintain the essential services across South East London.

**Boris Johnson (Mayor of London):** I am certainly willing to help you, James, in that or, indeed, any other matter.

## **Tuberculosis**

**Question Number: 1472/2009**

**Meeting Date: 17 June 2009**

**James Cleverly**

**Boris Johnson (Mayor of London):** James [Cleverly] has asked a very complicated question about tuberculosis and the guidelines for inoculation for children in high-risk areas of London. All I can say, James, is that some of your question is actually at variance with some of the data that I have about the guidelines that are currently being applied. Can I propose that what I do is agree certainly to work with you to write a letter to the Joint Committee on Vaccination and Immunisation that will satisfy your point?

I am told, for instance, that it is the case already in boroughs with disproportionately high rates of tuberculosis (TB) there is automatic inoculation at birth for all children. That seemed to me at least to address your point but I may have misunderstood the key point you were trying to make....I am very, very happy to work with you [James Cleverly] to come up with a message to the Joint Committee on Vaccination and Immunisation to re-emphasise our particular concern about the incidence of TB in London boroughs and the measures it is taking to target vulnerable groups. I am more than happy to work with you on that.

## **Tuberculosis (2)**

**Question Number: 1472/2009**

**Meeting Date: 17 June 2009**

**Richard Barnbrook**

**Boris Johnson (Mayor of London):** Chair, through you, if I could just say that my information is that in boroughs with disproportionately high rates of TB immunisation is offered at birth to every child.

**Richard Barnbrook (AM):** No, it is not.



**Boris Johnson (Mayor of London):** If that is not the case in Barking and Dagenham then clearly I will take steps to find out the arguments why not, but it may be that it is still not thought that the incidence is sufficiently high to warrant it.

## **Post Offices**

**Question Number: 2519/2008      Meeting Date: 12 November 2008 James Cleverly**

**James Cleverly (AM):** I, like you, welcome this dramatic U-turn by the Government Minister after consistent pressure and, I have to say, cross-party pressure and I am glad to see that the Labour Members opposite are willing to stand up to their own Government when it is clearly heading in a direction that benefits no one in London. As you say, I think it is incumbent upon us to ensure that the positive words that have been released by the minister do not end there and that we keep a watching brief to ensure that the post offices are continually supported by the Government. Will you join me in writing to the Minister [Secretary of State for Business] to inform him of our support for his decision, but also informing him that we will not leave this where it is but we will continue to watch to ensure that his words actually turn into actions?

**Boris Johnson (Mayor of London):** I certainly will. I think you are absolutely right.

## **Chase Farm**

**Question Number: 2322/2008      Meeting Date: 15 October 2008      Brian Coleman**

**Boris Johnson (Mayor of London):** I have been a couple of times, as you know, to Chase Farm and I am aware of the very strong local feeling about that. It is certainly true that we do not think that this consultation has been as good as it should have been and I will be writing to the Health Secretary to that effect.

**Brian Coleman (AM):** I am most grateful, Mr Mayor, for your intervention because, as you will know, the Boards of the three PCTs - Enfield, Haringey and Barnet, full of Labour place men - voted for changes despite all the borough councils of all political persuasions being opposed and then the Secretary of State confirmed the decisions of the three PCTs... On the wider point, will you lobby for a role in strategic decisions in London on health services because, surely, if the elected Mayor of London - perhaps acting as a strategic health authority for London - had been involved or had taken the decisions at least there would be democratic accountability from the Mayor to the people affected by these health service changes?

**Boris Johnson (Mayor of London):** Thank you, Brian. I do not want to deviate from the answer I gave to John a moment or two ago about not seeking fresh mandates and not seeking territorial aggrandisement. I think that we have quite a powerful position at the moment in the sense that it is my duty to look at health inequalities and you correctly phrased your question. We can and do have an interest in this matter and I will be writing to the Secretary of State to the effect that you and I both want.

## **Health Investigations**

**Question Number: 1840/2008      Meeting Date: 10 September 2008      James Cleverly**

**James Cleverly (AM):** I am sure you are also aware of the Assembly's innovative use of technology and social media to promote this [the London Assembly investigation into alcohol misuse by young people]. Will you also support our endeavours to try to make that work?

**Boris Johnson (Mayor of London):** Absolutely. I think it is exactly the kind of thing we should be doing and you should be using all sorts of means to reach out to your target audience which is, after all, young people.

**James Cleverly (AM):** Thank you...I am sure you are aware, but probably far too modest to crow about the fact, that on the Facebook social networking website you are the most popular British politician with over 14,000 fans...Would you therefore give me a commitment that you will send out a brief message to your 14,000 fans inviting them to come to the London Assembly's page in support of this investigation and get involved in helping us solve this problem?

**Boris Johnson (Mayor of London):** I am totally behind that.

## **Post Offices**

**Question Number: 1569/2008**

**Meeting Date: 16 July 2008**

**Richard Tracey**

**Richard Tracey (AM):** Mr Mayor, I hope that you are going to continue to campaign vigorously against the closure of post offices but you may be aware and you may like to ask your office to investigate that where councils such as the Borough of Wandsworth are coming up with alternative locations for some of these post offices, the Post Office itself is not making it at all easy to negotiate new agreements. It does strike me that that is obstructing the will of local people when indeed solutions can be found, so will you pursue that point?

**Boris Johnson (Mayor of London):** I certainly will, Richard. Can you send me the details of these efforts by the Post Office to obstruct local solutions and we will get on to it immediately?

## **Post Office Closures**

**Question Number: 1142/2008**

**Meeting Date: 18 June 2008**

**John Biggs**

**John Biggs (AM):** The problem we have is that this week some of the post offices are closing - certainly one in Poplar in my patch is shutting this week - and we may be waiting until the end of time for the court to come back. Meanwhile the post offices will be closing and people will be losing their services. So two strands; what are you doing to expedite that and are you working with councils and other bodies to find alternative funding packages, which I think is something that is being pursued by the excellent Conservative Council in Essex of course?

**Boris Johnson (Mayor of London):** I have been looking at these options and Ian Clement, the Deputy Mayor, is actively seeking the widest possible range of solutions. I have to say that it is difficult for us now to promise to take on open-ended commitments to funding and financing post offices... There are real difficulties we face in mounting a wholesale rescue operation with GLA money. Rest assured that we are looking at every conceivable option to make sure that these post offices which are so important, where they can be protected, are protected.

## **Healthcare for London**

**Question Number: 1063/2008**

**Meeting Date: 18 June 2008**

**James Cleverly**

**James Cleverly (AM):** I think the changes put forward by Darzi are another classic example of a single solution trying to be shoehorned into a range of circumstances and, as you say, there may well be examples where polyclinics and the coming together of GPs is entirely appropriate. However there are many parts of London where the geographical nature and the physical distances between communities would make that kind of clustering and centralisation entirely inappropriate and, rather than increasing the range of services

to people, they will in fact simply move services further away from the necessary point of delivery. Will you add your voice to the campaigns of people who in their specific environs do not wish polyclinics forced upon them?

