

Written Answers to Questions Not Answered at Mayor's Question Time on 30 January 2013

Rail travel in London

Question No: 2013/0001

Caroline Pidgeon

What steps are you taking to improve rail travel for Londoners?

The Mayor

Boris Johnson (Mayor of London): Yes, Caroline, you ask a very open ended question about what I am doing to improve rail travel for Londoners. There is a huge amount. I would just point out that, on the Overground for instance where we just completed the orbital loop, you have an increase in passenger satisfaction from 71% to 93%. Ridership has gone up from 25 million to 67 million, a massive increase both in satisfaction and numbers using our rail service. The orbital link that we opened from Surrey Quays to Clapham Junction - and you and Val [Shawcross AM] have made the point about the loss of the old South London Line - that is now carrying four times as many passengers as its predecessor service, and of course we will continue to lobby the Department for Transport (DfT) about the South London Line for which you have both campaigned.

We are going to push on with what I think is a very promising campaign which I believe will be successful to get more democratic control for London over some of the metro franchises, and you will know what I am talking about. On Southeastern and Greater Anglia services we do think there is real scope for improvement in the turn up and go service, even at off peak times, making sure that stations are cleaner and safer with better signage, introducing Oyster even to areas outside London that do not currently have it. By the way we are convinced that, when you look at some of the fares that came out in January from those franchises, we can do it more cheaply as well.

Caroline Pidgeon MBE (AM): Can we pick up on that point, Mr Mayor, because I would like to find out what progress has actually been made on getting TfL to take over these suburban rail franchises such as Southeastern and Greater Anglia.

Boris Johnson (Mayor of London): OK, is that what you really want to know about?

Caroline Pidgeon MBE (AM): I really want to pick up on that to start off with. What is the timescale, when can we actually expect an announcement to take over these franchises?

Boris Johnson (Mayor of London): What I can say is that I expect there to be a result in the nearish future. I am not going to be more precise than that but great progress has been made and continues to be made. You have to understand that the reason this has proved so intractable in the past and the reason it eluded the previous Mayor, for all his energy and ambition, is because there are Members of Parliament and communities outside London who worry that they will be disadvantaged if TfL have too much of a role in the franchise. You can see the problem, it is a democratic problem. We have to make sure that we set up a governing structure that enables those extraLondon communities, those outside London, to be properly represented and to make sure that, to put it bluntly, no future Mayor could prejudice their interests and bias the shape of the franchises of those services in favour of Londoners. I believe that it is win/win, it is an argument that we are winning and I think that we are going to see progress very soon.

Caroline Pidgeon MBE (AM): You said the nearish future. The TfL board papers that arrived at about 9.30am this morning said that you are hoping by April 2013 to finalise the devolution

proposals. Is that the timescale you are looking at?

Boris Johnson (Mayor of London): That sounds to me like a pretty good description of the nearish future.

Caroline Pidgeon MBE (AM): Good, very good. Looking forward, can you confirm that when the existing Overground franchise is renewed, which is in March 2014, you are going to continue the really high quality service, including staffing of all stations from first to last train, the station deep cleans and upgrades and the ambitious targets for passenger satisfaction and reliability?

Boris Johnson (Mayor of London): Yes. One of the things that we really have achieved on the rail - and if you remember it was a big issue in the first election campaign I fought in 2008 - is people's feelings of safety on suburban railway stations, boosting the Safer Transport Teams and the British Transport Police (BTP), which is what we did. Crime on --

Caroline Pidgeon MBE (AM): Staffing from first to last trains, yes?

Boris Johnson (Mayor of London): -- has fallen I think very substantially since 2007. There has been a huge increase in journeys but crimes per million passenger journeys, or however you calculate it, has fallen very substantially.

Caroline Pidgeon MBE (AM): You are confirming that the Overground franchise will have staffing from first to last train. Can you also confirm that, if in April we get to take over Southeastern or some Southeastern you will also have that high quality standard of staffing from first to last trains at stations?

Boris Johnson (Mayor of London): The objective is to improve the service and to make sure that passengers feel safe and have a great and reliable service.

Caroline Pidgeon MBE (AM): So you are looking to have that high level of staffing?

Boris Johnson (Mayor of London): Yes.

Caroline Pidgeon MBE (AM): Great.

Boris Johnson (Mayor of London): I mean I cannot spell out now exactly what staffing levels will be at every single station but our general view is that there is real scope for improvement in the customer and passenger experience and if you look at what we do on the Overground that is the route map.

Caroline Pidgeon MBE (AM): It is an aspiration to have full staffing rather than a guarantee?

Boris Johnson (Mayor of London): No, it is part of our negotiation and part of our promise.

Caroline Pidgeon MBE (AM): Finally, in terms of ticketing, given that some of the train companies are looking at bringing in a part time season ticket to help rail passengers - particularly an awful lot of women who work part time - will you look to introduce this on TfL, rail and other services?

Boris Johnson (Mayor of London): Introduce a ... ?

Caroline Pidgeon MBE (AM): A part time Travelcard, season ticket.

Boris Johnson (Mayor of London): I will certainly look at it. You are very creative in producing new ways of getting me to spend money on new tickets of one kind or another. I will have a look at it.

Caroline Pidgeon MBE (AM): You will look at it again. Thank you very much. Thank you.

Boris Johnson (Mayor of London): The trouble with all these suggestions, which are interesting, is that they inevitably involve a cost to someone else --

Caroline Pidgeon MBE (AM): £10 million. A small amount. Thank you.

Boris Johnson (Mayor of London): -- and a corresponding increase in fares, but I will look at it.

Northern Line Extension

Question No: 2013/0002

[Caroline Pidgeon](#)

In the Chancellor's Autumn Statement he announced plans to allow you to borrow £1 billion at a preferential rate for the Northern Line extension. Please provide details of how much you expect this loan to cost London tax and fare payers and over what timescale?

[The Mayor](#)

The borrowing could commence (on a small scale) as early as this financial year, with draw-downs then continuing over an estimated 8 year period. Current modelling anticipates repayment of the relevant loans over a 25-30 year period with financing costs of the order of £1.3 billion in nominal terms. The total cost, including repayment of principal, will be met by business rates retained in an Enterprise Zone (EZ) covering the relevant development area plus a contribution from the London Boroughs of Lambeth and Wandsworth, subject to ongoing negotiations and related to development tariffs collected by those Boroughs. There is no anticipated use of fare revenues in relation to the proposed loans. The EZ will allow London to retain a greater share of business rates in the area than would otherwise be the case. Therefore the true cost to London's tax payers will be very much less than the total repaid.

Crime on London Overground

Question No: 2013/0003

[Caroline Pidgeon](#)

As you will be aware crime on the London Overground rose by 5.7% last year. Please detail the specific steps you are taking to tackle crime on this part of the network?

[The Mayor](#)

This is not the case. Crime on London Overground (LO) remains at a very low level and is one of the safest modes of travel in London. In 2011/12, there were just 7.5 crimes per million passenger journeys (cpmj) on LO, compared with an estimated 22 cpmj in 2006/7. This equates to a 66 per cent reduction in the crime rate. Significant reductions have been seen in robbery (72.3 per cent) and criminal damage (43.5 per cent), despite a 300 per cent increase in passenger journeys.

The 5.7 per cent referred to is an increase (an additional 15 actual offences) in crime on the network when comparing Quarter 2 (Q2) figures (July - September) for 2012/13 with Quarter 2 in 2011/12. Despite this, the crime rate was much lower in Q2 2012/13 compared with the previous year - 8.6 crimes per million passenger journeys down from 10.3 in Q2 2011/12 (a 16.5 per cent reduction).

TfL will continue to enhance safety and security on LO through its investment in transport policing, CCTV, staffing and upgrades to the network.

Crime on London night buses

Question No: 2013/0004

[Caroline Pidgeon](#)

As you will be aware crime on London Night Buses rose by 50% last year. Please detail the specific steps you are taking to tackle crime on this part of the network?

[The Mayor](#)

Tackling crime on the bus network is a priority. Crime is now at its lowest level in eight years. The recent media headlines relating to a 50 per cent increase in crime on night buses are incorrect. The 2011/12 figures show there was a 15 per cent increase compared with 2009/10, but overall, crime on the bus network at night has seen around a 10 per cent reduction since 2007/8, even with ridership increasing over this time. TfL and its policing partners remain focussed on driving crime down even further.

The figures released to the media were theft and robbery figures offences, committed between midnight and 7am, which saw a 43 per cent increase between 2009/10 and 2011/12. This increase is primarily due to an increase in theft offences. Robbery on night buses remained at a low level with the risk of becoming a victim of robbery on the night bus network lower in 2011/12 than it was in 2009/10.

Year to date figures for 2012/13 (April - December) are showing reductions in these crime types and for overall crime on the night bus network. Despite this, TfL and the TfL funded Safer Transport Command (STC) in the MPS are not complacent and have put measures in place to deal even more effectively with issues on the night bus network. This includes STC officers being redeployed to provide greater coverage and visibility on night buses and a refocusing of Safer Transport Team resources onto night time issues.

Wandsworth Road to Victoria service

Question No: 2013/0005

[Caroline Pidgeon](#)

What steps will you take to improve the train services between Clapham High Street, Wandsworth Road and Victoria?

[The Mayor](#)

I am delighted by the success of the new Clapham Junction - Surrey Quays link, which is already carrying four times the number of people than the old Victoria - London Bridge service. Indeed, the number of Oyster users touching in or out at Wandsworth Road and Clapham High Street has also risen by four times compared to just before the new service started.

In the meantime, journeys between Clapham High Street, Wandsworth Road and Victoria are easily made on the more frequent service on the New South London Line by changing at Clapham Junction.

Cycle Hire Scheme (1)

Question No: 2013/0006

[Caroline Pidgeon](#)

How many Cycle Hire membership scheme keys have had to be replaced due to them falling apart?

[The Mayor](#)

Since the start of the scheme in July of 2010, 44,409 additional keys have been issued to existing members, which includes replacements for lost or damaged keys. This figure cannot be disaggregated to establish the numbers of keys replaced due to breakage.

TfL has received requests to replace keys which have come apart, but these have not been significant in number.

Cycle Hire Scheme (2)

Question No: 2013/0007

[Caroline Pidgeon](#)

Please explain why TfL decided to carry out scheduled maintenance of the cycle hire booking system the day before the increase in user charges was implemented?

[The Mayor](#)

No scheduled maintenance was undertaken at this time. The website was unavailable for 3 hours (9pm - midnight) on 1 January 2013 due to essential updates being made to alter the tariff structure both on the website and on the terminals. During this period customers would not have been able to access accounts or make purchases on the website or use the on-street terminals, but registered members were able to successfully hire cycles throughout this time. The changes were therefore directly attributable to the tariff change and had to be undertaken immediately beforehand to ensure that the site information remained accurate. These updates could not have been made whilst the website or terminals were active.

Go Dutch development of Greenwich town centre

Question No: 2013/0008

[Caroline Pidgeon](#)

There have been a number of contradictory statements about who is responsible for bringing forward the flagship walking and cycling development in Greenwich that you announced shortly after your re-election. Will you clarify your promise to create a flagship walking and cycling development in Greenwich?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I am encouraged by the Royal Borough of Greenwich's statement that they are taking forward an "ambitious action plan" for cycling in the Borough. My Cycling Commissioner, Andrew Gilligan, himself a Greenwich resident, is arranging meetings with the Council to discuss its vision and how this can fit into our own equally ambitious plans for cycling in London. We do not wish to pre-empt the Royal Borough's plans.

TfL is also working closely with the Royal Borough of Greenwich to plan and deliver a new Cycle Superhighway through Greenwich. Building on the lessons learned from the first Cycle Superhighways, and from the ongoing Better Junctions review, CS4 will be built to ambitious new standards.

TfL is also keen to work with RB Greenwich to explore how major new development areas such as the Greenwich peninsular and Charlton could be developed with the 'Go Dutch' cycling principles approach in mind.

Yellow box junctions (1)

Question No: 2013/0009

[Caroline Pidgeon](#)

Please provide the number of fines issued and total revenue received between 1 April 2011 and 1 February 2013 of the 450 TfL managed yellow box junctions across London.

[The Mayor](#)

The purpose of a yellow box junction is to keep a specified area free of congestion and so facilitate the flow of traffic through the junction. Should a motorist enter and stop in a box junction when their exit is not clear, they risk being issued a Penalty Charge Notice (PCN). From 1 April 2011 to 21 January 2013, TfL issued a total of 221,948 PCNs to vehicles seen contravening yellow box junction restrictions on the TLRN. The total value of payments received in respect of those PCNs is £14,297,026.

Yellow box junctions (2)

Question No: 2013/0010

[Caroline Pidgeon](#)

Please provide the total revenue generated from such fines, again, since 1 April 2011 up to and including 1 February 2013, broken down per month.

[The Mayor](#)

Please see the table in Appendix 1.

Yellow box junctions (3)

Question No: 2013/0011

[Caroline Pidgeon](#)

How many motorists appealed their fines during this period and how many were successful? Please provide all figures from 1 April 2011 up to and including, 1 February 2013 broken down by month.

[The Mayor](#)

The table attached in Appendix 2 lists the number of appeals lodged at the Parking and Traffic Appeals Service (PATAS) in respect of the PCNs referred to in question 009 / 2013.

It should be noted, however, that due to the statutory processes governing civil traffic enforcement, it can be a number of months before the recipient of a PCN may appeal to an independent adjudicator and receive a decision.

Junction review Battersea Park Road and Havelock Terrace

Question No: 2013/0012

[Caroline Pidgeon](#)

The TfL response to the 'Junction review: Battersea Park Road and Havelock Terrace (Appendix D)' states that there is no room for segregated cycle lanes 'without increasing undue conflict for motorists'. Could you please explain what this statement means?

[The Mayor](#)

Providing physical segregation at this location would mean creating traffic lanes that are too narrow to be safely used by larger vehicles such as buses and HGVs. This would increase the potential for conflict, as vehicles would be more likely to stray outside of the marked lanes.

Cable car passenger targets

Question No: 2013/0013

[Caroline Pidgeon](#)

In December's MQT you stated that this year's target for the Cable Car was 1.3 million passengers and that it had exceeded this target by achieving 1.6 million passengers. You also stated that next year's target will be 1.6 million passengers. Could you please explain why next year's target appears to lack ambition as it is the same as the passenger numbers already achieved this year?

[The Mayor](#)

I am delighted that the Emirates Air Line has already surpassed its first year ridership projection and continues to exceed its business targets. Latest figures suggest nearly 2m people will be carried by the end of March 2013.

These passenger volumes are in part because the project was delivered in time for the Olympic and Paralympic Games and was highly popular during that period. Figures for future years take account of the fact that there will be no Games effect.

Abbey Street pedestrian crossing

Question No: 2013/0014

[Caroline Pidgeon](#)

The TfL response to the Tower Bridge Road consultation stated that further proposals to improve this junction for pedestrians and cyclists would be consulted on in early 2013. Please state the date that these plans will be released and when the consultation will open?

[The Mayor](#)

TfL is continuing to develop a preliminary design for improvements at the Tower Bridge Road / Abbey Street junction and anticipates being in a position to consult on proposals in spring 2013.

Fare evasion

Question No: 2013/0015

[Caroline Pidgeon](#)

How much fare evasion does TfL estimate occurred in the financial year 2011/12?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

TfL estimates revenue loss for the 2011/12 financial year to be £50.7 million. This represents a reduction from the figure reported for 2010/11 of £52 million (see MQT 3261/2011), and a very significant reduction from a peak of £71 million in 2005.

TfL will continue to develop its intelligence-led deployment of revenue protection resources to further reduce fare evasion on the bus and Underground network. In particular, this includes a flexible, responsive approach in which revenue protection is reviewed on a four-weekly basis using analysis of patterns of fare evasion. Sharing of intelligence between the TfL operations has also been introduced in recent years, which allows for the identification of areas of joint interest, the identification of persistent evaders across all TfL services and increasingly successful joint operations across TfL, often including other transport operators and the British Transport Police.

In addition to the deployment of Revenue Protection resources, TfL continues to identify physical interventions to reduce the opportunity for fare evasion. Virtually all LU stations are gated, and TfL is in ongoing discussions with the train operating companies to encourage greater gating on their network, similar to the TfL-funded model in place with Southern Railways.

TfL spending

Question No: 2013/0016

[Caroline Pidgeon](#)

How much did TfL spend on press and advertising in 2011/12?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

In 2011/12, TfL's total media spend for all its campaigns was £6.2 million.

These campaigns included:

- Safer Travel at Night, to ensure people travel home safely
- Cycling, including advice on cycle safety
- Low Emission Zone, encouraging compliance with the LEZ
- Congestion Charging, advising people to save money through AutoPay
- London Underground upgrades, explaining the benefits of the Upgrades and how customers' journeys might be affected.

Unpaid congestion charge

Question No: 2013/0017

[Caroline Pidgeon](#)

Please publish a table showing the total amount in unpaid Congestion Charge and Penalty Charge Notices per year that is now owed for each Embassy or diplomatic mission in London as at 25 January 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Please refer to Appendix 17 which lists the number and value of outstanding Penalty Charge Notices (PCNs) issued to vehicles registered to embassies and diplomatic missions, as at 17 January 2013.

As I have always said, my position, along with that of the Government, remains clear and consistent and I have repeatedly pressed non-paying embassies to live up to their obligations to their host city and pay the Congestion Charge.

The Foreign and Commonwealth Office, TfL and I all continue to work with any diplomatic missions that owe money for non-payment of Congestion Charging; however, it should be noted that almost three quarters of embassies pay the Congestion Charge on a regular basis, as they are required to do.

Cable car revenue

Question No: 2013/0018

[Caroline Pidgeon](#)

How much fare revenue has TfL received since the Thames cable car opened?

[The Mayor](#)

Revenue figures will be published in the TfL Annual Report, as with other TfL businesses.

Increased bike hire revenue

Question No: 2013/0019

[Caroline Pidgeon](#)

How much additional revenue do you expect the increase in user charge for the bike hire scheme to raise in the year 2013/14?

[The Mayor](#)

Over the next financial year 2013/14, TfL predicts an increase of between £3 million - £5 million in revenue from the tariff rise.

The revised charges will help TfL to continue and expand its major programme of investment in the capital's transport network - increasing investment in cycling, including expanding and improving the future operation of the scheme.

Trials of segregated cycle infrastructure

Question No: 2013/0020

[Caroline Pidgeon](#)

It is encouraging to hear that you are trialling the use of segregated provision for cyclists. Please state when you expect the results of this work to be available?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

Segregated cycle lanes such as those on the Cycle Superhighway Route 7 (CS7) over Southwark Bridge are already in use in London. However, the proposed segregated lanes for the extension to CS2 are far more widespread and encompass segregation on the approach to junctions.

Trials are underway at the Transport Research Laboratory in Berkshire to test alternative proposals in terms of safety, capacity and driver/cyclist behaviours. The first trial site has been constructed and the data is currently being analysed. The second trial, featuring a 'Dutch style' roundabout has been designed and construction is programmed to commence in February.

A trial to investigate 'light' segregation, similar to the proposal for Royal College Street in Camden, is being developed. This will include physical separators such as 'armadillos' (linear road separators) and planters.

Fares announcement

Question No: 2013/0021

[Caroline Pidgeon](#)

In your answer to MQ 3342/2012 you stated that you were unable to say how much additional revenue raising the bus and tram travel cap will bring. Will you publish TfL's modelling work to identify what the effect of this will be on passenger numbers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Based on TfL's modelling, the January 2013 fares changes are expected to increase bus fares revenue by £45 million per annum.

Of this £45 million, the predicted contribution from raising the cap is £6 million.

Raising the cap is predicted to reduce the number of bus passenger journeys by 0.1 per cent.

Pedestrian crossings for blind and visually impaired people

Question No: 2013/0022

[Caroline Pidgeon](#)

In response to a recent inquiry through the Transport for London's casework system I was informed that by the spring of 2016 TfL hope to have upgraded the remaining signalised crossings in London to include rotating cones and/or audible signals. As the provision of such facilities was first advocated in Department of Transport guidance published in April 1995 (Local Transport Note 2/95 The Design of Pedestrian Crossings https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3814/ltn-2-95.pdf) do you consider it acceptable that it will potentially take TfL 21 years to meet national safety guidance for access to pedestrian crossings for blind and visually impaired people.

[The Mayor](#)

TfL is responsible for an asset base of over 6,000 traffic signals throughout London. All new signals installed on the network since the change in DfT guidance adhere to the latest standards. Where signals already exist, they are brought up to the latest standards as part of TfL's signal modernisation programme.

TfL strives to upgrade these signals at the best value for London's taxpayers. It is more cost-effective and efficient to deliver these upgrades as part of London's signals modernisation programme than to deliver them in a shorter timescale. This asset investment programme takes into account a number of factors, including the age of the asset, facilities provided (such as tactile or audible signals), obsolescence of hardware and strategic importance to the network. Currently, 94.5 per cent of traffic signal sites with pedestrian crossings have facilities for blind and visually impaired pedestrians. In the next financial year (13/14), TfL will upgrade at least 63 sites, bringing this figure to 96 per cent.

Where a specific need for facilities for blind and partially sighted people at traffic signals is highlighted by its customers, TfL will take action. Two recent cases where TfL has installed audible or tactile facilities at traffic signals after receiving customer requests include Kew Bridge and Queens Road in Bexley. At Kew Bridge TfL implemented a non-standard design at a junction to meet the needs of the nearby Thomas Pocklington Trust, which supports blind and visually impaired people, and at Queens Road in Bexley, a customer query from Inspire Community Trust (a charity for people with disabilities) highlighted the need for facilities.

Expenses of senior staff at TfL

Question No: 2013/0023

[Caroline Pidgeon](#)

Will the Mayor ensure that the expenses claimed by chief officers at Transport for London are regularly published on TfL's website?

[The Mayor](#)

The expenses claimed by TfL Chief Officers are currently made available on request, but will be published routinely on the TfL website from April 2013.

New Bus for London

Question No: 2013/0024

[Caroline Pidgeon](#)

Please explain why the New Bus for London is being taken on the number 38 bus route? Which route will the buses be reallocated to?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I recently announced that route 24 will be the first route to be fully converted to New Bus for London (NBfL) vehicles in the summer and, as and when other operating contracts are agreed with bus operators, I will make further announcements. All future routes to be converted to NBfL vehicles will be those that run through the busiest parts of London where the low emission levels will have the biggest impact on improving air quality.

I can confirm that the current prototypes will stay on route 38 where they serve part of its vehicle complement.

Police museum (1)

Question No: 2013/0025

[Caroline Pidgeon](#)

MOPAC's Police and Crime Plan 'Headlines' document mentions 'establishing a museum'. Are plans still under development for this museum? Will this link into the proposed blue light museum?

[The Mayor](#)

As stated in the draft plan, I am currently exploring options for establishing a police museum; this will include investigating potential links with other blue light museum proposals.

Police museum (2)

Question No: 2013/0026

[Caroline Pidgeon](#)

Will you consider including a condition in the sale of New Scotland Yard that any future building should include space for a blue light museum?

[The Mayor](#)

Options for establishing a police museum are still being explored and no decisions have yet been made.

Draft Police and Crime Plan - Local Police Areas

Question No: 2013/0027

[Caroline Pidgeon](#)

The Draft Police and Crime Plan proposes neighbourhood police working across a cluster of wards or a 'Local Police Area'. Please can you define, for each borough in London, what a Local Police area is. How many wards will it cover?

[The Mayor](#)

Neighbourhood police strength is being increased from 1849 to 449 by 2015. Borough Commanders will have the operational responsibility of allocating out this increased resource. The detail of this is currently being worked through by the MPS so it is not possible to provide a borough by borough breakdown.

Draft Police and Crime Plan - Safer Neighbourhood Teams

Question No: 2013/0028

[Caroline Pidgeon](#)

The Draft Police and Crime Plan proposes neighbourhood police working across a cluster of wards with only one dedicated PC and one PCSO per ward. Please provide a breakdown by ward of the dedicated - and Local Police Area - allocation of sergeants, PCs and PCSOs.

[The Mayor](#)

Neighbourhood police strength is being increased from 1849 to 449 by 2015. Borough Commanders will have the operational responsibility of allocating out this increased resource. The detail of this is currently being worked through by the MPS so it is not possible to provide a borough by borough breakdown.

Funding of Professors at universities

Question No: 2013/0029

[Caroline Pidgeon](#)

At a Home Affairs Select Committee conference on 14 January 2013, the Commissioner suggested that the MPS is planning on part-funding chairs of policing at universities. Please confirm how much will be spent in this year, or future years, on funding research into policing at universities. Do you support this expenditure?

[The Mayor](#)

As part of the professionalisation of policing and alongside the College of Policing, the MPS is preparing to offer to partially fund a policing professorship. No funds have been expended on this in this year, and the decision about what level of funding available has not yet been made. Discussions are underway and a time table for this will be published alongside the invitation to tender from universities

Police Front Counter Closures - Harlesden and Willesden Green

Question No: 2013/0030

[Caroline Pidgeon](#)

You are planning to close the police front counters at Harlesden and Willesden Green police stations. How many crimes were reported at these front counters in the last 12 months and how does this compare to other front counters in North West London?

[The Mayor](#)

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have been made.

Data at an individual front counter level is not collected by the MPS crime system.

Therefore the latest data available for crime reported at front counters in North West London is the footfall survey undertaken in July 2010. This provided the following results:

- Willesden weekday maximum in any 8-hour period - 2.8 crimes
- Harlesden weekday maximum in any 8-hour period - 4.4 crimes

This compared to:

- Wembley weekday maximum in any 8-hour period - 6.8 crimes
- Hounslow weekday maximum in any 8-hour period - 6.1 crimes

Police Front Counter Closures - PFI impact

Question No: 2013/0031

[Caroline Pidgeon](#)

What are the financial implications of closing front counters in PFI funded police stations (e.g. Orpington; Biggin Hill; Sydenham; Brockley)?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going. Detailed calculations of the financial implications have therefore not yet been undertaken because the final decisions on the estate must await the outcome of the public consultation. However I would like to point out that the stations listed above are not PFI funded police stations.

Police Front Counter Closures - savings

Question No: 2013/0032

[Caroline Pidgeon](#)

Please outline the capital receipts and revenue savings, including a breakdown between staffing and running costs, expected from closing 65 front counters.

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have been made.

This includes proposals to close 65 front counters, whilst keeping open 71 front counters to reflect changes in how the public access the police.

The closure of a front counter can release staff and warranted officers for other duties but the closure of the facility in isolation will not generate estate savings as the counter occupies only a small proportion of the building it is accommodated in. Estate savings are generated when a building is vacated in its entirety and closed, as this reduces the MPS requirement for building related services, such as facilities management, utilities and building rates. Overall savings will come from reducing the police estate from 900,000 square feet to 600,000 square feet. Further capital receipts are generated when that closed building is sold.

Detailed calculations of revenue savings from individual sites have not yet been conducted because the final decisions on the estate must await the outcome of the public consultation.

Saving forecasts for the disposal of buildings across the MPS estate will be identified following the conclusion of the MOPAC Police and Crime Plan consultation.

Police Front Counter Closures - gaps in provision

Question No: 2013/0033

[Caroline Pidgeon](#)

The draft list of front counters proposed for closure includes several in south London (East Dulwich; Camberwell; Gypsy Hill; Sydenham and South Norwood) which if closed would leave a black hole in front counter provision. Will you agree to look across borough boundaries at the impacts of closures, and reconsider your proposals?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets. We are also talking to other public bodies.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

As part of the consultation process the Deputy Mayor for Policing and Crime will be actively seeking views of the public to ensure public access meets their requirements.

Police Front Counter Closures - journey times

Question No: 2013/0034

[Caroline Pidgeon](#)

What do you think is an acceptable average journey time, by public transport, to get to a police front counter?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made. As part of the consultation process I will be seeking the public views of what they feel is acceptable.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Police Front Counter changes - Daytime Hours

Question No: 2013/0035

[Caroline Pidgeon](#)

Following our exchange at 16 January Plenary, when it emerged that the list of the proposed hours of the 'daytime' front counters would not be made public until the end of March, will you urgently publish the list of the proposed opening days and times your proposed 71 retained front counters to allow genuine public consultation on the Draft Estate Strategy?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have yet been made.

Opening hours will depend on local need and will be decided on following the consultation. It may not make sense to open all stations for the same hours each day, or to keep stations open past a certain time at night if no one ever visits then. In busy neighbourhoods opening hours may be longer at weekends and into the evening.

Police Property Sales

Question No: 2013/0036

[Caroline Pidgeon](#)

The draft MPS/MOPAC draft Estate Strategy does not indicate which buildings are likely to be sold. Please provide a list of police stations you propose to sell and the anticipated timescales.

[The Mayor](#)

Consultation on the draft Police Crime Plan and the estates strategy is on-going and no decisions have been made.

Safer Neighbourhood Surgeries

Question No: 2013/0037

[Caroline Pidgeon](#)

Please publish, by Safer Neighbourhood Team, attendance figures for Safer Neighbourhood surgeries, by year since 2008.

[The Mayor](#)

The MPS does not record corporately the number of individuals attending Safer Neighbourhood Surgeries.

Safer Neighbourhood Bases (1)

Question No: 2013/0038

[Caroline Pidgeon](#)

How many safer neighbourhood bases are going to be closed under the draft Estate Strategy? How many are going to be sold? Please provide a full list of those bases to be retained and those proposed for sale.

[The Mayor](#)

I am committed to improving public access. We also have to reduce the MPS Estate. Consultation on the draft Police and Crime Plan including my proposals to improve public access through for example increasing access to safer neighbourhood teams is on-going and no decisions have been made.

Safer Neighbourhood Bases (2)

Question No: 2013/0039

[Caroline Pidgeon](#)

What assessment has been done of the travel time and cost implications for Safer Neighbourhood Teams of the closure of police stations and bases?

[The Mayor](#)

I am committed to improving public access. Consultation on the draft Police and Crime Plan including my proposals to improve public access through for example increasing access to Safer Neighbourhood Teams is on-going and no decisions have been made. Concurrently the consultation, work is being done by the MPS to ensure that there are appropriate deployment bases for staff.

New Contact Points - Budget

Question No: 2013/0040

[Caroline Pidgeon](#)

What provision is there in your budget for the provision of new contact points? How many contact points do you anticipate opening per borough in 2013/14, and at what cost each?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

Details of the new contact points are included in individual boroughs' public access documents. The individual costs of the contact points are dependent on a number of factors and will vary from location to location. Costs will be finalised as the contact points are rolled out as part of the wider roll out of the local policing model.

New Contact Points - Direct Equivalence

Question No: 2013/0041

[Caroline Pidgeon](#)

In answer to MQ3365/2012 you said that 'no police front counter will be closed unless we can provide the people with equivalent or superior access to the police' and that there would be 'direct equivalence and ... no loss of cover'. What is your definition of direct equivalence? Will you commit to new contact points having the same opening hours and staffing levels as the front counters they replace?

[The Mayor](#)

My draft Police and Crime Plan makes clear my commitment to improving public access. I have pledged not to close a front counter unless an equivalent or better facility has been identified and this is what my proposals will deliver, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings libraries and other local public services as well as other places that are frequently visited. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

I am currently working closely with boroughs and service providers to explore how best to achieve this.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Post Office Pilot

Question No: 2013/0042

[Caroline Pidgeon](#)

The Draft Police and Crime Plan says you 'expect' to have a pilot of the Post Office providing 'some front counter services' in place by July. Can you guarantee there will be a Post Office pilot in London?

[The Mayor](#)

I am committed to improving public access. Consultation on this is on-going and no decisions have been made.

The draft Police and Crime plan includes proposals to bring the police closer to the public with creative solutions including piloting providing some front counter services in post offices, which as stated in my draft plan I intend to be in place by July 2013.

New Contact Points - Pilot

Question No: 2013/0043

[Caroline Pidgeon](#)

The Draft Police and Crime Plan says you will have pilots in place by June of new contact points in shops and libraries. How many pilots are planned across London? Will you commit to a successful pilot taking place before any front counter closes?

[The Mayor](#)

I am committed to improving public access.

The draft Police and Crime includes my public access commitment to Londoners to improve public access.

The plan includes proposals to bring the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

Consultation on this is on-going and no decisions have been made. As part of the consultation process I am working closely with boroughs and service providers to explore how best to achieve this and pilots of this sort will depend in part on the continual cooperation of borough councils and other public bodies.

New resettlement projects

Question No: 2013/0044

[Caroline Pidgeon](#)

You have committed to providing £3.5m to improve resettlement support for young offenders leaving custody from 2012-2015. Please provide more detail about these new resettlement projects. How many young offenders will be engaged with, in which boroughs and with which institutions? When will the projects start? What outcomes have been set for providers and how will the progress of these new projects be monitored and evaluated?

[The Mayor](#)

The new resettlement programme will support young offenders aged between 14 and 17 years old who have either been remanded or sentenced to custody, to re-engage them with education, employment or training (EET) on release.

Two grants have been awarded so far, with the final grant currently in the process of being procured. The programme commenced in October 2012, will continue until October 2015 and will support 900 young people in total, with over 300 staying in EET for 52 weeks.

The projects will cover all London boroughs and will run in Feltham, Cookham Wood, Medway, Holloway and Downview.

Civilian Enforcement Officers

Question No: 2013/0045

[Caroline Pidgeon](#)

How many civilians have been given police style powers under the Community Safety Accreditation Schemes in London? What monitoring of their effectiveness has taken place and how many complaints have been made about them? Please provide a breakdown by borough.

[The Mayor](#)

There are 256 accredited persons. The powers given (agreed by borough commanders) vary according to local community safety needs. Schemes are reviewed and re-accredited on a three-yearly basis. Accredited persons are checked yearly and their accreditations reviewed every two years. Each Scheme provides a monthly return, monitoring the use of powers and complaints against the accredited persons. There were over 7,000 uses of the powers in 2012 and no complaints relating to the use of powers by accredited persons. Two-year evaluations of the Tower Hamlets and the award-winning London South Bank schemes have shown significant reductions in reports of anti-social behaviour.

Borough Number of accredited persons

Hillingdon 20

Southwark 62

Croydon 11

Tower Hamlets 12

Lambeth 5

Westminster 10

Newham 21

Hackney 8

Lewisham 7

MPS-wide (two traffic management schemes and one TfL revenue inspectors scheme)

MPS/MOPAC Legal costs

Question No: 2013/0046

[Caroline Pidgeon](#)

How much has been spent in 2011/12 and in 2012/13 to date by the MPS/MOPAC on legal costs of former officers and staff in Employment Tribunal proceedings? How much is it anticipated will be spent in 2013/14?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28 October 2013

For the financial years 2011/12 and 2012/ 2013 there were two cases with costs paid to date of £67,790.

There will be other cases where former police officers/staff are respondents involved in Employment Tribunals where the MPS will represent them on the basis that there is no conflict of interest as between his/her position and that of the Commissioner. These costs are met within existing budgets.

It is not possible to anticipate costs for 2013/14.

Cost of Consultants

Question No: 2013/0047

[Caroline Pidgeon](#)

Please provide a breakdown of the total spend by MOPAC/MPS on consultants in 2011/12 and in 2012/13 to date? Please also list the number of consultants who have been employed in each year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The spend on external consultants and number of consultants used by the MPS/MOPAC during the periods requested is as follows:

	£m	No.	
2011/12	3.9		168
2012/13 (to date)	3.2	113	

MPS Advertising (1)

Question No: 2013/0048

[Caroline Pidgeon](#)

How much did the MOPAC/MPS spend on advertising and public relations (excluding the cost of in-house staff) in 2011/12 and in 2012/13 to date?

[The Mayor](#)

In 2011/12 MOPAC/MPS spent £3.4 million on advertising campaigns.

In 2012/13 MOPAC/MPS have spent £1.6 million to date on advertising campaigns.

MPS Advertising (2)

Question No: 2013/0049

[Caroline Pidgeon](#)

How much did the MOPAC/MPS spend on in-house press and public relations staff in 2011/12 and in 2012/13 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11 September 2013

In 2011/12 MOPAC/MPS spent £3.6 million on in-house press and public relations.

For the financial year 2012/13 MOPAC/MPS has to date* spent £2.2 million on in-house press and public relations.

*end of January 2013.

Domestic violence specialist investigation unit

Question No: 2013/0050

[Caroline Pidgeon](#)

Has the MPS looked at the recent good work done by Gwent Police in establishing a domestic violence specialist investigation unit that has substantially reduced offending and improved the conviction rate in court, and has in particular improved information sharing between agencies? What lessons could be learned from this approach in London?

[The Mayor](#)

The MPS will always be open to adopting good practice from elsewhere. The MPS introduced specialist Community Safety Units in 1998, which are dedicated to dealing with domestic violence and hate crime.

The Gwent Police model relates to a DACC (Domestic Abuse Conference Call) where high risk cases are shared with partner agencies each morning. This is similar to the MPS Multi-Agency Safeguarding Hub (MASH) project, which is currently being rolled out across the MPS and is due for completion in March 2014. MASH brings together partners into an integrated team, where they share information in order to take appropriate actions to safeguard children.

Child Abuse Investigation Command

Question No: 2013/0051

[Caroline Pidgeon](#)

Please provide a breakdown of the number of cases which have been taken up by the Metropolitan Police Service's SCD5 Child Abuse Investigation Command by year since 2008, broken down by Team or Unit. What are the anticipated Police Officer and Staff numbers for SCD5 in 2013?

[The Mayor](#)

1. Breakdown of cases investigated by SC&O5

The table below shows the number of cases dealt with by SC&O5 Child Abuse Investigation Command.

*Figures up to Dec 2012

These figures reflect allegations made and crimes investigated. It should be noted that all referrals receive a minimum level of investigation, research and partnership liaison. Please note that the team also deals with a large number of crime related incidents, not included in the figures above.

2. Current SC&O5 Police Officer Strengths as at Jan 13

Budgetary Workforce Target (BWT) is 452. Actual Workforce Target (AWT) is 451.9.

3. Current SC&O5 Police Staff Strengths as at Jan 13

Budgetary Workforce Target (BWT) is 197.5. Actual Workforce Target (AWT) is 188.84.

Safer Travel at Night campaign (1)

Question No: 2013/0052

[Caroline Pidgeon](#)

Your answer to MQ 3858 / 2012 detailed the new Safer Travel at Night (STAN) campaign that launched in November. How will you measure the success of the campaign? What was the takeup of the Cabwise app in November and December 2012?

[The Mayor](#)

The Safer Travel at Night marketing campaign is evaluated each year through two pieces of quantitative research: bespoke advertising effectiveness research and operational research.

These are set up to monitor late night travel options which also include questions about the campaign. The research is undertaken in January with results available in late March.

Between the launch of the Cabwise app in November and 20 January, there were 18,323 downloads of the app across the Google Play and iTunes platforms.

Cabwise

Question No: 2013/0053

[Caroline Pidgeon](#)

I have heard from constituents that the Cabwise app sometimes offers only private hire mini cab contact details and not a licensed taxi. In some circumstances some people may prefer to take a black cab, given the separation between passenger and driver, and the drivers' knowledge of London addresses. What data is collected on the functionality of the Cabwise app? How often has the Cabwise app not offered the choice of a black cab to users?

[The Mayor](#)

On the homepage of TfL's Cabwise app, there is the choice of either 'find a minicab' or 'call a taxi (black cab)' direct. TfL is not aware of any issues with the service that has stopped users from calling a black cab.

TfL's Cabwise service is accessible both as a downloadable app (from iTunes or Google Play) or alternatively via any Smartphone's web browser (web-app). Currently, the only data that TfL collects is number of downloads from iTunes or Google Play but TfL is also working to collect the number of hits on the web-app page.

Safer Travel at Night campaign (2)

Question No: 2013/0054

[Caroline Pidgeon](#)

Will you look at extending the Safer Travel at Night campaign to include the Hailo and/or GetTaxi apps which are used by over 9000 black cab drivers?

[The Mayor](#)

TfL's Cabwise app enables users to 'call a taxi (black cab)' as an alternative to finding a minicab local to them. In addition, on the homepage of the Cabwise app, there is a link to the 'Taxi and minicab apps' page by clicking the 'Visit [tfl.gov.uk](http://www.tfl.gov.uk) for other taxi apps available' hyperlink.

TfL is working to include access to suitable apps on all appropriate platforms. For example, the 'Taxi and minicab apps' page

(<http://www.tfl.gov.uk/gettingaround/taxisandminicabs/taxis/26182.aspx>) on TfL's website already includes information on, and links to, Hailo and Get Taxi apps to help it make it easier for people to book licensed taxis.

In general, TfL will only include information and links to third party taxi and private hire apps where they meet TfL's criteria. These include structures to check the licence status of participating drivers and the vehicle they use, and processes for recording the booking. On the 'Taxi and minicab apps' page, TfL encourages anyone who has an app they would like TfL to consider adding to the page to email tphintel@tfl.gov.uk.