**Boris Johnson (Mayor of London):** Yes, absolutely, James. Insofar as I think that the initiative is likely to lead to health inequalities and to remove a benefit and a service on which local people have relied, then, yes, I do think it will be my duty as Mayor to campaign against them.

## 2012 Olympic Games

### ODA

3423/2010 Meeting Date: 13 October 2010 Brian Coleman

**Brian Coleman (AM):** You will recall, Mr Mayor, when Mr Higgins and Mr Armit [Chairman, ODA] appeared before this Assembly in Plenary session on 21 October 2009 there were discussions that took place about Mr Higgins' salary of £641,000 a year but, more importantly considering he has now resigned, the matter of his deferred bonus. Can you assure this Assembly that either his deferred bonus is going to be waived or not going to be paid, or is it going to be paid to him on his departure from the ODA? That is a matter for London taxpayers I would have thought.

**Boris Johnson (Mayor of London):** Do you know what, Brian. That is a brilliant point. I do not know what the answer is about his accrued bonuses. We will have to revert to you. I am sorry. We will have to get back to you.

**Dee Doocey (Chair):** Can I just say, for the record, first of all, that I am concerned that a question that you have been given by Mr Coleman in advance you do not have the answer to. Mr Coleman has, very clearly, asked, "What arrangements have been reached over the payment of Mr Higgins' accrued bonuses?" I think, Mr Mayor, you need to make sure that your advisers brief you in future so that you do have the answers to Members' questions... I am saying that you have been asked a question, in writing, very clearly, and you have not got the answer. Can we just have an assurance that you will make sure that you deal with it in future?

**Boris Johnson (Mayor of London):** It is, strictly speaking, a matter for the DCMS what happens to his accrued bonuses. I appreciate what Brian says and --

**Brian Coleman (AM):** Sorry, Mr Mayor, the ODA is summonsable by us. LOCOG is not but the ODA is.

**Boris Johnson (Mayor of London):** I am going to make sure that we do get further and better particulars on that and they will be relayed both --

**Dee Doocey (Chair):** Indeed, as a Member of the Olympics Board, you should be able to answer that question.

**Boris Johnson (Mayor of London):** -- to you and to Brian.

## Olympic Village

Question Number: 2376/2010 Meeting Date: 14 July 2010 Andrew Boff

**Andrew Boff**

*Will you review the plans for social apartheid on the Olympic Village post-2012?*

**Boris Johnson (Mayor of London):** Andrew, I reject the use of the term apartheid in respect of the Olympic Village. I am sure you have got a copy of this beautiful document - you will see market and intermediate and social rented accommodation is, in fact, distributed throughout the site. What I would like you to do is look at the Legacy Masterplan when we unveil it later this month and look at the way that we are going to be promoting family housing of all kinds around the site.

**Andrew Boff (AM):** Yes, there is social housing on the site. There are, effectively, rich blocks and poor blocks. It is not pepper potted throughout the site. Typically one of the blocks that you have got in front of you is going to be for social and intermediate housing, and the remainder of the blocks are going to be for sale. This goes against all the recommendations of the 2007 Select Committee from the House of Commons which recommended that pepper potting should be the approach of achieving mixed tenure communities in all new developments.

To be honest, this is a development that would make the Victorians blush because it is basically pushing the poor people over into little manageable blocks where they can keep out of the way. What this is is a victory for estate agents and all those people who do not like the idea of poor people living next door to them.

**Boris Johnson (Mayor of London):** Those comments cannot conceivably bear any relation to the drawings here. If you look at what is proposed, in the same block, the same square, you have intermediate, you have family homes and you have the --

**Andrew Boff (AM):** No, that is not the same. Mr Mayor, you have been wrongly advised because the advice that we have had, if you take one of those typical four sided blocks, you will see three sides will be for purchase, and one side, a separate discrete block - because they are not continuous blocks - will be for social housing and intermediate housing.

**Boris Johnson (Mayor of London):** That is not quite true actually, Andrew, it is not true.

**Andrew Boff (AM):** I would be delighted if I am wrong, Mr Mayor, because certainly that would be against all the enquiries that I have made with the ODA - because I have quizzed it on this - and it said, "Sure enough. It is going to be very difficult to sell these properties if people know they have got social rented housing people next to them". That is how they have organised it and that is the information that I have had about the deal it has had with Triathlon Homes.

**Dee Doocey (Chair):** Could I suggest, Mr Mayor, that you come back to Andrew [Boff] --

**Andrew Boff (AM):** Yes, please. I absolutely hope, Mr Mayor, I have made a complete fool of myself. I would welcome that.

**Boris Johnson (Mayor of London):** You are right to be concerned about this issue and it is very, very important. As I look at the diagram I have before me it shows, very clearly, that there are market sale family homes on the first few floors, then affordable rent above then, on the other side, you have got complementary mixtures of housing of one kind or another. A real effort has been made to jumble up and to pepper pot in the way that you suggest.

**Andrew Boff (AM):** That is not the advice we have received, but I look forward to your investigation.

## **Olympic Travel (1)**

**Question Number: 3634/2009 Meeting Date: 18 November 2009 Richard Tracey**

**Richard Tracey (AM):** Mr Mayor, Jacques Rogge has of course said on television (TV) that he is prepared to listen to alternatives to Zil lanes and the use of limousines and so on so I hope, when you see him, you will remind him that he said that publicly and that, indeed, in London, we are committed, wherever possible, to using public means of transport, rather than big motor cars...

**Boris Johnson (Mayor of London):** Well, let us just take those points in turn. I am seeing Jacques Rogge fairly soon and I am going to be reminding him of what you and I both saw him say on TV. That is great stuff. We do want to minimise the Olympic Route Network, we do want to minimise disruption and, in so far as he is supporting us in putting people on public transport, that is fantastic.

## **Olympic Travel (2)**

**Question Number: 3634/2009 Meeting Date: 18 November 2009 Kit Malthouse**

**Kit Malthouse (AM):** When you meet Mr Rogge would it be possible for you to try to negotiate with him that any Olympic officials who are staying in the West End, in my constituency, would use the Jubilee Line to go to and from the Stratford site, rather than use any of the limousines that may be laid on for them?

**Boris Johnson (Mayor of London):** All these points I can assure you, Kit, will be made to the IOC. You are right about the Jubilee Line; the Jubilee Line is going to be, eventually, substantially improved. When they finally get their act together we are going to have a massive increase in capacity on the Jubilee Line and it would be quite wrong of the Olympic family to ignore that that will be, easily, the best way for them for getting from Piccadilly to Stratford.

## **Sports Participation (1)**

**Question Number: 3551/2009 Meeting Date: 18 November 2009 Andrew Boff**

**Andrew Boff (AM):** Mr Mayor, would you undertake possibly to contact John Amaechi, the former basketball star, who was an ambassador for the original Olympic bid, who says that he is not convinced that the language used around legacy, when bidding, is the same that we are using now, and is concerned that both LOCOG and the ODA are falling back on to the physical legacy of the Olympics, rather than what was part of the bid, to increase sports participation? He is very concerned - and I have talked to him myself - that there are not the sports coaches in place and there is not the support for the amateur clubs in place, to turn the enthusiasm that will be generated by the Olympics into young people involving themselves, for their lives, in sport.