Safer Travel at Night campaign (3)

Question No: 2013/0055

[Caroline Pidgeon](#)

Your answer to MQ 3858 / 2012 detailed the new Safer Travel at Night (STAN) campaign that launched in November, which included an anti-touting operation over the festive period. What additional enforcement took place, in what areas, and what were the outcomes? In particular what action was taken on Regent Street, where constituents have reported to me that multiple mini-cab firms were touting for business - in some cases whilst parked on double yellow lines, in bus lanes, and on red routes?

[The Mayor](#)

Operation STAN, coordinated by TfL and the TfL funded Safer Transport Command (STC), ran throughout December and activity was carried out across London.

The Cab Enforcement Unit (CEU) focussed on the priority boroughs for cab-related sexual offences while Safer Transport Teams (STT) focussed on the hotspots in their boroughs. Types of activities included: high visibility patrols; plain clothes officers detecting and apprehending touts; education and crime prevention advice; and vehicle and licence checks with Taxi & Private Hire officers and Automatic Number Plate Recognition (ANPR). In December, 115 arrests were made for touting.

TfL and the STC are aware of touting on Regent and Swallow Streets. Both the CEU and the Westminster STT paid attention to these areas as part of Operation STAN. In addition to plain clothes patrols, the CEU ran a high visibility enforcement operation with the Traffic Operational Control Unit and Taxi & Private Hire.

While TfL and the STC are unable to enforce parking restrictions on Regent Street or Swallow Street as they are borough roads, they proactively liaise with Westminster about the illegal parking by touts in the area. Westminster Council is aware of the issues in the area and deploy officers appropriately to deal with this.

Cost of policing football matches

Question No: 2013/0056

[Caroline Pidgeon](#)

Thank you for the detailed answer to MQ: 3855 / 2012. Please can you clarify the definition of 'Cost of deployment' and 'Cost recovery' used. The figures suggest that, for example, the cost of policing outside Arsenal's stadium was only £132,331 for 2011/12 compared to £593,656 at Chelsea. Can you provide an explanation of why the cost of deployment and the costs recovered is so different between clubs in the same league?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

The cost of deployment reflects the full cost of deploying officers on land owned or leased by the Club. This normally involves the deployment inside the ground and areas outside the ground such as concourses but not the public highway. The level of police resources required will vary from club to club and match to match and is based on an on intelligence and a risk assessment, taking into consideration a number of factors such as the number of fans attending and the extent of the area around the stadium to be policed. The level of resources deployed within the Stadia (including areas outside the ground as referenced above) will be determined following discussion with the Club, and in accordance with section 25 of the Police Act 1996 are a Special Police Service where the costs are fully recoverable from the relevant Football Club.

London Park Hotel - vacant site

Question No: 2013/0057

[Caroline Pidgeon](#)

How many expressions of interest were received following your call for developers to step forward and deliver a stalled mixed-use scheme at Churchyard Row in Elephant and Castle? What progress has been made since re-marketing the site in October 2012?

[The Mayor](#)

The GLA received 7 Responses to the Pre Qualification Questionnaire. These were evaluated and a shortlist of 6 organisations have been sent an Invitation to Tender. The deadline for bid submissions is 8 March 2013.

GLA Land

Question No: 2013/0058

[Caroline Pidgeon](#)

Please confirm how much GLA-owned land has been made available for development since May 2012. Please outline the number of affordable homes you expect this land to deliver?

[The Mayor](#)

In the current financial year, the GLA has entered into contracts for the development of 101 hectares of land for residential and commercial use. These sites will provide 768 affordable homes. A further 1.96 hectares has been released to the market which will provide an additional 150 affordable homes.

Capital Spending Plan - Housing

Question No: 2013/0059

[Caroline Pidgeon](#)

Are you satisfied with the profile of capital spending on housing, which looks set to reduce by 51 per cent from £509.1m in 2012/13 to £249.2m in 2013/14?

[The Mayor](#)

The reduction in spending from 2012/13 to 2013/14 reflects the outline profile of expenditure from the National Affordable Housing Programme and my decision to vary the payment structure of the 2011-15 Affordable Homes Programme in 2012/13.

GLA Budget - impact assessment

Question No: 2013/0060

[Caroline Pidgeon](#)

What assessment was made of the economic benefits of housebuilding when formulating your consultation budget? Are you satisfied with the current balance of public spending between housing schemes and other projects?

[The Mayor](#)

The funding received by the GLA as a result of the settlement agreed with Government for the period 2012-15 is not ring-fenced to specific activities. Therefore, elements of that settlement which were based upon the allocations of Homes and Communities Agency funding relating to London could be put to alternative uses by the GLA.

However, the settlement does require that I meet agreed targets for housing, which were based upon the historical allocations of funds. These targets would be unachievable if funding for housing activities were to be reduced.

*

Affordable housing grant (1)

Question No: 2013/0061

[Caroline Pidgeon](#)

Can you confirm that 'start-on-site' payments - made to investment partners who are able to start on-site earlier than anticipated - will cease on 1 April 2013?

[The Mayor](#)

I can confirm the 'start-on-site' payment tranche for the Affordable Homes Programmes will cease on 1 April 2013.

Affordable housing grant (2)

Question No: 2013/0062

[Caroline Pidgeon](#)

How many housing starts have been brought forward following your decision to pay 75 per cent of the affordable housing grant up front for each home started onsite in 2012/13?

[The Mayor](#)

Circa 900 starts on site have been specifically brought forward to 2012-13 since the decision to pay 75 per cent starts on site tranche payments was introduced this year.

Stalled Developments

Question No: 2013/0063

[Caroline Pidgeon](#)

Further to your answer to MQ2500/2012, what were the findings of the study you commissioned to identify the reasons behind unimplemented residential schemes in London, which account for 170,000 potential homes across the capital?

[The Mayor](#)

The Barriers to Delivery study can be accessed on the GLA website at <http://www.london.gov.uk/publication/barriers-housing-delivery>

It found a number of reasons for unimplemented planning permissions including:

-  45 per cent of permitted homes are in the control of 'non builders'
-  Debt to fund development is costly and hard to obtain
-  There is limited spare capacity in the development sector to build more
-  Speed and consistency of the public sector

Affordable Homes Programme

Question No: 2013/0064

[Caroline Pidgeon](#)

How will you meet your target to build 55,000 affordable homes by 2015 when the average time taken to build homes is 18 months, and the planned delivery of homes is back-loaded towards the final year of your programme (with nearly 20,000 homes due for completion in 2014/15)?

[The Mayor](#)

The GLA has advised all investment partners that we expect their Affordable Homes Programme schemes to start on site by September 2013 to allow an average 18 month build contract.

London Plan - early minor alterations

Question No: 2013/0065

[Caroline Pidgeon](#)

How many boroughs have formally objected to the change in definition of 'affordable housing' in your London Plan, which includes the new affordable rent product alongside social rent and intermediate housing? Please list the boroughs.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

Although a number of boroughs objected to aspects of the proposed London Plan early minor alterations relating to affordable housing, only one - Southwark - objected to this particular aspect.

London Plan - self build

Question No: 2013/0066

[Caroline Pidgeon](#)

How will you identify the number of people wishing to build their own homes in London, as required by the National Planning Policy Framework?

[The Mayor](#)

This issue will be addressed as part of the GLA's next Strategic Housing Market Assessment (SHMA). Preparatory work for a new SHMA is currently under way.

Large-scale investment in the private rented sector

Question No: 2013/0067

[Caroline Pidgeon](#)

Please confirm whether the recently commissioned report - looking into developing a proposal for large scale investment in the private rented sector (DD983) - will be published on the GLA website?

[The Mayor](#)

It will not. The report was commissioned to inform internal GLA thinking and that of wider Government. The stakeholder research was conducted on the basis that it would not be published.

Child Poverty and Parental Employment

Question No: 2013/0068

[Stephen Knight](#)

What are you doing to address the affordability of childcare and the consequent low rates of parental employment in order to tackle London's unacceptable levels of child poverty?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Stephen. This is a serious problem in London where childcare costs are much higher than the rest of the country. It is really interesting if you look at the figures; women with children in London have lower employment rates than the rest

of the UK and women who do not have children in London tend to have higher employment rates than in the rest of the UK. That is very possibly a function of the high costs of childcare. It has been very difficult for us to address. There was a London Development Agency (LDA) scheme which spent about £10 million not really achieving a great deal and it was something that the then Labour Government urged me to remove because it was repeatedly under performing.

It is interesting that the Coalition - and good news- the Coalition Government, just yesterday, announced a series of measures to improve childcare in London allowing nurseries to increase the numbers of their children/staff ratios provided they have high quality staff and allowing child minders to increase the number of children they look after. Introducing some flexibilities into what is, deservedly, quite a regulated sector and allowing the creation of child minder agencies. People find it very difficult to set up these businesses and more difficult than they should do to enter the market for child minding. A series of other measures which, doubtless, you as an avid supporter of the coalition Government, are aware of and approve of.

Stephen Knight (AM): Mr Mayor, thank you for that answer and certainly I agree with you; this is a huge issue in London. London actually has the best qualified female population in the UK but the lowest percentage of women in work in the UK. A recent Child Poverty Action report equated this to 100,000 missing parents in employment in London, which is clearly a huge impact on the London economy and something that needs to be addressed.

Mr Mayor, there have been a number of reports recently by the Daycare Trust and the Child Poverty Action Group calling for specific action in London to tackle this issue. Will you set up a specific programme to increase the rates of parental employment in London? For example, the Daycare Trust has called for the setting up of a London-wide at home childcare agency for parents with atypical work patterns and the Child Poverty Action Group has called for funding for employers in key sectors to help them manage flexible working. Are you going to look into any of these things and set up a specific programme of action?

Boris Johnson (Mayor of London): We are. We are doing some work now to try to increase the number of part time jobs and make it easier, particularly for women coming back into the labour market, to get work. That is certainly something that we are trying to do.

The other things you can do, obviously, are to promote the London Living Wage, which is the whole --

Stephen Knight (AM): I agree that is an important part of tackling child poverty.

Boris Johnson (Mayor of London): The whole city should be paying, as far as they can, the London Living Wage if there is going to be any chance of getting --

Stephen Knight (AM): Absolutely. Will you commit to helping to set up a London-wide at home childcare agency for parents with atypical work patterns, as recommended by the Daycare Trust? Could you commit to doing that?

Boris Johnson (Mayor of London): My only wariness, Stephen, is that we have tried London-wide strategic provision of this sort of thing and it has not been very successful. The value for money was not great.

Stephen Knight (AM): Mr Mayor, just because one scheme was not successful does not mean that other schemes cannot be --

Boris Johnson (Mayor of London): No, I accept that.

Stephen Knight (AM): -- and I am a bit worried that is a defeatist attitude. We have got to tackle this issue because of the impact on London's economy.

Boris Johnson (Mayor of London): I am not being defeatist. I share your concern about this. I just think you need to be very careful before we, as the GLA, leap into a massive programme of child minding.

Stephen Knight (AM): Finally, Mr Mayor, I wonder if you could update us --

Boris Johnson (Mayor of London): It comes in Plato's Republic. Somewhere in the Republic

they have such a programme for the ideal state.

Stephen Knight (AM): Finally, Mr Mayor, can you update us on your commitment that you have already given to run a campaign to encourage London employers to offer childcare vouchers? When is that going to happen?

Boris Johnson (Mayor of London): As far as I know it is happening already but I will get back to you with further particulars about that.

Stephen Knight (AM): Thank you.

Improving rates of parental employment (1):

Question No: 2013/0069

[Stephen Knight](#)

In your campaign to increase the supply of part time jobs, will you target 'associate professional' and 'administrative/secretarial' roles and provide training for employers in these sectors on how to manage flexible working as recommended in the Child Poverty Action Group's recent report on tackling the low rates of parental employment in London?

[The Mayor](#)

My London Enterprise Panel Skills and Employment Working Group are currently considering a series of research reports, including the Child Poverty Action Group's report and bespoke research commissioned to support the delivery of a part-time jobs campaign. The outcome of this work will define the approach we take forward.

Improving rates of parental employment (2):

Question No: 2013/0070

[Stephen Knight](#)

Will you introduce a part-time travelcard to help make part time work more affordable and thus tackle the low rates of parental employment in London?

[The Mayor](#)

The research shows that the most significant barrier to improving parental employment is the lack of appropriate opportunities available. I have no plans to introduce a part-time Travelcard. Oyster Pay As You Go already offers a daily price cap to ensure that travellers get the cheapest fares possible. I have already set out in responses to MQ 68, 69, 71 and 72 the work underway to develop my campaign on quality part-time jobs and I am focusing my efforts on increasing the supply of quality part time jobs.

Improving rates of parental employment (3):

Question No: 2013/0071

[Stephen Knight](#)

Working with local authorities, will you develop a dedicated London-wide initiative to increase parental employment along the lines of the successful schemes piloted in Newham and Islington?

[The Mayor](#)

My focus as set out in my manifesto will be on increasing the supply of quality part-time jobs in London's economy. The examples of both Newham and Islington highlight the success that can be achieved at the local level. However, it is also clear from the evidence that the two approaches were significantly different and tailored to the particular barriers to employment in the boroughs. A London-wide initiative may not be the most effective solution. Where I can support partnership working and the sharing of best practice I will do so.

Increasing rates of parental employment (4):

Question No: 2013/0072

[Stephen Knight](#)

Will you commission the London Enterprise Panel to set and work towards a target of closing the gap between parental employment rates in London and the rest of the UK by 2015?

[The Mayor](#)

The London Enterprise Panel's Jobs and Growth Plan is currently in development. Stakeholders will be consulted on the proposals and content of the plan. This includes consideration of appropriate targets.

Increasing rates of parental employment (5):

Question No: 2013/0073

[Stephen Knight](#)

Will you seek greater control of European Social Fund expenditure in order to target this money at a specific parental employment scheme for Londoners?

[The Mayor](#)

I am seeking greater control of European Social Fund (ESF) expenditure for the forthcoming 2014-20 programme and have written to Government requesting 'Managing Authority' status for London, as set out in Mayoral Decision 1101. The Government response is awaited.

The 2014-20 EU budget, EU-wide eligibility criteria for ESF expenditure, the size and content of UK programmes and London's potential role managing funds have yet to be agreed. It is thus too early to say whether parental employment schemes will form part of any eventual London programme.

The ESF programme will be developed in partnership with stakeholders and investment priorities will be consulted upon prior to its formal adoption.

Helping with Childcare costs (1):

Question No: 2013/0074

[Stephen Knight](#)

Will you undertake work to publicise sources of financial support for childcare and the work of Family Information Services in London in order to ensure that parents are made aware of the financial help that is available to them?

[The Mayor](#)

I don't believe there is a need for this to be provided by the GLA. The information is available locally and on the www.gov.uk website.

Helping with Childcare costs (2):

Question No: 2013/0075

[Stephen Knight](#)

Will you work with central government to assist parents returning to work with the costs of childcare, for example through a London-wide scheme of loans and grants designed to assist with the frequently insurmountable up-front costs associated with childcare?

[The Mayor](#)

The Government is due to announce the outcome of its childcare commission looking at ways of reducing the costs of childcare for families. I submitted evidence to the commission on specific issues in London. I will consider if any specific action in London is needed after that.

Mapping the provision of childcare in London:

Question No: 2013/0076

[Stephen Knight](#)

Will you undertake work to map the provision of childcare in London in order to ensure a sufficient level of care for children of all ages in all parts of the capital and to assist with matching parents to childcare providers?

[The Mayor](#)

Local authorities have the responsibility to map childcare provision in their areas and ensure there is sufficient provision to meet the needs of working parents. Through their Family Information Services, they are best placed to advise parents about provision that will match their needs.

Registered Childminders:

Question No: 2013/0077

[Stephen Knight](#)

Will you undertake research into the decline in registered childminders in London in order to understand the trend and work towards reversing it?

[The Mayor](#)

I see no need for the GLA to carry out research in this area. The gradual decline in the number of Ofsted-registered childminders in London is part of a long-term trend also observed in England as a whole. The Government has set up a £2 million fund to give grants to people wanting to become childminders or set up childcare businesses, to cover costs such as legal and insurance expenses, health and safety training, equipment, and adaptations to premises. All those who receive grants will also be offered start-up advice and mentoring through the Government's Business in You scheme.

Workplace nurseries (1):

Question No: 2013/0078

[Stephen Knight](#)

Will you undertake work to encourage large employers or concentrations of employers (for example the occupants of the More London Estate) to provide workplace nurseries that also meet the need for evening and weekend care?

[The Mayor](#)

No. Workplace nurseries are not necessarily the best form of provision for young children, especially in the evenings and weekends, unless there is a local workforce.

Workplace nurseries (2):

Question No: 2013/0079

[Stephen Knight](#)

Will you provide a capital grant fund to help businesses set up workplace nurseries, prioritising employers whose staff are obliged to work outside normal office hours?

[The Mayor](#)

No. See my answer to MQ 78/ 2013 and I don't see this as appropriate use of taxpayers' money, even if it is within my powers.

Family Friendly Workplaces (1):

Question No: 2013/0080

[Stephen Knight](#)

In your dealings with London employers and their representatives, will you undertake to promote the business case for family-friendly workplaces?

[The Mayor](#)

I am already promoting measures with employers which will provide the best help to families, including more jobs and apprenticeships and the London Living Wage. My part-time jobs campaign will be especially helpful to families, enabling quality better-paid work at times that fit in with children's needs.

Family Friendly Workplaces (2):

Question No: 2013/0081

[Stephen Knight](#)

Will you undertake work to develop a 'family-friendly business standard' or accreditation which includes, for example, offering childcare vouchers, implementing flexible working patterns and signposting to information sources?

[The Mayor](#)

I don't think it would be helpful to set up another accreditation scheme, but my part-time jobs campaign will be promoting more flexible working.

Delivering the Early Education Pledge:

Question No: 2013/0082

[Stephen Knight](#)

Will you lobby the government to secure capital funding to support local authorities as they implement the free early education offer for two-year-olds?

[The Mayor](#)

I am aware that London boroughs face a number of challenges in implementing the free early education offer for two year olds and also recognise the importance of quality early education for the good child development. GLA officers will liaise with key partners in London to identify the most effective steps we can take to support early education provision.

Retrofitting London

Question No: 2013/0083

[Stephen Knight](#)

Please outline how your 2013/14 budget will help to achieve the target of retrofitting an additional 20,000 homes across London?

[The Mayor](#)

The target of 20,000 homes was set for the 2012/13 financial year. Please see my response to MQ 3179 /2012 for details on the contracts that I have entered into which will exceed this target.

Street trees (1)

Question No: 2013/0084

[Stephen Knight](#)

Please outline how your 2013/14 budget will help to achieve the target of planting an additional 10,000 street trees across London?

[The Mayor](#)

The street tree planting budget is outlined in DD912

<http://www.london.gov.uk/sites/default/files/DD912%20Grant%20and%20street%20trees%202012-15%20PDF.pdf>

We aim to plant at least 5000 street trees in 2013/14 with a capital budget of up to £740,000.

Street trees (2)

Question No: 2013/0085

[Stephen Knight](#)

Are you aware of the number of street trees being felled by councils across London?

[The Mayor](#)

The most recent London-wide figures available for street tree felling are shown in Appendix 2 of the London Assembly's Branching Out report:

<http://www.london.gov.uk/sites/default/files/FINAL%20street%20trees%20report%20010611.pdf>

Street trees (3)

Question No: 2013/0086

[Stephen Knight](#)

Are you sure that trees planted under the most recent phase of your Street Tree programme are additional to those boroughs would plant in a normal yearly cycle?

[The Mayor](#)

By providing successful applicants to my programme with up to 50 per cent of the funding required for new street trees I am enabling borough tree budgets to go further - planting more trees than would have been achievable without funding from my Street Tree initiative.

Tree cover

Question No: 2013/0087

[Stephen Knight](#)

How are you monitoring progress on your ambition to increase tree cover across London by five per cent by 2025?

[The Mayor](#)

We have a twofold approach to monitoring increases in tree cover:

1. Annually collating data on trees planted through projects funded by the GLA, or delivered by the Re:LEAF partners. Since launching RE:LEAF in January 2011 the partnership and TfL have planted over 100,000 trees.
2. Over a longer timescale (5 to 10 years) we will compare aerial imagery of tree cover across London in order to estimate changes in canopy cover over time.

Re: New (1)

Question No: 2013/0088

[Stephen Knight](#)

Please confirm how many homes have been treated so far under Phase II of your homes retrofit programme (RE:NEW)?

[The Mayor](#)

As of 11 January 2013, 16,826 homes have been treated under RE:NEW Phase II.

Re: New (2)

Question No: 2013/0089

[Stephen Knight](#)

Please confirm how many homes were treated in 2012 through your homes retrofit programme?

[The Mayor](#)

The 2012 calendar year covers two phases of the RE:NEW programme and due to the nature of delivery and reporting I can only estimate how many homes were treated during that period. Approximately, 45,000 homes have been treated under RE:NEW during 2012.

Re: New (3)

Question No: 2013/0090

[Stephen Knight](#)

Please confirm how many homes have been treated in total through your homes retrofit programme (i.e. since April 2009)?

[The Mayor](#)

As of 11 January 2013 I have delivered 70,834 homes directly through RE:NEW, enabled a further 21,000 through use of the RE:NEW framework and in total approximately 360,000 homes have been retrofitted in London.

Green Deal (1)

Question No: 2013/0091

[Stephen Knight](#)

How many London households have you identified with properties that could benefit from the government's Green Deal energy efficiency programme? How will you inform home owners once formal offers become available?

[The Mayor](#)

Through my RE:NEW programme I am gathering information on potential Green Deal candidates in order to speed take-up in future phases. As data becomes available we will be tracking potential take-up both to create a pipeline of candidates and to understand the potential for future projects.

Green Deal (2)

Question No: 2013/0092

[Stephen Knight](#)

How will you ensure that over-65s benefit from the Green Deal in London given recent analysis shows the average annual spend on fuel bills by older households has doubled since 2005, to reach £1,355.90 last year?

[The Mayor](#)

My home retrofitting programme RE:NEW works with boroughs, community groups and delivery agents to direct residents to the most suitable funding available to them. This includes identifying homes that could benefit from Green Deal and ECO. Our delivery partners are working with organisations such as Age UK to reach older residents.

Older people receiving pension credit, who are also more likely to be fuel poor, will be eligible to receive all or partial costs of energy efficiency retrofit measures through the Affordable Warmth Energy Company Obligation (ECO).

My annual Know Your Rights campaign highlights support available to Londoners to keep warm through winter. This year's campaign was launched this month and aims to highlight the help available specifically for older people and their carers for paying bills and accessing other benefits they are entitled to.

Zero Emission Taxi

Question No: 2013/0093

[Stephen Knight](#)

Did you discuss plans for a taxi capable of zero tail pipe emission operation at your meeting with representatives from the Taxi Trade on 6 December 2012?

[The Mayor](#)

While this was not a discussion point at the meeting, the taxi trade representatives I meet are very supportive of my desire to reduce taxi emissions. They are already working proactively in partnership with TfL and vehicle manufacturers to develop and bring to market zero-emission capable taxis by 2020 at the latest.

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Air Quality - Putney High Street

Question No: 2013/0094

[Stephen Knight](#)

Do you accept that concentrations of Nitrogen Dioxide recently recorded on Putney High Street are harmful to human health?

[The Mayor](#)

Please see my response to MQ 460 / 2013.

The Shard - energy requirement

Question No: 2013/0095

[Stephen Knight](#)

Are you still expecting the Shard to require four times as much energy as a town of 173,074 residents, as stated in your Daily Telegraph article of 10 December 2012?

[The Mayor](#)

I was emphasising that we need to address our future energy capacity as a nation. I should add that many of the large developments being built today, including The Shard, have a significant energy demand.

Nitrogen Dioxide pollution in London during EU Year of Air

Question No: 2013/0096

[Jenny Jones](#)

Given that London has again exceeded legal limits for Nitrogen Dioxide, what further action will you take to prevent areas such as Putney High Street (which breached hourly Nitrogen Dioxide limits 2709 times in 2012) from similar exposure in 2013?

[The Mayor](#)

Boris Johnson (Mayor of London): Yes, thanks, Jenny. There are a lot of things that clearly we are doing, particularly to address what is happening in Putney High Street. You will be familiar with the Low Emission Zone (LEZ) Phase 3, the taxi age limits, the retrofitting that is going on for homes in London to reduce NOx, particularly in Putney High Street which you have asked me about. I want to assure you that there are very ambitious programmes to reduce the pollution in what is effectively a bit of a gully for poor air quality and by the summer of this year 85% of the buses that go through Putney High Street will meet Euro 4 standards, up from 20% at the beginning of last year. We are announcing a special sum, the Mayor's Air Quality fund, £20 million to help boroughs tackle particular problems such as those experienced by Putney High Street.

I should say that although Putney does have particularly high levels of NOx and diesel fumes, I am afraid it is not alone in London. There are other areas that suffer from poor air quality in a similar way and we are determined to bring forward further measures, I would just put the Assembly on notice, to improve air quality in London.

John Biggs (AM): More glue.

Jenny Jones (AM): That is all very good news. Can you tell me, the buses passing through Putney --

Boris Johnson (Mayor of London): Not more glue. Stop heckling me.

Darren Johnson (Deputy Chair): Yes, be quiet, Mr Biggs.

Boris Johnson (Mayor of London): Why can we not glue him?

Darren Johnson (Deputy Chair): Or even Mr Duvall. I was guessing that this behaviour was from John Biggs.

Jenny Jones (AM): Can I have some time back on this?

Darren Johnson (Deputy Chair): We have stopped the clock. Carry on, Jenny.

Jenny Jones (AM): Thank you. Mr Mayor, that is all very good news. Can you tell me if all the buses going through Putney will be clean buses?

Boris Johnson (Mayor of London): As I said, by the summer 85% of them will be up to Euro 4. I cannot give you any further details on that yet. It is our ambition, plainly-- I would like zero tailpipe buses as soon as possible in London. We were discussing this a great deal in Transport for London (TfL) to see what we can do. The issue, as you know, is to do with range and range confidence, but we think we can make progress. What I can tell you is that there will be a substantial improvement in the quality and the cleanness of the buses this year.

Jenny Jones (AM): Are the measures you are introducing in Putney, are they actually going to bring Putney within the EU limits? Is it going to make Putney legal?

Boris Johnson (Mayor of London): I cannot give you that kind of detail. What I can tell you, which I have said many times before, is that London does better than many other EU cities, including Paris, Rome, Barcelona and Athens, on some of the most injurious pollutants.

Jenny Jones (AM): Not on NO₂ in fact. We are the worst in Britain and Europe.

Boris Johnson (Mayor of London): Not on NO₂, basically because of the move to diesel. Everybody was encouraged to move to diesel. We are now looking at trying to reduce the diesel consumption of the fleet by moving to, as I say, more hybrids or indeed to try to get zero tailpipe buses altogether.

Jenny Jones (AM): Are you bringing in other emergency measures in other places, as you are in Putney?

Boris Johnson (Mayor of London): Yes, in the sense that the clean air fund, the Air Quality fund, is there specifically to help boroughs address some of these pollution hotspots.

Jenny Jones (AM): By when do you expect London to be within the legal limits?

Boris Johnson (Mayor of London): We already are within the legal limits and we have done very well on PM₁₀s and some other pollutants.

Jenny Jones (AM): This question is about nitrogen dioxide pollution, specifically.

Boris Johnson (Mayor of London): OK. I cannot give you a timescale now, Jenny, and I am not going to extemporise one. I will make sure we write to you with the projections.

Jenny Jones (AM): Would you consider some emergency measures - obviously they are desirable since we are facing possible fines from Europe - for example, road closures?

Boris Johnson (Mayor of London): As I said just now, we are going to be bringing forward other measures to improve air quality. When you look at the totality of what London is doing to improve air quality it is very impressive. It has certainly impressed the European Commission, and they know the seriousness of our intentions. Of course we will look at all sorts of measures to improve air quality. Closing roads I am not certain is necessary. I would much rather use our position as a regulator, which we have in TfL, to drive forward the technical improvements that will really sort this problem out.

Jenny Jones (AM): This is a problem not only about fines from Europe, it is also a public health problem, because TfL figures show that more than 4,000 Londoners die early deaths every year because of pollution and a lot of that is attributed to diesel fumes and exhausts. It is quite important to bring London within legal limits, is it not?

Boris Johnson (Mayor of London): You have to be clear, the PM₁₀s are the really noxious things and the NO_x does not in fact have the effect that you are describing. The PM₁₀s are the most pernicious element and on those we have had considerable success in reductions.

Jenny Jones (AM): I am talking about nitrogen dioxide.

Boris Johnson (Mayor of London): NOx is not associated with the fatalities that you describe.

Jenny Jones (AM): It is important to bring London within legal limits and at the moment you cannot tell me when that will be. You cannot give me a year.

Boris Johnson (Mayor of London): I can tell you that we are already compliant on PM10s and that, as far as NOx goes, 22 out of 27 EU countries are currently facing the same problems and --

Jenny Jones (AM): We are the worst in Europe on nitrogen dioxide pollution. We are the worst. Admit it. Mr Mayor.

Boris Johnson (Mayor of London): We are very far from alone. We have 22 out of 27 --

Jenny Jones (AM): Admit it? We are the worst in Europe.

Boris Johnson (Mayor of London): I will certainly concede that we are better than many other European cities including Rome, Barcelona and Paris. Go and get a lungful of Paris. Go and stand behind a bus in Paris, Jenny, and inhale the rich vapours that they allow to emanate from their public transport and you will pray you were back in London. We are doing better on the PM10s, the PM2.5s, which are the things that really cause the illnesses that you rightly draw attention to. I want people to know I do not minimise this problem. We are very ambitious --

Jenny Jones (AM): You have got to stop pandering --

Darren Johnson (Deputy Chair): I think we will conclude it there. Assembly Member Tracey.

Boris Johnson (Mayor of London): -- to improve air quality in London.

Jenny Jones (AM): I want some time back on his wasting my time.

Accident and Emergency Lewisham

Question No: 2013/0097

[Darren Johnson](#)

Will you now oppose the recommendation of the South London Healthcare Trust Special Administrator to close Lewisham Accident and Emergency and urgently lobby Jeremy Hunt, the Health Minister, to urge him to keep it open?

[The Mayor](#)

Boris Johnson (Mayor of London): Thank you. The blunt answer to your question, Chair -- you are asking me to oppose the recommendation of the South London Healthcare Trust Special Administrator, Matthew Kershaw, and to lobby Jeremy Hunt to reverse his decision and keep Lewisham A&E open. I have thought very hard about this. The difficulty is that I could of course place myself at the head of those who are calling for reversal of every reform around London and every change to A&E because there are protests and there are campaigns around the city about a lot of what is being suggested. What I have done is I have registered my concerns with Matthew Kershaw. He has been in. We have gone over what he is proposing. I have raised it with Jeremy Hunt. I have gone over the concerns I mentioned to Fiona. We have been over the critical criteria, the things that matter to us as Londoners; ambulance times obviously are important and response times, but also of course clinical outcomes. All those things I have certainly raised both with Matthew Kershaw and with Jeremy Hunt --

Darren Johnson (Deputy Chair): On that point I am deeply disappointed because you sought assurances from the Special Administrator that the changes were clinically led but there is not one iota of clinically led thinking in these plans. It is about destroying a successful hospital because of unsustainable private finance initiative (PFI) debts elsewhere. At the eleventh hour I urge you to back the campaign against closure.

Boris Johnson (Mayor of London): Chair, I respect completely your feelings as the local representative and you are right --

Darren Johnson (Deputy Chair): 95% of people who responded to the consultation opposed it.

95% of people opposed it.

Boris Johnson (Mayor of London): -- to shout at me across the Chamber and make your point. You are perfectly entitled to do that and I certainly respect the campaign; a very large campaign is being waged on this. A march of about 25,000 people at the weekend. There is no doubt of the strength of public feeling --

Murad Qureshi (AM): Some of us were on it.

Boris Johnson (Mayor of London): -- about this. I have to say, on the point about the clinical justification for what is happening that is disputed by the Trust's Special Administrator in the sense that he believes that this will help to reduce the variation in provision of services across London's acute emergency care. Therefore, to get back to the point I was making earlier to Fiona, you iron out inequalities, you get a better service and, on their argument, you actually reduce deaths. That is a powerful argument. That is a powerful argument which we, in this place, have to listen to.

Darren Johnson (Deputy Chair): It has been disputed by an overwhelming number of clinicians locally. It is also worth bearing in mind --

Boris Johnson (Mayor of London): Of course. I understand that. What is difficult for us to do is to second guess the thinking of NHS London and to pay for a big department in the GLA to go over all their analysis when we have neither the resources to do so nor the responsibility. What I can do is make your concerns known vehemently to Mr Kershaw, to Jeremy Hunt and to others. I noticed, by the way, that there is a legal uncertainty about this whole matter in the sense that basically it is exactly as you described; Lewisham A&E is basically being victimised because of the failings of the adjacent set up where the PFI contracts have gone so badly wrong. As I understand it, there may be a legal obstacle to the Health Secretary actually being able to proceed with the recommendations of Mr Kershaw. We have got to wait and see what happens there.

Darren Johnson (Deputy Chair): The Green group are now out of time so I am going to cut myself off but I do hope that, if there is a legal challenge, that you join with the London Borough of Lewisham and the people of Lewisham in supporting that legal challenge.

Monitoring welfare changes (1)

Question No: 2013/0098

[Darren Johnson](#)

Thank you for agreeing to undertake more detailed monitoring of the impact of welfare reforms on London at the December Mayor's Question Time. Can you tell me what extra monitoring you will undertake, and what you will make available to the public?

[The Mayor](#)

My officers are monitoring a range of information on London's housing needs, including trends in statutory homelessness and housing benefit caseloads. This information is already publicly available.

Monitoring welfare changes (2)

Question No: 2013/0099

[Darren Johnson](#)

What was the outcome of your discussions with the ONS regional statistician to regularly publish a matrix of open data showing the gross flow of benefit claimants between local authorities, as referred to in question 3708/2011? Will you press for this to be published?

[The Mayor](#)

The ONS regional statistician enquired with the head of profession at the Department for Work and Pensions. DWP do not currently publish this data on the basis that this would constitute a non standard output and does not form part of their work-programme.

The DWP are monitoring the movement of households within and between local authorities as part of the 2-year LHA reform impact assessment study. There will be periodic reporting.

Welfare changes

Question No: 2013/0100

[Darren Johnson](#)

Please list all the pieces of work you have done since May 2010 examining the impact of changes to the welfare system on London, for example your submission of evidence to the Work and Pensions Committee in September 2010.

[The Mayor](#)

My officers and my Deputy Mayor for Housing, Land and Property meet with DWP, DCLG and boroughs on a regular basis to discuss the reforms, and my officers represent the GLA on a number of key DWP and DCLG groups dealing with welfare reform, as well monitor a range of information on London's housing needs

Benefit cap (1)

Question No: 2013/0101

[Darren Johnson](#)

Housing associations are concerned that they will struggle to build and let family-sized homes and to deal with rent arrears if the overall benefit cap doesn't increase in line with inflation or market rents. What work have you done to look at this?

[The Mayor](#)

Housing Association assumptions on their future rental income streams were built into the negotiations over the Affordable Rents contracts.

Benefit cap (2)

Question No: 2013/0102

[Darren Johnson](#)

Will you lobby the Government to increase the overall benefit cap in line with inflation each year following its introduction this April?

[The Mayor](#)

As the purpose of the cap is to ensure that households are not better off on benefit than in work, it is right that any changes in the level of the cap should not run ahead of earnings.

Impact of universal credit on London

Question No: 2013/0103

[Darren Johnson](#)

Can you please provide a figure for how many London households will lose out due to the change to universal credit and also a breakdown of how many will lose over a £137 a month and how many over £300 a month?

[The Mayor](#)

DWP estimates based on their July 2012 impact assessment suggest that 27,600 households in London would have a notional reduction in their entitlement, through the operation of the benefit cap. Of these 18,600 would have a reduction of £160 or more per month and 10,800 would have a reduction of £320 per month or more.

A package of transitional protection will ensure that there should be no cash losses for any households that are moved to universal credit from legacy benefits or tax credits where their circumstances remain the same.

London Landlord Accreditation Scheme

Question No: 2013/0104

[Darren Johnson](#)

Please tell me (a) how many complaints have been raised against accredited landlords and lettings agents, (b) how many of those resulted in compliance or disciplinary action and (c) how many had their accreditation withdrawn in each of the years since the scheme was set-up?

[The Mayor](#)

This information is not held by the GLA.

Affordable housing cost

Question No: 2013/0105

[Darren Johnson](#)

What is the average cost of land per affordable home to be funded through the Affordable Homes Programme in London, and is that included as part of the £187,913 figure cited in answer to question 4114 / 2012?

[The Mayor](#)

The average cost of land per affordable home to be funded through the Affordable Homes Programme in London is £63,269. This was included as part of the figure quoted in the answer to MQ 4114 /2012.

The information is based on schemes currently confirmed for delivery in the affordable homes programmes.

No second night out (1)

Question No: 2013/0106

[Darren Johnson](#)

What factors led to you missing your target of ensuring that nobody would sleep rough on London's streets for a second night by the end of 2012?

[The Mayor](#)

Despite large increases number of new rough sleepers seen in London, 8 out of 10 rough sleepers spend just 24 hours on the street because of the success of the No Second Night Out project - compared with around half four years ago.

No second night out (2)

Question No: 2013/0107

[Darren Johnson](#)

What changes will you make to your work on homelessness following your failure to end rough sleeping last year?

[The Mayor](#)

The critical issue is that we ensure that those people who find themselves on the street for the first time do not spend a second night out, and that no-one lives on or returns to the capital's streets. To continue my success in achieving these aims, I am supporting a range of innovative initiatives. These include the soon-to-be-expanded No Second Night Out project, the newly opened No-one Living on the Streets project and outreach services across twenty London boroughs, as well as the new £5 million rough sleeping Social Impact Bond.

Emirates Air Line (1)

Question No: 2013/0108

Darren Johnson

Please provide daily passenger numbers for the Emirates Air Line since 9th December 2012.

The Mayor

Weekly passenger numbers are posted on the TfL website at <http://www.tfl.gov.uk/corporate/modesoftransport/26168.aspx>.

The figures requested are set out below.

Emirates Air Line

Passenger numbers

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/12/2012	5,891	1,669	1,732	1,726	1,887	523	7,172	20,600
16/12/2012	7,334	3,269	2,435	1,676	1,458	2,795	2,827	21,794
23/12/2012	4,830	715	N/A	3,942	4,438	7,306	1,673	22,904
30/12/2012	5,085	3,692	9,970	5,185	6,012	6,668	8,580	45,192
06/01/2013	5,465	2,204	1,557	1,564	1,287	1,966	7,087	21,130
13/01/2013	5,616	1,403	1,882	2,212	2,620	1,458	5,562	20,753

Multi Journey Boarding Pass sales

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/12/2012	7	0	4	3	2	0	12	28
16/12/2012	4	3	2	0	3	0	2	14
23/12/2012	0	2	N/A	3	1	0	1	7
30/12/2012	1	3	3	1	0	1	1	10
06/01/2013	0	3	0	2	3	8	13	29
13/01/2013	8	4	4	1	4	0	2	23

Emirates Air Line (2)

Question No: 2013/0109

[Darren Johnson](#)

Please provide the number of of Multi Journey Boarding Passes sold daily since 9th December 2012.

[The Mayor](#)

The figures requested are set out below.

Emirates Air Line

Passenger numbers

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/12/2012	5,891	1,669	1,732	1,726	1,887	523	7,172	20,600
16/12/2012	7,334	3,269	2,435	1,676	1,458	2,795	2,827	21,794
23/12/2012	4,830	715	N/A	3,942	4,438	7,306	1,673	22,904
30/12/2012	5,085	3,692	9,970	5,185	6,012	6,668	8,580	45,192
06/01/2013	5,465	2,204	1,557	1,564	1,287	1,966	7,087	21,130
13/01/2013	5,616	1,403	1,882	2,212	2,620	1,458	5,562	20,753

Multi Journey Boarding Pass sales

Week Commencing	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
09/12/2012	7	0	4	3	2	0	12	28
16/12/2012	4	3	2	0	3	0	2	14
23/12/2012	0	2	N/A	3	1	0	1	7
30/12/2012	1	3	3	1	0	1	1	10
06/01/2013	0	3	0	2	3	8	13	29
13/01/2013	8	4	4	1	4	0	2	23

Emirates Air Line (3)

Question No: 2013/0110

[Darren Johnson](#)

Please provide the total operating costs of the Emirates Air Line for the four weeks from 9th December 2012.