I think it is a noble aspiration that this would be the one Olympics which could actually turn the tide of the Olympics because no previous Olympics actually has resulted --

**Boris Johnson (Mayor of London):** No. You are right.

**Andrew Boff (AM):** -- in an increase in sports participation. We have got to treat this seriously, we have got to have a programme in place and we cannot just rely on hope that sports participation will increase. So I would encourage you, sir, to contact him and take his views on board.

**Boris Johnson (Mayor of London):** John Amaechi?...I certainly will. This is of huge importance. Look at the map of deprivation in London. The areas of poverty. They are overwhelmingly congruent with the areas of low sports participation. There is a direct overlap between those two phenomena. We have got to do something about it. We are, of course, doing a huge amount in supporting not just boxing clubs but also, of

course, the Kickz programme, which we want to extend throughout London. We want to see Kickz rugby, for instance, taking off in boroughs where they do not handle an elliptical ball very much and we want to see far more progress generally.

## **Sports Participation (2)**

**Question Number: 3551/2009**

**Meeting Date: 18 November 2009 Murad Qureshi**

**Murad Qureshi (AM):** The thing I wanted to mention is that we do have, what I regard as the crown jewels, which is the London Youth Games in London, where we have the activities of all schools and local authorities. I think there are clear patterns that have emerged. I had the privilege of competing in those in the early 1980s, when it was set up soon after the Jubilee, and it is quite clear that the outer London boroughs do better. For example, Redbridge and Havering do very well. Not surprisingly because, actually, they have got a very good amateur sports set up there which supports the schools. We do not see that, unfortunately, in inner London because the facilities just are not there.

I think that is something that your funding programmes need to focus on because I actually think it is a good way of exposing young people at school to all the various sporting options, not just the team sports which tend to get most of the attention.

**Boris Johnson (Mayor of London):** Certainly we will look at that and I think the London Youth Games are fantastic. I point out, of course, we funded the London finals of the street athletics this year which had 2,200 young people participating. I do think that is another way of getting people involved in track and field who might not, otherwise, have the facilities in inner London. We do want to support things of that kind.

## **2012 Paralympic Games**

**Question Number: 2367/2009**

**Meeting Date: 9 September 2009 Dee Doocey**

**Boris Johnson (Mayor of London):** The answer is that the broadcasting contract will be let in the next 12 months and The London Organising Committee of the Olympic Games (LOCOG) hopes to make an announcement on that.

**Dee Doocey (AM):** Right. Does that worry you, Mr Mayor, on the basis that that no planning can take place by the media until the broadcast contract has been let? Surely you recognise that, in order to maximise television coverage, the broadcasters will need to have input into the scheduling?

**Boris Johnson (Mayor of London):** Well, I am told that there is plenty of time to ensure that there is adequate coverage of the Paralympics and I am determined to make sure that that is so, but if you think there is a real risk to this then clearly that is something we must raise with LOCOG and I think we need to spell out what the anxiety is. But my information is that there is plenty of time between now and 2012 to get the scheduling right.

**Dee Doocey (AM):** Right. My information is that it is a real risk and that planning really does need to start now. I know this is something that is very dear to your heart, which is why I am raising it with you, because you are on the Olympic Board, you have got a representative on LOCOG --

**Boris Johnson (Mayor of London):** OK. Could you send me something explaining what the risk is and I will put it to LOCOG and to the Board?

**Dee Doocey (AM):** I will indeed, Mr Mayor. Can I also ask you, please, if you could promise to do everything in your power to ensure that the Paralympics - which, as you know, is always much more successful for us than the Olympics - is broadcast during peak viewing time on mainstream free to view TV?

**Boris Johnson (Mayor of London):** Are you asking me to exercise editorial control over the BBC?

**Dee Doocey (AM):** No, no, no... My concern is that the Paralympics is treated in the same way as the Olympics is and that it is not put on some terrestrial TV that you have got to pay for. I want to make sure that it is on mainstream TV, that you will do everything you can to make sure that it is broadcast during peak hours and that it is free to view.

**Boris Johnson (Mayor of London):** Can I propose that I see if I can get you a conversation with LOCOG about this and we put your concerns to them?

**Dee Doocey (AM):** I think that would be great. In the meantime, would you agree that you will do everything in your power, as Mayor of London and as one of the people who is responsible for the Olympics - on the basis that you are a member of the Olympic Board - to ensure that it is on prime television and it is free to view?

**Boris Johnson (Mayor of London):** I will do my utmost to make sure that the Paralympics is viewed by the widest possible audience commensurate with the limits I have to my rod.

**Dee Doocey (AM):** On free to view TV... Will you agree that you will do everything in your power that the Paralympics is broadcast on free to view TV?

**Boris Johnson (Mayor of London):** Yes, I will certainly help in that respect.

**Dee Doocey (AM):** Thank you.

**Boris Johnson (Mayor of London):** But there may be limits to what I can achieve there, Dee [Doocey], is what I am telling you.

## **Olympic Route Network**

**Question Number: 397/2009**

**Meeting Date: 28 February 2009 Victoria Borwick**

**Victoria Borwick (AM):** Roger [Evans] and I had a visitation - if that is what one calls a group of taxi drivers; I am sure there is a collective noun - and they were very concerned that because of course the traditional London taxi is fully disabled compliant that they were not going to be allowed to use the Olympic Route Network and they wanted to ensure that the transportation on the Olympic Route Network should be fully disability compliant. So perhaps you could add that into the process because their concern was that they would not be allowed to use the taxi route network.

**Boris Johnson (Mayor of London):** The taxis were concerned they would not be allowed to?...That is a very interesting point.

**Victoria Borwick (AM):** It was the disability feature that I wished to highlight because that was the point they made to us. They were saying to us, are you saying that on the Olympic Route Network there will be vehicles that will not be Disability Discrimination Act (DDA) compliant and surely therefore we should use our existing and traditional London taxis in order to fulfil that criteria.

**Boris Johnson (Mayor of London):** If you would send me the details of what they said I will certainly put it to the ODA and to LOCOG.

## **Payment of Invoices – Olympic Family**

**Questions to Mayor on the Draft Consolidated Budget 2009/10 Meeting Date: 28 January 2009**

**Victoria Borwick (AM):** It is our intention that all members of the GLA family should pay their invoices in a more timely manner. I think it is something we would all absolutely agree with. Could you confirm this is actually going to happen on the Olympics with the subcontractors because I understand that one of the lessons that can be learned from the [Millennium] Dome is that this was one of the reasons for the cost overruns and obviously the delays in the processes there and it is something we should watch out for?

**Boris Johnson (Mayor of London):** It is a very, very good point, Victoria [Borwick]. The Olympic Delivery Authority (ODA) is not actually, of course, a Mayoral body but I do sit on the Olympic Board and I will use my offices there to see what we can do.

## **Olympic Village**

**Question Number: 2088/2008 Meeting Date: 15 October 2008 Mike Tuffrey**

**Mike Tuffrey (AM):** ...what I am wanting to get from you is what the latest is on the affordable housing percentage within the Olympic Village and whether you see that as being adjusted downwards to help close the gap. What is the latest on that?

**Boris Johnson (Mayor of London):** The latest on that, Mike, is there are certainly no plans to do that. I can show you - and it would be perhaps helpful for you to see - some of the illustrations of the Olympic Village as it is currently conceived and the proportion of affordable and part buy/part rent - both types of affordable - that we are going to be introducing into the Village. It is certainly not our intention to reduce the affordable component of the Olympic Village. If you would like more details on that then I would be very, very happy to supply them.

**Mike Tuffrey (AM):** I think I would.

## **Transport for 2012 Olympics (2)**

**Question Number: 2099/2008 Meeting Date: 15 October 2008 Caroline Pidgeon**

**Caroline Pidgeon (AM):** What about TfL instructing Cubik to start work on enabling visitors to the Olympics from outside London to use Oyster Card or their mobile phones for events and for travel; something you said was, "Both a commitment and an aspiration" at the last Question Time? Has that started...has TfL instructed Cubik?

**Boris Johnson (Mayor of London):** Caroline, I will revert to you on that but it is certainly something that we want to do.

## **Transport for 2012 Olympics**

**Question Number: 2099/2008 Meeting Date: 15 October 2008 Caroline Pidgeon**

**Caroline Pidgeon (AM):** The upgrade of the North London Line to Stratford is integral to the Olympic Transport Plan and it was to be part funded by the ODA. What are the implications to Londoners of the £40 million cut back by TfL London Rail at Camden Station? You are Chair of TfL; you should be aware of this...a £40 million cut back will mean that there will be a reduction in trains per hour from eight per hour to six per hour between Willesden Junction and Stratford which is not what was promised and what was expected. How do you react to that? You are Chair of TfL; what are you doing about that?



**Boris Johnson (Mayor of London):** I do not recognise the figures that you suggest, Caroline. The key issue here is that we get this thing done and we get the North London Line extension. The anxiety, to be honest, is that the Government will seek the opportunity created by this crisis to say, "There are cuts and savings we've got to make" and the North London Line could be amongst them.

**Caroline Pidgeon (AM):** But this is a specific TfL London Rail cut, not government.

**Boris Johnson (Mayor of London):** No, no, no, this is ODA. You are quite right to say this is ODA money. This is an £80 million ODA contribution - or a £107 million ODA contribution - and it is vital that that money is kept on stream and that we get the upgrade to the North London Line that Londoners want.

**Caroline Pidgeon (AM):** OK. Perhaps you can come back to me in more detail on that in writing?

**Boris Johnson (Mayor of London):** I will certainly revert to you about the TfL contribution.

### **Olympics Through-Ticketing**

**Question Number: 1704/2008**

**Meeting Date: 10 September 2008**

**Caroline Pidgeon**

**Caroline Pidgeon (AM):** ...how will you secure through-ticketing for the Olympics and ensure that all visitors can use just one card - or even, as you have suggested, their mobile phone - for travel and events in 2012?

**Boris Johnson (Mayor of London):** That is a very good point and a very good question. That is exactly the kind of thing in the next three and a half years that we will have the time in TfL to get right, to address and to make sure that we have a fantastic through-ticketing system that gets people from wherever they are in the country to the Olympic Site. I am sure we can do that.

**Caroline Pidgeon (AM):** So that is an aspiration or a commitment; that you are going to have this through-ticketing?

**Boris Johnson (Mayor of London):** It is both as aspiration and a commitment. How about that?

**Caroline Pidgeon (AM):** It is a commitment. Thank you very much.

### **Olympics Advisory Groups**

**Question Number: Oral Update**

**Meeting Date: 18 June 2008**

**Dee Dooney**

**Dee Dooney (AM):** Finally, I just want to ask you if you could please consider, when you are setting up these advisory groups, if you could make them cross-party, because the Olympics does transcend politics and it really should not just be a group of cronies.

**Boris Johnson (Mayor of London):** Let me say, for instance, on the group that will be advising about the legacy, of course it will be cross-party. Indeed, it will be of vital importance that it should have proper input from the host boroughs.

## Food

### Growing Food in London

Question Number: 1983/2008 Meeting Date: 15 October 2008

Jenny Jones

**Jenny Jones (AM):** Will you commit to making the London Plan much more protective of green space and growing space?

**Boris Johnson (Mayor of London):** Yes.

### Growing Food in London (2)

Question Number: 1983/2008 Meeting Date: 15 October 2008

James Cleverly

**James Cleverly (AM):** Whilst food security is an important issue I think a more pressing issue is the efficiency of food supply for London. My London Assembly constituency sits right on the border - in fact I might argue it sits within - the garden of England and a huge amount of food is produced literally on our doorstep yet there are a huge number of legislative hurdles making it difficult for food producers in Kent to supply London. Can you give us a commitment that you will perhaps meet with representatives from the farming community in Kent to discuss ways of making it easier for food producers in the Home Counties to supply the Metropolis with food?

**Boris Johnson (Mayor of London):** James, that is a very good idea. If it is possible to meet with representatives of the farming community in Kent then let us do that. I certainly think there should be more supply of locally grown food within London and one thing I am keen to do is to use the opportunity of the Olympics to see what we can do to boost supply for local producers.

### Spirit of Broadway

Question Number: 2295/2008 Meeting Date: 15 October 2008

Andrew Boff

**Boris Johnson (Mayor of London):** You are saying can we make sure that when anybody in the GLA group disposes of an asset they take account of the importance of fresh fruit, fish and vegetables and all the rest of it and I think I have already said that I do think that should be a consideration... I am grateful to Andrew for his repetition of his important point and we will certainly take that into account when we make our decisions about any disposals.

## Culture and Sport

### Major Sports Events

Question number: 3443/2010 Meeting Date: 13 October 2010 Andrew Boff

**Andrew Boff (AM):** I am not saying that we should not bid for the 2018 World Cup. I think, on balance, it looks OK but, when you are actually seriously going to construct a bid, you need more robust evidence that it is going to be of benefit than somebody who is actually involved in the bid. That is why I am asking for an independent look at these future sporting events, so that we know that the evidence is there. It can go wrong. I am not saying that it has to be perfect all the time. I just do feel that you want something rather than just on instinct --

**Boris Johnson (Mayor of London):** I understand that completely. Just to go back to the point I was making; we do not bid for absolutely everything on principle. We think very carefully about these things. I

do think it is good for the city and good for London that we are seen as a global sporting capital. We have got the rugby, we have got the hockey and we have a huge American National Football League (NFL) thing in Trafalgar Square coming up this month. It is great that London is seen as a global sporting capital but that has also got to feed into economic benefits. In the case of the Olympics or the FIFA World Cup you can see that.

I will think about what you say. I will think about whether our GLA Economics needs to be involved in assessing more closely the economic benefits of these bids.