[The Mayor](#)

Operating costs for the four week period (Period 10) to 5 January 2013 were £390,000.

Emirates Air Line (4)

Question No: 2013/0111

[Darren Johnson](#)

Please provide details of the Emirates Air Line's revenue from all tickets sold in reporting periods 4-10.

[The Mayor](#)

Please refer to my response to MQ 18 / 2013.

Plans for Old Street roundabout (1)

Question No: 2013/0112

[Darren Johnson](#)

Your plans for Old Street roundabout announced with the Prime Minister on the 6th December appeared to include a building in the centre of the roundabout. Have you considered the impact on the future of such building if it was decided to scrap the roundabout at a future date?

[The Mayor](#)

On 6 December the GLA was awarded £50 million towards a new civic building to drive investment in Tech City and nurture tech and creative start-ups. Initial feasibility of the proposal has been carried out and options for the civic space will be discussed with central Government in the coming months.

Plans for Old Street roundabout (2)

Question No: 2013/0113

[Darren Johnson](#)

Will you ask Transport for London to examine the case for scrapping Old Street roundabout?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

TfL in partnership with LB Hackney and LB Islington has previously carried out feasibility work, which includes options for road layouts that replace the current roundabout.

The recent announcement of investment in a 'Tech City' hub in the Old Street area provides opportunity and impetus for TfL to review this work. Exploration is ongoing about how best to coordinate this work with TfL's 'Better Junctions' design process and local major development proposals.

River Crossing

Question No: 2013/0114

[Darren Johnson](#)

What is the cost of the preparation work on the proposed river crossings for 2013/14?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013.

TfL has approximately £6 million (in total) identified in its budget for development of the east London river crossing package for the year 2013/14. These funds will support further and more detailed traffic modelling and engineering, environmental assessments and surveys and statutory public consultations, which are required prior to any submission of applications associated with the delivery of preferred options.

Silvertown Crossing

Question No: 2013/0115

[Darren Johnson](#)

The Transport for London options report on river crossings explains that the Thames Gateway Bridge will not go ahead because of opposition from the Mayor and one of the key boroughs. Can you explain how building a four lane bridge at this site would be compatible with your previous strong statements against building a bridge and Bexley council's opposition to any 'fixed link'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I have said that I will not build the Thames Gateway Bridge (TGB). This was a six lane strategic crossing, which would have drawn traffic away from the Blackwall tunnel and deposited it in an area, on the southern side, where the road network would be ill placed to support it.

In early 2012, TfL conducted a public consultation on river crossings, including a Silvertown tunnel providing resilience to the strategic Blackwall tunnel crossing, and a ferry at Gallions Reach. A majority of respondents supported a ferry at Gallions Reach, but many others took the opportunity to offer alternative options, including a fixed link at Gallions Reach instead of a ferry.

As a consequence of the responses received during this early consultation, TfL has recently completed a more detailed consultation on options including a Silvertown tunnel and a Gallions Reach ferry but also a local, lower capacity (compared to TGB) fixed link at Gallions Reach, complementing the more strategic crossings around Blackwall and Silvertown.

The consultation results will be available shortly for further consideration. However, it is important to stress that no decisions have been made and I think it is only right that I ask the public for their views before making any final decisions.

Silvertown Tunnel

Question No: 2013/0116

[Darren Johnson](#)

The Transport for London options report on River Crossings states that a toll of around £2.50p on the Blackwall Tunnel would halve non peak direction traffic, but the high level of excess demand makes it "difficult to make accurate predictions of the effects without more detailed work on local driver attitudes". Will you give the go ahead for this work, so that this option can become an option within the public consultation?

[The Mayor](#)

TfL is undertaking survey work among drivers to try to better understand the potential responses from drivers to both any new infrastructure and the potential introduction of charges.

The potential use of tolls at river crossings is included within the public consultation, and would be the subject of more detailed consultation should this option be taken forward further.

Bus Retrofitting

Question No: 2013/0117

[Darren Johnson](#)

What is the total number of anti-pollution filters you are aiming to fit to buses in 2013/14 and how much will this cost? Is any of this money provided by the Government specifically for this purpose?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

I have made it a top priority to reduce the environmental impact of London's bus fleet. The city already has the largest hybrid fleet in Europe with more than 330 hybrid buses on the streets and a further 150 on order. Earlier this year I made a commitment to deliver 600 New Bus for London vehicles which, alongside a commitment to deliver 600 conventional hybrids over the next three years, will take the total number of hybrid buses in London to over 1,600 by 2016. This is approximately 20 per cent of the bus fleet.

In addition, TfL has two ongoing retrofit programmes to improve the emissions profile of the fleet. The Department for Transport (DfT) is providing £5 million, which is being matched with £5 million by TfL, to allow 900 older buses in the fleet to be fitted with selective catalytic reduction equipment in 2013/14. This will cut exhaust pipe NOx on these vehicles by up to 88 per cent. The programme has already commenced and will be complete by March 2014.

The DfT is also providing nearly £1 million to enable TfL to retrofit diesel particulate filters to 120 buses that pass through emission hot spots in London. These will cut particulate matter from those vehicles exhausts by up to 90 per cent. This programme will conclude in the early part of 2013.

I continue to engage with DfT to help deliver my vision of the greenest bus fleet of any major world city.

Black cabs and cycle training

Question No: 2013/0118

[Darren Johnson](#)

Thank you for your answer to my question 4037/2012 stating that you have asked TfL to consider what additional training might benefit taxi and private hire drivers. Will you ask them to link this to a system of complaints about dangerous driver behaviour from cyclists, as is the case with Addison Lee?

[The Mayor](#)

TfL will investigate any complaint from a cyclist about Taxi or Private Hire driver behaviour. If a driver attracts a number of complaints or demonstrates a pattern of poor behaviour, TfL will look at what steps can be taken to improve the driver's behaviour.

Blacklisting (1)

Question No: 2013/0119

[Darren Johnson](#)

Thank you for your positive answer to my question 4036/2012 regarding blacklisting. Will you publish the letters from Crossrail to their contractors seeking assurance that they are not engaged in blacklisting, as well as the responses?

[The Mayor](#)

Crossrail Limited will provide these assurances to any interested party on request.

Contractors working for TfL or Crossrail Limited must comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010 which outlaws the blacklisting of construction workers, and are thereby fully aware that blacklisting is unlawful as well as being a breach of contract which would result in immediate action by TfL or Crossrail Limited.

Any accusation of blacklisting that is substantiated with evidence against a construction contractor working for Transport for London or on Crossrail would be treated very seriously by myself, and TfL and Crossrail Limited.

I understand that no such substantiated accusations have been made against contractors that are working either for TfL or Crossrail Limited.

Blacklisting (2)

Question No: 2013/0120

[Darren Johnson](#)

Will you ensure that TfL and Crossrail stop using contractors if the Information Commissioner finds that those companies have used databases for the purpose of blacklisting?

[The Mayor](#)

Contractors working for TfL or Crossrail Limited must comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010 which outlaws the blacklisting of construction workers, and are thereby fully aware that blacklisting is unlawful as well as being a breach of contract which would result in immediate action by TfL or Crossrail Limited.

Any accusation of blacklisting that is substantiated with evidence against a construction contractor working for Transport for London or on Crossrail would be treated very seriously by myself, and TfL and Crossrail Limited.

I understand that no such substantiated accusations have been made against contractors that are working either for TfL or Crossrail Limited.

Cost of fitting SCOOT

Question No: 2013/0121

[Darren Johnson](#)

What is the budgeted cost for fitting SCOOT in 2013/14?

[The Mayor](#)

TfL's 2013/14 budget is yet to be formally approved by the GLA. Nevertheless, TfL has allocated funding in its latest business plan to further roll out SCOOT, and has funding set aside to deliver a 2013/14 programme of up to £7.5 million.

However, this remains subject to authority being granted under TfL standing authorities.

Cycling budget (repeat of previous unanswered budget question)

Question No: 2013/0122

[Darren Johnson](#)

Your business plan press release says that the Mayor intends to invest £913m in cycling in the next ten years. How much is being spent on cycling each year up to 2014/15? How much of this expenditure is for the junction review?

[The Mayor](#)

This detailed profile has not yet been finalised.

Congestion on A2

Question No: 2013/0123

[Darren Johnson](#)

In your response to Q4015/2012 you stated that TfL will be taking forward further measures to tackle congestion on the A2 as part of its Corridor Improvement Programme, once an automatic queue detection system has been installed on the Westbound approach to Kidbrooke Interchange. When does TfL expect to complete this installation and can you also provide details of the further measures being considered?

[The Mayor](#)

The A2 queue detection system that is being installed on the westbound approach to the Kidbrooke Interchange should be operational by the end of March 2013. This safety scheme is designed to alert drivers to queues ahead. The purpose of this system is to reduce incidents which lead to traffic congestion.

With regards to the possible interventions which TfL was planning to examine at Amersham Gyratory, Blackheath Hill, Black Prince Interchange and Sun-in-the-Sands, these are very much at the early stages of feasibility. TfL is looking at many possible design options, and possible solutions have yet to be confirmed.

Noise problems on Westway

Question No: 2013/0124

[Darren Johnson](#)

What are you doing about the excessive noise problems along the Westway and have you asked TfL to explore the use of acoustic panels to act as sound barriers, given that these are very common on busy main roads like this in other European countries?

[The Mayor](#)

I appreciate that Londoners can experience high levels of traffic noise which can also vary by time and location. The Department for Environment, Food and Rural Affairs (DEFRA) has consequently identified Important Areas on London's major roads as part of its Noise Action Plan process. It has asked highway authorities to confirm the measures they have taken that contribute to traffic noise reduction, and those that are proposed in the next four years within those Important Areas which contain First Priority Locations (FPL), should funding become available.

The A40 Westway from Perryn Road to west of Wood Lane is classified as a First Priority Location within an Important Area, but this area is mostly residential and TfL does not consider that acoustic panels would be appropriate here. It is difficult to locate acoustic panels in residential streets as they can cause severance and be visually intrusive as they may need to be high, continuous and sited close to dwellings to be effective.

The use of lower-noise surface materials when resurfacing is the most effective measure that TfL takes on the TLRN, although this is not always appropriate on some sections of road and structures where specific materials are required. TfL has already used this type of surfacing on some sections of the The Westway between Perryn Road to west of Wood Lane, and intends to resurface the remaining sections using such materials in the 2014/15 financial year.

Aircraft Noise Brockley SE4

Question No: 2013/0125

[Darren Johnson](#)

I have had numerous complaints from residents of SE4 about a significant increase in aircraft noise and early morning flights since Heathrow/BAA began a trial scheme of changed flight paths. Are you monitoring the impact of this trial and will you be making representations to BAA and the relevant bodies?

[The Mayor](#)

Yes.

Heathrow's operational freedoms and early morning respite trials both involve varying the arrival and departure routes, with the operational freedoms trial also entailing more intensive use of Heathrow's runways. I have significant concerns about the methodology and transparency of the operational freedoms trial particularly, and have made representations on this matter to the highest levels of Government.

I have called for a wide range of data to be made available, and as soon as it is, TfL will interrogate it to understand whether we are in a position to understand the trials' impacts. If we are still unable to do so, I can assure you I will make the strongest possible representations. Heathrow have recently announced the date for the conclusion of its Operational Freedoms trial is to be brought forward by a month and the DfT has launched its own consultation on night flights. I am concerned that such a chaotic approach could cause further uncertainty for those affected and is in danger of further eroding confidence in the decision-making process.

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Meeting with Alliance for Inclusive Education (ALLFIE)

Question No: 2013/0126

[Darren Johnson](#)

Will you arrange for either yourself or your Deputy Mayor for Education and Culture, Munira Mirza, to meet with the organisation ALLFIE to look at how disabled people can have direct opportunities to influence the GLA's education plans?

[The Mayor](#)

I am grateful for the input ALLFIE has given to my Education Inquiry and GLA officers last year, on the importance of inclusive education principles. As my education programme develops, to take forward the Inquiry Panel's final report recommendations, I am keen that my delivery team continues to link with many educationalists and other organisations in London including ALLFIE.

Romanian and Bulgarian Students

Question No: 2013/0127

[Darren Johnson](#)

You have previously spoken out on the issue of overseas students coming to study and work in London. Will you write to the Government urging them to lift onerous restrictions on Romanian and Bulgarian students working while studying in the UK?

[The Mayor](#)

I have made representation to the Home Secretary and the Secretary of State for Business, Innovation and Skills to lift unnecessary disincentives on overseas students.

On the specific issue of Romanian and Bulgarian nationals however, I will be asking the Home Office to look at the impact on London of them being granted full accession rights from the 31 December 2013; including their access to benefits.

Hate preachers

Question No: 2013/0128

[Darren Johnson](#)

Are you concerned that Brunel University in Uxbridge allowed a cleric who supports the killing of gay people, Abu Usamah, to attend a student event? While we must rightly uphold the principle of free speech do you, like me, draw the line at incitement to murder and violence?

[The Mayor](#)

Yes. I would be concerned if individuals who preach hate are given the space to expound such dangerous views and those who organise events should consider very carefully whether to invite people who seek to divide London's communities.

Cycle Parking at 'Stop and Shop' bays

Question No: 2013/0129

[Darren Johnson](#)

In Q4006/2012 I asked if you will encourage TfL to carry out an audit of all 'Stop and Shop' car parking bays on its roads with a view to installing cycle parking where it does not already exist. You referred in your response to Q2930 /2012, which makes no mention of a TfL audit. Can you therefore confirm that you do not plan to encourage TfL to carry out any such audit in 2013?

[The Mayor](#)

Given that there is an existing process for identifying suitable locations for cycle parking and programme for their installation, it is not considered necessary to carry out a specific audit of cycle parking potential at 'Stop and Shop' bays. As such, TfL does not have any plans to carry out a specific audit of 'Stop and Shop' bays in 2013.

Barclays Hire Bikes (1)

Question No: 2013/0130

[Darren Johnson](#)

Which organisation has paid the other organisation more in the last three years, TfL in bank charges to Barclays, or Barclays in sponsorship money for hire bikes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Over the last three financial years, TfL has paid over £28 million in transaction fees, via Barclays, to Visa and Mastercard, the card issuers.

Barclays retains only a small fraction of this sum and substantially less than the Barclays Cycle Hire sponsorship deal, which is worth £50 million over eight years.

Barclays Hire Bikes (2)

Question No: 2013/0131

[Darren Johnson](#)

Given how little Barclays have so far contributed towards the total cost of bike hire (£13.43m), will you put their logo alongside a much larger TfL logo to reflect the relative contributions from private sponsor and public body?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Barclays won the sponsorship for the Cycle Hire scheme in open competition. TfL will receive £50 million over eight years, and will continue to operate the contract as agreed.

The sponsorship reduced the cost to London taxpayers.

Institute for Health and Clinical Excellence walking/cycling guidance (1)

Question No: 2013/0132

[Darren Johnson](#)

How will NICE walking and cycling public health guidance feature in your Roads Task Force's strategic review of London's road network?

[The Mayor](#)

Increasing walking and cycling can deliver significant health benefits for Londoners as well as improving the liveability of the city and benefitting the economy and environment. I therefore welcome the NICE guidance for promoting walking and cycling.

The Roads Task Force is an independent group. TfL will present to the Roads Task Force, for their consideration, the broad public health impacts of surface transport in London.

I have asked TfL to consider the implications of the new NICE walking and cycling guidance across a range of their work programmes and in policy work more generally.

Institute for Health and Clinical Excellence walking/cycling guidance (2)

Question No: 2013/0133

[Darren Johnson](#)

What steps are you taking to ensure that TfL's policing partners are adopting NICE Walking and Cycling public health guidance by integrating its recommendations into their policies, operational practices and procedures?

[The Mayor](#)

The new NICE Walking and Cycling Guidance includes a wide range of recommendations for a number of agencies. I welcome the guidance and have asked TfL to consider the implications of this for them as an organisation, and to identify opportunities to support policing partners which may arise from this process.

TfL already works with policing partners to support street environments in which walking and cycling feel safe and attractive. For example the TfL-funded Metropolitan Police Service Cycle Task Force are the first and only team of Traffic officers in the UK to patrol exclusively on pedal cycles, providing an example and encouragement to other cyclists. This activity, along with other high visibility public engagement and enforcement on the streets, raises standards of road user behaviour and increases reassurance, creating a safer, better environment for pedestrians and cyclists

Institute for Health and Clinical Excellence walking/cycling guidance (3)

Question No: 2013/0134

[Darren Johnson](#)

How do you propose to identify and meet public health training needs within TfL and its policing partners, so that that these organisations can most effectively contribute to implementing NICE Walking and Cycling guidance?

[The Mayor](#)

I recognise the important role of transport to improving health in London. As such TfL now has a Public Health specialist in transport, on secondment from the GLA Health team. This specialist is able to identify and deliver against the public health training needs of the organisation. They are also fulfilling a broader remit than just the implementation of the NICE Walking and Cycling guidance, by working across TfL to consider the public health implications of the organisation's work and opportunities to maximise the health benefits for Londoners.

Impact of Smoothing Traffic Flow policies on pedestrian journey time

Question No: 2013/0135

[Darren Johnson](#)

'Travel in London 5' (page 81) states that the metric set out in the Mayor's Transport Strategy for measuring the impact of Smoothing Traffic Flow policies is 'journey time reliability (for general traffic)'. Please detail how journey time reliability for pedestrians is accounted for in this metric.

[The Mayor](#)

TfL has developed a measure for journey time reliability (JTR) which is defined as 'the percentage of journeys completed within five minutes of a specified typical 30 minute journey time'. As defined, the journey time reliability scope includes all classes of light good vehicles, Heavy Goods Vehicles (HGV's) and cars. JTR calculations exclude buses and taxis, as they have very different patterns of journeys on the network compared to general traffic.

JTR is a useful metric for managing the operation of the road network along key corridors in London. As developed, it does not currently incorporate pedestrian journeys - which are frequently complex and include crossing the network - in the methodology. The quality of the pedestrian walking experience in London is, however, carefully considered by TfL in the operation of the road network, in particular with regard to undertaking signal timing reviews. Further work is underway to trial pedestrian detection technology to develop an improved pedestrian element to SCOOT signal technology. This will allow TfL to better detect large groups of people at pedestrian crossings and amend traffic signal timings to serve pedestrians more effectively.

Improving roads for all users, which includes pedestrians, is a key part of my vision for a road network fit for the 21st Century. I asked TfL to set up the Roads Task Force to analyse the challenges faced by London's road network and assess possible solutions to improve the Capital's roads for all users.

A report outlining the Task Force's conclusions and how TfL will respond to these will be published in spring 2013.

Work experience pilot evidence base (1)

Question No: 2013/0136

[Jenny Jones](#)

What evidence led you to include a social security sanction as part of your 'Day One Support for young People' pilot?

[The Mayor](#)

The pilot was designed and developed in partnership with the Department for Work and Pensions utilising the expertise within the department for the design of employment support programmes. Benefit sanctions remain a last resort for Jobcentre Plus advisors.

Work experience pilot evidence base (2)

Question No: 2013/0137

[Jenny Jones](#)

Will you make your pilot a randomised control trial to gather robust evidence as to the success of its various elements, in particular the value of the social security sanctions, the career support and the work experience?

[The Mayor](#)

We have chosen an area based trailblazer method rather than an RCT approach.

Pedicab Legislation (1)

Question No: 2013/0138

[Jenny Jones](#)

Can you please provide the evidence and research done by Transport for London for supporting an assertion that Pedicabs are unsafe?

[The Mayor](#)

In December 2012, TfL responded to the Law Commission's consultation 'Reforming the Law on Taxi and Private Hire Services' stating that pedicabs should be brought within the regulatory framework for taxi and private hire vehicles. This was on the basis of a number of factors, including safety concerns for both passengers and other road users.

These concerns are illustrated by the following:

- Between October 2011 and 13 September 2012, 823 police warnings were given and 355 arrests made, for contraventions of the law by pedicab riders for unsafe and illegal behaviour including riding on the footway, obstructing traffic and riding dangerously
- Due to the unregulated nature of the industry, pedicab riders are under no obligation to have their records checked with the Criminal Records Bureau (CRB), highlighting the potential for ongoing law-breaking and putting pedicab passengers at risk
- In 2004 the Transport Research Laboratory (TRL) undertook research on the safety of pedicabs used in London. The research focussed particularly on an evaluation of passenger safety. The key findings from the research were as follows 'The passenger department would provide little or no protection in the event of almost any accident and was likely to put the passengers in as much danger of injury in the event of an impact with a motor vehicle as if they were pedestrians.' Also, it was also noted that 'the lap belt provided with the pedicab would be unsuitable to restrain a child due to the loading it would apply to the child's abdominal region and the resulting injuries it could cause.'
- As there is currently no British Standard Institute (BSI) standard for pedicabs, there are no controls in place to guarantee the road-worthiness of the vehicles.

On this basis I am of the view that pedicabs fail to provide a safe mode of passenger transport.

Pedicab Legislation (2)

Question No: 2013/0139

[Jenny Jones](#)

Do your proposals for legislation to ban pedicabs in central London include 'novelty vehicles' and will that include recumbant bikes, trikes, tandems, hand cycles or cargo bikes?

[The Mayor](#)

My recommendation to the Law Commission's Review of Taxis and Private Hire is that London should be able to set standards for taxi and private hire vehicles operating within the capital. Under my proposals, vehicles which fall short of these standards would not be licensed to provide hire and reward services to members of the public. I have no intention of seeking to ban the private use of recumbent bikes, trikes, tandems, hand cycles or cargo bikes.

Cycling numbers

Question No: 2013/0140

[Jenny Jones](#)

Do you share my concern about the drop off in cycling numbers in 2012/13 and do you accept that fears about safety may have contributed to this, alongside the problem of adverse weather?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013.

The first quarter of 2012/13 was the wettest since records began. I believe that the weather was a major factor in the drop-off in cycling on the TLRN seen in that quarter. Growth in cycling resumed thereafter and the weather improved.

Since the year 2012/13 is not yet over, and I still await the final quarter's figures, I do not yet know whether there has been a drop-off in cycling numbers in 2012/13 as a whole.

In order to ensure London is safer for cyclists my new Vision for Cycling in London, published in March, outlines a range of measures to improve both cyclists' actual and perceived safety. Over the last decade, per journey, the rate of cyclists killed or seriously injured in London has fallen by almost a quarter.

Super Sewer - Cost Creep

Question No: 2013/0141

[Jenny Jones](#)

In your answer to MQT 3123/2010 you stated that you would 'champion the case for Londoners with Ofwat and expect Thames Water to bear any additional costs' if Thames Water's original estimate of the super sewer increased. Given that the estimate has risen by almost £500 million from £3.6 billion to £4.1 billion what representations have you made to Ofwat and Thames Water to protect Londoners from bearing any additional costs?

[The Mayor](#)

I have written to Government ministers expressing my concern about the overall costs and the procurement mechanism for this project. I remain concerned about these matters and will continue to raise them on behalf of all Londoners. Please also see my response to MQ 3875/ 2012.

Government failure to act on plastic bag pledge

Question No: 2013/0142

[Jenny Jones](#)

Do you agree with me that the Government's failure to act on their promise to make a decision in 2012 on a single use plastic bag charge in England is unacceptable?

[The Mayor](#)

My officers meet frequently with DEFRA and raise this issue at senior levels. As I have said repeatedly it is my preference that the Government takes action soon to address this problem.

GLA group apprenticeships for young people

Question No: 2013/0143

[Jenny Jones](#)

According to your answer to question 3498/2012, the number of apprenticeships in the GLA group taken up by people aged 16-24 dropped to 175 in 2011-12 from 438 in the previous year, and only comprised 20% of all apprenticeships in the group. You have previously assured the Assembly that you would ensure young people got more apprenticeship opportunities (question 3732/2011). What extra steps are you taking to make good on this promise?

[The Mayor](#)

I am delighted that City Hall has just recruited 16 new young apprentices. I will publish the full breakdown for 2012/13 of the ages of apprenticeships generated within the GLA Group in April 2013. I continue to work hard with the National Apprenticeships Service to promote apprenticeships to employers - particularly for those aged 16-24.

Diesel Engines in London

Question No: 2013/0144

[Jenny Jones](#)

What proportion of cars in Greater London had diesel engines in 2012?

[The Mayor](#)

This information is available here: <http://www.smmmt.co.uk/wp-content/uploads/SMMT-New-Car-CO2-Report-2012.pdf>

Metropolitan Police Service flights

Question No: 2013/0145

[Jenny Jones](#)

Can you list the number of flights taken by the Metropolitan Police Service, in each of the last four years, which were a) to cities/towns within mainland England, Wales and Scotland? and b) to cities/towns in Europe which are accessible via a train journey of nine hours or less from London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

In response to the questions above, the table below details the numbers of flights arranged within the UK and Europe (within a 9 hour train journey of London).

	UK	Europe
2009	1846	1963
2010	1648	1884
2011	1590	1993
2012	1508	1247

Operational Policing Measure

Question No: 2013/0146

[Jenny Jones](#)

Please could you let me know the number of MPS staff in organisational support, operational support and operational roles for the financial years 2008/09, 2009/10, 2010/11, 2011/12, 2012/13 and based on your draft plans your prediction for 2013/14 and 2014/15, broken down by borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written answer from the Mayor received 28 October 2013

The tables below show the Operational Policing Measure (OPM) analysis of all staff whose role attracts an OPM code for each of the years from 2008/09 to 2012/13.

Over this period the proportion of staff in operational roles has marginally decreased from 60.4% to 60.2%. This is a consequence of the decision to reduce the number of PCSOs, over 99% of whom are in operational roles. This has largely been offset by the increased proportion of police officers who are in operational roles (76.7% increasing to 77.4%).

The OPM analysis is a retrospective analysis of our workforce and does not form part of our budgeting process. Therefore it is not possible to give predictions about the relative proportions in future years.

Police and Crime Plan front counters (1)

Question No: 2013/0147

[Jenny Jones](#)

Under the draft proposals in your Police and Crime Plan, what percentage of Londoners will be within a one hour journey of a front counter during (a) the day time and (b) night time?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have yet been made.

Opening hours will depend on local need and will be decided on following the consultation. It may not make sense to open all stations for the same hours each day, or to keep stations open past a certain time at night if no one ever visits them. In busy neighbourhoods opening hours may be longer at weekends and into the evening.

Wherever possible opening hours will match local demand.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Police and Crime Plan front counters (2)

Question No: 2013/0148

[Jenny Jones](#)

Under the draft proposals in your Police and Crime Plan, which areas of London will be more than one hour's journey from a front counter? Please provide details, such as postal codes.

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets.

All victims of crime will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

Monitoring Nitrogen Dioxide pollution in Lambeth

Question No: 2013/0149

[Jenny Jones](#)

What information do you hold about nitrogen dioxide in Lambeth in 2011 and 2012 including annual mean concentrations and exceedances of the hourly limit value?

[The Mayor](#)

The GLA prepares the London Atmospheric Emissions Inventory which contains information on sources of all pollutants in London. The GLA also has modelled concentrations for the whole of London. My officers hold summary data for all monitoring stations in London, including those in Lambeth. More detailed information is available directly from the relevant borough, which is responsible for reporting on local air quality under the statutory Local Air Quality Management process.

Monitoring air pollution monitoring in Lambeth (1)

Question No: 2013/0150

[Jenny Jones](#)

What monitoring of nitrogen dioxide and/or particulate matter (PM2.5 and/or PM10) is taking place within the Lambeth local authority area?

[The Mayor](#)

The London Borough of Lambeth currently has two continuous monitoring stations for both nitrogen dioxide and particulate matter. This is complemented, time to time, by the use of diffusion tubes.

Monitoring air pollution monitoring in Lambeth (2)

Question No: 2013/0151

[Jenny Jones](#)

How are you keeping yourself informed about levels and trends of nitrogen dioxide and/or particulate matter (PM2.5 and/or PM10) within the Lambeth local authority area in order to fulfil your statutory duties under the London Plan?

[The Mayor](#)

All London boroughs must provide the GLA with information on air pollution as part of the statutory Local Air Quality Management process.

Communicating air pollution data to Lambeth residents

Question No: 2013/0152

[Jenny Jones](#)

How can residents and others keep themselves informed about daily levels of air pollution in Lambeth?

[The Mayor](#)

I encourage Lambeth residents to sign up to airTEXT or to use the excellent 'nowcast' feature on the King's College LondonAir website. Residents can also contact the London Borough of Lambeth on 020 7926 1000.

Website for consolidated air pollution information

Question No: 2013/0153

[Jenny Jones](#)

Will you produce a website providing consolidated information about the current monitoring of air pollution across London?

[The Mayor](#)

My officers are currently working with the London boroughs to develop a joint website providing improved information about air quality in London. Further announcements will be made in due course.

TfL review of criminal justice arrangements for cycle collisions

Question No: 2013/0154

Jenny Jones

In December 2011 you told me that a TfL review of criminal justice arrangements for dealing with cyclist collisions was 'in the process of being finalised'. Has this report been completed, and if so will you make it available and describe what actions have been taken as a result of its recommendations?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 May 2013.

The report you refer to was an historic review of a sample of KSI cycle collisions between 2007 - 2009, produced by TfL in partnership with the MPS and CPS, for the London Criminal Justice Partnership. The report's recommendations have been considered by the Police and CPS and many have already been adopted. The findings from the report have also informed discussions I have had with the Ministry of Justice (see

<http://mqt.london.gov.uk/mqt/public/question.do?id=42952>,

<http://mqt.london.gov.uk/mqt/public/question.do?id=40886>) on prosecutions and sentencing for bad driving. We will be compiling a further list of legislative 'wants' from government, for publication soon.

Both the summary and full report can be accessed through the following URL and clicking on 'Research reports': <http://www.tfl.gov.uk/corporate/projectsandschemes/23293.aspx>.

MOPAC payments to ACPO

Question No: 2013/0155

Tony Arbour

Last year ACPO received a total of £605,450 from the Mayor's Office for Policing and Crime, including £120,000 designated to ACPO's central office. Can you please provide me with a breakdown of costs, which demonstrates what these sums were spent on?

The Mayor

Boris Johnson (Mayor of London): Thank you, Tony, for this. I am slightly worried, Tony, because normally you and I are absolutely ad item on every issue before us, that you have taken against the Association of Chief Police Officers [ACPO] in a big way. My view is that, whatever criticisms you may make of it, is it a very good way of bringing together expertise amongst our police forces in this country. They discuss interoperability, ballistics, intelligence, they coordinate on crime information and all sorts of things that frankly police forces need to do in concert. If this body did not exist I am afraid you would need to invent it. I am reluctant, avid cost cutter though I am, to cease our payments to it.

Tony Arbour (AM): I am astonished that you should be singing the praises of ACPO. ACPO of course is a private company and not democratically accountable to anybody. Let me give you a couple of examples of the things that they spend money on, a lot of which comes from your rate payers because as I say in my question you have already given them £605,000 this year. This year in the first seven months the cost of drivers for chief officers of ACPO, of whom there are only 40 odd of course, chief constables, was £536,676.

Boris Johnson (Mayor of London): Drivers?

Tony Arbour (AM): The cost of the cars was £269,567.

Boris Johnson (Mayor of London): That is outrageous I have to admit.

Tony Arbour (AM): Well I got this through --

Boris Johnson (Mayor of London): That is for the whole country, is it not?

Tony Arbour (AM): Yes, but you gave them, Mr Mayor, £605,000. You are accountable. You gave money to this unaccountable organisation which spends money in the most extravagant way. ACPO officers receive extremely high salaries, almost as much as the Commissioner, Sir Hugh Orde. Sir Hugh Orde is a man whom, because he is not democratically accountable, has the nerve to criticise the Government. Sir Hugh Orde criticised the Government for various --

Boris Johnson (Mayor of London): Hang on, there are plenty of people who criticise the Government. There is nothing you can do about that. It is a democracy.

Tony Arbour (AM): This man is an official. He is funded publicly, he is not answering to anybody and he comes along and says he does not like police policy. You told me just now that if ACPO did not exist it would have to be invented. I am not sure that I would want to invent a club, a fat cat club, which provides private accommodation, drivers and cars to its members --

Boris Johnson (Mayor of London): I am with you on this one, Tony.

Tony Arbour (AM): Ah, so we are making a bit of progress.

Boris Johnson (Mayor of London): Can I undertake, having listened to your strictures, to come back to you with further best particulars about exactly what we are subsidising in ACPO. If it is true that the taxpayers of London are really just bunging them dosh to go around in swish limos and that is it, then we will have a serious hard look at it, because I do oppose that. I think it is pointless. There are far too many public officials riding in cars at the moment already. I think the whole of Whitehall are creeping back into their cars. They should be out of their cars and on the tube, Liberal Democrat ministers included by the way. It is an utter disgrace. How can we ask these people to support investments in the tube and in mass transit in our cities when they are allowed by government to -- what is the word I want?

Jenny Jones (AM): Avoid. They are avoiding public transport.

Boris Johnson (Mayor of London): I do not know if they are avoiding it but they should be on public transport and out of their cars. It would help reduce congestion apart from anything else.

Tony Arbour (AM): So you are beginning to see that this organisation is an anachronism. Can I say which--

Boris Johnson (Mayor of London): I do not go as far as that.

Tony Arbour (AM): The thing which particularly will stick in the craw of ordinary police officers, not just in the Metropolitan Police Service but up and down the country, where they are facing very considerable pressure on their funding; we have just heard a debate on suggestions that somehow or another the borough of Enfield is being squeezed of police officers. If I was a resident of Enfield, indeed if I was Joanne McCartney, I would be saying, why is a lot of this money being given to ACPO for people to earn six figure salaries and have this lavish accommodation and all of the other things I have spelt out? Do you not really think that you should be going for that?

Boris Johnson (Mayor of London): Can I just make one elementary point? I hear what you say about cars. However, if you look at what is happening with the structure of the Metropolitan Police Service anyway, what we are doing - as Joanne [McCartney AM] and everybody knows full well as I said it last month - is we are actually shrinking the top of the pyramid and reducing the number of ACPO ranked officers considerably in the Metropolitan Police Service, and indeed we are reducing the number of officers holding rank above sergeant. This is in order to expand the number of police constables to 26,000, the biggest in the history of the Metropolitan Police Service. We are reducing the number of chiefs in favour of more Indians. That is the way forward for the police force.

Tony Arbour (AM): Well of course it is, and you have this reduced number of chiefs, but that

reduced number of chiefs who are eligible to be members of ACPO are having the opportunity to use these luxurious apartments, to be driven in these luxurious cars, and then have the gall to attack the Government. Sir Hugh Orde, you know, threatened to resign.

Boris Johnson (Mayor of London): I think they are entitled to attack the Government.

Tony Arbour (AM): Yes

Boris Johnson (Mayor of London): Attacking the Government is their job.

Tony Arbour (AM): No, Mr Mayor, it is not. You told us that their job was to provide a sort of coordination function and to give advice to the Government. If the advice to the Government was as Sir Hugh Orde gave when he said he would resign if they Government established elected police commissioners. Funny he has not gone. Maybe he likes his salary in excess of £200,000 for running ACPO.

Boris Johnson (Mayor of London): I think you are on stronger ground when you criticise the use of that money for perks and travelling around in swish cars and so on. We will look at that, Tony, and if there is some corresponding reduction we can make in our support that would reduce their dependence on taxpayer funded limos then we will certainly do that.

Tony Arbour (AM): Well I will end it there, Mr Mayor. I have lifted the stone and hopefully you will look under it.

Boris Johnson (Mayor of London): We will.

ACPO's activities

Question No: 2013/0156

[Tony Arbour](#)

Can you please provide me with a list of what ACPO's chief activities and achievement were in 2011/12?

[The Mayor](#)

The Association of Chief Police Officers (ACPO) is an independent, professionally led strategic body, which is not part of MOPAC. I therefore refer you to the ACPO website for more information: <http://www.acpo.police.uk/About/AboutACPO.aspx>.

Streets vs Blocks

Question No: 2013/0157

[Andrew Boff](#)

Do you agree that streets of terraced properties are preferable to large multi-storey blocks, and can often provide similar levels of housing density?

[The Mayor](#)

Boris Johnson (Mayor of London): I think the answer, Andrew, is yes, in principle I do prefer the aesthetic that you describe. I think your reasons for preferring it are right. I think you can get just as much density, if not more sometimes, and you can create communities in a different way. That does not mean that in every case we should be automatically hostile to good higher developments. At transport nodes and hubs we will continue to have that policy. If you look at some of the things happening in London over the last few years you are seeing 1960s high rises coming down in favour of terraced housing and that can be the right way forward.

Andrew Boff (AM): That is an encouraging response, Mr Mayor, although I would ask you to go a little further than that. Are you aware that in planning authorities at that stage 1 of consultation with the GLA, planners feel as though they have to put in tower blocks and flats in

order to satisfy the requirements in the London Plan for high density? Will you consider implementing the CREATE Streets recommendation that there should be changes to the London Plan, possibly through supplementary planning guidance, removing high density targets which will promote tower blocks for new developments and estate redevelopments?

Boris Johnson (Mayor of London): It was an interesting document. I do not want to rubbish it entirely and my planners are going through it to see what if anything we can take out of it. It is certainly true, as you and I agree and as everybody knows, that you can get very good density rates with comparatively low rise dwellings and there are fantastic examples of that across London in models old and new. I am certainly interested in schemes that will improve the quality of life for people in their communities and that is why we have done what we have done with room sizes and other improvements.

What I am reluctant to do is issue any kind of blanket veto on good quality high rise developments which can be what a city needs, particularly at transport hubs. I would direct you to a very good book on urban development by a guy called Ed Glaeser, called *The Triumph of the City*, which argues through some of the economics behind this. I think it can be done in a sensitive and attractive way.

Andrew Boff (AM): Are you aware, Mr Mayor, that based on 2001 data - and I can only believe this figure has increased - there are 100,503 households with children living in social tenancies on or above the second floor, and that while the only option for overstretched housing departments is to place families in apartments because of a lack of supply of terraced houses, ground floor properties, they will continue to place those families --

Boris Johnson (Mayor of London): There is a lack of supply of housing full stop.

Andrew Boff (AM): There is a huge lack of supply --

Boris Johnson (Mayor of London): Yes.

Andrew Boff (AM): -- and we need to meet the deficit of many years of building apartments when what people really want, through every survey that you care to take, is houses with gardens, terraced or whatever, but on the ground floor and not in tower blocks.

Boris Johnson (Mayor of London): They do. What you say is entirely right about people's aspirations and that is why we have for the first time put into the London Plan a stipulation that there has to be a minimum of 42% of family size three-bedroom-or-more housing in each development. If you look at what we are going to do for instance at the Olympic Park and some of the big developments happening around London there is now a real emphasis on providing adequate family housing. The demography of London is changing in a fascinating way. Families are no longer moving out to Essex or the far suburbs; they are staying in central London and they need to have adequate housing and that is what we are building.

Andrew Boff (AM): I entirely appreciate the support and what you have done with regard to the direction of travel in terms of the provision of family housing and the increase is very worthwhile. We know that the number of family properties that you have seen completed has been the greatest number for many years. However, a family property that is on the third and fourth floor as we see for example in the Olympic Village, I would say is not a suitable place to bring up a family.

One of the proposals in the report is that either neighbourhood forums, or some other way of consulting with the local community, should have the ability to actually override plans to build tower blocks in the area and have some kind of say over whether or not that is going to happen in their area.

Boris Johnson (Mayor of London): Do not forget, on the Olympic site we are going to do another Community Land Trust (CLT) where local people will have exactly the kind of say that you describe. Furthermore, even on those parts of the Olympic site that are not in the CLT, there are going to be fantastic family homes. We are determined to recreate the very best of London in that Olympic Park with neo-Georgian or Georgian-style squares and terraces and so

on. I think they will be immensely attractive and desirable to residents. If you look at the oversubscription of the Olympic Village already; 2,819 homes, 17,000 applicants for them. There is massive demand for housing of all kinds, but I accept completely what you say about family housing as well.

Andrew Boff (AM): Thank you very much. I will finish now. Chobham Manor is a marvellous example of how you have changed the plans for the Olympic Village to be more family friendly, but there is an old adage: it is only when you start being sick of saying something that people start taking notice. Therefore, I am sorry but it is my intention to carry on banging on about this --

Boris Johnson (Mayor of London): Well, Andrew, you have been banging on about it for four years and I respect you because I think you have been absolutely right and we have been doing our level best to implement some of the things you have been talking about.

Andrew Boff (AM): Thank you, Mr Mayor.

London Rental Standard (1)

Question No: 2013/0158

[Andrew Boff](#)

As noted in the proposals, it is crucial that the scheme is well advertised and marketed so that renters know about it and landlords want to join. What plans are in place for marketing and communicating the scheme and has a budget been allocated for this?