**Andrew Boff (AM):** I am a bit astounded by what you have just said. Has it not been involved?

**Boris Johnson (Mayor of London):** It is involved but whether or not we produce a specific detailed --

**Andrew Boff (AM):** Have is not been involved in the bid?

**Boris Johnson (Mayor of London):** As you know, what will happen is that we will commission a series of reports from PricewaterhouseCoopers --

**Dee Doocey (Chair):** Can you answer the question about GLA Economics?

**Andrew Boff (AM):** If you can get back to me, Mr Mayor, on whether or not the GLA Economics unit - which costs us money - has been involved in the bids for these athletics events?

**Boris Johnson (Mayor of London):** I am sure it has been involved. What you want to see is a specific analysis of the cost benefit of every sporting --

**Andrew Boff (AM):** Seems reasonable.

**Boris Johnson (Mayor of London):** Whether we have analysed the benefits of having the National Football League in Trafalgar Square next Friday I do not know --

**Andrew Boff (AM):** I am talking about major events. You know that is what I am talking about.

**Boris Johnson (Mayor of London):** It is a pretty major event.

**Dee Doocey (Chair):** Right. You are going to get back to Mr Boff.

**Boris Johnson (Mayor of London):** Someone will get back to Mr Boff.

## **Royal Parks**

**Question Number: 1843/2010 Meeting Date: 9 June 2010 Tony Arbour**

**Tony Arbour**

*Can you confirm that when the Royal Parks Agency comes under your jurisdiction, you will scrap the planned parking charges in Richmond and Bushy Parks?*

**Boris Johnson (Mayor of London):** Yes. The answer is yes, Tony.

**Tony Arbour (AM):** Good. Are you aware that the Royal Parks Agency has just submitted a planning application to put in the paraphernalia which is required for charging for parking in the Richmond and Bushy Parks?

**Boris Johnson (Mayor of London):** I hope very much that the plans that it is putting in to effect will be ditched before the transfer of the management of the parks to the GLA, which is due to happen. Even if it goes ahead, we will scrap the parking charges planned.

## **Royal Parks(2)**

**Question Number: 1843/2010 Meeting Date: 9 June 2010 Kit Malthouse**

**Kit Malthouse (AM):** In respect of parking charges, can I invite you to consider that while Tony Arbour's residents enjoy free parking in the Royal Parks which you are guaranteeing, my residents do not in their local parks and, therefore, my residents are, in effect, subsidising the maintenance of Richmond Park for the pleasure of Tony Arbour. We would welcome the introduction of honesty boxes in the Royal Parks in central London for the relief of the extremely high charges that are levied on my residents for using the parks. I wondered whether you would bear that in mind before you favour the residents of south west London over those of central London?

**Boris Johnson (Mayor of London):** I am grateful to Kit for his suggestion and we will certainly look into his suggestion, though I do not think I can offer him any immediate relief on that point.

## **Royal Parks(3)**

**Question Number: 1843/2010 Meeting Date: 9 June 2010 Kit Malthouse**

**Kit Malthouse (AM):** Just relating to our previous subject of the Crown Estate, one of the issues that the Royal Parks face, particularly Regent's Park but also Hyde Park, is that properties within the park - houses and others and there were a few - that are rented, the money from those properties flows to the Crown Estate, rather than being reinvested in the parks. One of the things that you could lobby the Treasury for, to alleviate the need for the Royal Parks to run these vast events and thereby prejudice other private sector venues such as ExCeL or O2?

**Boris Johnson (Mayor of London):** Or parking charges.

**Kit Malthouse (AM):** Or, indeed, have to levy parking charges, is to receive those very, very substantial rentals, particularly in Regent's Park, for reinvestment in the parks.

**Boris Johnson (Mayor of London):** You are right, Kit. That is something you and I have discussed in the past. We are certainly on to that. I know Anthony Browne will be taking it up.

## **Crystal Palace FC**

**Question No: 874/2010 Meeting Date: 24 February 2010 Steve O'Connell**

**Steve O'Connell (AM):** My point really, Mr Mayor, is that I think what we need to do is create an atmosphere that owners will come in and will invest money [in Crystal Palace FC]. All I would ask, perhaps, is that when there are new owners identified who want to come in to the club, perhaps you may ask your sports spokesman, Kate Hoey, to meet them with them and see what support - not material support but support around aspirational support - she can lend to that new group. I think that will be greatly welcome.

**Boris Johnson (Mayor of London):** OK.

**Steve O'Connell (AM):** Thank you.

**Boris Johnson (Mayor of London):** Consider it done.

## Events in the Royal Parks

**Question Number: 1605/2009 Meeting Date: 17 June 2009 Kit Malthouse**

**Kit Malthouse (AM):** Would you also support me in lobbying for control of the Royal Parks to move from the DCMS to the Mayoralty, so that not only can control of the parks be more for the benefit of Londoners but that crucially - and I think you have raised this already - the traffic consequences of the actions of the Royal Park Agency can be woven into coordination across the city? There have been some crazy decisions made by the Royal Parks around traffic management that have significant consequences for those people who live around them and for some reason they are operating like a mini republic within the city.

**Boris Johnson (Mayor of London):** I think that is absolutely right, Kit. I think if you look at the record of the GLA in handling events in Trafalgar Square or elsewhere I think we do fantastically well and I think it is a wholly appropriate and overdue reform. There should be a proper democratic Londoners system for handling events in the Royal Parks and making sure that they deliver proper services for Londoners.

## Regents Park – Sports Facilities

**Question Number: 1605/2009 Meeting Date: 17 June 2009 Brian Coleman**

**Brian Coleman (AM):** Further, Mr Mayor, would you accept that the Royal Parks Agency has behaved disgracefully over Regents Park and the sports facilities there, when it lost its planning application for inappropriate flood lighting and it has now closed down the well-used community asset tennis club that was used by many residents of Westminster and Camden and it is now lying semi-derelict where there was once a thriving tennis club. Its complete lack of consultation with local residents is something that can no longer be tolerated.

Certainly I - and I think many colleagues of all parties - would support far more democratic accountability of the Royal Parks Agency and, indeed, I am minded to support Kit Malthouse that it should come under this Authority. Will you ask your officers to look at the situation in Regent's Park and to get on to the Royal Parks Agency about the loss of well-used local sporting facilities?

**Boris Johnson (Mayor of London):** I will. Actually, looking around the horseshoe I think, from what Murad [Qureshi] was saying just now, I think this is something that has cross-party support and I think we should get on with it.

## Richmond Park and Bushy Park

**Question Number: 1605/2009 Meeting Date: 17 June 2009 Tony Arbour**

**Tony Arbour (AM):** Could I further ask you to look at the activities of the Royal Parks Agency in Richmond Park and Bushy Park? Currently it has out for consultation proposals that motorists should be charged for parking in both of those parks. Many of my constituents exercise their dogs in those parks. It will cost them a minimum of £1 a visit now to exercise their dogs.

For many people who live in south west London these parks are extremely valuable lungs for people to travel to and to enjoy the open spaces which hitherto have always been entirely open to Londoners. Indeed there were many people who made substantial sacrifices to open that...Accordingly therefore, can I ask - if we are going to take this action in investigating I think what Kit [Malthouse] has described as a sort of fiefdom which is democratically unanswerable to anybody - that you look at all of the Royal Parks in London and not simply those in the centre of town?