[The Mayor](#)

Following the conclusion of the ongoing public consultation, my officers will work with the landlord and letting agent accreditation schemes to develop a pan-London marketing strategy, which will include a single 'badge' of accreditation. Resourcing decisions will be taken once the marketing strategy has been agreed.

London Rental Standard (2)

Question No: 2013/0159

[Andrew Boff](#)

Can the Mayor guarantee that landlords and agents who fail to meet the Rental Standard will have the kitemark taken away from them?

[The Mayor](#)

This is the responsibility of the accreditation schemes whose standards meet the London Rental Standard.

London Rental Standard (3)

Question No: 2013/0160

[Andrew Boff](#)

It is welcome that the governance of this scheme includes renter representatives such as Shelter and renter groups. However, would the Mayor consider giving a greater voice to renters themselves on the London Rental Standard panel?

[The Mayor](#)

I will consider this proposal closely and announce membership for the panel following the public consultation.

London Rental Standard (4)

Question No: 2013/0161

[Andrew Boff](#)

Will the GLA set up a single, user-friendly website for the London Rental Standard so that there is an obvious way for renters to find out if their landlord or agent is accredited?

[The Mayor](#)

This will be considered as part of the pan-London marketing strategy.

Birmingham City Council

Question No: 2013/0162

[Andrew Boff](#)

How many times has the Mayor met with the leadership of Birmingham City Council?

[The Mayor](#)

I have had no official meetings with the leaders of Birmingham City Council. However, I may have bumped into officials from the Council at some of the events I attend in my role as Mayor. The Council's Chief Executive, Stephen Hughes, is also a member of my London Finance Commission.

Trafficking work in MOPAC (1)

Question No: 2013/0163

[Andrew Boff](#)

Which team and/or which officer positions were involved in developing and organising the Mayor's human trafficking work in the GLA and MPA between 2004-8?

[The Mayor](#)

Between 2004-08 any Human Trafficking work commissioned by the Mayor was undertaken within the GLA's Domestic Violence Project Team.

Trafficking work in MOPAC (2)

Question No: 2013/0164

[Andrew Boff](#)

Which team and/or which positions were involved in developing and organising the Mayor's human trafficking work in the GLA and MPA between 2008-11?

[The Mayor](#)

The GLA began work to tackle human trafficking following the launch of my draft violence against women and girls strategy in March 2009.

From 2009-11, the GLA Community Safety Team was responsible for human trafficking work under the leadership of my Deputy Mayor for Policing.

At the MPA, the Public Protection Policy Officer was responsible for human trafficking work between 2008-11.

Trafficking work in MOPAC (3)

Question No: 2013/0165

[Andrew Boff](#)

Which team and/or which positions were involved in developing and organising the Mayor's human trafficking work in the GLA and MOPAC between 2011-12?

[The Mayor](#)

Up until the creation of MOPAC in January 2012, three members of the Violence Against Women and Girls team in the Community Safety Unit at the GLA were involved in the human trafficking work. Since January 2012, three people in the Policy & Programme Delivery Unit at MOPAC have been involved in this work.

Trafficking work in MOPAC (4)

Question No: 2013/0166

[Andrew Boff](#)

Which team and/or which positions will be involved in developing and organising the Mayor's human trafficking work in the GLA and MOPAC between 2012-2016?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Human trafficking work is no longer carried out by the GLA. This was transferred over to the Policy and Programme Delivery Unit at the Mayor's Office for Policing and Crime (MOPAC) on 16 January 2012.

MOPAC is currently undergoing a re-structure, so it is yet to be determined which team and/or which positions will be responsible for human trafficking work in the future. Be assured that tackling human trafficking in London remains a key priority for me and I have asked that MOPAC continues to work with external partners in the pursuit of this.

Hampstead Police Station

Question No: 2013/0167

[Andrew Boff](#)

- 1 How many people visited Hampstead Police Station on average each hour, and each day?
- 2 How many people staffed Hampstead Police Station?
- 3 How many crime reports were made on average each day, and each week, in Hampstead Police Station?

[The Mayor](#)

In July 2010 the MPS undertook a footfall survey across all front counters. This provided the following results:

- 1) The average maximum footfall in any 8hrs was 10 people
- 2) The station is open 62 hours/week (Mon & Sat 10:30am - 5:30pm, Tue to Fri 7:30am - 7:30pm). An 8hr opening can be covered by one member of staff but 12hr opening will require 2. These opening hours require 10 shifts to be covered. It will take more than 2 members of staff to provide this service taking into account other abstractions such as annual leave and training.
- 3) A weekday 8hr maximum of 1.8 crimes

From the MPS crime system the total number of crimes reported for all stations on Camden Borough (Holborn, Kentish Town, Hampstead, West Hampstead and Albany Street) between 24/01/12 - 23/01/13 is 4298.

Data at an individual front counter level is not collected by this system.

Sexual exploitation

Question No: 2013/0168

[Andrew Boff](#)

What percentage of cases, involving sexual exploitation, in 2010, 2011 and 2012 involved male victims?

[The Mayor](#)

Written response from the Mayor

The percentage of sexual exploitation cases involving male victims is as follows:

- 2010 - 3%
- 2011 - 3%
- 2012 - 13%

Children in care

Question No: 2013/0169

[Andrew Boff](#)

How many children in care have gone missing in London in 2010, 2011 and 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The MPS has informed me that in 2012, there were 9,055 reported incidents of children missing from care. The requirement is that any child in care not returning to their carer by a specified time should be reported missing to the police. Therefore the number represents incidents rather than missing children. In addition some children will have been reported missing on more than one occasion so this is a total number of incidents, not individual children.

The MPS is unable to provide data for 2010 and 2011, as it did not become mandatory to record whether the child in question was in care until halfway through 2011.

Greenwich Peninsula Development (1)

Question No: 2013/0170

[Andrew Boff](#)

In answer to question 3940/2012 last month you stated that homes on the Greenwich Peninsula Development will be built to Code for Sustainable Homes Level 4. Was a cost-benefit analysis carried out for the scenario of building to Code for Sustainable Homes Levels 5 and 6?

[The Mayor](#)

Residential development on the Peninsula has stalled for a number of years due to being unviable. I have recently agreed a new strategy with the developer to enable a significant amount of housing to be delivered. Any increase from Code for Sustainable Homes level 4 (and the consequential increase in build cost) would place a further strain on the viability of the housing projects proposed and potentially slow or halt development.

Greenwich Peninsula Development (2)

Question No: 2013/0171

[Andrew Boff](#)

In answer to question 3940/2012 last month you stated that there will not be a zero-carbon development on the Peninsula. Why?

[The Mayor](#)

There are no current plans for a zero carbon development on the Peninsula. However, the GLA, along with Royal Borough of Greenwich and its delivery partners, is committed to providing sustainable housing which is heated by low carbon energy, adheres to my Housing Design Standards and Code for Sustainable Homes level 4.

Victim focused front counters

Question No: 2013/0172

[Roger Evans](#)

In police stations currently, a victim of domestic violence can wait in a queue behind people filling out lost property forms. Will you ensure that future enhanced front counters and contact points, which are being set up in the next year, physically separate different police access functions, so that victims receive the prompt, victim-focused service they require?

The Mayor

Boris Johnson (Mayor of London): Thank you, Roger, very much for this. It is a question I partly addressed in passing earlier on. We are determined to improve victim satisfaction in London. It has not been what it should be and I think that has very often been to do with the deficiencies of the police front counters which are sometimes an intimidating environment and not conducive necessarily to confidence. That is why I repeat that getting the police officer to you is at the heart of our response. We are looking at about eight to ten additional contact points in every borough, and we are working on that too.

Roger Evans (AM): I visit quite a lot of police stations, Mr Mayor, and I find it quite a daunting prospect myself because you end up queuing up outside with people filling in lost property forms, and there can also be a whole variety of people there who you would not want to report a crime in front of or whom you would not want to be with if you were a victim of crime. We need to have other ways for those people to access police services. Is that something that your strategy is going to address and how will we make sure that people know that those avenues are available to them?

Boris Johnson (Mayor of London): Yes, it is a very good question. We need to get over as powerfully as we can the importance of what Sir Bernard Hogan-Howe has said about everybody reporting a crime being in receipt of a personal visit. That is a development, a new step forward for the Metropolitan Police Service. The interesting feedback I am getting from what Stephen Greenhalgh [Deputy Mayor for Policing and Crime] is doing with his discussions is that actually, when people talk about the issues and think about it in the way that you are and they think about what they would really want in their experience of the police, do they want the antiquated, sometimes dilapidated front counter or do they want a personal service of the kind that I am describing. We are finding that it is possible to win the argument. Clearly, what this will require is a lot of publicity.

Roger Evans (AM): The approach that you are using could actually result in a large increase in the number of people reporting crimes to the Metropolitan Police Service if that confidence is improved. Are you sure the police will be able to handle the increased level of reporting which could result from this?

Boris Johnson (Mayor of London): We are not seeing it yet, we are seeing a steady reduction in crime I think across all the crime types. Virtually speaking you are seeing steady falls in crime and I think it will improve people's confidence and sense of security, and also it will increase the potential criminal's sense of risk if they know that as soon as they commit a crime the victim will be attended by a police officer.

Roger Evans (AM): At the Police and Crime Committee last week, Professor Marian FitzGerald, who was giving evidence, did actually say that she felt police stations were unsuitable for vulnerable at-risk victims to report crime and that somewhere more discreet would be required. She actually repeated that several times because some members of the Committee seemed to want to change her mind on the subject. Will you continue to seek advice from leading academics to help us put the proposals together?

Boris Johnson (Mayor of London): Yes. I saw what Marian FitzGerald had to say and I was grateful to the Committee for its work. Clearly, some experts will say one thing and some will say another. I think most of us intuitively feel that for crimes of the type I was describing earlier you could have better systems of reporting and we should be putting the emphasis on personal interaction plus the use of the Havens and the rape crisis centres, and I think that is a

better way forward.

Confidence and petty crime

Question No: 2013/0173

[Roger Evans](#)

While I welcome the proposal for victims of crime to be visited by an officer if desired, do you think there is a risk that offering every victim of petty crime a visit, rather than a comprehensive investigation of their crime case, could potentially decrease their confidence in the police?

[The Mayor](#)

The proposal for victims of crime to have the option of an officer visit is not intended as an alternative to comprehensive investigation, but rather as part of that investigation. One of the aims of the visit is to take a comprehensive account from the victim which will provide the MPS with vital intelligence and assist investigation. We believe this will improve both detections and confidence.

Home Working

Question No: 2013/0174

[Roger Evans](#)

Given that London's population is due to hit 10 million people by 2030, with population growth outstripping the growth in transport capacity, does the Mayor acknowledge the role that increased home working and flexible working must play in keeping London working?

[The Mayor](#)

Yes. Home and flexible working are important contributions to maintaining London's productivity. However, they are no substitute for increased investment in transport so that people can continue to meet face to face at times that suit them.

Nine Elms Enterprise Zone

Question No: 2013/0175

Richard Tracey

In your answer to question 1538/2012 in June about the Nine Elms Enterprise Zone, you stated that the limiting factor was Battersea Power Station. Now that the Power Station's future is secured (and many of the flats already sold) how are plans for the enterprise zone progressing?

The Mayor

Boris Johnson (Mayor of London): Thank you, Dick, and thank you for all the work that you have done, over a long period of years, to help get this thing off the ground. It is a quite remarkable thing. The Enterprise Zone regulations will be laid before Parliament this year so we will have the structure in place to help pay for the Northern line extension which has made possible the redevelopment of that power station.

Richard Tracey (AM): Thank you, Mr Mayor. This is, of course, a major step forward in a regeneration area with a lot of potential. We have got one Embassy there. Who knows; we may have some more before it is finished.

Can I ask you, on the Enterprise Zone side, what is the current consensus on the size of the enterprise zone? Will it cover the whole of the opportunity area? In addition to business rate discounts and capital allowances will you look at other areas, for example, UK Trade & Investment (UKTI) support and tax increment financing (TIFs) and so on for the Enterprise Zone?

Boris Johnson (Mayor of London): All that kind of stuff we will look at. There is a limit to the number of ways you can squeeze the same lemon, so to speak. Orange.

Richard Tracey (AM): Would you answer-- is the consensus for the whole opportunity area or just one part of it? We talked before about Battersea Power Station. It is now 250 acres, the whole area.

Boris Johnson (Mayor of London): You are worried we are going to be putting a community infrastructure levy (CIL) on the whole thing are you?

Richard Tracey (AM): I am asking for the Enterprise Zone to cover the whole area ideally.

Boris Johnson (Mayor of London): I will get back to you on the exact extent of the enterprise zone. Suffice it to say we will make sure that it will be in a position to finance the Northern line Extension (NLE).

Richard Tracey (AM): Clarification pretty soon would be much appreciated.

Boris Johnson (Mayor of London): I am sure we can supply that.

Richard Tracey (AM): Thank you.

Escalator refurbishment

Question No: 2013/0176

[Richard Tracey](#)

Can the Mayor confirm that the escalators undergoing a refit at Clapham South and Clapham Common tube stations have already been extensively refurbished within the last ten years? Assuming the current refits are necessary, does he believe the earlier work was faulty?

[The Mayor](#)

London Underground's escalators are heavy duty machines which operate for over 20 hours per day, 364 days a year. Each machine is designed with a 30+ year lifespan, with intermediate refurbishments and/or renewal of components scheduled approximately every seven and a half years. However, these refurbishments are undertaken based on the condition of each particular machine which means they can be moved forward or back from the scheduled 7.5 year date if required.

There are two escalators at Clapham South station. The escalator that normally runs in the 'up' direction was refurbished in 2008. The escalator that normally runs in the 'down' direction is currently being refurbished and is due to be brought back in to customer service in February. The last major improvement works to the 'down' escalator were completed in December 2003. Any other work that has been required in the last 10 years would have been due to an operational issue which required a part to be replaced, resulting in short-term loss of service while the works were completed.

If one escalator is out of service the remaining escalator is always run in the 'up' direction, potentially giving rise to the perception that it is always the same 'down' escalator being worked on which is not the case.

There is no work currently being carried out on the escalators at Clapham Common station.

HS2

Question No: 2013/0177

[Richard Tracey](#)

In your answer to question 3948/2012, you stated that, with regard to HS2, your 'support for the current proposal is conditional on a number of issues being addressed.' Please could you list all of the issues which, if the Government fails to address them, would lead to your withdrawing your support for the scheme.

[The Mayor](#)

In 2011, I outlined my support for investing in a high speed rail network for the UK was conditional upon on a number of issues being adequately addressed. The key measures that I think necessary in order for London to benefit from HS2 are as follows:

- First, provide sufficient onward dispersal capacity at London Euston, including provision for Crossrail 2;
- Secondly, ensure that the new station at Old Oak Common is integrated with the rest of London's transport network and planned to support the redevelopment of the surrounding area. This requires further investment in road and rail links as well as minimising impacts on Crossrail during construction;
- Thirdly, secure a connection between HS2 and HS1 that does not impact negatively on the Overground network; and
- Fourthly, to minimise the environmental impact of the route in those affected parts of London.

I continue to speak regularly with the Secretary of State for Transport on these matters.

Suburban Rail

Question No: 2013/0178

[Richard Tracey](#)

Please update the Assembly on the progress of your discussions with the DfT regarding TfL bidding for and running suburban rail franchises.

[The Mayor](#)

Initial, high level, analysis undertaken jointly by DfT and TfL has found no reasons why there could not be further rail decentralisation for at least some routes in the London area.

Further work is underway to look at the issues in greater detail. Any final decision will need to fit with the DfT's response to the Brown Review into franchising.

The Brown Review itself was very positive, stating: 'the specification and oversight of franchises should be managed by authorities that are closest to their communities and local economies... [and] the further devolution of services within London [should be] actively considered'.

I will continue to press the Secretary of State on this matter.

Waterborne Freight (1)

Question No: 2013/0179

[Richard Tracey](#)

Your most recent 'Travel in London' report has a graph on page 63 entitled 'Waterborne freight lifted in Greater London: inland waterway and seagoing cargo.' Do you accept that this graph shows that progress in increasing waterborne has been minimal over the last 10 years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Waterborne freight has played an instrumental role in the history of our city and I remain committed to increasing its use as London continues to grow and prosper. That is why I have created a strong policy framework to promote the use of the Thames for freight in both my London Plan and Transport Strategy.

I have safeguarded a number of riverside wharves specifically for the use of river freight. I am aware that a number of well respected companies are actively seeking to use some of those wharves for this purpose. My officers will continue to work with the Port of London Authority, TfL and freight operators to maximise the number of sites for waterborne freight.

Encouragingly, in 2011 there was a noticeable increase in waterborne freight and this trend is expected to continue over the next 10 years or so, primarily owing to a commitment by major infrastructure projects, including Crossrail, the Thames Tideway Tunnel and Northern line extension, to maximise the use of the river for freight transport.

Waterborne Freight (2)

Question No: 2013/0180

[Richard Tracey](#)

Are you satisfied that all that can be done is being done to maximise the percentage of freight that travels by water in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I believe that I have a good basis in terms of policies in the London Plan and in my Transport Strategy, backed up by the specific safeguarded wharves designations. Without these I have little doubt that freight on the Thames now would be confined to the industrial dock facilities east of the Thames Barrier and a small number of waste sites in public ownerships.

The transport of freight on the Thames in London is expected to increase substantially over the next 10 years or so, primarily owing to a commitment by major infrastructure projects, including the Thames Tideway Tunnel and Northern Line extension, to maximise the use of the river. My officers are working with relevant parties to ensure that this commitment is achieved.

In addition, TfL will shortly launch Construction Logistics Plan Guidance which will suggest that major construction projects examine the viability of waterborne freight, as suggested in my London Plan Policy 7.26.

My planning team is also working with landowners and developers to ensure that the current wharves are maintained or brought back into freight use.

There are also some opportunities on London's canal network and TfL is working with the North London Waste Authority to determine the feasibility of moving 300,000 tonnes of material per year by barge from its Edmonton facility, giving a reduction of 12,000 lorry trips annually.

Waterborne Freight (3)

Question No: 2013/0181

[Richard Tracey](#)

Will the Mayor ensure TfL regularly monitor progress, so that the effectiveness of actions can be assessed, and adjusted if need be?

[The Mayor](#)

Through Key Performance Indicator 16 of the London Plan Annual Monitoring Report, I am already monitoring progress with freight transported on the Blue Ribbon Network. The required data are provided by the PLA. Data relating to the carriage of goods by water within the Greater London sector of the Port of London are published annually within TfL's Travel in London Report - as identified in Question 179/2013. TfL also publishes the London Freight Data Report - Freight Plan progress reports on a regular basis.

Recommendations for wharf safeguarding are updated approximately every five years, as highlighted in the London Plan, giving the GLA and partner organisations an opportunity to review the progress of policy to encourage mode shift from road to water. The current draft Safeguarded Wharves Implementation Plan includes detailed demand data by sector and also quantities carried on London's canals. This data underpins the safeguarding recommendations made.

Risks associated with targets

Question No: 2013/0182

[James Cleverly](#)

While I admire the ambitious targets in the Mayor's draft Police and Crime Plan, what can you learn from the recent case in Kent, where two detectives had to resign because one had met their monthly arrest target while the other had not - so they altered the data to give more to the officer who missed the target?

[The Mayor](#)

As the draft police and crime plan demonstrates, I have set an ambitious challenge for the Metropolitan Police Service to cut seven key neighbourhood crimes by 20 per cent, boost public confidence by 20 per cent, whilst cutting costs by 20 per cent. These strategic goals are separate from any internal performance targets that the MPS may have. MOPAC does not intend to set detailed operational targets for the police on arrests.

DASH Form

Question No: 2013/0183

[James Cleverly](#)

Would the MPS consider trialling a scheme, tested successfully in Hampshire, where officers were given the discretion to fill in the DASH form when visiting Domestic Violence incidents?

[The Mayor](#)

The introduction of the DASH risk assessment model has resulted in improved intelligence recording, information sharing, support for victims, and identification of victims of honour violence and forced marriage. Together with other partnership initiatives, this has resulted in a substantial 50 per cent decrease in the MPS Domestic Violence homicide rate, from 42 offences in 2003 to 21 in 2012.

The MPS will always retain an open mind on adopting good practice from elsewhere. However, Hampshire's pilot project will need to be fully evaluated prior to MPS consideration as to whether to trial such a scheme but we are very interested in the pilot.

Co-location

Question No: 2013/0184

James Cleverly

At the Police and Crime Committee this month, Professor Marian Fitzgerald said police stations were often unsuitable for vulnerable, at-risk victims, and that somewhere discreet, such as a library or post office, was a safer alternative. What plans do you have for co-location projects in London and in response to my recommendations in 'a United Emergency Service'?

The Mayor

Boris Johnson (Mayor of London): Thank you, James. Marian Fitzgerald was making an interesting and good point at that meeting. I want to congratulate you in particular on your work, not just in LFEPA, where you are shouldering obviously a big burden of responsibility and doing a very, very good job, but also in your idea for co-location of emergency services where possible. That is something that should be pursued and, indeed, is being pursued.

James Cleverly (AM): Thank you, Mr Mayor. One of the points that has come up consistently this morning is that we are all required, irrespective of our political affiliations, to look at best ways of delivering public services within reducing budgets. A number of the early opportunities for co-location are with organisations outside our direct remit. I am thinking particularly of the London Ambulance Service who may be able to share facilities with TfL, police and fire but also with local government. What I would ask is that, in conversations that you have at senior levels with representatives from local government and other emergency services, that you constantly remind them that we have an open door when it comes to opportunities to co-locate, protect front line public services and do so whilst simultaneously saving public money.

Boris Johnson (Mayor of London): I will. It is something we need to push up the agenda and I will certainly make sure that MOPAC have it at the forefront of their minds.

James Cleverly (AM): Obligated.

Outer London Fund

Question No: 2013/0185

[Steve O'Connell](#)

We are starting to see the Outer London Fund bear fruit, for example with the transformation of Central Parade in New Addington. Will you look at finding the funding to run a third round of the Outer London Fund to give those communities in Outer London who missed out in the first and second rounds a chance to benefit from the scheme?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Steve. I think your question on the Outer London Fund is well posed. Central Parade in New Addington, we are very proud of what we have been able to do there. The Outer London Fund has been one of the best things we were able to do in outer London because it was, after all, an area that was neglected by the previous administration. We have re-established the Outer London Fund. I had them all in my office the other night. We have got a new agenda to continue to drive jobs and growth in outer London.

Steve O'Connell (AM): Thank you very much, Mr Mayor. First of all I would like to take the opportunity to thank you for your efforts in bringing Westfield and Hammerson to Croydon, for the record. As you said, the Outer London Fund was introduced to rebalance the earlier Mayor's neglect of the outer London boroughs and it has been well received, as you say, in New Addington and also in North Cheam, another area that I represent.

When I asked you last year you were saying that you were having an evaluation to see whether you were going to continue with it. For the record, you are intending to bring forward a further round of the Outer London Fund during the course of your Mayoralty?

Boris Johnson (Mayor of London): Yes, that is it. We are going to continue with the Outer London Fund and, indeed, with the work of the Outer London Commission in identifying ways of expanding the Outer London economy.

Steve O'Connell (AM): That we welcome very much in my borough and others. Thank you.

Darren Johnson (Deputy Chair): Thank you. Can I ask Members, under standing orders, to extend the meeting to conclude the remaining business on the agenda?

All: Agreed.

Design Advisory Group

Question No: 2013/0186

[Steve O'Connell](#)

Which projects does the Mayor envisage will come under the remit of the new Design Advisory Group?

[The Mayor](#)

My Design Advisory Group's main purpose will be to provide me with a co-ordinated voice on design excellence and good urban change management. It is anticipated that the Group will be called upon to respond to, and comment upon, major funded programmes that I have driven across the GLA and TfL. The Group will work with the GLA's Regeneration team, who are leading some of my largest investments in place shaping including the Outer London Fund and Regeneration Fund, along with other major projects.

London Plan Implementation Plan

Question No: 2013/0187

[Steve O'Connell](#)

What will be the key benefits to Londoners and to London's planning system from the introduction of the Implementation Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The document includes an overview of key implementation activities that help to deliver London Plan policies, and an emerging baseline for infrastructure investment decisions to assist with accommodating London's anticipated growth.

I will use the Implementation Plan to promote London's strategic requirements for transport, water, energy, telecoms, waste, social and green infrastructure. I also intend to use this Implementation Plan make sure that infrastructure planning at local level is consistent and of a high quality.

For London's communities, the document provides transparent and accessible information to enable them to get involved in the development of their area.

Traveller Sites

Question No: 2013/0188

[Steve O'Connell](#)

Do you support Government plans to improve the ability of boroughs to use temporary stop notices to combat illegal sites? Do you agree that this is likely to prevent situations from escalating and becoming protracted, and therefore reduces the risk of a drain on police resources?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Steve. The short answer is absolutely yes. I support anything that gives boroughs greater flexibility in this matter.

Steve O'Connell (AM): The extra powers that are to be granted to the local authorities are around planning powers. Would you agree, Mr Mayor, very much that, although it is absolutely appropriate that there is good housing for all our communities, the illegal sites have been a great burden on the local authorities, on residents and on cost for those local authorities, and that anything we can do to ease that problem is to be welcomed?

Boris Johnson (Mayor of London): I do. This simplification of the procedure sounds to me like a good idea, and I congratulate you and Croydon Council in trying to address the problem.

Steve O'Connell (AM): OK. Thank you very much, Mr Mayor.

Alcohol Abstinence Monitoring Requirement in Croydon and Sutton

Question No: 2013/0189

[Steve O'Connell](#)

The estimated cost to taxpayers of alcohol-related crime and disorder is between £8bn and £13bn. What effect do you estimate the new Alcohol Abstinence Monitoring Requirement (AAMR), being piloted in Croydon and Sutton, will have on crime and anti-social behaviour in South London?

[The Mayor](#)

The objective of the Alcohol Abstinence Monitoring Requirement (AAMR) is to reduce alcohol-related violent offending in the night time economy.

The initial pilot in Croydon and Sutton, developed by MOPAC, the Ministry of Justice, the Home Office and local partners, will look at how widely local magistrates use the order; how the local criminal justice system works with AAMR; and compliance with the order.

Sexual offences convictions

Question No: 2013/0190

[Victoria Borwick](#)

How many of those convicted for rape and other sexual offences received a caution in the last measurable year?

[The Mayor](#)

The MPS will always make every effort to charge and bring to justice those who commit rape. During this financial year there have been no cautions for rape within the MPS.

With regards to other sexual offences, the MPS has a number of disposal options open to it. Since April 2012 the MPS has cautioned 159 adults for other sexual offences. The decision on which option would be most suitable will be dependent on the offence, age of the offender and victim, the victim's wishes, public interest and may be made in consultation with the CPS or youth offending teams.

Gallions Reach

Question No: 2013/0191

[Gareth Bacon](#)

Please could you confirm that it is still your policy to oppose a fixed link (bridge) river crossing at Gallions Reach.

[The Mayor](#)

Boris Johnson (Mayor of London): Yes. Gareth. Thank you for this one. As I said in my manifesto both in 2008 and in 2012 the Thames Gateway Bridge, so conceived and proposed, is dead. It will not be resuscitated. We are going ahead with a crossing at Silvertown, a Blackwall 2 crossing - not supported much by the Greens but never mind.

Darren Johnson (Deputy Chair): At all.

Boris Johnson (Mayor of London): At all by the Greens. Never mind. It will greatly alleviate congestion and it will be a huge benefit to transport in this city. We are going to go ahead with that. That will reduce a lot of the pressure on river crossings east of Tower Bridge. In the Non-Technical Summary (NTS) - I have got to be absolutely clear with you, Gareth - it does envisage that we may need to go forward with alternatives, for instance, a successor to the

Woolwich Ferry, and there is the possibility of another crossing at Gallions Reach. It will not be the Thames Gateway six lane highway jobby. Under no circumstances is that envisaged.

Gareth Bacon (AM): Yes, thank you for that - what I think was a - carefully worded answer.

Boris Johnson (Mayor of London): It was a carefully worded answer. I am glad you spotted it.

Gareth Bacon (AM): I did but unfortunately residents of Bexley have also spotted what they think is a slight shifting of the sands here, Mr Mayor. Now --

Boris Johnson (Mayor of London): It has been in the NTS for a long time.

Gareth Bacon (AM): Indeed it has. Indeed it has. Some of us are wondering why --

Boris Johnson (Mayor of London): There is no change. What I am not going to do is here and now rule out any further crossings east of Tower Bridge. I just think the population of London is growing and the economy needs transport infrastructure investment. I am not now going to say something that I think I am not certain is in the long term economic interests of London.

Gareth Bacon (AM): Mr Mayor, my question was also carefully worded --

Boris Johnson (Mayor of London): What we will not do is a motorway going up Knee Hill and inconveniencing the people of Bexley.

Gareth Bacon (AM): OK. You have put your finger on something that is very important and I will come to that shortly. Now obviously as you are aware there was a very lengthy planning inquiry into the previously proposed Thames Gateway Bridge. There has been a bridge proposed for that location off and on for the last 40 or so years. That was simply the latest incarnation of it. The planning inspector concluded, when he suggested a refusal of the bridge, that it did not satisfy the local and national planning needs and he recommended no bridge, no side street changes and no compulsory purchase orders. Accordingly, and six months after you became Mayor, having said that you would do so, you dropped that scheme.

Boris Johnson (Mayor of London): I did, and it remains dropped.

Gareth Bacon (AM): Good, which is tremendously good news because the people of Bexley know that a bridge in that location could have devastating consequences to the northern part of that borough which, it is important to point out, is not the richest part of that borough either. So they are wondering --

Boris Johnson (Mayor of London): Gareth, I completely understand what you are saying and I understand the feelings in Bexley. I know them well. There is no plan at present to build such a bridge. What I will not do is -- and certainly we will not have anything like the Thames Gateway Bridge. What I cannot do is rule out any further crossings east of Tower Bridge.

Gareth Bacon (AM): Indeed, but I am not asking you to, Mr Mayor. I am asking you to rule out a fixed link in Gallions Reach because the problems that were implicit in the proposal for the Thames Gateway Bridge are implicit in a fixed link bridge at that location of any description, name or size.

Boris Johnson (Mayor of London): That may very well be the case. I remember what the planning inspector said about the Thames Gateway Bridge (TGB). If that applies to any kind of crossing at all, as you suggest, then obviously it would be very difficult to go ahead with a scheme there. If you will forgive me I am not going to, as I say, rule out any further crossing. The chances of there being such a thing whilst I am Mayor are absolutely nil but I have got to be honest with you about what I think is right for London and, in the long term, we are going to need more river crossings.

Gareth Bacon (AM): I think most of us would agree with that and, as I have said before, the London Borough of Bexley and most of us on this side would tend to agree that eastern river crossings are a good idea and we --

Boris Johnson (Mayor of London): We are having a consultation now. If we can find a better site then let's go for it.

Gareth Bacon (AM): Mr Mayor, I think that that is the way it needs to go. Your manifesto commitment that you referred to was unambiguous. 'I killed off my predecessor's proposal for a

Thames Gateway Bridge because of the damaging impact it would have had on Bexley'. Now colleagues opposite - notably Mr Biggs and Mr Duvall who I am sure we will shortly hear from - have harried you for the best part of five years to resurrect those proposals.

Boris Johnson (Mayor of London): They are not going to succeed. We are not going to do the TGB.

Gareth Bacon (AM): Yes, and you are very careful to say the TGB every time. I do not blame them for harrying you because they --

Boris Johnson (Mayor of London): You are in favour of a bridge.

Gareth Bacon (AM): They believe that it would --

Boris Johnson (Mayor of London): Which bridge are you in favour of?

Gareth Bacon (AM): Nothing at Gallions Reach.

Boris Johnson (Mayor of London): Tell me what sort of bridge? You just said you want a bridge, which bridge do you want?

Gareth Bacon (AM): I want one that is not at Gallions Reach.

Boris Johnson (Mayor of London): You want the non-Gallions Reach Bridge?

Gareth Bacon (AM): Yes.

Boris Johnson (Mayor of London): OK. Let's look at that.

Gareth Bacon (AM): Mr Mayor --

Boris Johnson (Mayor of London): Where is it?

Darren Johnson (Deputy Chair): If we can let Mr Bacon ask his question rather than constantly firing questions at him.

Gareth Bacon (AM): Thank you very much, Chair. Mr Mayor, there are a whole range of options that are included in this consultation. The consultation, ostensibly, is about your proposals for a Silvertown crossing and a proposed ferry at Gallions Reach to replace the ageing Woolwich Ferry. The only reason there is any proposal in the consultation to refit the Woolwich Ferry is because the London Borough of Bexley put it to TfL that it should be in there. Why were there no other options put in there? Why was there no option to build a bridge linking the North and South Circular? Why was there no --

Boris Johnson (Mayor of London): A bridge linking the North and South Circular?

Gareth Bacon (AM): Yes. Why was there no option to include a bridge, perhaps, at Woolwich to replace the ferry there? Why was it a rehash of an old failed and rejected proposal of Gallions Reach that was included as a consultation possibility in this document?

Boris Johnson (Mayor of London): Gareth, I have great respect for you as you represent Bexley in the transport portfolio and you have got huge authority and experience in this matter. This is all at a very early stage. If you have genuinely got a better route for a Thames crossing, if you have got a better bridge that you want to build, then we are all ears. We are all ears.

Gareth Bacon (AM): But I can take back to Bexley your assurance then that, for as long as you are Mayor, there will not be a bridge at Gallions Reach?

Boris Johnson (Mayor of London): You can certainly take it that as long as I am Mayor I think there will not be a bridge at Gallions Reach! I think that is almost certainly true. Unless we really got our skates on I think the chances of building a bridge at Gallions Reach between now and 2016 are very small --

Gareth Bacon (AM): And no scheme proposing a bridge at Gallions Reach will get your approval?

Boris Johnson (Mayor of London): I am going to be frank with you. I do not think that London can go on forever without more river crossings east of Tower Bridge. Now we can argue about where it is going to be and if you have got a brilliant new location that beats Gallions Reach then now is the time because the --

Gareth Bacon (AM): I am sorry, Mr Mayor, I do have to pursue this point. Are you now then saying that Gallions Reach is the proposal for a fixed link bridge and, in the absence of an

alternative, there will be a fixed link bridge there? Because that is how I just interpreted what you said.

Boris Johnson (Mayor of London): No. No. Of course not. No. Two separate things. You have asked me to rule it out. I am not ruling anything out.

Gareth Bacon (AM): You are not ruling it out?

Boris Johnson (Mayor of London): I am not ruling it out. I am ruling out the TGB. I have ruled that out.

Gareth Bacon (AM): That is why I did not mention the TGB in my question, Mr Mayor. I referred to a fixed link bridge at Gallions Reach and you are not ruling out a fixed link bridge at Gallions Reach?

Boris Johnson (Mayor of London): There is a consultation going on now about river crossings. If you have got a better solution to a bridge at Gallions Reach we are more than happy to hear it. I would like to see genuine evidence about the environmental impacts of all these proposals and, indeed, the popular levels of support for some of these proposals because I think the argument may be changing and it may be moving. I am going to be absolutely candid with you; I am not now going to rule out any option except the one I ruled out in my manifesto.

Gareth Bacon (AM): With some regret I have to tell you that your words are going to be received very badly in the London Borough of Bexley.

Boris Johnson (Mayor of London): You can tell the London Borough of Bexley there is no proposal to build a bridge at Gallions Reach. What I am not going to do is rule out further river crossings. You said yourself that you desire them but it is not clear where you would like them built. We have got to do something.

John Biggs (AM): I had a point of order, Chair, which is that I respect absolutely Gareth Bacon's right to make the points he makes but I think he should explicitly declare that he is essentially a paid advocate for the London Borough of Bexley as a councillor there and a Cabinet Member there who receives remuneration and who --

Boris Johnson (Mayor of London): Well, well, well, he is just doing his job. Come on.

John Biggs (AM): I do not have a problem with him doing that, Chair --

Boris Johnson (Mayor of London): He has declared it.

John Biggs (AM): I think he should declare that --

Boris Johnson (Mayor of London): He did declare it.

John Biggs (AM): -- and he should declare that explicitly in asking his question.

Darren Johnson (Deputy Chair): All Members' London borough roles are declared in the agenda in every meeting. We are well aware of Mr Bacon's role in the London Borough of Bexley as we are well aware of all Members' roles in the London boroughs.

John Biggs (AM): I am still standing. If I could make my point, Chair, more explicitly, I have family connections with Bexley and I read the Bexley borough magazine. Gareth Bacon is quoted there as the Cabinet Member for this matter reeling out the line time after time. I respect that line. I know it is Bexley's position. I think, under the rules of good conduct, he should explicitly declare that. I feel that very strongly, Chair. I am not chastising him other than his failure to declare that.

Boris Johnson (Mayor of London): In the course of our conversation it was abundantly obvious that he was a Cabinet Member for Bexley.

Darren Johnson (Deputy Chair): Assembly Member Bacon.

Gareth Bacon (AM): Thank you, Chair. Firstly I am not a paid advocate for the London Borough of Bexley; I am an elected representative for the London Borough of Bexley. Mr Biggs himself has noticed that it is published everywhere in Bexley that I am the Cabinet Member for environment and public realm in Bexley. It is hardly a secret. As you yourself have said, it is published in every agenda of every meeting that I attend in this building. It is open. It is on my declarations of interest everywhere. It is hardly a secret, Chair, and for Mr Biggs to try to

suggest otherwise is slightly below the belt and I would have actually expected a bit more of him than that.

Boris Johnson (Mayor of London): There I disagree with you, Gareth. Under no circumstances --

Darren Johnson (Deputy Chair): Let's not debate it further.

Police & Crime Plan

Question No: 2013/0192

[Joanne McCartney](#)

Are you confident you will meet the targets set out in your Police & Crime Plan?

[The Mayor](#)

Boris Johnson (Mayor of London): Yes, Joanne, thank you. I am confident that the Police can meet the ambitious targets they have been set. This is a 20% reduction in crime, a 20% increase in confidence while coping with a 20% reduction in costs. This is something that Sir Bernard Hogan-Howe [Commissioner, Metropolitan Police Service] has explicitly set out to achieve. They have told me that they are confident, we have gone eyeball to eyeball, they believe they can do it. I have no reason to doubt Bernard, particularly when you consider that in Liverpool I think he reduced crime by 40%, from memory, so we are very hopeful.

Joanne McCartney (AM): Thank you. At the Police and Crime Committee we have in a couple of weeks I will be asking some further questions about that. We are in the budget period at the moment and I have asked you this twice now and I am afraid I am going to have to ask you a third time

Boris Johnson (Mayor of London): Go on, you generally do.

Joanne McCartney (AM): Well we need clarity, because one of the issues is that you are going to close 65 front counters across London, and this is the third time I am going to ask you orally but also many of us have asked questions in writing and have received no answers. Can you tell me, do you now know the specific property savings in relation to closing those 65 front counters? Further, in answering that, can I ask you to remain focused and not give me something about the entire police estate; specifically those 65 front counters?

Boris Johnson (Mayor of London): No, we have not broken that detail down. What I can tell you is what I told you last time, if you really want me to repeat it, and that is that the overall saving from the reforms to the estate is in the region of £51 million to £55 million. There is a consultation process going on now and it is very interesting how that is going because I think a lot of people are listening to the arguments, they are understanding that Londoners do deserve a better service than that which is currently being provided by the police stations, that we have, we can and will do better.

Joanne McCartney (AM): Certainly my issue, and that of many round this table as well as the public, is that unless they know what the savings are specifically, to try to come up with alternatives is actually very difficult. For example, could you tell me --

Boris Johnson (Mayor of London): I am afraid I do not follow your argument.

Joanne McCartney (AM): -- what is happening with Safer Neighbourhood bases across London? Are they all going to be closed as well or not?

Boris Johnson (Mayor of London): No, Safer Neighbourhood Teams (SNT) -- there is a question later on --

Joanne McCartney (AM): No, this is the Safer Neighbourhood bases where those teams are located. Are they closing or not?

Boris Johnson (Mayor of London): There is a consultation going on about all of this and there are specific plans that you will have seen for every borough. I suggest that really, you go to the

meetings where the plans are being discussed with a very wide measure of agreement with people who turn up and actually engage with the subject rather than trying to score political points.

Joanne McCartney (AM): I have been.

Boris Johnson (Mayor of London): No, of course we are not going to close all the Safer Neighbourhood Team bases.

Joanne McCartney (AM): Ah, you are not.

Boris Johnson (Mayor of London): What we are trying to do is actually to increase the public's ability to have face time with the police. What Sir Bernard Hogan-Howe has said is that anybody who wishes to report a crime will receive an immediate personal visit and we will keep 24 hour police stations in every borough. We are also working now with the boroughs and the police to identify additional contact points where you can expect to find either SNTs or other representatives of the police. That is a very good way forward.

Joanne McCartney (AM): Mr Mayor, can I tell you why I am asking the question? It is because in one of my boroughs we are losing police stations.

Boris Johnson (Mayor of London): Which borough are you talking about?

Joanne McCartney (AM): Enfield.

Boris Johnson (Mayor of London): Let me tell you what is happening.

Joanne McCartney (AM): No, stop it. The borough police are unable to tell me what is happening with Safer Neighbourhood bases. They do not know whether they are closing or not. For example, I have one station in Southgate which is earmarked for closure. A Safer Neighbourhood base was put opposite to be the direct alternative but now the borough police cannot tell me whether that is staying or not because they do not know. That is the problem we have locally.

Boris Johnson (Mayor of London): What people want to see --

Joanne McCartney (AM): I do not want you to repeat yourself, Mr Mayor, because we have heard that.

Boris Johnson (Mayor of London): I am not going to repeat myself. I am going to tell you something that may be to your advantage. I am going to tell you that, in Enfield, the borough you represent, you can take back the good news that the number of people in Safer Neighbourhood Teams in that borough has gone up to --

Joanne McCartney (AM): I am coming on to Safer Neighbourhood Teams. This is about the buildings.

Darren Johnson (Deputy Chair): This is on the buildings.

Boris Johnson (Mayor of London): 144 from 61 in 2011.

Joanne McCartney (AM): Chair, this is not the question I am asking.

Darren Johnson (Deputy Chair): Mayor, this is not relevant.

Boris Johnson (Mayor of London): That is an extra 83 people.

Darren Johnson (Deputy Chair): That is not relevant to the question. Can you stick to the question --

Boris Johnson (Mayor of London): Of course it is relevant.

Darren Johnson (Deputy Chair): -- which is about the bases, not about the people.

Joanne McCartney (AM): Mr Mayor, sorry --

Boris Johnson (Mayor of London): I think most people accept that the way to reduce crime in London is not be fetishising bases --

Darren Johnson (Deputy Chair): The question was about the bases.

Boris Johnson (Mayor of London): -- or bricks and mortar. The answer to the question about the bases, as Joanne McCartney knows full well, is that there is a consultation going on now about exactly --

Joanne McCartney (AM): My borough police cannot tell me what is happening to them

because they do not know. That is the point. Can I ask you finally though --

Boris Johnson (Mayor of London): What they do know is that they are going to get an increase in the number of Safer Neighbourhood people.

Joanne McCartney (AM): -- on the contact points, which are meant to be the alternative to the front counters that close, will the public be able to report a crime at them?

Boris Johnson (Mayor of London): The best way to report a crime is to --

Joanne McCartney (AM): Will they or will they not be able to report a crime at your police contact points?

Boris Johnson (Mayor of London): There is no reason why they should not be able to report a crime at a police contact point --

Joanne McCartney (AM): The Deputy Mayor for Policing and Crime told the Enfield consultation that they are not for reporting crime.

Boris Johnson (Mayor of London): -- but that is not their primary purpose. The way to report a crime, and this is what is done in the overwhelming majority of cases, is to ring the police. That is what they expect, and the pledge that Sir Bernard Hogan-Howe has made now is that you will get an immediate personal visit for the reporting of a crime. I think that, far from cavilling about the exact whereabouts of Safer Neighbourhood bases in Enfield, you should look at the increase in the number of Safer Neighbourhood officers who are going to be out there. That is what the public want to see. The public are not interested in the whereabouts --

Joanne McCartney (AM): Again, he is going off --

Darren Johnson (Deputy Chair): Mayor, regardless of whether the public want to see them or not, that is a different question on the order paper.

Boris Johnson (Mayor of London): Sorry, regardless of what you want to say I want to get this point over.

Darren Johnson (Deputy Chair): No, that is coming up on the agenda.

Boris Johnson (Mayor of London): It is a considerable improvement in neighbourhood policing in London.

Safer Neighbourhood Teams

Question No: 2013/0193

[Joanne McCartney](#)

Does your Police and Crime Plan signal the end of safer neighbourhood teams?

[The Mayor](#)

Boris Johnson (Mayor of London): Well we had a good exchange on this just now during which I was able to point out that the answer to your question is no, it does not signal the end of Safer Neighbourhood Teams. They remain the bedrock of our approach to policing in London. They delivered year on year reductions in crime. It is down 13% since I became Mayor and indeed it had been falling before then as we would all acknowledge. Safer Neighbourhood Teams are vital in continuing to build the confidence of communities.

What has never been the case even since the beginning is that there has never been a cookie cutter template of Safer Neighbourhood Teams that means you have had a one two three geometry for these teams in every ward. That has never been the case. We are going to continue to allow borough commanders the flexibility to deploy their SNT officers where they think they will be most effective.

Joanne McCartney (AM): Well, Mr Mayor, we all agree that Safer Neighbourhood Teams are the bedrock of policing. Would you agree with me that one of the greatest successes of them has been the links they have been able to build with communities and the reassurance, trust and intelligence gathering that they have been able to provide?

Boris Johnson (Mayor of London): Of course I agree with that.

Joanne McCartney (AM): In the new local policing model, would you say that the focus has changed from that neighbourhood policing to one of enforcement?

Boris Johnson (Mayor of London): No, I do not accept that at all. I know some people have mentioned this and people are concerned that the police are only going to be interested in fighting crime and busting down doors and that sort of thing, rather than actually engaging with the community. That is not the intention at all. The more bodies you have out there the greater the opportunity to interact, build relationships and understand what is going on in the community and understand where the problem areas are likely to be.

In Haringey, which you also represent, the numbers are going up from 55 in 2011 to 144 by 2015; that is an 89 person increase, a very substantial increase and good thing which will be noticed on the streets. This has two effects. A lot of police say bobbies on the beat do not matter because bobbies on the beat rarely stop crimes. Sir Bernard Hogan-Howe takes a different view. He thinks that if you get people out there, not only do they very often actually personally interrupt crimes but they prevent crime by creating a climate of security and that is why we believe in expanding SNTs.

Joanne McCartney (AM): Mr Mayor, I do not want to go into the figures but I would disagree with your figures because you are taking your baseline from 2011 when there was a recruitment freeze.

Boris Johnson (Mayor of London): No, that is the relevant comparison.

Joanne McCartney (AM): I do not want a debate about figures, so we disagree. You said some people are raising these concerns, but can I tell you, it was actually Sir Bernard Hogan-Howe that said this when he was sitting next to you two to three weeks ago. He said to this Chamber that what he was trying to achieve with the Safer Neighbourhood Teams now was, 'To move them more towards enforcing the law and less about just building trust by meeting people.'

Boris Johnson (Mayor of London): I think --

Joanne McCartney (AM): Can I finish my question, Mr Mayor?

Boris Johnson (Mayor of London): Of course.

Joanne McCartney (AM): I think there is a general concern that the key driver for the creation of Safer Neighbourhood Teams was actually to break the reinvention cycle, which was a cycle of continually shifting resources between enforcement and community orientation, and it seems that we are going backwards again here. Do you accept that concern?

Boris Johnson (Mayor of London): No, I do not. I remember what Sir Bernard said, and my impression of it was that he in no way meant to minimise or reduce the role of SNTs in engaging with the community and becoming the eyes and ears and very much a part of the community. What I think he was saying was that, by expanding the number of PCs available they would have greater powers. They would be able to do things in a more proactive way perhaps than some SNTs do at the moment. The critical thing is that they are moving a substantial number of officers from jobs and squads and units of one kind or another where they perhaps are not spending as much time with the public as they could or indeed as they want to do, and they are getting a total of 2,640 odd officers into the Safer Neighbourhood Teams. I think that is a great improvement.

Joanne McCartney (AM): At the same time you are losing great numbers of Police Community Support Officers (PCSOs). My local communities tell me that there is a great risk that if the police neighbourhood teams are seen to be predominantly about kicking in doors and the enforcement side of things, which needs to be done, it looks like the reassurance and talking to communities elements could be at risk with these new plans.

Boris Johnson (Mayor of London): I understand where you are coming from and I think it is a respectable hesitation to have. I certainly understand why you are saying it. I do not think it is anywhere in Bernard's intentions or in our plan to in any way reduce the level of contact and

interaction between SNTs and communities, far from it. By putting more officers out there we want to intensify those contacts and build up trust as much as we can.

Fire Service

Question No: 2013/0194

[Navin Shah](#)

How will your strategy of closing fire stations, cutting fire engines, and axing firefighters to deliver the cuts outlined in the London Safety Plan not put Londoners at risk?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Navin. This gives us a chance to talk about the general background to the decision I took to push on with the consultation. I do think that critical point is that we can continue to keep Londoners within the target response times; six minutes for the first appliance, eight minutes for the second appliance. Indeed as Val [Shawcross] was saying five or six years ago, we can make sure that we bring more boroughs, particularly outer London boroughs, within the target response times. I think that is the right way forward for the city. I have seen what the LFEPA opposition members have said and done. I am inclined, on balance, to favour the opinions of fire service professionals.

Navin Shah (AM): Mr Mayor, you mentioned response times which are critical to the safety of Londoners and how the service performs, which currently is excellent, but your reckless plan is going to put that service at risk and let me tell you why. When you look at LFEPA's modelling which is based on your plans to close fire stations, that actually shows that 12 fire stations London-wide would end up with increased response times. Let me give you an example of those fire stations. They are Westminster, Kensington and Chelsea, Tower Hamlets, Southwark, Greenwich and so on. The actual increases in first appliance response will range from 30 seconds to 45 seconds, and for second appliance response, the increases will range from 35 seconds to 1.24 minutes. This is from the modelling that has been carried out recently. Let me give you a real example as well of how it translates when you have fewer fire appliances. In November 2010 when 27 fire appliances, I am sure you will remember, were taken out of the service, that resulted in 20 fire stations failing to provide the first appliance within the 6 minute target time and an additional 27 stations went over the 8 minute target for second appliance response. That is what is going to happen.

Boris Johnson (Mayor of London): No, that is not right, Navin.

Navin Shah (AM): Well, you have an example from November 2010.

Boris Johnson (Mayor of London): I heard you, yes.

Navin Shah (AM): There are examples, actual figures from the modelling which is part of London Safety Plan 5 (LSP5), which you said you want to promote with the closures. So how can you say that there will not be an impact and therefore increased risk to Londoners' safety in terms of poorer response times?

Boris Johnson (Mayor of London): I understand the point you are making. However the reason I favour what the Fire Commissioner, Ron Dobson, has told me, the reason I am inclined to put greater weight on his evidence and views than on what I fear is a politically motivated position, is that he is absolutely confident that he can not only continue to keep all Londoners currently enjoying the existing target response times, but he can also extend those target response times to boroughs that currently do not have them. Just so people understand, we have in London a Fire Brigade that arrives faster than anywhere else in the country. They are already doing a fantastic job.

I was cut off, Chair, if I may, when I was trying to explain the background to what we are doing and it really is relevant to Londoners' understanding of what is happening. That the number of

fires and deaths from fire continues to fall is a tribute to the work of the Fire Brigade, and they believe they can keep that great work up.

Navin Shah (AM): Let us talk about fires in dwellings and another actual example. Between October and December 2009, 24% of the dwelling fires were classified as severe. In the same period in 2010, when 27 appliances were removed there was a 9% increase in serious fires in dwellings. That again gives you a correlation between not only response times but the reduction of fire appliances which does create a serious risk to safety. How can you call this political positioning from any side, whether our side or from the Liberal Democrats? That is quite disgraceful that you are rubbishing a seriously recent, justified, evidence based argument as party politically motivated. It is entirely untrue.

Boris Johnson (Mayor of London): Well I wish I could say it was with great respect, Navin, because my respect for you and for the Labour Members of LFEPA has gone down since you failed to take your responsibilities seriously and you failed to come up with a plan.

Navin Shah (AM): Thank you, Mr Mayor.

Boris Johnson (Mayor of London): If you look at what has happened to deaths from fire and the number of fires since I have been Mayor, never mind over the last tenure, the number of fires altogether has dropped by 18% and the number of incidents the Fire Brigade attends has dropped by 25%. I do not think people realise that fire engines, the actual appliances --

Navin Shah (AM): Mr Mayor, you have said this before. Can we stop? You are wasting my time here, thank you.

Boris Johnson (Mayor of London): -- are only used 7% of the time. I am not. I am sorry, I am not wasting your time, I am actually informing the public of something they need to know.

Navin Shah (AM): Chair, can we stop here?

Boris Johnson (Mayor of London): The busiest fire engine is only occupied 16% of the time. It is vital that people understand this because there will be a great deal of misinformation around such as the type that you have just produced. Our objective is to continue to reduce deaths from fire and to reduce fires which the Fire Brigade have been doing.

Safety of NHS in London

Question No: 2013/0195

[Fiona Twycross](#)

Are you concerned about the safety of the NHS in London? What specific actions have you, or will you take, to stand up for Londoners on the safety of the NHS in London?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Fiona. You ask a broad question about the safety of the NHS in London and obviously that is a great concern to all of us. Insofar as I construe that to refer to the ability of the NHS to improve health outcomes for Londoners, that has got to be the critical determinant. When I look at the programme of reforms that are coming forward now -- many of which are necessitated, alas, by grievous financial mistakes of the previous administration. When I look at all those proposals and the claims and the counter claims that are made about those proposals, the thing I have to have uppermost in my mind is what is the clinical outcome going to be? Will it lead to better health care or worse health care? That is the basis on which I lobby Government and healthcare professionals.

Fiona Twycross (AM): The question asked about specific actions you had taken and I am pleased to hear that you do pay attention to people's concerns about the NHS and safety. I wondered if you took any specific action as a result of hearing that a number of hospitals in London, including Croydon University Hospital, Queen Mary's Hospital, Chase Farm Hospital and the Ainslie and Higham's in-patient facility, were found by the Care Quality Commission to

have dangerously low levels of staff?

Boris Johnson (Mayor of London): Yes, I have made representations on that. I have a feeling that Victoria [Borwick AM, Deputy Mayor] met the people concerned on my behalf only the other day - I am grateful to you - and raised that particular issue. I lately had a conversation with Jeremy Hunt, the Secretary of State for Health, in which I made the point specifically about health inequalities in London, about response times and about clinical outcomes. I stressed that although, as everybody knows, I do not have the budgetary freedoms in health, we do not run healthcare from this place, we are not the strategic health authority - much though I think the logic is starting to move it in that direction - we do not have anything like the powers that we need or the responsibilities. Those are the criteria that I have set.

Fiona Twycross (AM): OK. One of the problems is that obviously the situation can only get worse. The Government is failing to meet its own lowered targets on Accident and Emergency (A&E) waiting times and, as you are hopefully aware, in the case of Queen Mary's, Romford, the Care Quality Commission found that 5% of patients are waiting more than 11 hours in A&E --

Boris Johnson (Mayor of London): I have seen that.

Fiona Twycross (AM): -- to be admitted to hospital, which is very worrying.

Boris Johnson (Mayor of London): I am not going to hide it from you, Fiona. There is some stuff that the Care Quality Commission has produced. For instance, if you look at what has happened at Mid Staffordshire there are unquestionably areas for concern.

The difficulty we have - and you will appreciate this - is that we do not have, in the GLA, a gigantic health department that can assess the claims and counter claims that are made about some of these proposals, and, in many cases, by two sets of clinicians. Onkar [Sahota] has been to see me about his patch --

Fiona Twycross (AM): We are talking about a specific report by the Care Quality Commission.

Roger Evans (AM): Chair, a point of clarification as someone who represents Romford: We do not actually have a Queen Mary's Hospital in Romford.

Fiona Twycross (AM): Queen Mary's.

Roger Evans (AM): There is one in Sidcup but that is quite a long way away.

Boris Johnson (Mayor of London): There is a King George's in Romford.

Fiona Twycross (AM): Queen's Hospital then.

Roger Evans (AM): We have got a bit of a muddle.

Boris Johnson (Mayor of London): Perhaps we should build one; Queen Mary's in Romford.

Darren Johnson (Deputy Chair): Queen's Hospital. Romford.

Roger Evans (AM): It is named after Queen Elizabeth.

Fiona Twycross (AM): If we could get back to the issues at Queen's Hospital in Romford. Their solution to the problem is capping the numbers of patients they will take. They are a hospital that is due to take additional patients when a neighbouring hospital's A&E will be closed. Do you find this an acceptable solution to the problem?

Boris Johnson (Mayor of London): Patently if that is happening -- I am afraid I do not have any direct evidence myself that that is happening. If that is happening and it is brought to my attention -- if people are being denied access to hospital treatment that is patently unacceptable.

The point that is made to me in general about aspects of this programme -- and this is the thing I have got to weigh up. I am told that if you went for rationalisation and improvements of the kind that are being proposed you could save 500 lives a year because you would have services at A&E where people appearing for acute services/treatment actually were dealt with by the consultants that needed to see them. This is what is claimed by NHS London. That is an important claim to make. It is something that you have got to take seriously. We have no means here in the GLA of independently evaluating that or second-guessing that kind of claim.

Fiona Twycross (AM): Will you take on responsibility for ensuring that the issues around -- if a hospital is capping patients in order to address issues around waiting times and that that hospital is being lined up to take additional patients from elsewhere, will you reassure Londoners that you will stand up for them and make sure that this issue is --

Boris Johnson (Mayor of London): My job is to stand up for Londoners and particularly about health inequalities. If there is a health inequality --

Fiona Twycross (AM): Thank you, Chair.

Boris Johnson (Mayor of London): -- being produced by that - if indeed what you say is happening is the case - then, through Victoria [Borwick], we will make what appropriate representations we can.

Safety of London Ambulance Service

Question No: 2013/0196

[Murad Qureshi](#)

Now it has been established that the London Ambulance Service is understaffed, how concerned are you about the safety of the service?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Murad. This is a question arising from the Care Quality Commission study just before Christmas which did give rise to some concern about what was going on in the London Ambulance Service (LAS). All our personal experience of the ambulance service is that it is fantastic and I would just remind you that the LAS reaches 75% of patients with life threatening conditions in eight minutes. They exceed their target every year. They are up to 79% in December 2012. They are working to improve their service to rectify any shortcomings that the Care Quality Commission may have identified but they are, by comparison with other ambulance services around the country, doing a fantastic job and spend a huge proportion of their time, comparatively speaking, with patients.

Murad Qureshi (AM): Thank you, Mr Mayor. My concern is the reality that A&E pressure is going to mount across London and the impact on the London Ambulance Service, particularly in light of the potential that we have eight A&E closures in London. We may hear tomorrow about one of them. We have also got a population growth in London that your planners know very well about; London's population going from 8.2 million to 9 million. That population is also getting older. There is an expectation that the London Ambulance Service will take up the slack moving patients around. They themselves are having to make £53 million worth of savings and losing 890 staff, of which 590 will be front line staff. Can I be very clear? What representations have you made, or are going to make, about the findings of the Care Quality Commission, which you have read now, that the LAS is dangerously under staffed? Dangerously under staffed.

Boris Johnson (Mayor of London): The impact is, even in the Care Quality Commission's (CQC) own judgement is not severe. As I understand it what has been happening is that they are working with the North West London NHS Trust, which runs the LAS, to see what they can do to address the problem. They have had, I think, an additional £6.5 million to meet the particular stresses of this period and I am certainly content that they are seized of the problem and are addressing it. I have to say, you look at the results, at people's actual experience of the LAS and it is fantastic.

Murad Qureshi (AM): I am not here to knock the London Ambulance Service. I am here to express concerns about whether they have got the resources to meet the growing demands on them.

There is another level where we do need representations, this time actually from The Daily

Telegraph --

Boris Johnson (Mayor of London): Sorry. I should have told you that [Victoria Borwick AM, Deputy Mayor of London] met Ann Radmore, the Chief Executive, on 23 January to discuss the point.

Murad Qureshi (AM): I am glad to hear that. I am also keen to hear that you are going to make representations about the concern about the decision made by the London Ambulance Service to pay bonuses to central control room staff and not to send ambulances in response to calls, as reported by your employer The Daily Telegraph. They are not going to send ambulances in response to calls. They are getting bonuses for that in the central control room.

Boris Johnson (Mayor of London): I think there may be a slight confusion here, Murad. As I understand what is happening is that there is an attempt -- obviously a lot of ambulances get called out to events that do not, strictly speaking, require an ambulance. There is an attempt to try to reduce this number by having a better clinical appreciation of what is really going on. I think that is what you are describing.

Murad Qureshi (AM): It was reported by your employer, The Daily Telegraph, and I do think it needs to be warranted and taken seriously. We may have an opportunity next week at the Health and Environment Committee to ask that. I am interested whether you, as Mayor, have made those representations already?

Boris Johnson (Mayor of London): We have made representations about the LAS and to make sure that they feel that they are properly staffed and properly supported. I think what you are talking about is an attempt -- there is a team of paramedic clinicians and call handlers who are now in the control room and their job is to review requests, particularly police requests, and to call patients back in order to make a preliminary clinical assessment.

We all have experience in our families of perhaps events where an ambulance has been called when, strictly speaking, maybe it was not necessary. If you can reduce such call outs obviously you will reduce the burden on the service.

Murad Qureshi (AM): I will ask Victoria after this meeting what representations she has made to the ambulance service on that front.

Can I also ask whether you have made representations, again coming from the Care Quality Commission report, that the London Ambulance Service does not have enough equipment to promote care and welfare of people using the service?

Boris Johnson (Mayor of London): I do not know whether that is the case. I have no information that they are under equipped. If that is the case it is certainly something that we will take up.

Murad Qureshi (AM): It sounds as though maybe Victoria should have been sitting there in response to this question!

Boris Johnson (Mayor of London): Well, as you know, I do not run the London Ambulance Service and we do not have responsibility for the healthcare budgets. We are certainly representing the wishes of Londoners in making sure that the service is kept up to scratch and, indeed, it is currently performing extremely well.

Murad Qureshi (AM): My concern is actually the London Ambulance Service, after April, may be the only pan-London NHS service that we have got and it will be taking up a lot of the stress through these potential A&E closures that we are going to hear about from tomorrow. That is it. I do not want to say any more.

Changes to emergency services

Question No: 2013/0197

[Fiona Twycross](#)

What weight do you think consultation responses and public and professional opinion should

be given in relation to changes to emergency services?

The Mayor

Boris Johnson (Mayor of London): Right. This is very important that people understand what we are doing here, Fiona. You are asking a completely reasonable question. People want to know that these consultations are real. You are talking particularly about the ones that this place is responsible for in the London Fire and Emergency Planning Authority (LFEPA) and in the police. I can tell you that the operation that Stephen Greenhalgh [Deputy Mayor for Policing and Crime] is now running is - I know that this produced some scornful snorts earlier on from Andrew [Dismore] and others - is working very, very well. I am getting very good feedback from those occasions. People are being genuinely engaged with the discussions about how to reform the police estate and we are going to continue with that work. We are going to go through all 32 boroughs and continue with that conversation. If there are improvements that we come away with and if there are better ideas than those put forward in the Police and Crime Plan then, of course, they will be acted on. Similarly with the London Safety Plan which goes until June.

I know that James [Cleverly] is going to be leading the work of the consultation but I can tell you that there will be hard copies of the document available to everybody. There is going to be advertising in local newspapers about what is being proposed. Fire Brigade officers are already meeting councils and other stakeholders to discuss what is going on. A body called the Consultation Institute, which is widely recognised as an authoritative voice on best practice in the field of public consultations, has been engaged to help us to consult on what we are doing. Again, if better ideas can be produced then we are there to hear them.

Fiona Twycross (AM): Thank you. I am pleased to hear that, despite our concerns, you are committed to listening. Before I hand over to colleagues who will come in on fire and on the police consultations I just wanted to pick up again on the point on the Lewisham Hospital consultation which the Chair raised earlier and give you a final opportunity to come down firmly on the side of the 95% of local people, local clinicians and local businesses in Lewisham --

Boris Johnson (Mayor of London): Thank you for giving me that final opportunity.

Fiona Twycross (AM): -- who have objected in the consultation --

Boris Johnson (Mayor of London): I do not think it will be the final opportunity.

Fiona Twycross (AM): -- and who are opposing the closure of Lewisham Hospital. You mentioned the 25,000 people marching on Saturday. We also had over 51,000 people, almost 52,000 people, signed a petition that was handed in to the Secretary of State for Health this morning. Do you think their views should be listened to?

Boris Johnson (Mayor of London): I will repeat what I said just now. I sympathise with those people. I understand the strength of their feeling. I have to have regard to what NHS London are telling me. I do not run the NHS in London, much as I might like to. Therefore I think it would be wrong for me to do what you want in respect of Lewisham A&E when after all, by that logic, I should do the same in respect of absolutely every change that is opposed everywhere. If this was --

Fiona Twycross (AM): I do think you should stand up for Londoners though and I think Londoners in Lewisham would expect that.

Boris Johnson (Mayor of London): I think they will understand that I have had Mr Kershaw in, we have been over his plans, I have sought every possible undertaking from him that clinical outcomes will be protected and improved and I have made the same points to Jeremy Hunt. It may be that --

Fiona Twycross (AM): So are you happy with the consultation process that he has been through?

Boris Johnson (Mayor of London): -- the facts of the case are being misrepresented --

Fiona Twycross (AM): And with the outcome? Are you happy with the outcome?

Boris Johnson (Mayor of London): -- to me. However, what we cannot do, in the GLA, is create our own shadow NHS to assess what is going on.

Fiona Twycross (AM): No, we cannot do that but we can stand up for Londoners. I will leave it at that, Chair. Thank you.

Boris Johnson (Mayor of London): That is what I am doing.

Future of LHIB (1)

Question No: 2013/0198

[Onkar Sahota](#)

Given that the LHIB has no statutory powers how does the Mayor intend to deliver on improving public health as part of his duty to tackle health inequalities?

[The Mayor](#)

Boris Johnson (Mayor of London): Onkar, I have to be honest with you; this is an area of constant frustration to me. If you compare London to New York we could be doing so much more on this - and we will - but we do not have the budgets. I do not have NHS money. I would like to be able to have proper - and I say this as a libertarian Conservative - I would like to have proper campaigns against childhood obesity, I would like to have proper campaigns on cancer and on alcohol abuse. I think that would be a really good thing for us to do as a city. It is extremely annoying that we do not have the statutory power or the budgets to do so. I am trying to rectify that matter. If you are willing to help and support in that then obviously that would be much appreciated.

Onkar Sahota (AM): Mr Mayor, I agree with you that you have been let down by the Conservative Government, you have not been given statutory powers, but you still have a duty to reduce inequalities. This morning I have been listening to all the frustrations you are experiencing in being an objective assessor of the impact of the changes. You have said you have not got the resources to do it. So how are you going to address this issue?

Boris Johnson (Mayor of London): By what you suggest is the way forward; LHIB needs to be put on a statutory footing. We need to reverse that mistake and we need to get a budget. We are looking at particular sources for that funding.

Onkar Sahota (AM): I know, Mr Mayor, that you do not have education in your remit but you are putting £500,000 into the academies' programme. Are you prepared to put money into this aspect of undertaking your duties?

Boris Johnson (Mayor of London): We have got to do it with the boroughs. The boroughs are critical to this. What I wanted was to build up a coalition with the boroughs and to do it jointly. Because of the decision that was taken not to have LHIB on a statutory footing it is more difficult. We are looking at alternative sources of funding and try to leave it there.

Onkar Sahota (AM): I know that London Councils have put a proposal to you, Mr Mayor, for a Health Board, but I think that should be funded by you. Are you prepared to fund it?

Boris Johnson (Mayor of London): Yes, but we need to get some dosh from somewhere.

Onkar Sahota (AM): I am giving you the opportunity here to come out --

Boris Johnson (Mayor of London): Do you have the money?

Onkar Sahota (AM): This is something you recognise as important. You have a proposal on the table. You have put £500,000 into the education. Can you --

Boris Johnson (Mayor of London): £500,000 does not butter many parsnips -- not that you should butter parsnips by the way if you worried about your health.

Onkar Sahota (AM): Certainly this is an area where you could money into it to show leadership, that this is something of concern to you. Are you prepared to fund it in conjunction with

London Councils?

Boris Johnson (Mayor of London): Yes, but we need to find the dosh, and we are working on that now.

Rough Sleeping

Question No: 2013/0199

[Tom Copley](#)

What is your forecast for the number of people who will be sleeping rough at the end of 2013?

[The Mayor](#)

Boris Johnson (Mayor of London): Tom, thank you. We do not, I am afraid, have a forecast for the numbers. What I can say - as I have said to you I think before when you asked about this, or possibly it was to someone else - there has been a great success in combatting the entrenched rough sleepers. We are stopping people from spending more than one night out. Of course it is absolutely true that there is a significant problem caused, very largely, by people either with mental health problems or people from accession countries of the European Union (EU) who are coming on to the streets. What we are doing is trying to help them off the streets as rapidly as we can.

Tom Copley (AM): Thank you, Mr Mayor. It is precisely over this issue of entrenched rough sleeping that I wanted to question you. In November 2012's question time you told me that - and I quote - 'The No Second Night Out scheme has done a very creditable job of reducing the number of people who spend more than one night out on the streets'. However, in December 2012, in response to a written question that I submitted to you, your office published figures which show the number of people spending more than one night out on the street has increased every year since you were elected. Do you want to apologise for misleading me?

Boris Johnson (Mayor of London): No, because I think most people would accept that the key thing is what proportion -- the scale of the problem is unquestionably there and it has been growing. What we are doing is getting a large number, and a growing proportion, of those people off the streets within 24 hours. Eight out of ten rough sleepers spend just 24 hours on the street.

Tom Copley (AM): It is not true, Mr Mayor. I will have to stop you there because you are --

Boris Johnson (Mayor of London): You can say it is not true but I would have to contradict you --

Tom Copley (AM): -- misunderstanding the No Second Night Out scheme.

Boris Johnson (Mayor of London): I can see it repeated here twice in my brief on one page.

Tom Copley (AM): And I have the figures from your office. If I could clarify for you, Mr Mayor. Not all rough sleepers are helped by the No Second Night Out scheme. It does not help people who have already been helped and then subsequently are found to be back out on the street. It only helps a proportion of the total number of people. If you look at the percentage of rough sleepers --

Boris Johnson (Mayor of London): Let's put it another way; the No Second Night Out scheme is contributing to our success in ensuring that eight out of ten rough sleepers spend just 24 hours on the street.

Tom Copley (AM): No, Mr Mayor, you said to me --

Boris Johnson (Mayor of London): Compared with half four years ago.

Tom Copley (AM): You said to me you had done a very credible job of reducing the number of people who spend more than one night out on the streets --

Boris Johnson (Mayor of London): Which is right.

Tom Copley (AM): In fact the figures show, from Broadway which are used by our own office,

which were published in a written response to a question that I put in in December 2012, that the number has increased every year since you were elected so do you want to apologise for misleading me?

Boris Johnson (Mayor of London): No, I do not because I think everybody will understand that the critical thing is what proportion of people arriving on the streets of London are you able - partly because of the efforts and energy of Rick Blakeway [Deputy Mayor for Housing, Land and Property] and everybody involved in combatting rough sleeping, the No Second Night Out project - to help off the streets within 24 hours. Four years ago it was half the people on the streets who were helped off within 24 hours. It is now eight out of ten. That is very largely thanks to the work of the No Second Night Out scheme.

Tom Copley (AM): No, no. The number of people here, figures from your office, the percentage of rough sleepers spending more than one night out on the streets, 2011/12, 44%. Figures from your own office, Mr Mayor. I do not know where you get your figures from --

Boris Johnson (Mayor of London): No. You claim you have got numbers from my office --

Tom Copley (AM): You have a random number generator or pulled them out of a hat --

Boris Johnson (Mayor of London): I have got figures hot off the press from my office this morning. I took these figures out of my office last night. These are the figures authenticated, validated and given to me by my office. I will read the whole paragraph to you --

Tom Copley (AM): I would rather you did not read the whole paragraph, Mr Mayor --

Boris Johnson (Mayor of London): Why not?

Tom Copley (AM): Why are they giving you different figures than they are giving me?

Boris Johnson (Mayor of London): These figures are produced by good, honest, reputable officials of the GLA. I have no reason to dispute them. 'No one arriving on London's streets should spend a second night out. A target I have reduced. With the support of the voluntary help of the boroughs we have seen eight out of ten rough sleepers spend just 24 hours on the street' --

Tom Copley (AM): As I just said to you, Mr Mayor, the No Second Night Out scheme does not help all the people that are sleeping rough on our streets. The percentage of the total number of rough sleepers who spend more than one night on the streets is 44%. We are clearly not getting anywhere here --

Boris Johnson (Mayor of London): That is not true.

Tom Copley (AM): -- so I want to ask you another question, Mr Mayor, if I may. Your 2012 manifesto, which was published seven months before your self imposed deadline of ending rough sleeping by the end of 2012, claimed, 'I have secured investment and launched a range of initiatives to ensure that by the end of 2012 no one should be living on the street'. Now the figures that your office have given me show that, in reality, a little over --

Boris Johnson (Mayor of London): I do not have any confidence in the figures that you allege come from my office because the figures I have from my office say something completely different.

Tom Copley (AM): Let me ask the question and then --

Boris Johnson (Mayor of London): I am inclined to believe the figures I have got from my office.

Tom Copley (AM): I will ask the question and then you can decide that you do not want to answer it if --

Boris Johnson (Mayor of London): I am not going to answer. Why should I? A load of rubbish.

Tom Copley (AM): The figures your office have given me show that, in reality, a little over 2,200 more people were sleeping rough in London every year at the end of your term than they were at the beginning.

Boris Johnson (Mayor of London): You are confusing two things.

Tom Copley (AM): Let me finish, Mr Mayor.

Jenny Jones (AM): I think you are confusing two things!

Tom Copley (AM): Possibly more than two, Jenny! Why did you make that pledge seven months before the election when all the figures show that the number of people sleeping rough on the streets had increased?

Boris Johnson (Mayor of London): Because it is our job to try to help homeless people off the streets. Actually there are people in the London Delivery Board who are working incredibly hard through the No Second Night Out initiative to try to deal with the problem, and --

Tom Copley (AM): Why did you make a pledge that you knew you would not be able to keep, Mr Mayor?

Darren Johnson (Deputy Chair): Let the Mayor answer.

Boris Johnson (Mayor of London): The reason, as you know full well, is that there has been a significant increase in the number of people arriving particularly from other countries. 53% of rough sleepers last year were non-UK nationals. 28% came from accession countries --

Tom Copley (AM): I am aware of that, Mr Mayor.

Boris Johnson (Mayor of London): Then you should put some weight to that point.

Tom Copley (AM): Perhaps you should make not pledges, particularly very serious pledges like this, when all the evidence shows that you will not be able to keep that pledge.

Boris Johnson (Mayor of London): One thing I do think we should look at it is the --

Tom Copley (AM): I will leave it there. Thank you, Mr Mayor.

Boris Johnson (Mayor of London): If I may finish, because it is important. It is important that we look at the impact that we can expect from the A2 accession countries - Romania and Bulgaria - where, at the moment, they will be allowed access -- and we support immigration by talented people, but I am concerned that immigration from Romania and Bulgaria, unless properly handled, will lead to an increase in rough sleeping of the kind that we have seen from the previous accession countries. It may be sensible for us to consider what deregations or improvements we can make to the current deal on accession which of course comes into force at the end of this year.

Affordable Housing

Question No: 2013/0200

[Nicky Gavron](#)

Why are you making it difficult for boroughs to deliver housing that is affordable to local people on low incomes?

[The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Nicky, very much. We are not doing any such thing. We are not making it more difficult. We are confident we can deliver 55,000 affordable homes in the current spending round and they will be homes at a range of rents so that they are well within the new local housing allowance caps. The family sized units will be at or near social rent levels and the overall average affordable rent will be at 65% of market rent, not the 80% that you hear so often.

Nicky Gavron (AM): Thank you. We discussed this at the last Mayor's Question Time (MQT) and since then Tower Hamlets have been formally told that their affordable housing policies in their borough plan will not conform with your London Plan. They therefore cannot be included in their plans. Can you tell me why that is?

Boris Johnson (Mayor of London): What we want to do is build the maximum number of new affordable homes. The risk is that the setting of the policy pursued by Tower Hamlets and the implied maximum rent would reduce the total number of new dwellings available. Just for

viability reasons. We do not think that is the way forward. We want to have more homes for Londoners. Clearly if boroughs want to put their own land in, as Islington and others have suggested, then that is fine and we will definitely support that, but we have got to work to make the scheme that we have got deliver the housing that London needs. It certainly shall. I am going to be saying quite a lot about housing next week and what we need to do to get the city really motoring in the building of new homes. I hope to see you there.

Nicky Gavron (AM): You are happy to see a lot of unaffordable homes?

Boris Johnson (Mayor of London): No. I have laboriously explained that actually the family dwellings will be at or near the existing social rent, or the previous social rent, levels. The average will be 65% of market rent, not 80%. The basic scheme is to build more affordable homes by using the housing benefit budgets. That is what, broadly speaking, is happening.

Nicky Gavron (AM): You can confirm then what was said at the Housing and Regeneration Committee; that your policy is that benefit should take the strain?

Boris Johnson (Mayor of London): No.

Nicky Gavron (AM): No or yes?

Boris Johnson (Mayor of London): You need to have all sorts of funding streams and I am going to be making an argument next week about how I think that should be done in future. London needs a consistent sustainable funding for housing but the scheme at the moment certainly implies that new build will be substantially financed by housing benefit. That is one of the implications of the scheme. That is where we are at the moment --

Nicky Gavron (AM): Yes. It will lead to an increase in the benefit bill.

Boris Johnson (Mayor of London): It seems to me that that is - as I read it - one of the consequences of what is being proposed. It will put pressure on --

Nicky Gavron (AM): OK. You have just confirmed that. Can I move on?

Boris Johnson (Mayor of London): You are right to identify this, Nicky. There is a paradox in what is going on. There is a housing benefit cap and simultaneous pressure on housing benefit budgets caused by the affordable rent scheme. That is unquestionably true.

Nicky Gavron (AM): You have confirmed that benefit is going to take the strain. I want to talk a little bit more about Tower Hamlets. You talked about it could come out of their own land. What about Section 106? I want to look at that. In fact a lot of affordable housing development comes through private sector developers and it comes through Section 106. For 80% of market rent for a four bed home in Tower Hamlets you need to have an income of £54,000. You just will not be able to --

Boris Johnson (Mayor of London): Two points. It is not going to be 80%.

Nicky Gavron (AM): This is private sector. This is Section 106. Nothing to do with your grant programme. You were saying housing does not only come from your grant programme. I am now talking about affordable housing coming outside your grant programme. You would probably welcome that. I am sure you would. A lot of London's housing comes through Section 106. Private development. Now what is going to happen? Given your policy, what is going to happen?

Boris Johnson (Mayor of London): We will continue to expand the creation of good affordable housing but you are completely wrong to say that it will be at 80% of market rent; it will be an average of 65% of market rent.

Nicky Gavron (AM): Even that is unaffordable, even in Tower Hamlets, and it is certainly unaffordable in more high land value inner London boroughs.

Boris Johnson (Mayor of London): I think we have both acknowledged a lot of the strain for this will be taken by housing benefit budgets. That is the logical consequence of what is being proposed.

Nicky Gavron (AM): Given your policy, if Tower Hamlets turned down a housing scheme, this is private development with Section 106, because it did not meet the needs of their local tenants

who have an income of £12,000 or £15,000 a year, not £54,000. What would happen to that? If they turned it down what would you say to that?

Boris Johnson (Mayor of London): Are you referring to a particular scheme?

Nicky Gavron (AM): Would you call it in, for instance? If it was a large scheme would you call it in?

Boris Johnson (Mayor of London): I am hesitant. Are you asking about a particular project that you want my opinion of?

Nicky Gavron (AM): I am saying if it does not comply with your Plan because they are refusing it, would you then call it in?

Boris Johnson (Mayor of London): If there is not enough affordable housing then we do not allow it to go ahead or we negotiate with them until they come up with a scheme that is suitable for their residents.

Nicky Gavron (AM): The Inspector at the Examination In Public (EIP) asked precisely that question and Andrew Barry-Purssell [Head of London Plan, GLA] said of a Tower Hamlets scheme, 'Yes. More than likely it would be called in'. I want you to understand that boroughs are really trying to get housing for families on low income and it does not look as though they can.

I want to ask you another question about that.

Boris Johnson (Mayor of London): That I dispute. We are very confident we can keep up the rate that we established to build new affordable homes. However, when you look at the scale of the problem that London is facing, what I am going to say next week is that we need to go further, we need to go faster and we need to have more creative ways, in addition to the affordable rent model and all the stuff that we are talking about. Better ways of providing affordable homes.