**Boris Johnson (Mayor of London):** Point registered and understood, Tony. We will certainly look at it.

## **Newroz**

**Question Number: 1575/2008**

**Meeting Date: 16 July 2008**

**Jennette Arnold**

**Jennette Arnold (Chair):** Were you aware that they received an outstanding promise from the previous Mayor that there would be Newroz in Trafalgar Square in 2009 and will you follow that up? You do not have to answer now.

**Boris Johnson (Mayor of London):** I can see no objection in principle. Let me say that.

**Dee Doocey (AM):** I was going to make the same point. I understand you made a categorical promise during your campaign and I was going to ask are you now going to make sure that that -

**Boris Johnson (Mayor of London):** Well there you go. If I made a promise it will happen.

**Dee Doocey (AM):** Good. Excellent. Is that a firm commitment?

**Boris Johnson (Mayor of London):** Well it was and it is.

## **Kikz Programme**

**Question Number: 1049/2008 Meeting Date: 18 June 2008 Steve O'Connell**

**Steve O'Connell (AM):** So, Mr Mayor, I would like you to come down and I would like you to bring Ray down with you and I would like you to consider weaving into Ray's vision for our young people the Kikz project as a very important building block.

**Boris Johnson (Mayor of London):** Look, Steve, I think that is an excellent suggestion and we certainly will look at that. Part of what we are proposing to do with the LDA of course is to ring fence LDA spending on sport and it is part of Kate Hoey's mission across London to make sure that we have enough sporting facilities.

## **Greater London Authority and Functional Bodies**

### **Pay Freeze(2)**

**Question Number: 2432/2010 Meeting Date: 14 July 2010 John Biggs**

**John Biggs (AM):** It is a question. Do you accept the principle of abatement which is required by law for MPs who are Members of the Assembly?

**Boris Johnson (Mayor of London):** Abatement?

**John Biggs (AM):** Yes, so they have one of their wages reduced because it does not seem reasonable they should have two full salaries when they are only one person who is able to do one real job.

**Boris Johnson (Mayor of London):** Yes, I think we apply that principle in areas of the GLA.

**John Biggs (AM):** I think we do. Do you think that should apply to the - I think it is at least three - Conservative Assembly Members who have, I think, three jobs for which they receive special allowances and, I think, they receive over £100,000 a year each in pay? Do you think that some restraint should be shown by them in that situation?

**Boris Johnson (Mayor of London):** Well, I ...

**John Biggs (AM):** You paused before answering.

**Boris Johnson (Mayor of London):** I will look at it.

## **Outer London Commission**

**Question Number: 1828/2010 Meeting Date: 9 June 2010 Richard Tracey**

**Richard Tracey (AM):** Just briefly, Mr Mayor, I think, if you are going to take forward the thinking about outer London, may I suggest that you might look at reorganising the Commission? I got the impression there were far too many academics that were, perhaps, not really in touch with the needs of outer London and you may well find that there are other people that could be much more representative.

**Boris Johnson (Mayor of London):** I take that point. I hear what you say. Tony Pidgley [Commissioner, Outer London Commission], I think, served very well on the Commission. William McKee. We will look at that.

## **Corporate Governance**

**Question Number: Oral Update Meeting Date: 19 May 2010**

**Nick Gavron**

**Nicky Gavron (AM):** You have just announced an important contribution to good corporate governance, which is that all GLA payments over £1,000 will be put up on the website. Is that extended to TfL, the Metropolitan Police Authority (MPA) and the London Development Agency (LDA)?

**Boris Johnson (Mayor of London):** If it is all GLA group payments, Nicky [Gavron], I see no reason why it should not be so extended. To the best of my knowledge I do not know whether --

**Nicky Gavron (AM):** Because that would be good corporate governance; if it were right across the corporate family.

**Boris Johnson (Mayor of London):** I am not certain that TfL and the other bodies you mention are yet in compliance with this, but I agree with you; it would be a good thing if they were.

**Nicky Gavron (AM):** Can you tell us by when that will happen then?

**Boris Johnson (Mayor of London):** No, I cannot, because you have just put the idea into my head! I am going to do my best to follow it up as soon as I can.

## **IT Infrastructure**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010  
Brian Coleman**

**Brian Coleman (AM):** Also, on the IT infrastructure, the rumours are that the server in the basement is held together by rubber bands and certainly there are constant issues over IT and the time it takes to log on - 20 minutes I am told in the morning - so can I have some reassurance that there are some plans to do a serious bit of work on that.

**Boris Johnson (Mayor of London):** OK. I just want to say, Brian, that I find that our IT department is incredibly helpful and responsive and it really does its level best to deal with the infrastructure that it has, but I will certainly pass your point on.

## **Election Reserves**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Andrew Boff**

**Andrew Boff (AM):** We need to make a contribution every year to the election reserve. Will you, Mr Mayor, look again to the Chief Executive and perhaps indicate your views on the election reserve once again and indicate to him how Londoners might feel about an election costing an extra £2 million to be conducted electronically when you could save that £2 million by it being conducted manually?

**Boris Johnson (Mayor of London):** Well, Andrew, not for the first time you are bringing me news that I am really in no state at the moment to give you a dispassionate view on. I do not know whether that figure is accurate. I do not know whether it would really save £2 million to do it manually rather than electronically. If that is the case - I see Brian [Coleman] shaking his head - then certainly we should look into it and, indeed, I will bring it up with the Chief Executive.

## **Audit Commission**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Brian Coleman**

**Roger Evans (AM):** We know you have a busy diary, Mr Mayor, but do you think it might be useful to invite the Audit Commission to give that presentation [re LFEPA] to you yourselves so that you can hear its explanation and possibly you could invite Councillor Shah to join you as he obviously missed parts of it last week?

**Boris Johnson (Mayor of London):** I hesitate to intercede in a ping pong between you and Navin Shah about the Audit Commission. I will study the Audit Commission report into this matter and see whether I think it worth having an audience with it.

## **LDA Delegation to Boroughs**

**Question Number: Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Andrew Boff**

**Andrew Boff (AM):** Will you perhaps get a report from the LDA to indicate this current programme that it has of looking at what it can delegate to the boroughs? We would like to see that demonstrated if that is part of the DNA of the LDA.

**Boris Johnson (Mayor of London):** All right. Andrew, what I will pledge to you now is that I will think about this. We are trying to get these guys outward looking. We are trying to get them focused on delivering things for London and spending money on things that matter to London. I am slightly reluctant, on the spur of the moment, to commission another great report into the doings of the LDA by the LDA, but I will think about it.



## **Citizens' Advice Bureau**

**Question Number: Draft Budget Question and Answer Session Meeting Date: 27 January 2010**  
**Dee Doocey**

**Dee Doocey (AM):** OK. Fine. The second thing I want to ask you about is the provision in the LDA's budget for the academies programme. The figure of £8 million was mentioned. That money is now unlikely to be needed. I wondered if you would agree to ask the LDA to use that money to fund the Citizens' Advice Bureau (CAB) who have seen a huge increase in the number of people who are seeking advice for financial problems, for obvious reasons?