Nicky Gavron (AM): Fine. Your Inspector at the EIP said you seem to be more interested in numbers than in affordability. He put that question.

Let me ask my final question. It is about land values. If you are a house builder or a land owner and you know that you can get more income, up to 80%, would that not influence the amount you are willing to pay for the land that it is built on? What we are being told by the land economists and by planning consultants and by the boroughs is that your policy of putting up to 80% in the borough plans is going to force up land values. You are on a trajectory which is not just forcing up rents but also forcing up land values --

Boris Johnson (Mayor of London): Just quickly on land and land values. Since I was re-elected in May 2012 we have put public land, worth £1.2 billion, on to the London market and made it available for development. Next week I am going to talk more about what we can do as a city to make land available, make land that is owned by the public sector available and, indeed, to mobilise the cash that is around to build huge numbers of new homes --

Darren Johnson (Deputy Chair): Thank you --

Boris Johnson (Mayor of London): --both affordable and otherwise.

Racism in the Met

Question No: 2013/0201

[Jennette Arnold](#)

Please answer all parts of the following question:

- a) How many allegations of racism have been levelled against MPS officers in 2012?
- b) Of these how many resulted in an investigation?
- c) Of those investigations how many were found to be cleared of racism, guilty of racism or investigation is still on-going?

[The Mayor](#)

This information relates to allegations investigated by the MPS Directorate of Professional Standards or by the officer's Unit from 1 January to 31 December 2012.

a) Total number of allegations:

 Public Complaints - 398 allegations, (393 cases)

 Conduct Matters - 78 allegations, (63 cases)

b) Public Complaints:

Of the total, 114 are ongoing, 183 had no case to answer, 94 were either resolved locally or withdrawn/discontinued.

1 officer retired/resigned and another was subject to 'management action'.

Conduct Matters:

Of the total, 20 are ongoing, 16 were substantiated, 27 were either unsubstantiated or discontinued.

c) Of those cases substantiated:

5 were dismissed, 4 received written warnings, 3 received final written warnings, 2 received management advice.

I take racism very seriously and have asked MOPAC to work with the MPS's Professional Standards team to tackle this very important issue.

The Paralympic Legacy: Disabled Sport Participation

Question No: 2013/0202

[Jennette Arnold](#)

Given your claims in October the "Sporting legacy is on track, with sports projects already funded by the Mayor across the capital reporting increased interest in sport following the incredible success of the 2012 Games", are you concerned by the recent findings of the Sport and Recreation Alliance that nine out of ten Sports Clubs have seen no change in the number of people with disabilities joining in the months after the Paralympic Games? How can the Mayor's Sports Legacy ensure there are no particular barriers to such participation in London?

[The Mayor](#)

All organisations that receive investment from my Sports Participation Fund are required formally to adopt 'Inclusive and Active 2', a strategy aimed at getting more disabled people into sport.

'Inclusive and Active 2' was published in 2010 jointly by the GLA, NHS London and Interactive (the lead organisation in London for disabled people in sport) and launched by Baroness Tanni Grey-Thompson at City Hall. It provides practical steps to help support organisations, including sports clubs, to build capacity and encourage more disabled people into sport. Over 80 organisations across London have now adopted it.

The latest figures from Sport England's 'Active People' Survey (published in December 2012) showed that sports participation rates for disabled people had risen in the previous 12 months. We want to help continue that welcome increase.

Affordable Fares

Question No: 2013/0203

[Jennette Arnold](#)

Will the Mayor explore the options for fare concessions for low income working parents building on the successful scheme to give adults who are on out-of-work benefits half price fares?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

In a few months, TfL will be launching the new concession for apprentices that I promised in my manifesto to assist with London's economic recovery and to boost levels of employment amongst young people.

I do not intend to introduce additional concessions of the type described.

The extensive range of concessions already in place is delivering tremendous benefits for the most vulnerable groups in society, for young and older people, and for those seeking to move into the workplace.

The cost of any further concessions would, of course, need to be met either by other fare payers or by reducing services and investment.

Accessibility

Question No: 2013/0204

[Jennette Arnold](#)

What incentives do you intend to offer to boroughs in order to reach your target of 95% of all bus stops being accessible by 2015?

[The Mayor](#)

Within TfL's new 10 year Business Plan, £18 million has specifically been set aside to fund accessibility works at bus stops on borough roads and the TLRN. This new investment, coupled with the bus stop enhancement works already funded through the Local Implementation Plan (LIP) process, will ensure 95 per cent of London's bus stops are accessible by the end of 2016 (in line with the commitment set out in 'Your Accessible Transport Network' published on 20 December 2012, which can be found at:

<http://www.tfl.gov.uk/assets/downloads/your-accessible-transport-network.pdf>.

Tech City

Question No: 2013/0205

[Jennette Arnold](#)

Will the Mayor consider creating a single strategic plan for the future growth of tech city, similar to the 'digital roadmap' established in New York by Mayor Bloomberg?

[The Mayor](#)

I am developing an economic strategy for how we can maximise London's technology strengths. This will be published as part of the London Enterprise Partnership jobs and growth strategy (expected April 2013).

Barking-Gospel Oak electrification

Question No: 2013/0206

[Jennette Arnold](#)

Following the inclusion of plans to lengthen platforms and electrify the line in the recently published Network Rail Business Plan can the Mayor confirm whether this will take place in the 2014-15 control period or in a later period?

[The Mayor](#)

I strongly support the electrification of the Gospel Oak to Barking line, which would permit the introduction of longer London Overground passenger trains, and bring significant benefits to the UK rail freight industry.

Unfortunately, the Network Rail Strategic Business Plan does not include this scheme, as it was not included in the Department for Transport's rail investment specification (HLOS) in July 2012. However, Network Rail does state 'we will continue to develop the business case... and explore potential funding sources' (p47).

TfL has offered a contribution of £25 million to any funding package, reflecting the benefits for Overground services, but to date the balance of the required funding has not been forthcoming from Government or any other source.

I will continue to make the case for this scheme.

Financial Exclusion (1)

Question No: 2013/0207

[Jennette Arnold](#)

Will the Mayor use his offices to promote organisations such as Fair Finance in Dalston which since it started 8 years ago has provided thousands of my constituents with financial advice, loans and debt counselling?

[The Mayor](#)

Details of organisations providing alternative sources of finance, including Fair Finance are publicised on the GLA website and can be found on www.londonmoney.org.

Financial Exclusion (2)

Question No: 2013/0208

[Jennette Arnold](#)

For many of my constituents who use High Street payday loan firms one of the key causes of personal debt is the lack of advice offered to potential customers and the practice of selling of financial products that are not appropriate for the specific individual needs of customers. Will the Mayor lobby the government for greater regulation of this industry so that those who can least afford high interest loans are not sold loans that they have no capacity to pay back?

[The Mayor](#)

The Government has already announced its intention to give the Financial Conduct Authority powers to regulate the consumer credit industry from 2014.

Dagenham Ford and Secondary Employment

Question No: 2013/0209

[John Biggs](#)

What will be the impact of the closure on Dagenham Ford in terms of secondary employment?

[The Mayor](#)

We will not know the impact of the closure of Ford's Stamping and Tooling Plant until the conclusion of their consultation.

My officers are working closely with the relevant stakeholders and public services on future employment plans.

The Olympic Legacy and E-Bacc

Question No: 2013/0210

[John Biggs](#)

Given the concerns of the Sports and Recreation Alliance, do you agree that the new English baccalaureate will 'downgrade' sport in schools and threaten Olympic legacy promises, particularly commitments to achieve 'convergence' in health inequalities in London. Have you lobbied the Department of Education on this matter?

[The Mayor](#)

I want to see all young people given access to high-quality sport and PE in schools so that they can get the considerable health and other benefits that being active brings.

One of the ongoing key factors, whatever the curriculum in school happens to be, is to build on the school's sport and PE provision and to strengthen links to local sports clubs.

My Sports Legacy Fund has funded sports projects in schools and we will continue to invest in programmes in the future.

Mayors Fund

Question No: 2013/0211

[John Biggs](#)

Does the Mayors Fund support the priorities of the Mayor?

[The Mayor](#)

As an independent charity, the Mayor's Fund for London is not part of my administration and not subject therefore to MQTs.

Benefits

Question No: 2013/0212

[John Biggs](#)

Is extreme income inequality a problem in London? Given your statement about child benefit changes for those on higher incomes do you think the income windfall from recent tax changes, which greatly exceeds the child benefit loss for the very wealthy, somewhat dents the claims of altruism made by some?

[The Mayor](#)

Child benefit should go to those who need it most.

Re-housing Outside London

Question No: 2013/0213

[John Biggs](#)

Please substantiate your view given in response to question 4093/2012 that the re-housing of families with a connection to the East End in Suffolk does not highlight a problem with the interaction of the housing market in London and the recent benefit reforms. Given the trauma and upheaval being experienced by a number of my constituents, whom are by definition at a vulnerable time in their lives, a one word answer to this important question is offensively inadequate?

[The Mayor](#)

There is legislation and statutory guidance in place requiring boroughs discharging their homelessness duty into the private rented sector or placing homeless households in temporary accommodation to take into account a household's need to remain in the locality.

Fare Increases

Question No: 2013/0214

[John Biggs](#)

Do you really think Londoners will be happy with your decision to charge an extra £72 annually for a Zone 1-4 travelcard whilst giving back just £3.72 Council Tax per household in the same period?

[The Mayor](#)

The Travelcard increase referred to amounts to RPI+1 per cent in line with my fares announcement last year.

No one likes to put fares up, but they were part of a package which included holding down Council Tax while improving the transport system to keep London working and growing, creating jobs and prosperity for our Capital.

The reduction in Council Tax is a major step towards my commitment to reduce the precept by 10 per cent by the end of this administration. If I had not frozen the Council Tax between 2009-12 and then reduced it between 2012-14, the GLA precept would have been 20 per cent higher if it had increased in line with inflation.

This package is in the best interests of Londoners in the current difficult financial climate.

QE2 in Newham

Question No: 2013/0215

[John Biggs](#)

Do you agree with me that the proposal to moor the QE2 on the Thames as a hotel and tourist attraction has merit and will you be supporting it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

Whilst I am generally supportive of the project concept, following discussions with the PLA it is evident that there are very few berthing opportunities for a ship of this size and the majority of these are problematic. Reasons for this include impact on navigation, impact on the river bed, unsuitability for a ship of this size and impact on the land adjacent to the river.

In particular the site currently promoted: Carlsberg Tetley/Thames Wharf has a number of restrictions: the proximity to safeguarded wharves, the safeguarding for the Silvertown Tunnel, the cable car running above it and proximity to the airport.

As such it is not possible to offer unqualified support for the project.

Sanofi Laboratories

Question No: 2013/0216

[John Biggs](#)

As the London Enterprise Panel appears to have approved in principle the bid led by London Borough of Barking & Dagenham for GPF funding for the reuse of the excellent existing facilities at Sanofi's plant in Dagenham to create a science and technology park, is there anything the Mayor can do to facilitate this process, bearing in mind this project is time-sensitive as Sanofi will be leaving this site later this year, and will the Mayor accept an invitation to personally visit the site to experience at first-hand this unique regeneration approach?

[The Mayor](#)

The London Enterprise Panel (LEP), which was set up to advise me on strategic investment to support growth and employment, has considered the bid and continues to support the principle of the proposal. Discussions will now progress with Sanofi over the acquisition of the site, and the LEP will continue to balance the full cost, benefits and risks of any GLA investment (including issues such as the acquisition price, refurbishment and operating costs and risk-sharing). Deputy Mayor, Kit Malthouse, visited the site on 26 November 2012.

Carpenters' Estate

Question No: 2013/0217

[John Biggs](#)

Residents of the Carpenters' Estate are extremely disappointed that you have broken your promise to meet them on the Estate. Will you agree to meet my constituents who are very concerned about their future?

[The Mayor](#)

I would refer you to my response to MQ 2936 / 2012 in October. The concerns voiced by the residents of the Carpenters' Estate about their future are, as you know, primarily matters for Newham Council.

Bus Travel Costs

Question No: 2013/0218

[John Biggs](#)

Compared to tube passengers, bus passengers are financially disadvantaged if they have to take two or more buses to complete their journey. Will you now commit to introducing a One Hour Oyster Bus Fare?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Nearly 80 per cent of bus customers use Passes or Travelcards which provide free transfers. Even those bus customers who use Oyster pay as you go are not being 'disadvantaged' relative to the Tube.

TfL will keep the scope for a bus transfer discount under review. However I cannot accept that bus passengers are being relatively disadvantaged.

Free Travel

Question No: 2013/0219

[John Biggs](#)

Will you reimburse Londoners aged over 60 who have had to pay travel fares in the two year period during which you were complicit in, in my view, cheating them of free travel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The decision to raise the age of eligibility to 65 for elderly concessions was taken by the previous Labour government.

I introduced my 60+ London Oyster photocard last year because of the tightening of the conditions of the Freedom Pass which is managed and provided by London Councils.

My budget now bears the entire cost of my new concession (and the 24/7 Freedom Pass extension, which I introduced in my first term) without any assistance from London Councils.

I have been under no obligation to introduce either of these schemes and have chosen to do so because I believe they are right.

Slumdodge Millionaire

Question No: 2013/0220

[John Biggs](#)

In India you are apparently known by this name, because of your reluctance to be photographed near to poor people. Is it a similar sentiment that is causing you to ship them out of London through the operation of your planning policies, in particular the definition of affordability, and your supine response to the Government's benefits policy?

[The Mayor](#)

No.

Ford Plant Closure - multiplier

Question No: 2013/0221

[John Biggs](#)

The number of job losses at the plant has been announced. What work has been done to understand the consequential job losses, in supplier chains and elsewhere, in the London economy? Is City Hall, and the task force, working with suppliers affected by the closure?

[The Mayor](#)

As you are aware, whilst the number of expected job losses has been announced the number of redundancies that will be enacted have not been confirmed and will not be confirmed until the end of the consultation period in January.

My Deputy Mayor for Business & Enterprise, Kit Malthouse and his officers are in contact with Ford to establish the impact of job losses on the supplier chains and across London.

Ford has carried out some initial analysis, do not believe that there will be a significant impact on the local supply base. Once the consultation has closed the GLA will work with Ford to establish the full impact.

'Crack Cocaine of Gambling'

Question No: 2013/0222

[John Biggs](#)

As an avid Guardian Reader, I am sure you will be aware of the report on 5th January 2013 about, to paraphrase, the apparent inverse relationship between betting shop density, and receipts, and household income. The two parliamentary constituencies with the highest 'gross amount gambled' are in my GLA constituency, in Bethnal Green & Bow, and West Ham, and 8 of the 10 highest nationally are in poorer parts of London (the other two are in Liverpool and Manchester). Do you share my concern about this situation and what leadership do you think we should add to this? Just as there are now policies on 'saturation' of licensed premises, should similar regulatory muscle apply to betting shops? It is worth noting that there are 45 betting shops in Bethnal Green & Bow, one of the smallest parliamentary constituencies in area in the UK.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

I am aware of the concerns raised by the proliferation of betting shops, and have already made representations to ministers for changes to the Use Classes Order so that any change of use to a betting shop would require planning permission. This will enable local planning authorities to take account of the effects of having a large number of premises which evidence suggests are used by a small minority of Londoners on the vitality of town centres, as well as the potential impacts on local amenity. Ministers have indicated that they are considering the case I have made.

Gospel Oak to Barking

Question No: 2013/0223

[John Biggs](#)

What is your understanding of the proposals to electrify this line and, given the different systems of electrification that may result on the Overground, are you going to ensure that the right sort of trains are purchased so that through services can be run?

[The Mayor](#)

The specification prepared by Network Rail assumes electrification by the AC overhead line system, which is the standard for this part of the rail network. The Overground trains that run on the Stratford - Richmond / Clapham Junction route through Gospel Oak can use both this system and the DC third-rail system.

Zero Percent Affordable Housing

Question No: 2013/0224

[John Biggs](#)

If in an area of London all affordable housing was provided 'off-site', including in a different borough, would this in any way offend you, given London's historically mixed communities?

[The Mayor](#)

My London Plan and London Housing Strategy contain explicit policies to promote mixed communities.

Olympic Community Land Trusts

Question No: 2013/0225

[Tom Copley](#)

I do not believe you properly answered my question, 4112/2012. What practical steps have the London Legacy Development Corporation taken to ensure the Chobham Manor community land trust is a genuine, bottom-up, community land trust rather than a government-imposed development?

[The Mayor](#)

The potential model for a Community Land Trust is under development and I can reassure you that it will be crafted with and led by the local community.

Affordable Housing Grant

Question No: 2013/0226

[Tom Copley](#)

Please provide a breakdown of the average grant given to social rented and intermediate (broken down by type) units for each borough during the 2008/11 affordable housing programme.

[The Mayor](#)

The average funding per unit by borough, by tenure, during the 2008-11 affordable housing programme is provided below:

Private Rented Sector (1)

Question No: 2013/0227

[Tom Copley](#)

You support voluntary self-regulation of the private rented sector. If such regulatory measures are a positive thing, why do you not want them to be mandatory?

[The Mayor](#)

Top-down regulation piles additional costs onto landlords, which is bad for private renters and bad for investment.

Private Rented Sector (2)

Question No: 2013/0228

[Tom Copley](#)

Through proposing self-regulation of private sector landlords, are you not penalising those landlords who take part in such schemes?

[The Mayor](#)

No.

Rough Sleeping

Question No: 2013/0229

[Tom Copley](#)

In November the Mayor claimed that only 12 per cent of rough sleepers 'now spend more than one night on the streets'. Please publish the data to substantiate this claim, including numeric figures, broken down by year since 2008.

[The Mayor](#)

From April - Dec 2012 1,765 people attended the No Second Night Out (NSNO) service of which only 238 (13 per cent) have slept rough subsequently.

In the year April 2011 to March 2012, 24 per cent of those attending NSNO were seen subsequently rough sleeping (335 out of 1,402).

The NSNO project launched in April 2011 and therefore figures prior to that do not exist.

HIV Prevention (1)

Question No: 2013/0230

[Tom Copley](#)

Nearly half of the people living with HIV in the UK live in London - it is an important issue for Londoners, and yet London is behind other world cities in not having a city-wide approach to the prevention of the disease. The responsibility for HIV prevention is moving to the boroughs in April. Would you join me in calling for the boroughs to work together and to develop an approach toward prevention that reflects the emerging evidence and is fit for the 21st century? Would you be willing to act as a convener of the boroughs, providers and HIV experts to discuss this issue?

[The Mayor](#)

I agree that HIV is a key health challenge for London. As such I welcome preparations already underway by the NHS and boroughs for the transfer of responsibility for HIV prevention from April.

I understand that boroughs are committed to improving outcomes for Londoners through their new public health roles, including in relation to HIV prevention. I also understand that London Councils is working with boroughs to address both the question of what provision will look like from April, and to develop a process, that will involve providers and experts, to consider fully how to meet Londoner's HIV prevention needs.

My HIV Ambassador, Annie Lennox, recently hosted an event with the Terrence Higgins Trust on the occasion of World AIDS Day that highlighted the importance of HIV prevention initiatives. I will continue to work closely with my Ambassador to raise awareness of HIV as an important health issue in the capital.

*

HIV Prevention (2)

Question No: 2013/0231

[Tom Copley](#)

Can you confirm that the HIV prevention roundtable you plan to convene in 2013 will take place before the transfer of public health responsibilities to Local Authorities in April 2013?

[The Mayor](#)

Yes. City Hall hosted a roundtable event for experts on 14 January. Representatives from the HIV, hepatitis and drugs sectors, boroughs, the NHS and user groups, met to discuss key issues such as prevention, treatment and commissioning evidence-based approaches, particularly in the light of the transfer of public health responsibilities from April. The discussion was particularly focused on HIV and drug use, a growing issue of concern for some vulnerable groups in London.

Average Cost of Affordable Housing Unit in London

Question No: 2013/0232

[Tom Copley](#)

What is the average build cost for an affordable housing unit in London funded through the 2011/15 funding programme controlled by the Mayor, broken down by number of bedrooms per unit?

[The Mayor](#)

The current average build cost for an affordable housing unit in London funded through the 2011/15 funding programme is £189,276. This is based on total acquisition, on costs and works costs for schemes that are currently identified for delivery to 2015. A breakdown by number of bedrooms is not available from the information collected by the GLA.

'Go Dutch' Cycling Campaign

Question No: 2013/0233

[Tom Copley](#)

During the election you signed up to the London Cycling Campaign's 'Go Dutch' proposals and pledged that all planned developments on main roads would meet their standards. Can you confirm that Cycle Superhighway 5 and all subsequent planned developments on main roads will meet these standards?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

TfL is engaging closely with key stakeholders, including the LCC, to develop improvements at junctions on existing Barclays Cycle Superhighways and the TLRN through the Better Junctions programme.

This work is being informed by the principles outlined in the LCC's campaign and sees junctions being redesigned to provide better protection for vulnerable road users.

All new Barclays Cycle Superhighways are being designed in accordance with concepts and principles being established by the Better Junctions programme.

TfL recently consulted the public on potential improvements for Barclays Cycle Superhighway Route 5, which includes a protected off-carriageway route to help cyclists cut across Vauxhall gyratory, as well as cycle 'early start' facilities at Vauxhall Bridge /Millbank and long stretches of new mandatory cycle lanes.

Electric Wheelchair Access on Emirates Airline

Question No: 2013/0234

[Tom Copley](#)

I have been contacted by a constituent who is concerned that the information relating to restrictions on wheelchairs on the Emirates Airline is unclear. Are electric wheelchairs allowed on the Airline and will you ask TfL to make the information they provide clearer to disabled travellers?

[The Mayor](#)

Single battery power source chairs are accepted and further advice is available from the helpline if needed, on 0843 222 1234. Information about electric wheelchairs is available on the TfL website at: <http://www.tfl.gov.uk/gettingaround/transportaccessibility/23849.aspx>.

Blue Plaque Scheme

Question No: 2013/0235

[Tom Copley](#)

Given the history of the scheme with London County Council and GLC between 1901 and 1986, would the Mayor consider using Greater London Authority funds to continue the Blue Plaque scheme?

[The Mayor](#)

The scheme would need funding from a new source and discussions are ongoing to explore future options, including private sponsorship.

Gallows Corner

Question No: 2013/0236

[Tom Copley](#)

I have been contacted by a constituent raising concerns about congestion at Gallows Corner roundabout in Havering. They suggested that installing traffic lights would be a possible solution to regulate the flow of traffic here. Does Transport for London have any plans to review the current traffic management here and can they consider this suggestion?

[The Mayor](#)

TfL became aware of the issues relating to congestion around Gallows Corner roundabout while carrying out a review of the A12 corridor as part of its Corridor Management Programme in 2012.

During an initial modelling assessment TfL considered whether traffic signals could be introduced on all arms of the roundabout. However, the introduction of traffic lights did not show any additional benefits could be achieved in terms of reducing congestion. Additional traffic count surveys are being collated to conduct further detailed modelling scenarios, which will also consider if traffic signals on just some of the arms of the roundabout may help the flow of traffic. This exploratory work is due to be completed by Summer 2013.

Fire Brigade Cuts1

Question No: 2013/0237

[Andrew Dismore](#)

In light of the Provisional Local Government Financial Settlement, and your letter to LFEPa which stated that 'further substantial savings will need to be made by the Authority, including the rationalisation of the fire estate', what further substantial savings are you requiring?

[The Mayor](#)

The level of savings that LFEPa needs to make in light of the grant settlement were set out in detail in the 'Budget Submission' report (FEP2022) to the LFEPa full Authority meeting on 21 January.

Fire Brigade Cuts2

Question No: 2013/0238

[Andrew Dismore](#)

In light of the Provisional Local Government Financial Settlement, and your letter to LFEPa which stated that 'further substantial savings will need to be made by the Authority, including the rationalisation of the fire estate', what rationalisation of the fire estate are you requiring?

[The Mayor](#)

The Commissioner's proposals (subject to public consultation) for redesigning emergency cover for London in light of the grant settlement for LFEPa were set out in detail in the 'The Draft Fifth London Safety Plan 2013-16' report (FEP 2021) to the LFEPa full Authority meeting on 21 January.

Police Consultation

Question No: 2013/0239

[Andrew Dismore](#)

Do you regard the Deputy Mayor's one hour public meetings to have been a success so far?

[The Mayor](#)

Yes. The level of public engagement at the Town Hall meetings has been good and I have been pleased with the turnout with over a 1,000 people attending the first 10 meetings. There are many other avenues through which Londoners can comment on the draft plan, including via email, via questionnaire or in writing to MOPAC. The Consultation runs until 6 March.

Jobs Target

Question No: 2013/0240

[Andrew Dismore](#)

In the context of your jobs target, and following on the evidence given at Budget Committee, that one person could sequentially have 16 jobs of 3 months duration each of which would count against the target, even though only one person is in work, will you reconsider your definition of 'job' and your jobs target?

[The Mayor](#)

No.

Benefit changes

Question No: 2013/0241

[Andrew Dismore](#)

What support do you intend to give to the boroughs in light of the pressures on housing, homelessness, schools and other local services that will come as a result of the impending changes to the benefit system?

[The Mayor](#)

While the Government, not the Mayor, is responsible for these changes and this funding, I have successfully secured a substantial increase in the level of Discretionary Housing Payment funding for London boroughs. Other support from the Government to date includes transitional funding for local authorities to proactively help people affected by the Housing Benefit reforms and new burdens funding.

Effects of Welfare Reform 1

Question No: 2013/0242

[Andrew Dismore](#)

Will you commit to lobbying government for addition funds for Councils experiencing the greatest need as a consequence of the benefit cuts to help them manage the surge in demand for help and also to mitigate the impact of loss of income or services?

[The Mayor](#)

Please see my response to MQ 241 /2013.

Effects of Welfare Reform 2

Question No: 2013/0243

[Andrew Dismore](#)

What will you do to help residents in wards such as King's Cross where the effects of welfare reform will mean an average loss of £107 for a family?

[The Mayor](#)

I have already secured a range of measures from Government to mitigate any unintended consequences of the welfare reforms for Londoners. These include: £25 million for London boroughs in 2012/13 to ease the transition period of the welfare reforms, which is expected to increase to at least £115 million over the next two years. A package of transitional protection will ensure that there will be no cash losses for any households that are moved to universal credit from legacy benefits or tax credits where their circumstances remain the same.

Rough sleeping 1

Question No: 2013/0244

[Andrew Dismore](#)

how many people do you estimate are sleeping rough in London now, and how many do you estimate there were at this time last year and the year before?

[The Mayor](#)

During the period November to December 2012, outreach teams recorded 1,518 people sleeping rough in the capital, compared with 1,433 during the same period in 2011 and 1,117 during the same period in 2010.

Rough sleeping 2

Question No: 2013/0245

[Andrew Dismore](#)

What are you doing to reduce the incidence of rough sleeping in London?

[The Mayor](#)

Please see response to MQ 107 /2013.

Free school

Question No: 2013/0246

[Andrew Dismore](#)

What discussions have you had with the promoters of a free school who wish to utilise either Hampstead Police station or Belsize fire station as their school premises?

[The Mayor](#)

I had a brief conversation at a public meeting with a free school group that was interested in exploring the possibility of using those sites. GLA officials are engaged in ongoing discussions with many free school proposers concerning a large number of sites across the capital. No decisions on the future of police stations with public access will be taken until after the public consultation ends on 6 March 2013. No decisions on fire station closures will be made until after a full public consultation on the fifth London Safety Plan.

Parking Charges at LU car parks 1

Question No: 2013/0247

[Andrew Dismore](#)

On top of the 4% increase in fares, NCP who run all of LU car parks put up their daily fees by 25% on 2nd January with no notice. Why were users not advised of this and how can this enormous increase be justified?

[The Mayor](#)

On 13 December 2012, TfL issued a press release informing the public that as of Saturday 5 January 2013, the prices at its London Underground station car parks would change. The press release resulted in an article in that day's Evening Standard. A follow up story ran in the Evening Standard on 21 December. The release also generated coverage by a number of local media outlets across London.

A reminder was also included in TfL's fares reminder press release issued on 27 December 2012. NCP, who operate the car parks on behalf of TfL, displayed notices at the sites from mid December informing customers of the changes and sent emails to season ticket holders.

All net revenues generated from the car parks are reinvested back into the transport network. All LU car parks have attained Safer Parking Award status. The new tariffs take the average charge for all day parking at LU car parks to £5.07 per weekday, which still compares very favorably to weekday charges at competitor car parks.

Please find below the link to the press release which TfL issued on 13 December 2013:
<http://www.tfl.gov.uk/corporate/media/newscentre/archive/26484.aspx>

Parking Charges at LU car parks 2

Question No: 2013/0248

[Andrew Dismore](#)

How much extra income will TfL receive as a result of the up to 43% increase in LU parking charges?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

At London Underground stations, the average weekday car park charge has increased from £4.26 to £5.07, a 19 per cent increase. Saturday and Bank Holiday average charges have increased from £1.61 to £2.26, a 40 per cent increase. Sunday charges on average increased from £1.17 to £1.68, a 30 per cent increase.

London Underground car parks remain competitive and are often cheaper than other local car parks.

Congestion Charge penalties 1

Question No: 2013/0249

[Andrew Dismore](#)

Why, when people make it quite clear that they know they should have paid a Congestion Charge, but forgot to do so and wish to rely on mitigating factors only, do TfL wrongly deem such representations as falling within the six formal appeal grounds (i.e. regulation 13(3))?

[The Mayor](#)

The representations and appeals process is defined in the Road User Charging Regulations and is set out within the Penalty Charge Notice (PCN). There are six statutory grounds against which a PCN issued by TfL for non-payment of the Congestion Charge may be challenged. In addition, TfL has a duty to fairly consider all representations made, and has the power to exercise its discretion to cancel a PCN, even where none of the statutory grounds is proved. The information given in the PCN makes it clear that representations based only on mitigation can be made where none of the statutory grounds apply and TfL will duly consider this and explain its decision to the customer. It would however be wrong of TfL to refuse a customer the right to appeal if the customer has not specified grounds and to make an assumption that denies them their rights. Nevertheless, TfL has now made it clearer to customers that mitigating circumstances will not be considered by an adjudicator.

Congestion Charge penalties 2

Question No: 2013/0250

[Andrew Dismore](#)

Why, in light of the Walmsley judgement, when people make it quite clear that they know they should have paid a Congestion Charge but wish to rely on mitigating factors only, are TfL and PATAS misleading people into making formal appeals against Congestion Charge penalties that in law cannot ever be won?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13

It is important to note that the Road User Charging Regulations are set by Government and any change to those regulations would need to be made by Government. Any motorist who is issued a Penalty Charge Notice (PCN) by TfL has a statutory right to challenge that PCN as defined by Government in the Road User Charging (Enforcement and Adjudication)

Regulations, which can be viewed through the following URL:

<http://www.legislation.gov.uk/uksi/2001/2313/contents/made>.

This can be done in the first instance by making representations to TfL, and by subsequently lodging an appeal with an independent PATAS adjudicator if TfL formally rejects their representations.

TfL has a duty to inform its customers of their statutory rights in this regard; however, the decision to exercise those rights remains entirely with the recipient of the PCN.

TfL's decision to reject a representation is based on the information and any supporting evidence submitted with the representation. However, having reviewed TfL's Notice of Rejection (of their representation) a motorist may decide to appeal on different grounds or to submit additional evidence, not seen by TfL, which may in fact show that one or more of the statutory grounds is proved and that the appeal can be allowed.

TfL, quite rightly, has no way of knowing how an adjudicator might view or determine an appeal. The PATAS Appeal Form enclosed with TfL's Notice of Rejection makes it clear that, even where the Appellant is unsure which ground might apply, the appeal may still be lodged and considered anew by an independent adjudicator. TfL has nevertheless recently made it clearer to customers that mitigating circumstances not included in regulation 13(3) will not be considered by an adjudicator.

Congestion Charge penalties 3

Question No: 2013/0251

[Andrew Dismore](#)

What proportion of appeals to PATAS per year are dismissed by their adjudicators on the basis that none of the six formal grounds apply and the appeal is based solely on mitigating circumstances?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

TfL does not record this information, but PATAS do publish their Annual Reports and Appeal Statistics on their website which can be found through the following link:

<http://www.patas.gov.uk/about/annualreports.htm>.

Congestion Charge penalties 4

Question No: 2013/0252

[Andrew Dismore](#)

How much are the PATAS adjudicators paid per hour/day?

[The Mayor](#)

Adjudicators are appointed by the Lord Chancellor and are entirely independent of TfL and the GLA. The current hourly rate, as set by the Lord Chancellor, is £58.80.

Congestion Charge penalties 5

Question No: 2013/0253

[Andrew Dismore](#)

Do you accept that the Walmsley judgment means that there is no route of appeal to PATAS where the appeal grounds fall outside regulation 13(3) of the relevant legislation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

It is important to note that the Road User Charging Regulations are set by Government and any change to those regulations would need to be made by Government. Any recipient of a Penalty Charge Notice (PCN) issued by TfL has a statutory right to challenge that PCN as defined by Government in the Road User Charging (Enforcement and Adjudication) Regulations and can be viewed through the following URL:

<http://www.legislation.gov.uk/uksi/2001/2313/contents/made>.

The Walmsley decision does not preclude TfL's customers from exercising that right, although TfL has reviewed its advice and now makes it clearer to customers that mitigating circumstances not included in regulation 13(3) will not be considered by an adjudicator.

Congestion Charge penalties 6

Question No: 2013/0254

[Andrew Dismore](#)

Why, when people make it quite clear that they know they should have paid a Congestion Charge, but wish to rely on mitigating factors only and make a formal appeal, do not PATAS on the papers identify the appeal as such and as automatically doomed to fail and advise the appellant accordingly?

[The Mayor](#)

PATAS is an independent organisation. As I explained in my response to MQ 250/2013, the decision to lodge an appeal with PATAS remains entirely with the recipient of the Penalty Charge Notice (PCN). As the enforcing authority, TfL has a duty to advise motorists of their statutory rights, and to set out what their options are at each stage of the statutory process, including any applicable time limits. TfL does provide guidance on its website that may assist motorists; however they cannot advise motorists which course of action they should take.

Seats on buses and tubes 1

Question No: 2013/0255

[Andrew Dismore](#)

Seats on buses and tubes designated for people with disabilities, the elderly, or women who are pregnant are frequently occupied by passengers who could manage to travel standing. Will you organise a publicity campaign to promote the need for these seat designations to be respected?

[The Mayor](#)

Signage on buses and Tube trains makes clear which seats are 'priority' and asks that passengers be prepared to give them up if necessary.

TfL is already considering how best to complement this signage with further publicity.

Seats on buses and tubes 2

Question No: 2013/0256

[Andrew Dismore](#)

Seats on buses and tubes designated for people with disabilities, the elderly, or women who are pregnant are frequently occupied by passengers who could manage to travel standing. Will you arrange for drivers to use their communications systems to remind people to give up their seat to disabled, elderly or pregnant persons?

[The Mayor](#)

Please see my response to MQ 255 /2013.

Stirling Corner 1

Question No: 2013/0258

[Andrew Dismore](#)

Further to your answer to Question No: 3556 / 2012 concerning safety at Stirling Corner for pedestrians, cyclists and motorists, especially those joining from side roads, do you accept that the accident figures do not give a fair reflection of the issue at the junction, as pedestrians and cyclists are frightened to use the junction due to the danger of high speed traffic?

[The Mayor](#)

In the 36 months to 30 June 2012, the Metropolitan Police have recorded no personal injury collisions involving pedestrians or cyclists at Stirling Corner.

However, in response to a request from Barnet, I have asked my Deputy Mayor for Transport and TfL to meet colleagues in the borough to discuss the present traffic arrangements at Stirling Corner roundabout.

Stirling Corner 2

Question No: 2013/0259

[Andrew Dismore](#)

What is the speed limit for traffic using the A1 at Stirling Corner?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

The A1 Barnet By Pass, of which Stirling corner is part, is subject to the national speed limit for dual carriageway roads of 70mph.

Stirling Corner 3

Question No: 2013/0260

[Andrew Dismore](#)

How many other roundabouts on the TfL network have a similar speed limit to Stirling Corner?

[The Mayor](#)

There are seven other roundabouts on dual carriageways on the Transport for London Road Network that are subject to the national speed limit of 70mph. These are:

1. A127 Southend Arterial Road/M25
2. A13 Thames Gateway/M25
3. A13 Thames Gateway/A1306 London Road
4. A40 Western Avenue/A437 Long Lane
5. A40 Western Avenue/B437 Swakeleys Road
6. A41 Edgware Way/M1
7. A1 Barnet Way/A5135 Elstree Way

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Stirling Corner 4

Question No: 2013/0261

[Andrew Dismore](#)

Further to your answer to Question No: 4161 / 2012 'I cycle the whole of London. When I next do Stirling Corner I will give you a report' and my invitation to you to attempt to go round Stirling Corner on your bike, when do you expect to cycle round Stirling Corner?

[The Mayor](#)

Please see my response to MQ 4161 /2012.

HS2

Question No: 2013/0262

[Andrew Dismore](#)

Further to my question: 4164 / 2012

'Will you work with Camden council to ensure that the Temperance Hospital site is made available for local people's housing for those facing displacement by HS2?' and your response:

'Officers are drafting a response which will be sent shortly'.

When will you give a substantive reply?

[The Mayor](#)

Please accept my apologies for the delay in responding to you. The GLA Planning Team is working closely with officers in Camden in the development of the Euston Area Plan and whilst the Temperance Hospital site falls outside of the Plan, the future of the hospital is likely to form part of those discussions.

Brent Cross station car park

Question No: 2013/0263

[Andrew Dismore](#)

Do you think that a 25% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Brent Cross station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Brent Cross station car park to £5.

The station is over 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Colindale station car park

Question No: 2013/0264

[Andrew Dismore](#)

Do you think that a 43% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Colindale station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Colindale station car park to £5.

The station is over 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

East Finchley station car park

Question No: 2013/0265

[Andrew Dismore](#)

Do you think that a 11% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the East Finchley station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at East Finchley station car park to £5.

The station is 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Finchley Central station car park

Question No: 2013/0266

[Andrew Dismore](#)

Do you think that a 11% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Finchley Central station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Finchley Central station car park to £5.

The station is well utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

High Barnet station car park

Question No: 2013/0267

[Andrew Dismore](#)

Do you think that a 11% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the High Barnet station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at High Barnet station car park to £5. The station is over 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Highgate station car park

Question No: 2013/0268

[Andrew Dismore](#)

Do you think that a 33% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Highgate station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Highgate station car park to £6. The station is well over 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Mill Hill East station car park

Question No: 2013/0269

[Andrew Dismore](#)

Do you think that a 11% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Mill Hill East station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Mill Hill East station car park to £5. The station is well utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Totteridge & Whetstone station car park

Question No: 2013/0270

[Andrew Dismore](#)

Do you think that a 14% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Totteridge & Whetstone station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Totteridge & Whetstone station car park to £4.

The station is over 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Woodside Park station car park

Question No: 2013/0271

[Andrew Dismore](#)

Do you think that a 14% increase in daily parking charges on top of your inflation busting fare increases are fair to residents who use the Woodside Park station car park?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

The daily charges have not been increased since September 2010; therefore it was appropriate for TfL to review this. TfL increased the all day charge at Woodside Park station car park to £4.

The station is almost 100 per cent utilised during the average week, reflecting that the previous tariff was well below the market rate. Indeed even the new tariff remains below comparable car parks in the vicinity. All net revenues generated by car parking are reinvested back into the transport network.

Market Place/Falldoden Way 1

Question No: 2013/0272

[Andrew Dismore](#)

Further to your responses to Questions No: 2589 / 2012 and No: 2591/ 2012 and 3092 / 2012 and 3557 / 2012 on Parking enforcement at Market Place/Falldoden Way, will you arrange for the words 'Loading Bay' or similar to be painted on the carriageway at the appropriate point, and if not why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

TfL currently defines its parking and loading boxes using dashed markings and a sign plate detailing the type of restriction and hours of operation, and these are the only signs and markings currently approved for use by the DfT on the TLRN.

TfL provided an additional sign plate at the loading bay last year to help highlight the distinction between this and the adjacent parking bays. It is currently in the process of applying to the DfT to include additional 'LOADING ONLY' highway markings, where loading bays are directly adjacent to parking bays, to help address any uncertainty at these locations. Should the DfT agree to this proposal, TfL anticipates that the markings could be introduced this summer.

Market Place/Falldoden Way 2

Question No: 2013/0273

[Andrew Dismore](#)

Further to your responses to Questions No: 2589 / 2012 and No: 2591/ 2012 and 3092 / 2012 and 3557 / 2012 on Parking enforcement at Market Place/Falldoden Way, how many parking tickets for parking on the loading bay were issued in the last calendar year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

From 1 January to 31 December 2012, TfL issued a total of 1,490 Penalty Charge Notices (PCNs) to motorists contravening the red route restrictions outside 31-33 Market Place NW11. The restrictions are defined with DfT approved markings and sign plates. However, TfL provided an additional sign plate at the loading bay last year to help highlight the distinction between this and the adjacent parking bays; and is currently in the process of applying to the DfT to include additional 'LOADING ONLY' highway markings where loading bays are directly adjacent to parking bays to help address any uncertainty at these locations. Should the DfT agree to this proposal, TfL anticipates that the markings could be introduced in the summer of 2013.

Market Place/Falldon Way 3

Question No: 2013/0274

[Andrew Dismore](#)

Further to your responses to Questions No: 2589 / 2012 and No: 2591 / 2012 and 3092 / 2012 and 3557 / 2012 on Parking enforcement at Market Place/Falldon Way, how much fine income was received in the last calendar year for parking offences at this location?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The total value of payments received by TfL in respect of Penalty Charge Notices (PCNs) issued between 1 January to 31 December 2012 to motorists contravening the red route restrictions outside 31-33 Market Place NW11 is £86,627.

The restrictions are defined with DfT approved markings and sign plates. However, TfL provided an additional sign plate at the loading bay last year to help highlight the distinction between this and the adjacent parking bays; and is currently in the process of applying to the DfT to include additional 'LOADING ONLY' highway markings where loading bays are directly adjacent to parking bays to help address any uncertainty at these locations. Should the DfT agree to this proposal, TfL anticipates that the markings could be introduced in the summer of 2013.

Finchley Memorial Hospital

Question No: 2013/0275

[Andrew Dismore](#)

Further to your answer to Question No: 3558 / 2012 how far is it by foot from the nearest bus stop to the reception desk of the hospital?

[The Mayor](#)

The distance from the nearest stop to the main entrance of the hospital is approximately 400 metres, of which around a half is within the hospital site.

As stated in my answer to MQ 3558/2012, TfL has considered diverting routes to serve the hospital, but it would increase journey times significantly for the many through passengers and it therefore has no current plans for further changes.

School Crossing in Hale

Question No: 2013/0276

[Andrew Dismore](#)

No: 3559 / 2012 and your reply that 'Further discussions will take place with Borough officers to take the matter forward', will you please report on the outcome of those further discussions.

[The Mayor](#)

I am pleased to inform you that following further work by Barnet and TfL officers, it has been agreed that a new zebra crossing be installed to serve the new primary school and the wider local community.

It is expected the crossing will be implemented in late spring 2013.

Kings Cross Gyrotory

Question No: 2013/0277

[Andrew Dismore](#)

Further to your answer to question No: 3563 / 2012 that 'Key stakeholder workshops are being set up for the end of November', will you report on the outcome of those workshops?

[The Mayor](#)

TfL held workshops on both 20 and 27 November 2012 with community stakeholders including representatives from residents, cycling and pedestrian groups as well as local businesses. The purpose of these sessions, which were managed by an independent facilitator on TfL's behalf, was to identify what local people think are the key positive and negative features of the main road network and key priorities for change.

TfL is currently considering all of the feedback received from these sessions alongside comments received from local councillors, which will be fed into the study and any resulting design work.

A number of options are being worked up with the aim of holding a further round of discussions with community representatives in the spring, as a precursor to wider public consultation in summer 2013. A webpage on the TfL site has been established and will be updated as the project goes forward: tfl.gov.uk/kingscrossgyrotory.

Henlys Corner 1

Question No: 2013/0278

[Andrew Dismore](#)

Further to your answer to Question No: 3569 / 2012 concerning cycle safety, that 'investigation is currently under way and TfL will discuss its outcome with stakeholders early in the New Year', what was the outcome of the investigation?

[The Mayor](#)

TfL has just finalised a proposal to improve north-south on-carriageway cycling facilities at Henlys Corner, as an alternative to the off-carriageway facilities already in place.

The design proposal is currently undergoing an internal review and once this has been completed the proposal will be circulated to key external stakeholders for review and comment, prior to implementation. It is expected that the external stakeholder review will take place during spring 2013.

Henlys Corner 2

Question No: 2013/0279

[Andrew Dismore](#)

Further to your answer to Question No: 3569 / 2012 concerning cycle safety, that 'investigation is currently under way and TfL will discuss its outcome with stakeholders early in the New Year', what arrangements have now been made for these discussions?

[The Mayor](#)

Please see my response to MQ 278 /2013.

Barnet Police Numbers 1

Question No: 2013/0280

[Andrew Dismore](#)

As of 30th November 2012, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th November 2011; and what he expects the figures to be on 30th November 2013?

[The Mayor](#)

Full Time sworn police officers, special constables, PCSOs and non-PCSO civilian staff data is available on the London datastore.

<http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures.xls>

Below is the sergeant data:

Barnet Nov-12 Nov-11 Nov-10 May-10

Police Sergeants 84.68 104.28 108.77 110.73

Neighbourhood police strength is being increased from 1849 to 4491 by 2015. It is not possible to say before the end of the consultation how resources will be allocated across wards.

Barnet Police Numbers 2

Question No: 2013/0281

[Andrew Dismore](#)

As of 30th November 2012, what were the strength of each of the SNTs in Barnet, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 30th November 2011; and what he expects the figures to be on 30th November 2013?

[The Mayor](#)

All SNTs traditionally had an allocation of 1 sergeant, 2 constables and 3 PCSOs. This will have been true on all of the dates. We have announced the new policing model as part of the draft Police and Crime Plan.

In addition to these officers, the MPS has a range of specialist units that provide policing services across the whole of the MPS area, and therefore will also provide support in Barnet. Staffing projections for 2013 at borough level have not yet been determined. However, the MPS is expecting to recruit round 2,000 new police constables in 2013 and 5,000 by 2016.

Camden Police Numbers 1

Question No: 2013/0282

[Andrew Dismore](#)

As of 30th November 2012, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 30th November 2011; and what he expects the figures to be on 30th November 2013?

[The Mayor](#)

Full Time sworn police officers, special constables, PCSOs and non-PCSO civilian staff data is available on the London datastore.

<http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures.xls>

Below is the sergeant data:

Camden	Nov-12	Nov-11	Nov-10	May-10
Police Sergeants	112.89	134.69	144.59	136.16

Neighbourhood police strength is being increased from 1849 to 4491 by 2015. It is not possible to say before the end of the consultation how resources will be allocated across wards.

Camden Police Numbers 2

Question No: 2013/0283

[Andrew Dismore](#)

As of 30th November 2012, what were the strength of each of the SNTs in Camden, broken down by officer ranks and types; what were the comparable figures for 1st May 2010, and 30th November 2011; and what he expects the figures to be on 30th November 2013?

[The Mayor](#)

All SNTs traditionally had an allocation of 1 sergeant, 2 constables and 3 PCSOs. This will have been true on all of the dates. We have announced the new policing model as part of the draft Police and Crime Plan.

In addition to these officers, the MPS has a range of specialist units that provide policing services across the whole of the MPS area, and therefore will also provide support in Camden. Staffing projections for 2013 at borough level have not yet been determined. However, the MPS is expecting to recruit round 2,000 new police constables in 2013 and 5,000 by 2016.

Safer Neighbourhood Policing Boards

Question No: 2013/0284

[Andrew Dismore](#)

Further to your answer to question No: 3578 / 2012 , 3579 / 2012, 3580 / 2012, 3581 / 2012, 3583 / 2012 and 3584 / 2012 concerning the introduction of the Safer Neighbourhood Boards will you report on progress?

[The Mayor](#)

As I have previously stated, my Deputy Mayor for Policing and Crime is in open dialogue with key stakeholders. Following several discussions, the approach will be to develop an outline model that will form the basis of each Safer Neighbourhood Board and to work with borough stakeholders to develop a localised model in each borough. Plans are also underway for the Non-Executive Adviser for Neighbourhoods, Steve O'Connell, to host a stakeholder event later in the spring.

Local Policing Model 1

Question No: 2013/0285

[Andrew Dismore](#)

Further to your answer to question No 4147 / 2012 in relation to the 'local policing model', will SNTs no longer be 'ring fenced' to work in their own wards, but will be deployable elsewhere at the discretion of Borough commanders or the MPS centrally?

[The Mayor](#)

The new model means more officers dedicated to local policing - an increase from 1849 to 4491 across London (the attached table outlines the uplift across all London boroughs). Each ward will have a dedicated PC and PCSO. The rest of the local policing team will work flexibly across the local policing area (i.e. the cluster of wards), at the discretion of the local inspector or Borough Commander.

Local Policing Model (2)

Question No: 2013/0286

[Andrew Dismore](#)

Further to your answer to questions No 4148 / 2012 and 4149 / 2012 what progress is MOPAC making with 'preparing a police and crime plan' and in particular when will the number of extra officers to be allocated to (a) Barnet and (b) Camden be (i) considered and (ii) decided and (iii) announced?

[The Mayor](#)

The draft police and crime plan was published on 9 January 2012, and included information about borough allocations for all London boroughs including Barnet and Camden. The final plan will be launched by April 2013.

Policing plan 1

Question No: 2013/0287

[Andrew Dismore](#)

I understand that there is a questionnaire available online on the proposed policing plan from 7th January until 1st March. Will you confirm that there will be no police station closures to the public in advance of the end of that on line consultation and in particular until on line responses have been analysed?

[The Mayor](#)

Yes, consultation on the draft Police and Crime Plan is on-going and ends on the 6 March 2013. It includes my proposals to improve public access and no decisions have yet been made on front counter closures nor will they until the consultation has ended, and a final police and crime plan published.

Policing plan 2

Question No: 2013/0288

[Andrew Dismore](#)

I understand that there is a questionnaire available online on the proposed policing plan from 7th January until 1st March. What steps have been taken to publicise this on line consultation?

[The Mayor](#)

The consultation is being advertised widely including in the following ways:

- in local newspaper adverts
- on the GLA website
- at the consultation events, one for every borough
- email newsletter to everyone that has signed up for updates from the Mayor
- key stakeholders and their networks

Police consultation

Question No: 2013/0289

[Andrew Dismore](#)

Do you regard the meeting in Barnet on 14th January to have been a success?

[The Mayor](#)

Yes. Over 80 people attended the event and the engagement between the panel and the audience was good. Barnet residents have many opportunities to feedback their views on the plan - via email, on-line questionnaire as well as in writing to MOPAC. Consultation continues until 6 March 2013.

Affordable Rents 1

Question No: 2013/0290

[Andrew Dismore](#)

Do you agree that rents in central London are in a different market to that of the rest of the South East and the country as a whole?

[The Mayor](#)

While the profile of buyers and sellers clearly does vary across the wider region, what happens in London can affect what happens outside, and vice versa.

Affordable Rents 2

Question No: 2013/0291

[Andrew Dismore](#)

Do you agree that the only truly affordable rent is 'social rent', normally 30-40% of market rate and if so why do you advocate unaffordable rents in areas such as Camden, rather than supporting socially rented homes that are desperately needed?

[The Mayor](#)

No, I do not agree.

Camden Rents

Question No: 2013/0292

[Andrew Dismore](#)

In your officer's response to Camden Council's

The document was rejected inter alia on the basis that Camden wish to define affordable rent in a way that is genuinely affordable at 30% of gross income applied to median rents, rather than the 80% of market rent you wish to impose. Is it not the case that any normal person would see the Camden definition as affordable and yours not, in the context of the high market rents in Camden?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The Government's National Planning Policy Framework that affordable rented housing is subject to rent controls that require a rent of no more than 80 per cent market rent (including service charges where applicable). It does not enable boroughs to set rent levels below 80 per cent through the planning system, and as the inspector who recently considered a similar document from Tower Hamlets pointed out, the only effect of trying to do so will be to restrict the total number of new affordable housing for viability reasons. I have sought to address the affordability concerns you raise by negotiating a strategic London wide average rent at 65 per cent of market rent across the 2011-2015 London Affordable Homes programme.

Affordable housing

Question No: 2013/0293

[Andrew Dismore](#)

Do you agree that house building is widely regarded as an excellent means of lifting the economy out of the current doldrums and averting a triple-dip recession; are you aware that projects in Camden have demonstrated that 50% affordable homes can be achieved on new builds, like at Backton Low Rise and Abbey Wood; and do you agree that it is time you showed some leadership on tackling both the lack of affordable housing and unemployment by supporting 50% affordable homes on all new planning applications for housing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

I do agree that house building is extremely important for the economy and London needs more homes of all tenures to meet its needs, and am working with industry to help remove the barriers to housing delivery. Development viability is key to this, and while it is excellent to hear about schemes that will deliver 50 per cent affordable housing - my London Plan requires local authorities to use their planning powers to maximise affordable housing on schemes - a blanket policy of this kind would simply reduce the supply of all housing by making development unviable in places where values are lower. When we did have a target of the kind you suggest, we never delivered anything like 50 per cent affordable housing, even when the economy was at its strongest.

Camden Affordable Housing

Question No: 2013/0294

[Andrew Dismore](#)

In your officer's response to Camden Council's

The document was rejected inter alia on the basis that Camden wish to set a target of 50% as social rented homes. Do you not agree that the shortage of availability of tenure is correctly identified by Camden?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The Government has made clear its intention that Affordable Rent should meet the same needs hitherto addressed by social rented housing, and that for the most part resources will only be available to fund this form of affordable housing. Given the long-standing strategic priority in the London Plan to maximise provision of affordable housing, boroughs should allow the flexibility to provide either product to meet this segment of housing need.

Affordable Housing

Question No: 2013/0295

[Andrew Dismore](#)

Do you intend to insist on tying all new funding for boroughs to build housing to the Government's 'affordable' rent model of 80% of market rent?

[The Mayor](#)

As I have sought to make clear previously, many of the Affordable Rent homes delivered through my affordable homes programme will be at rents considerably less than 80 per cent, with an overall average of 65 per cent.

Art School Fees

Question No: 2013/0296

[Len Duvall](#)

Please update us on your ongoing efforts to lobby ministers to 'protect the 'exceptional funding' received by HE institutions with a world class reputation for the arts and music'.

[The Mayor](#)

I have lobbied Government to protect the exceptional funding received by higher education institutions with a world class reputation for the arts and music. HEFCE since conducted a review of exceptional funding, the results of which have now been considered by their board. There will be a public announcement on 21st March.

The E-Bacc and the Creative Economy

Question No: 2013/0297

[Len Duvall](#)

In question 3659/2012 you welcomed the 'strong academic basis' of the E-Bacc to 'help to address employers' widely expressed concerns about declining standards'. Yet the CBI have urged the government to include a creative subject in the award. Given the importance of creativity to London's economy, how can your London Curriculum ensure young Londoners not only 'plug into London's extraordinary creative cultural offer' but ensure its continued production?

[The Mayor](#)

I am firmly committed to helping young people in London enjoy and extend the city's cultural and creative life. An important strand of my Education Programme is the London Curriculum, which will focus first on the cultural subjects and humanities, helping London's teachers to strengthen and deepen their teaching of these subjects by mining the rich cultural offer in the city.

Support for Social Enterprises 1

Question No: 2013/0298

[Len Duvall](#)

What strategy has the Mayor put in place to protect affordable workspace for SMEs and Social enterprises?

[The Mayor](#)

My Economic Business Policy Unit will commission research in the next few weeks to identify and map existing business incubators/accelerators, affordable and shared work space across London. The research will look at the different financial models, success, options for improvement and geographical and sectorial gaps. We will also identify best ways of promoting these spaces among London start ups and SMEs. A map will be produced and promoted through various networks to ensure maximisation of growth through Small and Medium Enterprises. The outcomes of the research should help identify what role the GLA would be able to play in provision of affordable workspace in London.

The LEP SMME working group will also be looking into what role they can play, in partnership with my office, in supporting and encouraging affordable workspace.

Two examples of my intervention on the provision of affordable workspace include: the European Regional Development fund, to date, £2 million (plus £3.9 million match funding) has been invested in supporting projects which provide sustainable incubation space in LB Tower Hamlets and RB Greenwich.

I am also funding the 639 centre in Haringey which is due to open shortly and will provide affordable workspace for SMEs and social enterprises.

Support for Social Enterprises 2

Question No: 2013/0299

[Len Duvall](#)

Key to the Mayor's strategy for supporting growth and skills opportunities in London is the establishment of Supporting Business Bootcamps. Will the Mayor list 1) how many bootcamps have been established since the programme's inception, and 2) which sectors have been targeted to provide support and assistance?

[The Mayor](#)

My manifesto set out a number of commitments to drive jobs and growth in the capital in my second term. It is incorrect to suggest that Supporting Business Bootcamps was a key part of these commitments for supporting growth and skills in London. Details on the Business Bootcamps which were a fantastic success delivered at nil cost to the GLA in my first term can be found in previous responses 2610/2012 and 2611/2012.

Support for Social Enterprises 3

Question No: 2013/0300

[Len Duvall](#)

Key to the Mayor's strategy for supporting growth and skills opportunities in London is the establishment of Supporting Business Bootcamps. Will the Mayor list how many businesses have been started as a result of the programme per borough and what metric the Mayor's office uses to monitor this?

[The Mayor](#)

Please see my response to MQ 299 /2013.

Support for Social Enterprises 4

Question No: 2013/0301

[Len Duvall](#)

Given the important role that social enterprises play in promoting the growth of London's economy, improving city living, sustaining regeneration and tackling social exclusion, what are you doing to promote Social Enterprise Hubs on a borough by borough basis.

[The Mayor](#)

The London Enterprise Panel (LEP) Small, micro and medium working group (SMMEWG) will have its first meeting in early February. At this meeting the members will identify the key areas of work they will be addressing in the next few months. Provision of Business support to micro, small, and medium business will be one of the key areas they will be addressing. This will include Social Enterprises as one of the business sectors they will be considering.

I am also funding the 639 centre in Haringey which is due to open shortly and will provide affordable workspace for SMEs including social enterprises.

SLHT Reorganisation

Question No: 2013/0302

[Len Duvall](#)

Will the Mayor provide details and copies of correspondence between TfL, the OTSA, the NHS and the Borough of Lewisham on the South London Healthcare Trust re-organisation and its impact on public transport?

[The Mayor](#)

Yes. Since August 2012 TfL has had some officer level contact and involvement with the SLHT reorganisation. These have included meetings with Strategy Advisor, Office of the Trust Special Administrator (OTSA) South London Healthcare NHS Trust and consultants McKinsey (16 August) and Deloitte (15 November).

In addition TfL has provided a briefing to Lewisham Operational Public transport Liaison Meeting (PTLM) 11 December, which included a response to Cllr Maine's questions on transport routes following the SLHT administrator's report published in October.

TfL has also commented on draft Equality Impact Assessment on buses (28/29 November) and draft Health Equality Impact Assessment - key statements around travel provided on the 21 December.

Bugsby Way/Commercial Way

Question No: 2013/0303

[Len Duvall](#)

While I welcome the £100,000 spent on the Bugsby's Way/Commercial Way junction in Greenwich to increase road safety measures, will the Mayor launch a consultation in the area on reducing the overall speed limit along the route and artillery roads that feed into it?

[The Mayor](#)

The Royal Borough of Greenwich is the Highway and Traffic Authority for the Bugsby's Way/Commercial Way junction. TfL has been working actively with the borough to address the safety issues at this junction, and improvement works were completed in November 2012. As reported in my answer to MQ 304/ 2013, TfL is monitoring the impact of these changes with RB Greenwich and will continue to work with them should further measures prove necessary. However, it is for RB Greenwich to consider whether changes to the speed limit are appropriate.

Bugsby Way/Commercial Way

Question No: 2013/0304

[Len Duvall](#)

What plans does TfL have to monitor whether the pedestrian safety works at the Bugsby's Way/Commercial Way junction have improved and will you provide a details of this?

[The Mayor](#)

TfL has agreed with the Royal Borough of Greenwich to monitor collisions at the junction in order to determine whether safety has improved for pedestrians and other road users. However, as the works at the junction were only very recently completed, it is too early to report any results. Typically at least 18 months of collision data is required for it to be statistically significant.

Green Belt

Question No: 2013/0305

[Nicky Gavron](#)

You responded to questions last month on the government's green belt policy (4172/2012, 4173/2012, 4174/2012) by noting 'the government is not proposing [sic] change its policy on the green belt and so is not proposing to make any more green belt land in London available for development.' However, in September, the Chancellor George Osborne encouraged local authorities to increase 'land swaps' under which they can allow development on green belt so long as they have identified other green land elsewhere for protection. Do you agree that councils should pursue these 'land swaps' more frequently, or are they a threat to the Green Belt?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

Green belt boundaries are determined by the boroughs, the Government's advice on when/how boundaries should be altered is clearly stated in the National Planning Policy Framework and this advice has not been changed. It is consistent with my London Plan policies. If a borough were to propose a land swap in a development plan document I would need to judge such a swap against relevant London Plan policies including those on the protection of the Green Belt.

London Plan Implementation (1)

Question No: 2013/0306

[Nicky Gavron](#)

Regarding how the Annual Monitoring Report (AMR) will impact future updates to the London Plan Implementation Plan, what specific sections of the Implementation Plan the 24 AMR's Key Performance Indicators (KPIs) help to inform?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The Annual Monitoring Report and the Implementation Plan inform each other. For example, progress measured through the AMR's Key Performance Indicators will inform Section 3 (Strategic Infrastructure) and Annex 1 (Implementation Actions) of the Implementation Plan. It should however be noted that there is no formal direct feedback mechanism between the two documents as they serve different purposes.

London Plan Implementation (2)

Question No: 2013/0307

[Nicky Gavron](#)

How will the publication of the London Plan Implementation Plan impact on the remit and work of the Implementation Group?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The remit of the Implementation Group essentially stays the same. Now that the first Implementation Plan has been published, the Group will assist with its update and review.

London Plan Implementation (3)

Question No: 2013/0308

[Nicky Gavron](#)

When will you hold the next meeting of the London Plan's Implementation Group?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

The next meeting of the Implementation Group is expected to take place in late spring 2013.

This will consider the next update of the Implementation Plan which is scheduled for late summer 2013.

Affordable Housing (1)

Question No: 2013/0309

[Nicky Gavron](#)

How many providers will be delivering the 55,000 affordable homes pledged in your manifesto?

Does the achievement of this 55,000 rely on delivery from providers who will not receive funding directly from the Greater London Authority?

[The Mayor](#)

There are currently over 100 investment partners that will receive funding to deliver homes in the affordable housing programmes managed by the GLA.

The total affordable homes delivery in the manifesto will be measured against the total delivery of affordable homes across London, as it is by Government and was by the former Mayor, not just from programmes funded by the GLA.

Affordable Housing (2)

Question No: 2013/0310

[Nicky Gavron](#)

How many affordable housing units will be directly funded by the Greater London Authority through the investment programmes announced on 14 July 2011 ('Mayor secures £1 billion a year affordable homes package for London')?

[The Mayor](#)

The 2011-15 affordable housing investment programmes will fund around 55,000 affordable homes in London.

Affordable Housing (3)

Question No: 2013/0311

[Nicky Gavron](#)

How many of the affordable homes you announced on 14 July 2011 ('Mayor secures £1 billion a year affordable homes package for London') will be delivered through nil grant?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

Of the 55,000 homes due to be delivered via the 2011-15 Affordable Housing Programmes, current analysis indicates that just over 6,000 are to be delivered for nil grant.

Affordable Housing (4)

Question No: 2013/0312

[Nicky Gavron](#)

How many affordable homes do you forecast will be delivered by the London boroughs between 2011 and 2015? Will these count towards the 55,000 homes pledged in your manifesto?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

Sixteen London Boroughs plus three Arm Length Management Organisations (ALMOs) are in contract with the GLA to achieve just over 2,500 homes via 2011-15 affordable housing programme period. These homes will contribute towards the delivery of my target to achieve 55,000 affordable homes by March 2015.

Investment

Question No: 2013/0313

[Nicky Gavron](#)

Would you agree that certainty and stability in markets is absolutely vital to private investors?

[The Mayor](#)

Certainty and stability are important but, as they cannot be guaranteed, they cannot be 'absolutely vital' otherwise there would be no investment.

Landlord accreditation

Question No: 2013/0314

[Nicky Gavron](#)

How many London landlords are currently accredited?

[The Mayor](#)

See my recently published housing covenant paper 'Making the private rented sector work for Londoners' for the figures as at December 2012. Please see the following link

<http://www.london.gov.uk/housingcovenant>.

House Building Guarantee Scheme

Question No: 2013/0315

[Nicky Gavron](#)

How much of the £10 billion guarantee scheme announced by the government to support house building will be spent in London?

[The Mayor](#)

It is not possible to foresee the proportion of the up to £10 billion of debt guarantees that will be applied to schemes in London in advance of bidding. My Officers are working closely with the Department for Communities and Local Government to ensure the design of the schemes for affordable housing and Private Rented Sector housing positively address the unique characteristics of London's housing market.

Home Insulation

Question No: 2013/0316

[Nicky Gavron](#)

Will the £12 million affordable housing retrofitting programme funded through the London Green Fund be delivered through RE:NEW or through a different delivery mechanism?

[The Mayor](#)

The £12 million, which will be supplemented by funding from the European Investment bank, will be used to establish a loan fund that will be managed by The Housing Finance Corporation Ltd.

While the fund will be delivered through a different mechanism, it will closely complement the activities of RE:NEW by providing debt finance to Registered Providers of Social Housing.

Energy Efficient Affordable Housing Loans

Question No: 2013/0317

[Nicky Gavron](#)

When is the £400m loan from the European Investment Bank for new-build energy efficient affordable housing projects expected to be available? Through what mechanism will this funding be invested in London?

[The Mayor](#)

The agreement between European Investment Bank and The Housing Finance Corporation Ltd (THFC) was signed in December 2012 and funding should be available in early 2013.

The £400 million will be managed by THFC, which will provide debt finance for new-build energy efficient affordable housing and retrofitting of social housing. At least £200 million is expected to go towards London schemes.

Private Rented Sector (1)

Question No: 2013/0318

[Nicky Gavron](#)

What proportion of the £200 million announced by the government to accelerate the development of large housing schemes for private rent will be spent in London?

[The Mayor](#)

The split of the Build to Rent Fund between London and the rest of the country has not been pre-determined. The deadline for responses to the initial round was 4 February 2013 and the GLA will then lead on assessment of proposals in London.

Private Rented Sector (2)

Question No: 2013/0319

[Nicky Gavron](#)

How many homes will be delivered in London through the private rented sector development scheme announced by the government on 20 December 2012?

[The Mayor](#)

The split of the Build to Rent Fund between London and the rest of the country has not been pre-determined. The deadline for responses to the initial round was 4 February 2013 and the GLA will then lead on assessment of proposals in London.

Private Rented Sector (3)

Question No: 2013/0320

[Nicky Gavron](#)

What is the Mayor of London's role in deciding which schemes will receive money from the private rented sector development scheme announced by the government on 20 December 2012?

[The Mayor](#)

The deadline for responses to the initial round of funding for the Build to Rent Fund was 4 February 2013. The GLA will then lead on assessment of proposals in London. Following assessment a decision will be taken jointly by DCLG, GLA and HCA on the propositions to be taken forward to due diligence.

Private Rented Sector (4)

Question No: 2013/0321

[Nicky Gavron](#)

What tenancy and/or rent conditions will the Mayor seek for those developments brought forward through the private rented sector development scheme announced by the government on 20 December 2012?

[The Mayor](#)

on the Homes and Communities Agency's website at:
http://www.homesandcommunities.co.uk/sites/default/files/our-work/build_to_rent_fund_prospectus.pdf

Islington's Development Management Policies

Question No: 2013/0322

[Nicky Gavron](#)

Please provide a brief summary of the objections that were made on the Mayor's behalf at the examination in public into Islington's Development Management Policies, held on Wednesday 12 December?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

These are set out in the report considered by the Mayor on this matter on 20 June 2012, which can be found at:

http://www.london.gov.uk/sites/default/files/planning_decisions/development_management_policies_dpd_proposed_submission_may_2012_report.pdf

Police Constables in the Met

Question No: 2013/0323

[Joanne McCartney](#)

Please provide a breakdown of how many constables have been in the MPS by month since April 2008. Please also add this information to the GLA London Datastore.

[The Mayor](#)

The table below shows the number of constables in the MPS by month since April 2008. We are currently carrying out a consultation on the draft Police and Crime Plan. Once this is complete we will be carrying out a review of what is provided to the London Data Store in light of the finalised plan.

2000 Extra Officers on the Front Line from the Back Office

Question No: 2013/0324

[Joanne McCartney](#)

Last month I asked you the following question 'During your election campaign you promised Londoners that you would take 2,000 officers out of the back office and put them out on the frontline.

Please provide a detailed breakdown of exactly which units and roles these officers will come from across the Met and where they are likely to be redeployed to?'

You answered 'MOPAC is currently preparing a police and crime plan, an important element of which is the local policing model, which will document how this commitment is being met. '

Londoners now have a copy of the Draft Police and Crime Plan and the detail that I requested is not there. I therefore must ask you again about your election pledge to Londoners:

During your election campaign you promised Londoners that you would take 2,000 officers out of the back office and put them out on the frontline.

Please provide a detailed breakdown of exactly which units and roles these officers will come from across the Met and where they are likely to be redeployed to?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

This is part of current change programmes. The MPS is identifying roles on boroughs in functions such as duties, intelligence and leadership support services. Beyond the boroughs, this includes officers currently working in headquarters, command and control, centralised support services and training. The posts are being used to increase the numbers of officers in Emergency Response and Patrol teams and Safer Neighbourhood Teams.

Police front counters/police stations

Question No: 2013/0325

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

In the Draft Police and Crime plan you provide a list, broken down by London Borough of the police front counters and stations that have been identified for a reduction in hours or closure. However the list only gives an indication of the hours that those front counters are available to the public eg it will say 'daytime', but not how many days a week or specifically what daytime hours they are open.

Could you please provide that list detailing specifically both the hours that they are currently open to and the hours that are proposed for opening in the current Estate consultation process?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have yet been made.

Opening hours will depend on local need and will be decided on following the consultation. It may not make sense to open all stations for the same hours each day. In busy neighbourhoods opening hours may be longer at weekends and into the evening.

Police Recruits

Question No: 2013/0326

[Joanne McCartney](#)

How many police recruits were in the Met's intake in December 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

147 commenced their training in November 2012. Successful candidates are due to be attested as police officers in April 2013. The Met recruits officers in tranches as and when required, rather than on a monthly basis.

Police Recruits (2)

Question No: 2013/0327

[Joanne McCartney](#)

Please provide a list of Met's intake of recruits on the London Datastore from April 2008 to date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

Once the analysis of the draft Police and Crime Plan consultation is complete, we will be carrying out a review of what is provided to the London Datastore in light of the finalised Plan.

MPS Savings from Property

Question No: 2013/0328

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding the MPS's Estate in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

How did the MPS/MOPAC arrive at its figures for savings from property? Please breakdown these savings, providing the amounts to be saved from front counters, ACPO properties and other areas.

[The Mayor](#)

MOPAC/MPS are currently consulting on the estate strategy and no decisions have yet been made it is therefore not currently possible to provide a detailed breakdown. We are reviewing the use of MPS property. As detailed in both the draft estates strategy and the draft police and crime plan the intention is to reduce the running costs of the MOPAC estate to £140 million each year by 2015/16 - a 30 per cent reduction on 2012 costs and to reduce the amount of space occupied by 300,000 sq m by 2015/16 from 900,000 sq m to 600,000 sq m.

Cost of 65 Police Front Counters (1)

Question No: 2013/0329

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Can you please provide details of the cost of the 65 police front counters which are proposed to close, separating the cost of personnel from property costs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I am committed to improving public access to the police.

Detailed calculations of the financial implications from individual sites have not yet been conducted because the final decisions on the estate must await the outcome of the public consultation. These will be undertaken following the conclusion of the MOPAC Police and Crime Plan consultation.

In undertaking any analysis of the front counter proposals it will be important to take into account the benefits of the proposals. These will include bringing the police closer to the public through the establishment of new contact points, offering all victims of crime an appointment at a time and location of their choosing and releasing warranted officers to frontline duties where they can be visible and available in the community.

Cost of closing 65 police front counters (2)

Question No: 2013/0330

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What analysis has been undertaken of the cost of removing the proposed 65 police front counters?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I am committed to improving public access to the police.

Detailed calculations of the financial implications from individual sites have not yet been conducted because the final decisions on the estate must await the outcome of the public consultation. These will be undertaken following the conclusion of the MOPAC Police and Crime Plan consultation.

In undertaking any analysis of the front counter proposals it will be important to take into account the benefits of the proposals. These will include bringing the police closer to the public through the establishment of new contact points, offering all victims of crime an appointment at a time and location of their choosing and releasing warranted officers to frontline duties where they can be visible and available in the community.

MPS front counters (1)

Question No: 2013/0331

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What consideration did the MPS/MOPAC give to replacing the front counters proposed to close with shop front counters in alternative locations nearby? Please provide details of any work undertaken and the cost of such proposals.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

I am committed to improving public access.

Consultation on the draft Police and Crime Plan, including proposals to improve public access, is concluding and no decisions have yet been made.

All victims of crime will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Proposals include bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors, such as council buildings, libraries and other local public services, as well as other places that are frequently visited such as supermarkets. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

I am currently working closely with boroughs and service providers to explore how best to achieve this.

MPS Front Counters (2)

Question No: 2013/0332

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Were local Borough Commanders asked to consider new alternative MPS owner/leased front counters, other than those in the proposed contact points, as alternatives to those that are set to close?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have been made.

Proposals include bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaus in places with a high number of visitors such as council buildings libraries and other local public services as well as other places that are frequently visited by Londoners. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

I am currently working closely with boroughs and service providers to explore how best to achieve this. Borough Commanders are integral to these discussions.

MPS Proposed Contact Points (1)

Question No: 2013/0333

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

How many new contact points are proposed in your new police estate plan? How many of these have actually got an agreement in principle in place from the building's owner/landlord/occupier? Please provide a list of such agreements.

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have been made.

Proposals include bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaus in places with a high number of visitors such as council buildings libraries and other local public services as well as other places that are frequently visited by Londoners. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

I am currently working closely with boroughs and service providers to explore how best to achieve this and specifically where any new access points might be sited.

MPS Proposed Contact Points (2)

Question No: 2013/0334

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What indications have the owners/landlords/occupiers of your proposed new contact points given as to the amount of rent, or other any other charges, that they would seek from the MPS if they were to offer their premises as a police contact point?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have been made.

Proposals include bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaus in places with a high number of visitors such as council buildings libraries and other local public services as well as other places that are frequently visited such as supermarkets. I will also be piloting providing some front counter services in post offices, which I intend to be in place by July 2013.

I am currently working closely with boroughs and service providers to explore how best to achieve this.

MPS Proposed Contact Points (3)

Question No: 2013/0335

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What equipment would be available at your new police contact points, eg police computer, IT links etc? What would be the cost of providing and installing any such equipment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 9 September 2013.

The consultation of public access closed in March this year and changes are currently being made as the Local Policing Model (LPM) is rolled out.

Details of all the services offered at Contact Points can be found in the Policing and Public Access in London document published alongside the Police and Crime Plan on 25 March.

MPS Proposed Contact Points (4)

Question No: 2013/0336

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Will your new police contact points have a private space where victims can report details of crime in a private and confidential manner? Will this be a requirement when assessing the suitability of any contact point?

[The Mayor](#)

I am committed to improving public access.

The draft Police and Crime includes my public access commitment to Londoners to improve public access. This commitment includes guaranteeing all victims of crime who would like one a personal visit at an agreed time and a location of their choice.

I will also provide a number of contact points in every borough where people can access their local police. I am working closely with boroughs and service providers to explore how best to achieve this, wherever possible finding ways to co-locate and share services.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones. We will ensure that there are enough private spaces for victims.

MPS Volunteers (1)

Question No: 2013/0337

[Joanne McCartney](#)

What plans have been developed to better utilise and expand the number and training given to MPS volunteers?

[The Mayor](#)

The MPS currently has 1400 volunteers supporting police officers and staff in all 32 London boroughs. Over the last 12 months, the Met Volunteers Programme (MVP) has focused on creating roles that satisfy the organisation's objectives. During 2013-14 there will be a focus on supporting the expansion of the Volunteer Police Cadets and Public Access. The roles undertaken within the MVP have expanded and now include roles such as making calls to victims of crime and support to Reception and CCTV Visual Identification Services. These roles will see MPV expand to 1800 volunteers by March 2014.

Since early 2012, MPV undertake a Corporate Induction Day which includes Health and Safety and Manual Handling awareness. Volunteers undergo further training specific to the role they carry out.

MPS Volunteers (2)

Question No: 2013/0338

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What consideration was given to using volunteers to help staff police front counters during the current budget round?

[The Mayor](#)

Volunteers have assisted with front counters for many years. I value their contribution and intend to continue to seek their assistance and expertise within the front counter environment to enhance the customer experience.

MPS Specials (1)

Question No: 2013/0339

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding the future of local policing in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What consideration was given to using MPS special constables to help staff police front counters during the current budget round?

[The Mayor](#)

Consultation on the draft Police and Crime Plan is on-going, including proposals to improve public access and no decisions have been made.

The proposals reflect the changes in the way in which people access the police, bringing the public closer to the police and freeing up police officers from manning front counters.

MPS Special Constables have all the powers of a constable and will work predominantly alongside Safer Neighbourhood Teams providing a visible patrol presence as part of a Safer Neighbourhoods Team.

MPS Special Constables (2)

Question No: 2013/0340

[Joanne McCartney](#)

In your answer to my question on Special Constables last month. (Question No: 4194 / 2012) you stated that your pledge of 10,000 MSCs was based on their working the minimum requirement of hours in a month and that many of them are working more hours than this.

- a) What is the target number of hours you would like to see Special Constables (MSCs) working during your electoral term?
- b) Can you provide a breakdown of the amount of hours per month worked by special constables across the Metropolitan Police Service since May 2010 ?

[The Mayor](#)

- a) The MPS has not imposed a target number. MSCs are expected to work a minimum of 16 hours each month.
- b) A breakdown of MSC Officer hours worked per month since May 2010 is attached in Appendix 3.

Tottenham Police Station

Question No: 2013/0341

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Will you please reconsider plans to remove 24 hour coverage at Tottenham police station?
There are some parts of London where one 24 hour front counter is insufficient.

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going and no decisions have yet been made.

Opening hours will depend on local need and will be decided on following the consultation.

Muswell Hill Police Station

Question No: 2013/0342

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Muswell Hill police station is proposed to close. What is the proposed alternative contact point in respect to this front counter?

[The Mayor](#)

I am committed to improving public access

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no final decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other local places that are frequently visited.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Hornsey Police Station

Question No: 2013/0343

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

What was the rationale for removing the 24 hour front counter at Hornsey police station? Will you please reconsider removing the valued service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The extensive consultation of the Police and Crime Plan between January and March has dealt with these issues. The outcome of the consultation is published in the Local Police Estate and Public Access documents, including maps for each borough, which are published on the GLA website at:

<http://www.london.gov.uk/priorities/policing-crime/mission-priorities/police-and-crime-plan>.

Southgate/Winchmore Hill Police Stations

Question No: 2013/0344

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

The west of Enfield will have no permanent front counter under your proposed proposals. Will you please re-consider your proposals and retain a permanent front counter in the west of the Borough as 4 hours at 2 supermarkets is not a sufficient alternative to these valued resources?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

*

24 Hour Police Front Counter Service - Enfield

Question No: 2013/0345

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding front counter provision in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Will you please reconsider the removal of 24/7 front counter provision at Enfield Town police station? Under your new plans the only 24 hour front counter will be at Edmonton police station in the east of the borough, making it very hard for many residents elsewhere to access this service.

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

MPS Proposed Contact Points

Question No: 2013/0346

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding MPS's Estate in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

How many new contact points are proposed in your new police estate plan? How many of these have actually got an agreement in principle in place from the building's owner/landlord/occupier?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other places that are frequently visited such as supermarkets.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013.

Third Party Payments for Police Officers

Question No: 2013/0347

[Joanne McCartney](#)

How many police officers are currently paid for by third parties? Please provide a breakdown of these third parties and the number of police officers they support. Please also provide details of when these contracts are expiring and any details of whether any third party is seeking to reduce its future funding.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

MOPAC/ the MPS currently has 2,138 police officers funded or part funded by third parties. A breakdown of these third parties and the number of officers they support is detailed in Appendix 347 together with the individual contract expiry dates and any known information on whether a third party is seeking to reduce its funding.

It is important to note that either an imminent expiry date or a termination notice may not necessarily result in a reduction in future funding as some partners use these opportunities to review their current requirements.