**Boris Johnson (Mayor of London):** That is a very interesting idea. I know that Richard [Barnes] is doing a lot of work on debt. Our Debt Strategy is, I think, out next week isn't it?

**Richard Barnes (AM):** No, it is tomorrow morning.

**Boris Johnson (Mayor of London):** Tomorrow morning. Sorry. Certainly we are working with the Citizens Advice Bureaus in trying to help people because it is a very, very difficult time. I will look at what you say. If there is a proper proposal from the CAB about how they could get support then can I suggest that you work directly with Richard [Barnes] about it and that you see what can be done? If there is some scope for funding from the LDA - which I am not saying there is - but if there is some scope then that is clearly something that we could work on together.

## **Diversity**

**Question Number: 3060/2009**

**Meeting Date: 14 October 2009**     **Andrew Boff**

**Andrew Boff (AM):** Mr Mayor, there is a difference between delivering the diversity agenda and just looking as though you are delivering the diversity agenda. Can I urge you, Mr Mayor, to reject Stonewall's invitation to enter into the Stonewall Index which, nominally, was supposed to be about ensuring the employment rights of the lesbian, gay, bisexual and transgendered (LGBT) community when, actually, Stonewall has proved itself to be motivated for party political reasons, as recently we saw at the Conservative Party Conference. I would urge you not to take up its invitation to enter into the Stonewall Index.

**Boris Johnson (Mayor of London):** I am indebted to you for that advice, Andrew. I am not familiar with the controversy that you mention. I have a dim memory of it. I will look at what we need to do on that to avoid being dragged into some party political stunt.

## **Mayoral Direction**

**Question Number: 2484/2009**

**Meeting Date: 9 September 2009**     **Roger Evans**

**Roger Evans (AM):** Can I ask you though, Mr Mayor, to build on that [transparent approach] by issuing a direction, or even just advice to the LDA, that they make more, or all of their agendas if possible - I accept some things are commercially confidential - but everything except those confidential figures should be public documents, so that we can all see what is happening at the LDA Board and form an opinion?

**Brian Coleman (AM):** And the minutes.

**Boris Johnson (Mayor of London):** As far as I am aware they are all put --

**Brian Coleman (AM):** No.

**Boris Johnson (Mayor of London):** Oh no. Are they not? No. Are they not on the web?

**Boris Johnson (Mayor of London):** I am sure that we can rapidly satisfy the very, very strong appetite that I am sure there is out there in the public to read the LDA minutes on the web and we will get them out there.

**Roger Evans (AM):** Can I suggest you take, as a model, the work that has been done in the Fire Authority, where virtually none of the material now is in the exempt section, and it has not actually harmed the functioning of that Authority.

**Boris Johnson (Mayor of London):** I will certainly look at the work of the Fire Authority with renewed pleasure and confidence and I will see what I can do to invite the LDA to learn what lessons they can.

## **Expenses**

**Question Number: 1725/2009 Meeting Date: 17 June 2009 Darren Johnson**

**Darren Johnson (Chair):** Can I, as Chair, seek clarification on your offer of putting Ian Clement before some committee of the Assembly for questioning? It may be that Members also might want to put questions about the system - rather than simply to Ian Clements - that is in place and about the culture in your Office, so would you agree also to Sir Simon Milton appearing in front of the Assembly or any other member of your Mayoral team?

**Boris Johnson (Mayor of London):** I have no objection in principle, Chair, but perhaps you and I can work that out at some later stage.

## **Forensic Audit Panel**

**Question Number: Oral Update Meeting Date: 16 July 2008 Joanne McCartney**

**Joanne McCartney (AM):** One of the conclusions from this [Forensic Audit Panel] report is that the role of the Assembly is critical and that we have to focus more on holding you to account and also functional bodies. It recommends an overview of how we do that. Can I take it that you are then prepared to give us extra powers if we deem it necessary and increased access to that role? Would you also support John Biggs' suggestion, through his Budget Committee, that the Budget Committee has more of a performance management role, and extra resources in that regard as well?

**Boris Johnson (Mayor of London):** More performance management? Extra resources?...I have not seen John's proposal but I will look at it. I rather thought someone would ask me this question because it is crying out to be asked because the report does indeed suggest that the Assembly has greater powers of scrutiny over the Mayor. Of course, constitutionally, that is not something that it is within my power to grant...We might have to go back to Parliament to give you more power to scrutinise me but I think, without doing that, we can certainly make sure that I submit regularly to your interrogations and am as open and transparent as humanly possible.

## **Declarations of Interest**

**Question Number: Oral Update Meeting Date: 16 July 2008 Mike Tuffrey**

**Mike Tuffrey (AM):** Can I therefore ask you why is it that you and we as elected Members have to fill in a three or four page declaration of interests that runs to some 13 questions but your Mayoral advisers only fill in the much more limited staff declaration that runs to two questions? .... Will you commit to do what you have said and get your Mayoral advisers to fill in the Members' declaration?

**Boris Johnson (Mayor of London):** Mike, that sounds like an admirable suggestion. I confess that I was not aware that there were two different forms. I will undertake to ensure that my advisers deliver you maximum transparency.

**Mike Tuffrey (AM):** Can you further undertake to do that within a reasonable period of time, say within about ten days, and put that online, since that was the pledge you gave?

**Boris Johnson (Mayor of London):** That seems to be wholly reasonable.

### **Cost of Consultants**

**Question Number: 1589/2008      Meeting Date: 16 July 2008      Joanne McCartney**

**Joanne McCartney (AM):** OK. Can I ask where the bills for their salaries [of consultancy staff] were going? Were they going to the Conservative Party or were they paid directly? It is interesting that some of these individuals seem to have left jobs to have come over then to go back.

**Boris Johnson (Mayor of London):** Yes, I see the point you are making. As far as I am aware - and I will check this for you and if I am wrong I will stand to be corrected - I think it highly unlikely that there is anybody currently working in this building at the expense of the Conservative Party, nor indeed do I think there has been anybody since 2 May who has been working at this building at the expense of the Conservative Party, but I will be very happy to check that for you.

### **Legal Advice Costs**

**Question Number: 1589/2008      Meeting Date: 16 July 2008      Joanne McCartney**

**Joanne McCartney (AM):** Could you also provide us with the legal costs of your advice on Sir Simon Milton's position? It is quite clear that you now seem to have accepted our position all along that he could not do the two jobs at once. So the full cost of that would be appreciated.

**Boris Johnson (Mayor of London):** I will certainly share that with you if it is available.

### **Mayoral Appointments**

**Question Number: Oral Update      Meeting Date: 21 May 2008      Mike Tuffrey**

**Mike Tuffrey (AM):** Some of them [your appointments], as I understand it, are under Section 67 of the Act [GLA Act 1999, as amended] and others are not. Can you give us the assurance that, whatever the basis of the appointment, whether they are employees or unpaid advisers or whatever, they will all be able to be summonsed by us so that we can have a proper account of their activity? Will you give us that commitment today?

**Boris Johnson (Mayor of London):** Yes, I should have said that. I made it clear throughout the campaign and I repeat it now that I want Mayoral advisers to be properly accountable to you.

### **Forensic Audit Panel Review**

**Question Number: 931/2008      Meeting Date: 21 May 2008      Jenny Jones**

**Mike Tuffrey (AM):** In relation to the Patience Wheatcroft inquiry, has she been given the work that this Assembly did on the matters before?

**Boris Johnson (Mayor of London):** I believe she has but I will check.

## London Development Agency

Question Number: 931/2008

Meeting Date: 21 May 2008

Mike Tuffrey

**Mike Tuffrey (AM):** Secondly, will you commit now to put in place a proper set of rules and procedures so that your influence over the London Development Agency is totally transparent and above board, declarations of interest, no shadowy second guessing of the Chair or the Chief Executive and the things we saw in the last administration?

**Boris Johnson (Mayor of London):** Yes. I think everybody realises that what went wrong last time was that so many decisions seemed to be taken without everybody knowing about the interests of the Mayoral advisers involved in taking those decisions. That is why it is indispensable that we have all the interests of Mayoral advisers up on the website and also, as I said right at the beginning of these proceedings, I insist that Mayoral advisers submit to your interrogation.

## Forensic Audit Panel

Question Number: Oral Update

Meeting Date: 18 June 2008 John Biggs

**John Biggs (AM):** You did not confirm that £50,000 is the maximum [to be spent by the Forensic Audit Panel] even though you have broken your promise that it would cost nothing. Are you willing to bring a statement in front of the next Assembly spelling out how much money in total is being spent on these various investigations, bearing in mind that most of them were initiated under your predecessor? Forensic audits are already taking place...

**Boris Johnson (Mayor of London):** ...Yes, if you want an undertaking that we will not spend any more money on clearing up the mess that we found I am certainly prepared to make that undertaking.

## Notification of Mayoral Appointments

Question Number: Oral Update

Meeting Date: 25 March 2008

Brian Coleman

**Brian Coleman (AM):** Can I welcome the appointment of Pam Chesters as your youth and health adviser? Many of us have worked very closely with Pam - a distinguished constituent of mine - for a number of years. But, Mr Mayor, I do not think we have seen the letter of appointment yet on the Assembly. Is this somewhere in the ether?

**Jennette Arnold (Chair):** Yes, it is with the Mayor's office. I have not received any indications of this appointment.

**Boris Johnson (Mayor of London):** In that case, Chair, through you, Brian [Coleman], I will make sure that you receive all the relevant letters of appointment and, of course, I very much hope that Pam's appointment will be approved of by yourselves in the normal way.

**Jennette Arnold (Chair):** Right. I can assure Mr Coleman that we are on top of it. There is delay in the Mayor's office. I will say that again. It would be nice if the Mayor's office could get a system sorted out where we actually get the letter and then the announcement but what can I say? We live in hope.

**Boris Johnson (Mayor of London):** You have said what you have said, Chair, very eloquently and a letter will be conveyed to you with the utmost speed.

Background Papers: Minutes & Transcripts of Mayor's Question Time Meetings, May 2008 – December 2010

Contact: Rebecca Arnold, [rebeccaarnold@london.gov.uk](mailto:rebeccaarnold@london.gov.uk) Direct Dial: 020 7983 4421

# Subject: Motions

**Report to: London Assembly (Plenary)**

**Report of: Executive Director of Secretariat**

**Date: 19 January 2011**

**This report will be considered in public**

## 1. Summary

1.1 The Assembly is asked to consider the motions submitted by Assembly Members.

## 2. Recommendation

2.1 **That the Assembly considers the motions set out below.**

## 3. Issues for Consideration

3.1 The following motion has been proposed in the name of **Steve O'Connell AM** and will be seconded by Richard Tracey AM:

“This Assembly supports the campaign calling for stronger action to tackle the increasing problem of dangerous dogs. We welcome the Dangerous Dogs Petition which calls on the Government to take immediate action to deal with this problem.

We also support the Mayor in lobbying for an urgent review of the current legislation regarding dangerous dogs with the aim of introducing stiffer penalties and tougher legislation to protect the public.

This Assembly resolves to lobby the UK Government to acknowledge that dangerous dogs are used as weapons and that they should be treated as such in parliamentary legislation.”

3.2 The following motion has been proposed in the name of **Darren Johnson AM** and will be seconded by Mike Tuffrey AM:

“This Assembly notes the decision of the Chief Executive to freeze pay across the Greater London Authority, rejecting Unison’s request that all staff on Grade 3 and below receive a 4% pay increase for 2010/11 to cope with the rising cost of basic living expenses. It also notes that the Mayor has supported the Chief Executive’s decision.

Given that it would only cost £50,000 to fund this increase, and in keeping with the policy of national Government to protect the lowest paid working in the Civil Service, this Assembly calls on the Chief Executive of the GLA to revisit his decision and to award a 4% pay increase to all the 45 GLA staff on Grade 3 and below.”

3.3 The following motion has been proposed in the name of **Dee Doocey AM** and will be seconded at the meeting:

“This Assembly notes the promises made in London’s original bid to host the 2012 Olympic Games, to “regenerate London’s poorest and most disadvantaged area”, and that the Games would leave “a legacy to be valued by future generations”. The Assembly also notes the Olympic Park Legacy Company’s future plans for the Olympic Park, which include the provision of five communities, with thousands of new homes, schools, shops and health centres. However, the Assembly is concerned that there is no agreed public funding to make these plans a reality.

The Assembly notes that £500 million has been included in the Comprehensive Spending Review to remove the temporary infrastructure constructed for the Games and make the land ready for development, and notes the previous commitment by the Olympic Delivery Authority that £350 million is included within their budget for this work. The Assembly is concerned that there is no money currently earmarked to further remediate the land or to provide the mixed communities and facilities that will provide a lasting legacy from the Games.

Without public sector funding for new developments in the Olympic Park, the redevelopment will be dependent on private investors, who will naturally seek the best commercial return for their investment. The Assembly is concerned that this will negate the original concept for the site, and that instead the Olympic Park risks becoming an oasis of high-priced homes surrounded by disadvantaged communities.

The Assembly welcomes the Mayor’s new powers in the form of a Mayoral Development Corporation, which will take over the powers of the OPLC. The Assembly calls on the Mayor to play a key role in lobbying the Government, to ensure that public sector funding is allocated for any future developments on the Olympic Park, in order to honour London’s original commitment guaranteeing the provision of mixed communities and facilities that benefit the whole community.”

3.4 The following motion has been proposed in the name of **Jennette Arnold AM** and will be seconded by Darren Johnson AM:

"This Assembly deplores Mayor Boris Johnson's recent decision to sell prime-time advertising space on London's Buses and Tubes to a Loan Company known for charging 2689% APR. We believe it is irresponsible for politicians and public organisations to be endorsing these kind of practices."

---

**List of appendices to this report:** None.

<b>Local Government (Access to Information) Act 1985</b>
--

List of Background Papers: None.
----------------------------------

Contact Officer:	Rebecca Arnold, Committee Services Manager
Telephone:	020 7983 4421
E-mail:	rebecca.arnold@london.gov.uk