Third Party Payments for PCSOs

Question No: 2013/0348

[Joanne McCartney](#)

How many PCSOs are currently paid for by third parties? Please provide a breakdown of these third parties and the number of PCSOs they support. Please also provide details of when these contracts are expiring and any details of whether any third party is seeking to reduce its future funding.

[The Mayor](#)

Written response from the Mayor

MOPAC/the MPS currently has 831 PCSOs funded or part funded by third parties. A breakdown is detailed in the table attached as Appendix 4. There are currently no known reductions.

It is important to note that either an imminent expiry date or a termination notice may not necessarily result in a reduction in future funding as some partners use these opportunities to review their current requirements.

PCSOs

Question No: 2013/0349

[Joanne McCartney](#)

How many PCSOs have you planned to be in the MPS up until May 2015? Please provide details by month and also detail as to where these PCSOs will be deployed?

[The Mayor](#)

On 13 January 2013, there were 2,703 PCSOs in the MPS. The 2013/14 budget predicts this will fall to 2,310 in 2013/14. The decline in numbers is being managed as far as is possible through natural turnover; including a number of PCSOs becoming police constables.

In 2015, it is anticipated that the PCSO figures will be as followed:

Local Policing Teams	=	1260
Local Authority funded	=	152 (based on current agreements)
Safer Transport	=	646
Airports	=	45

It is anticipated that there may be a further 32 Local Authority posts, but these are currently unfunded.

Borough PCSOs

Question No: 2013/0350

[Joanne McCartney](#)

How many PCSOs do you plan to have in local borough policing teams in May 2013, 2014 and 2015?

[The Mayor](#)

Under the new local policing model, each ward will have two PCSOs, one of which will be dedicated to the ward - this equates to 1260. Some boroughs will have their allocation supplemented by PCSOs funded by their local authority. This accounts for a further 152 PCSOs. This number is not expected to change between May 2013 and May 2015.

SNT bases

Question No: 2013/0351

[Joanne McCartney](#)

In your draft Police and Crime Plan you have made a number of proposals surrounding MPS's Estate and Safer Neighbourhood Teams in London. I and Londoners understand that these proposals are currently under consultation. However, Londoners need some more detail in order to be able to respond appropriately to the consultation process. Therefore can you answer the following question in as much detail as possible:

Can you please provide a list by borough of the current locations of SNT bases across London and any SNT bases that have been identified for possible closure?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

Since the draft Police and Crime Plan consultation, a large number of SNT bases have become contact points and opened to the public for the first time. Details of their location can be found in the borough documentation on MOPAC's website.

Stop & Search (1)

Question No: 2013/0352

[Joanne McCartney](#)

Is it acceptable for someone to have been stopped and searched 25 times by the MPS , especially if they have never been charged with any crime?

[The Mayor](#)

The case to which you have alluded in your question has been referred to the Independent Police Complaints Commission. I would not want to pre-judge the outcome of any investigation, but the case does raise serious questions that need to be addressed.

The Commissioner and I however remain of the view that stop and search remains a crucial tactic in keeping London safe, whilst recognising the harm it can cause when it is used without justification, unprofessionally or without clear explanation.

In February 2012 the MPS introduced a new approach to stop and search to ensure that it is more targeted, more effective and being used primarily to combat violent crime. Borough Commanders are now required to justify repeated searches of identified individuals to ensure they are proportionate, effective and intelligence led.

MOPAC monitors MPS performance on stop and search both centrally and through borough community monitoring groups. My Deputy Mayor for Policing and Crime has asked Cllr Duwayne Brooks to work with him to further enhance our existing mechanisms and improve transparency.

Stop & Search (2)

Question No: 2013/0353

[Joanne McCartney](#)

The MPS told the Police & Crime Committee last year that it was improving its training on stop and search. Can you please provide details of any changes in this training, including how many officers, PCSOs and staff who have undertaken this training? What more is the MPS planning to do to improve its record on stop & search?

[The Mayor](#)

The Met is currently top of the table for the positive outcome rate for all stop & search, which has risen from 13.6 per cent to 18.9 per cent (12/2011 to 12/2012). However, continual improvement is important and the MPS works with a range of interested parties, such as StopWatch, and has recently reviewed and revised the approach to stop and search launched in January 2012, to improve practice and ensure continued progress.

16,000 officers have now completed the e-learning package and behavioural Detection Awareness Training (designed to equip officers to better understand a person's verbal, vocal and/or physical behaviour when someone is put under stress) is currently being piloted prior to full roll out to all frontline operational officers in March 2013.

Stop & Search (3)

Question No: 2013/0354

[Joanne McCartney](#)

How many complaints have the MPS received in each of the past 5 years in relation to stop and search? Please provide any details held on the category of such complaints eg rudeness, repeated stopping?cc

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

Over the past 5 years 3,937 complaints have been received by the MPS in relation to stop and search, this represents less than 0.2 per cent of all stops and searches conducted during this period.

The table below provides details of the total number of complaints broken down according to the Independent Police Complaints Commission's categories.

- 33 per cent were for Breach of Code A (Police And Criminal Evidence Act);
- 17 per cent for Incivility;
- 16 per cent for Assault; and
- The remaining allegations were spread out over a further 19 Categories.

This information is published on the MPS website on a monthly basis as part of the Borough Support Management Information (BSMI) report (p9):

Allegations by Allegation Category						
IPCC Categories	Year Recorded					
	2008	2009	2010	2011	2012	Total
Breach Code A PACE	241	243	286	309	250	1329
Breach Code B PACE	3	1	3	2	1	10
Breach Code C PACE	11	4	6	6	4	31
Breach Code D PACE	2	1	1	1		5
Corrupt practice	3	6	1	2	2	14
Discriminatory Behaviour	63	57	53	44	59	276
Improper disclosure of information	1	2	2	3	2	10
Incivility, impoliteness and intolerance	194	138	119	112	113	676
Irregularity in evidence/perjury	8	3	4	2	7	24
Lack of fairness and impartiality	9	3	6	8	3	29
Mishandling of property	31	31	21	27	33	143
Multiple or unspecified breaches of PACE	1					1
Oppressive conduct or harassment	51	59	52	46	47	255
Other	9	6	5	2	2	24
Other assault	173	125	114	132	85	629
Other irregularity in procedure	10	11	8	6	11	46
Other neglect or failure in duty	60	56	48	49	56	269
Other sexual conduct	1		1			2
Serious non-sexual assault	1	5	3	3	6	18
Sexual assault	4	4	5	3	5	21
Traffic irregularity	1		2		2	5
Unlawful/unnecessary arrest or detention	35	22	17	19	27	120
Grand Total	912	777	757	776	715	3937

Allegations - Are an interpretation of officer/staff behaviour at the incident. The conduct alleged is categorised by IPCC Statutory Guidance into 'Categories'. There can potentially be multiple allegations on one incident. Allegations are counted against the borough of incident.

The Police and Criminal Evidence Act 1984 and the PACE codes of practice provide the core framework of police powers and safeguards around stop and search, arrest, detention,

investigation, identification and interviewing detainees.

Code A

Deals with the use by police officers of statutory powers to search a person or a vehicle without first making an arrest. It also deals with the need for a police officer to make a record of a stop or encounter.

Code B

Deals with police powers to search premises and to seize and retain property found on premises and persons.

Code C

Sets out the requirements for the detention, treatment and questioning of suspects not related to terrorism in police custody by police officers.

Code D

Concerns the main methods used by the police to identify people in connection with the investigation of offences and the keeping of accurate and reliable criminal records.

N.B

Codes A, B and D came into effect after midnight on 6 March 2011

Code C came into effect after midnight on 31 January 2008

Stop & Search (4)

Question No: 2013/0355

[Joanne McCartney](#)

You currently provide a breakdown of Stop & Search rates and arrest rates on the GLA Datastore.

Could you please provide a breakdown of Stop & Searches by ethnicity?

Please also add this Data to the GLA London Datastore

[The Mayor](#)

The table below shows the number of Stop and Searches (PACE) broken down by ethnicity.

	White	Black	Asian	Other	Unknown	Total searched (PACE)
Dec-11	16602	10604	5519	1024	92	33841
Jan-12	21612	14483	7602	1456	160	45313
Feb-12	17358	10945	5851	1119	113	35386
Mar-12	17810	12314	6306	1204	96	37730
Apr-12	14939	9798	5019	972	73	30801
May-12	14833	9695	5044	1066	83	30721
Jun-12	14016	9505	4723	906	97	29247

Jul-12	15935	10681	5421	1045	101	33183
Aug-12	14004	10532	4894	857	78	30365
Sep-12	12976	8810	4408	926	61	27181
Oct-12	14329	8813	4434	895	70	28541
Nov-12	15031	8889	4376	982	99	29377
Dec-12	12918	7634	3742	818	57	25169

Please note that these are the latest stops and searches figures, the download from the Stops database was on the 22 January 2013. Numbers are likely to increase as boroughs continue to enter stops and searches onto the database system.

Please note that this data is readily available from the Metropolitan Police Service Publication Scheme web page:

http://www.met.police.uk/foi/units/stop_and_search.htm

We are currently carrying out a consultation on the draft Police and Crime Plan. Once this is complete we will be carrying out a review of what is provided to the London Data Store in light of the finalised plan.

Stop & Search (5)

Question No: 2013/0356

[Joanne McCartney](#)

You currently provide a breakdown of Stop & Search rates and arrest rates on the GLA Datastore.

Could you please provide a breakdown of Stop & Search arrest rates by ethnicity?

Please also add this Data to the GLA London Datastore

The Mayor

The table below shows arrests rates for PACE and other searches (excluding s60) broken down by ethnicity.

	White	Black	Asian	Other	Not Stated
Dec-11	8.73%	9.10%	6.49%	10.71%	8.84%
Jan-12	8.78%	9.15%	6.53%	10.72%	8.92%
Feb-12	9.15%	10.51%	7.54%	13.04%	7.27%
Mar-12	9.24%	10.16%	8.55%	11.38%	5.56%
Apr-12	10.02%	11.49%	8.32%	10.38%	5.56%
May-12	10.58%	11.22%	7.79%	9.93%	7.59%
Jun-12	11.61%	12.48%	8.95%	12.59%	15.05%

Jul-12	11.28%	12.32%	8.71%	15.04%	9.89%
Aug-12	11.46%	12.69%	8.99%	15.88%	15.07%
Sep-12	12.03%	13.27%	8.29%	11.93%	9.84%
Oct-12	11.42%	12.82%	9.29%	14.16%	18.18%
Nov-12	11.92%	13.34%	9.15%	13.22%	13.13%
Dec-12	13.77%	14.62%	10.37%	14.55%	14.04%

Please note that the December 2012 data is the latest stops and searches figures, the download from the Stops database was on the 22 January 2013. Numbers are likely to increase as boroughs continue to enter stops and searches onto the database system.

Please note that this data is readily available from the Metropolitan Police Service Publication Scheme web page:

http://www.met.police.uk/foi/units/stop_and_search.htm

We are currently carrying out a consultation on the draft Police and Crime Plan. Once this is complete we will be carrying out a review of what is provided to the London Data Store in light of the finalised plan.

Stop & Search (6)

Question No: 2013/0357

[Joanne McCartney](#)

You currently provide a breakdown of Stop & Search rates and arrest rates on the GLA Datastore.

Could you please also provide a breakdown by month of Stop & Searches identifying the legislation that they were carried out under (eg: Sec 1 PACE, Sec 60 etc)?

Please also publish this Data on the GLA Datastore.

[The Mayor](#)

Please find attached as Appendix 5 a breakdown of stop and searches in the MPS identifying the legislation that they were carried out under.

Please note that this data is readily available from the Metropolitan Police Service Publication Scheme web page:

http://www.met.police.uk/foi/units/stop_and_search.htm

We are currently carrying out a consultation on the draft Police and Crime Plan. Once this is complete we will be carrying out a review of what is provided to the London Data Store in light of the finalised plan. My Deputy Mayor for Policing and Crime will also be working with Cllr Duwayne Brooks to further enhance our existing mechanisms.

Stop & Account (1)

Question No: 2013/0358

[Joanne McCartney](#)

Can you please provide a breakdown of Stop & Accounts by month and by ethnicity across London?

Please also publish this Data on the GLA Datastore.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

The table in Appendix 358 shows a count of Stop and Accounts, broken down by Self Defined Ethnicity description in the whole MPS area.

The data set is limited to stop and accounts only and to only those record types of:

1. Person only
2. Person and vehicle
3. Person and vessel

Please note that these are the latest figures, the download from the Stops database was on the 31 January 2013. Numbers are likely to increase as boroughs continue to enter stops and searches onto the database system.

The draft Police and Crime Plan consultation has now ended and we will be carrying out a review of what is provided to the London Datastore in light of the finalised Plan.

Stop & Account (2)

Question No: 2013/0359

[Joanne McCartney](#)

Can you please provide the arrest rate for Stop & Account by month across London?

Please also publish this Data on the GLA Datastore.

[The Mayor](#)

The Metropolitan Police Service cannot return the arrest rate for stop and account as requested as this is not recorded.

MPS Gang Trident

Question No: 2013/0360

[Joanne McCartney](#)

What are the MPS's plans for the MPS's Gang Trident initiative? Are any changes proposed under the new police and crime plan or re-profiling of the Met's workforce?

[The Mayor](#)

At this time, all pan-London investigative units and their areas of responsibility are being reviewed under the 'Met Change' programme. Once plans have been outlined, I will be in a position to share these.

Be assured that tackling gangs in London remains a key priority for me as Mayor.

MPS Sapphire

Question No: 2013/0361

[Joanne McCartney](#)

What are the plans for the MPS's Sapphire Command? Are any changes proposed under the new police and crime plan or re-profiling of the Met's workforce? Please detail any change.

[The Mayor](#)

At this time, all pan-London investigative units and their areas of responsibility are being reviewed under the 'Met Change' programme. Once plans have been outlined, I will be in a position to share these.

Be assured also that tackling rape and other forms of violence against women and girls remain a key priority for me as Mayor.

MPS Human Trafficking

Question No: 2013/0362

[Joanne McCartney](#)

What are the plans for the MPS's Human Trafficking Unit? Are any changes proposed under the new police and crime plan or re-profiling of the Met's workforce?

[The Mayor](#)

At this time, all pan-London investigative units and their areas of responsibility are being reviewed under the 'Met Change' programme. Once plans have been outlined, I will be in a position to share these.

Be assured that human trafficking and prostitution, along with other forms of Violence Against Women and Girls, remain a key priority for me as Mayor.

Phone Hacking Investigations

Question No: 2013/0363

[Joanne McCartney](#)

Can you please list the number of police officers involved in the various MPS investigations associated with phone hacking? How many officers have been suspended and/or removed from these investigations due to concerns about their integrity?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Number of police officers involved in investigations

The numbers vary month on month but currently there is a budget for a total of 165 police officers for the financial year 2012/13. The table below shows the current allocation between the investigations.

Operation	Police Officers
Weeting	77
Elveden	61
Tuleta	18
Appleton	9
Totals	165

Number of police officers suspended and/or removed from investigations

Three people have been removed from Operation Weeting:-

- A Detective Constable is suspended. An investigation by the Directorate of Professional Standards originally looked at criminal allegations however the matter is now being dealt with by way of misconduct.
- A second Detective Constable was removed and suspended but resigned from the MPS prior to any disciplinary sanction being imposed.

One member of police staff has been removed from Operation Weeting and given a final written warning following an allegation of discreditable conduct whilst off duty.

Stationary Motor Vehicle Offences

Question No: 2013/0364

[Joanne McCartney](#)

A resident has raised concern over a risk of confusion and miscommunication between TfL, the Metropolitan police and the DVLA when it comes to prosecuting stationary motor vehicle offences. The resident suggests that all stationary motor vehicle offences should be dealt with by one organisation to avoid confusion. What is your view on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I would like to maximise the use of police officers for fighting crime rather than enforcing traffic regulations of this nature. We are therefore keen to see local authorities and TfL deal with most traffic violations. Serious offences which may involve arrests will always require police involvement.

Police bicycle clothing

Question No: 2013/0365

[Joanne McCartney](#)

I am pleased to hear that a vacancy in the Tottenham Hale Safer Neighbourhood Team has been filled recently. However, I have been informed by a local residents group that there has been a freeze on the budget and the Safer Neighbourhood Team is unable to equip the new officer with the appropriate uniform to be able to use the bicycles which are a necessity in Tottenham Hale. Do you think that it is acceptable that we cannot provide our officers with the equipment needed to perform their duties?

[The Mayor](#)

As part of proposals to deliver significant savings over the next three years a freeze had been placed on the ordering of new cycle uniforms. This has now been lifted, although the need to ensure economy remains.

If a borough identifies a clear operational need, cycle uniform and training will be provided.

Junction safety at Milton Grove /A406

Question No: 2013/0366

[Joanne McCartney](#)

Residents are concerned about safety at this junction and have reported recent accidents to myself and TfL. TfL had previously promised to consider any measures once the A406 scheme had been completed and to monitor the situation. What action is being planned to improve safety at this junction?

[The Mayor](#)

Since the completion of the Bounds Green Scheme in March 2012, TfL has been monitoring its operation. Concerns were raised by local residents regarding the junction of the A406 with Milton Grove, and in June 2012, TfL implemented a number of further measures including:

- A wider 'Keep Clear' area with width increased from 5m to 12m to provide better visibility to drivers turning right from the A406 into Milton Grove
- 'SLOW' marking on each lane to caution drivers approaching the junction
- Warning lines between the lanes on the approach to the junction

TfL is now investigating further changes to this junction as these additional measures have had only a partial impact in terms of addressing residents' concerns. One proposal is to realign the kerb to narrow the crossing distance of right turning vehicles. This measure would shorten the left turning lane to Bowes Road and the straight ahead lane to Wilmer Way, and the traffic impacts of this approach are currently being investigated.

Subject to the successful completion of this investigation, a temporary application of this measure is planned in February 2013, to test the proposal.

Metropolitan Police Wildlife Unit

Question No: 2013/0367

[Joanne McCartney](#)

Funding for the Metropolitan Police Wildlife Unit comes to an end in March 2013. What action are you taking to prevent the closure of the only force-level wildlife unit in the UK?

[The Mayor](#)

This is incorrect. The MPS currently allocates £142,514 to the Unit. This is supplemented by £100,000 per annum from the World Society for the Protection of Animals (WSPA). This has enabled the Unit to increase its strength by two additional posts. The MPS is bound by a contract with WSPA to fund three MPS posts in the Unit to 31st March 2014 when the position will be reviewed.

Fire Cuts in Enfield

Question No: 2013/0368

[Joanne McCartney](#)

How many fire fighters will be cut in Enfield as a result of your cuts to the fire service? Please provide details of current levels and planned levels over the next three years.

[The Mayor](#)

The London Fire Brigade plans emergency cover on a London-wide basis, and fire engines will be mobilised from any station to deal with emergency incidents. The proposals within the draft London Safety Plan include the alternate crewing of the urban search and rescue modules (USAR). Edmonton is USAR location and this change in crewing would mean there would be eight fewer firefighter posts in Enfield.

Fire Cuts in Haringey

Question No: 2013/0369

[Joanne McCartney](#)

How many fire fighters will be cut in Haringey as a result of your cuts to the fire service? Please provide details of current levels and planned levels over the next three years.

[The Mayor](#)

The London Fire Brigade plans emergency cover on a London-wide basis, and fire engines will be mobilised from any station to deal with emergency incidents. There are no proposals in the Plan which impact directly on fire stations located in the London Borough of Haringey.

Safer Transport Teams (1)

Question No: 2013/0370

[Joanne McCartney](#)

Will London's safer Transport Teams see a reduction in Funding over the next three financial years?

If so please outline the specific reductions.

[The Mayor](#)

The TfL Business Plan provisions maintain current levels of TfL funding for the Safer Transport Command, which includes Safer Transport Teams.

Safer Transport Teams (2)

Question No: 2013/0371

[Joanne McCartney](#)

Will London's Safer Transport Teams see any change in their staffing levels over the next three financial years?

[The Mayor](#)

There are currently no plans to change the level of uniformed officers in Safer Transport Teams.

TfL FOI disclosure

Question No: 2013/0372

[Joanne McCartney](#)

I note that TfL's FOI disclosure log has not been updated since July 2011. Could you please provide the full details of the information request referred to in this BBC article published on the 18 January 2013 "London night buses see '50% crime rise'" <http://www.bbc.co.uk/news/uk-england-london-21013108> and also ensure that this information is provided on the TfL website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

I will arrange for you to be sent copies of the replies to the two FOI requests which formed the basis for the BBC article. TfL publishes comprehensive information about crimes committed on buses in the quarterly Crime Statistics bulletin

<http://www.tfl.gov.uk/assets/downloads/corporate/crime-and-antisocial-behaviour-web-bulletin-q2-2012-13.pdf> and on the London Dashboard

<http://data.london.gov.uk/dashboard-summary/crime>.

The recent media headlines reporting a 50 per cent increase in crime on night buses are incorrect, as the 2011/12 figures show there was a 15 per cent increase compared with 2009/10. Overall, crime on the bus network at night has seen around a 10 per cent reduction since 2007/8, even with ridership increasing over this time. TfL and its policing partners remain focussed on driving crime down even further.

TfL responded to more than 2,500 FOI requests in 2011/12 and publishes information in line with the Secretary of State's Code of Recommended Practice on Data Transparency. The disclosure log will be removed from the TfL website because, given the high volume of requests, it is now unfeasible to keep it updated. TfL is making this change in accordance with new guidance from the Information Commissioner, in recognition that TfL regularly publishes information on its website.

Vehicle Pollution

Question No: 2013/0373

Murad Qureshi

I have recently been asked by a London a resident to put the following question to you:

'Given that air pollution is a definite cause of lung and probably bladder cancer and causes at least 4000 premature deaths in London each year, what is the mayor doing as a matter of urgency to combat vehicle pollution at source? Why are there so many buses and taxis clearly breaching emission standards seemingly without reproach?'

Could you confirm that vehicle pollution is a cause of the disease referred to and, if so, what you are doing to tackle the problem?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 13/03/13.

I am well aware of this issue and in fact commissioned the work to estimate the 4,000 premature deaths figure. TfL and the GLA have an array of measures under way to tackle this. My Air Quality Strategy sets out a range of measures to reduce harmful pollution from road transport in London (<http://www.london.gov.uk/publication/mayors-air-quality-strategy>). Further information is given in MQ 1994/ 2012.

Fuel Poverty (1)

Question No: 2013/0374

Murad Qureshi

How many fuel poor households have been treated under the RE:NEW programme to date?

The Mayor

The number of fuel poor households that have been treated under RE:NEW will be assessed as part of the report into delivery of Phase 1.

Furthermore I have recently been successful in obtaining more than £5.3 million funding from the Department of Energy and Climate Change (DECC) for installing energy efficiency measures in fuel poor residents' homes.

Fuel Poverty (2)

Question No: 2013/0375

[Murad Qureshi](#)

Have you been successful in your bids to the Department of Energy and Climate Change's new Fuel Poverty fund and Green Deal Pioneer Places fund? If so, how much funding has been secured and over what period must these funds be spent?

[The Mayor](#)

Yes. The GLA has, in partnership with 18 boroughs and the delivery agents, successfully obtained £5,627,342 funding from the Department for Energy and Climate Change (DECC). The total funding is split into two elements: £5,360,421 for the delivery of heating and insulation measures for fuel poor residents and £266,921 under the Green Deal Pioneer Places fund to:

- Trial delivery of Green Deal in owner-occupied properties and test approaches to creating awareness of the Green Deal.
- Develop processes for dealing with planning applications which can be implemented consistently across all boroughs enabling faster delivery of Green Deal and ECO funding.
- Develop a specification for a Programme Delivery Unit that will play a key role in creating and enabling delivery of a pipeline of domestic retrofitting activity in London in 2013/14.

RE:NEW Evaluation

Question No: 2013/0376

[Murad Qureshi](#)

In December 2012 you stated (Question no. 4252/2012) the publication of the RE:NEW evaluation report is to be delayed from its originally stated publication date of November 2012. Can you please give a new definitive date for when this report will now be issued?

[The Mayor](#)

We will publish an evaluation of the RE:NEW home energy efficiency programme by the end of February 2013.

Environment Publications

Question No: 2013/0377

[Murad Qureshi](#)

The 'Environment' section of the Mayor's publications webpage suggests that - for the first time since the GLA came into existence - the Environment Team published no reports across the whole of the year 2012. Is this correct? Could you also please provide a list of reports the Environment Team are currently scheduled for publication in 2013 and when?

[The Mayor](#)

This is incorrect. Having published four environmental strategies in 2011, my Environment Team have been focussed on delivering them and ensuring that environmental programmes secure jobs and investment in London. Nonetheless, in 2012, they published reports which are all available on the Environment web pages in different sub-sections, which reflect their relevant areas.

Additional reports will be published throughout 2013, with details available closer to their release date.

Transport for London Environmental Report 2012

Question No: 2013/0378

[Murad Qureshi](#)

When is Transport for London's environment report for 2012 going to be published?

[The Mayor](#)

TfL published its 2012 Health, Safety and Environment Report in October 2012. It is available on the TfL web site at: <http://www.tfl.gov.uk/corporate/about-tfl/investorrelations/1458.aspx> or <http://www.tfl.gov.uk/corporate/about-tfl/publications/1478.aspx>

Transport for London Energy Supply

Question No: 2013/0379

[Murad Qureshi](#)

With reference to MQ 4240/2012, can you detail exactly what proportion of TfL's electricity currently comes from "local, directly sourced electricity from low carbon generators in London" and how many "Power Purchase Agreements to source energy directly from low carbon generators outside of London" does TfL (a) currently have in place and are (b) actively negotiating?

[The Mayor](#)

The work described in my answer to your question MQ 4240 /2012 is ongoing. TfL is currently negotiating with three low-carbon electricity suppliers in London, but is not yet sourcing electricity from any Power Purchase Agreements (PPA) arrangements. The Government Procurement Service continues to develop a mechanism that would allow authorities to enter into PPAs directly with electricity suppliers.

Hydrogen Fuel Cell Electric Vehicles

Question No: 2013/0380

Murad Qureshi

Can you please tell me how much budget has been allocated to Stage 2 of the procurement of Hydrogen Fuel Cell Electric Vehicles as Passenger Cars?

The Mayor

No GLA budget has been allocated to Stage 2 of the procurement of Hydrogen Fuel Cell Electric Vehicles as Passenger Cars. Up to £1.4 million of European JTI funding has been made available. This will need to be match funded by end users.

The GLA as a named partner in the Hydrogen Transport in European Cities (HyTEC) project is leading a task to identify end users for the vehicles.

RE:FIT (1)

Question No: 2013/0381

Murad Qureshi

Can you please provide details of the RE:FIT Schools initiative?

The Mayor

The RE:FIT programme has just completed delivery of a pilot programme as part of the Olympic Development Authority's (ODA) work to ensure a legacy from the Olympics. As part of this programme we installed energy efficiency measures in 12 schools within the ODA region, with an expected saving of more than 20 per cent on the schools' energy bills.

We are now working with the Department of Energy and Climate Change (DECC) and the Department for Education (DfE) to expand this programme and deliver energy savings in more schools across London. An announcement on this is expected in February once details are complete and approvals are in place.

RE:FIT (2)

Question No: 2013/0382

Murad Qureshi

On 25 January 2012 the Mayor issued a press release saying "Hundreds of jobs are set be created and millions of pounds saved for the taxpayer thanks to the Mayor's programme to make public buildings more energy efficient". Please state (a) how many public buildings have accessed measures through RE:FIT, (b) which companies are delivering energy efficiency measures to these buildings, (c) how many new jobs have been created and (d) how much money has been saved?

The Mayor

(a) To date, 111 buildings have been retrofitted (near completion) using the RE:FIT Programme.

(b) The companies delivering the energy efficiency measures through RE:FIT are Balfour Beatty, E.ON, Mitie, Cofely and EDF.

(c) With over £13 million invested in energy efficiency measures across the 111 buildings, I have estimated that more than 230 jobs have been created.

(d) Measures installed across these 111 buildings are saving over £2.1 million per year on energy bills for public sector organisations.

LED Traffic Lights

Question No: 2013/0383

Murad Qureshi

What progress has been made against your target of fitting LEDs to 300 traffic lights by 2012?

The Mayor

The Extra-Low Voltage (ELV) contract came into place on 1 September 2012. There are currently 586 traffic signal units that have LED technology.

RE:CONNECT

Question No: 2013/0384

Murad Qureshi

Can you please provide details of the RE:CONNECT programme's budget for the year's 2010/11, 11/12, and 12/13? When will an evaluation report of the programme be published?

The Mayor

The programme's budget was £500,000 in 2009/10, £1.21 million in 2010/11 and £1.15 million in 2011/12. We are looking to produce a short evaluation report in spring 2013.

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Transparency (1)

Question No: 2013/0385

Murad Qureshi

Building on the Mayor's commitment to ensure that the GLA's work is more transparent to Londoners, please list all current working groups and panels the Mayor has constituted? Can he also set up separate webpages for each of these groups and publish meeting agendas, minutes and other all other papers discussed? Can he inform the Assembly when all such web pages have been established?

The Mayor

In line with my commitment to openness and transparency we already publish, on dedicated web pages, agendas, papers (except where an exemption under the Freedom of Information Act applies) and minutes for significant GLA boards and panels, as follows:

1. The Investment & Performance Board: www.london.gov.uk/who-runs-london/greater-london-authority/ipb/housing-investment-group;
2. The Housing Investment Group: www.london.gov.uk/who-runs-london/greater-london-authority/ipb/housing-investment-group;
3. Homes for London: www.london.gov.uk/homesforlondon;
4. London Enterprise Panel (LEP):
www.london.gov.uk/moderngov/ieListMeetings.aspx?CId=245;
5. The LEP's Skills & Employment Working Group:
<http://www.london.gov.uk/moderngov/ieListMeetings.aspx?CId=253>

I have not delegated decision making powers to these groups. Decisions therefore continue to be made - and details made available via - the Mayoral and Director Decision processes.

Transparency (2)

Question No: 2013/0386

[Murad Qureshi](#)

Building on the Mayor's commitment to ensuring that the GLA's work is more transparent to Londoners, please provide a list of all GLA publications currently scheduled for release in 2013, including their planned date of publication?

[The Mayor](#)

We do not have a definitive list of all GLA publications scheduled for release in 2013. However, as you are aware, all publications are published on the GLA website.

Transparency (3)

Question No: 2013/0387

[Murad Qureshi](#)

Building on the Mayor's commitment to ensuring that the GLA's work is more transparent to Londoners, similar to Government departments, please publish on the GLA website on a monthly basis all external meetings undertaken by all Deputy Mayors and Mayoral Advisors?

[The Mayor](#)

Please see my response to MQ 4251 /2012.

Nuclear Power

Question No: 2013/0388

[Murad Qureshi](#)

The Mayor has recently highlighted the astronomical costs associated with dealing with this country's nuclear power's waste legacy - currently estimated at over £100 billion. New nuclear power stations being built in France, Finland and the US are all now facing considerable cost overruns and delays in being built. What is the Mayor's view in relation to a generation of new UK nuclear plants and their role in securing London's future energy supplies?

[The Mayor](#)

Nuclear power, as a zero carbon energy source, should play an important role in the UK's grid mix as we seek to reduce our carbon emissions. I am pleased that, unlike the previous government, the Coalition is progressing with a new generation of nuclear power stations.

Low Carbon Prize

Question No: 2013/0389

[Murad Qureshi](#)

Will the Mayor be awarding a further Low Carbon Prize this year? Can he report on progress of last year's winner?

[The Mayor](#)

Yes, I will deliver on my manifesto commitment to continue the Low Carbon Prize.

The 2012 Kingston University prize winners are currently working with last year's sponsor Berkeley Group to develop their idea.

South London Healthcare Trust consultation I

Question No: 2013/0390

[Murad Qureshi](#)

Where is your response to the Trust Special Administrator's consultation into the future of the South London Healthcare Trust published?

[The Mayor](#)

It is published on the main health page on: <http://www.london.gov.uk/publication/mayors-response-south-london-healthcare-trust-consultation>.

Shaping a healthier future - Ambulance journey times

Question No: 2013/0391

[Murad Qureshi](#)

In answer to question 3901 / 2012 you advised that average journey times for patients travelling in blue light conditions is expected to increase by 36 seconds - from 11.4 to 12 minutes. What is the change in maximum blue light journey time anticipated to be for these journeys?

[The Mayor](#)

I understand from the NHS in London that it is not anticipated that any resident will experience an increase of more than 7.4 minutes for a blue light journey, and that the maximum total journey time by blue light ambulance for anywhere in north west London is 30 minutes or less.

Assessment of Urgent Care Centres

Question No: 2013/0392

[Murad Qureshi](#)

As the London Health Improvement Board will not be expected to assess the effectiveness of Urgent Care Centres compared to A&E (answer to 3902 / 2012) can you advise who will be expected to make this assessment of healthcare across London?

[The Mayor](#)

I understand that local clinical commissioning groups and providers will be expected to ensure NHS services effectively meet local patient need.

I also understand that the NHS Commissioning Board will be reviewing the model of urgent and emergency services in England, with clinical commissioning groups, to develop a national framework offer to help commissioners ensure high-quality, consistent standards of care across the country.

South London Healthcare Trust consultation II

Question No: 2013/0393

[Murad Qureshi](#)

Are you disappointed that the Trust Special Administrator has taken so little notice of the many requests to keep Lewisham A&E open and has confirmed his recommendation to the Secretary of State that it should be closed?

[The Mayor](#)

I have continually sought assurances from government that any changes to services at Lewisham Hospital will improve healthcare for local people and clinical outcomes will not be affected. I am pleased the Secretary of State for Health has listened to local people's concerns and has decided to retain 24/7 A&E cover, albeit on a smaller scale. I have reiterated to the Secretary of State the need to ensure the changes at Lewisham Hospital proceed in a manner which minimises health inequalities and ensures vulnerable groups are not disproportionately disadvantaged.

Life expectancy in Westminster

Question No: 2013/0394

[Murad Qureshi](#)

The disparity in life expectancy between the richest and the poorest in LB Westminster continues to rise (17 years for men). Clearly the recent programmes to address this have not worked so far, so what will you be doing differently in future to narrow this gap?

[The Mayor](#)

As referenced in MQ 4297/ 2012, reducing health inequalities requires coordinated action across a range of areas over a period of time.

Commissioning the Institute of Health Equity (the Marmot team) is an example of work that supports London boroughs develop new processes to reduce the gap in life expectancy. I will continue to work with London boroughs and other partners to deliver the Health Inequalities Strategy and complement local activity through pan London health programmes. In addition, my health team is in discussion with Public Health England including the new Regional Director for London regarding our future joint working relationship.

Impact of closing A&E departments in north west London

Question No: 2013/0395

[Murad Qureshi](#)

Regarding questions 3727 / 2012 and 4298 / 2012 concerning the impact of closing four out of nine A&E departments in north west London, may I please have a copy of your team's review of the Equalities Impact Assessment? When will this be completed?

[The Mayor](#)

Yes, I would be happy to share my Health Team's analysis of the NHS North West London 'Shaping a Healthier Future' Equality Impact Assessment (EIA). The analysis shows that the EIA is generally robust, and has enabled NHS North West London to fulfil its Equality Duty. In addition, I received a comprehensive response from Dr Anne Rainsberry, Chief Executive of NHS North West London, after my meeting with Dr Onkar Sahota on 30 October, which addressed many of the questions raised by our analysis of the EIA.

Health initiatives from New York

Question No: 2013/0396

[Murad Qureshi](#)

Following Edward Lister's fact-finding mission to New York, have you decided to adopt any of Mayor Bloomberg's health initiatives in London?

[The Mayor](#)

New York has taken forward a number of important health initiatives under Mayor Bloomberg's leadership. My team and I are looking at these closely to see how we might build on this important work in a way that is appropriate for London. However, it is important to note the differences in responsibilities of the two mayoralties.

I will continue to work with partners in London's public health system in the coming year, including London's boroughs and Public Health England, to build on the valuable progress we have made via the London Health Improvement Board to tackle some of London's key health challenges.

Informed choices on fast food calories

Question No: 2013/0397

[Murad Qureshi](#)

In answer to my question 4299 / 2012 on fizzy drinks you replied that: 'It is important therefore that food manufacturers and retailers provide a wide choice of healthy options, with the information to help Londoners make informed choices.'

Do you think fast food outlets in London should provide information on the calorific content of each menu item, as Mayor Bloomberg has insisted in New York in the battle against obesity?

[The Mayor](#)

Many of London's fast food restaurants chains are already providing information on the calorie content of menu items, as part of their commitment to the Government's Responsibility Deal. It should, of course, be up to consumers to make their own choices.

Olympic legacy for health

Question No: 2013/0398

[Murad Qureshi](#)

How do you intend to use the legacy of the 2012 Olympic Games to improve Londoners' health?

[The Mayor](#)

I'm supporting the Cabinet Office to deliver Get Set in London, a programme aimed at increasing the number of young Londoners involved in everything from sports science to physical activity. Through the programme schools can access a range of free resources for 3-19 year olds that support students to explore the Olympic values of friendship, respect and excellence, and the Paralympic values of courage, determination, equality and inspiration. In addition, my officers are working with partners to develop a delivery plan and targets to realise the ambitions of the Legacy Corporation's Sport and Healthy Living Policy. I am investing significantly in a variety of programmes through my ongoing Sports Legacy Programme aimed at raising participation, tackling inactivity and thereby helping to improve health across London. My health team is also part of the 2012 Olympic and Paralympic Sexual Health Management Group, sharing Games time learning to support sexual health planning going forward.

Crystal Palace Sports Centre

Question No: 2013/0399

[Murad Qureshi](#)

The location of the National Sports Centre deep in Crystal Palace Park makes the walk there through the park feel unsafe and deters pedestrians from using the facilities there, especially after dark. Will you make representation to L B Bromley to provide secure, well-lit walkways from park entrances to the Sports Centre?

[The Mayor](#)

The GLA is working with LB Bromley as a member of the Crystal Palace Executive Project Board and this is considering enhancements to the park to improve the environment for park visitors.

Cuts to emergency services

Question No: 2013/0400

[Murad Qureshi](#)

As you cut fire and police stations, the London Ambulance Service cuts frontline staff and you remain silent while the NHS closes A&E departments across London, how can Londoners have any confidence anyone will come when they need an emergency service?

[The Mayor](#)

Londoners should have full confidence in their emergency services. These changes, which are absolutely necessary, will deliver sustainable service improvements.

Leftover food at City Hall

Question No: 2013/0401

[Murad Qureshi](#)

Sadly, there is a growing need for food banks across London as more Londoners experience food poverty. What happens to leftover food from the cafe at City Hall each day, and leftover food from receptions held in the building? How much is distributed to feed people in need?

[The Mayor](#)

The catering contract at City Hall has a key performance indicator that stipulates that no more than 3 per cent food waste will be produced in the café. The current level is around 2.6 per cent, which is achieved by careful menu planning and production control based on previous sales statistics. Therefore, there is very little leftover food in this area.

Food produced for receptions is made to order and so is generally consumed in its entirety. In the unlikely event of over-production this food is either added to the menu directly in the café or incorporated into either soups or sandwich fillings.

Careful stock control and rotation ensures that no uncooked dried or tinned foods go to waste.

'Plebgate' investigation (1)

Question No: 2013/0402

[Murad Qureshi](#)

Why does it take 30 officers to investigate the allegation against the Met in 'Plebgate'?

[The Mayor](#)

The allocation of police officers to any single investigation is an operational matter for the Commissioner to decide.

'Plebgate' investigation (2)

Question No: 2013/0403

[Murad Qureshi](#)

It has been reported that the 'Plebgate' investigation will consume 3000 hours of quizzing 800 police officers. Why has this been necessary when there are in essence very few potential suspects?

[The Mayor](#)

The allocation of police officers to any single investigation is an operational matter for the Commissioner to decide.

Escalators at Paddington Station

Question No: 2013/0404

[Murad Qureshi](#)

Why is it that the escalators which go down to the Bakerloo line at Paddington Station are "out of service" so regularly? When can we expect them to be repaired permanently?

[The Mayor](#)

London Underground's escalators are heavy duty machines which operate for over 20 hours per day, 364 days a year. Each machine is designed with a 30+ year lifespan, with intermediate refurbishments and/or renewal of components scheduled approximately every seven and a half years. However, these refurbishments are undertaken based on the condition of each particular machine which means they can be moved forward or back from the scheduled 7.5 year date if required.

There are two escalators at Paddington (Bakerloo) station and both are very heavily used. They are situated close by one another, so in order to ensure the safety of passengers TfL can only undertake major repair work in the event of a fault when the station is closed, extending the time that a faulty escalator must be kept out of service. TfL plan to begin work to refurbish both escalators from January 2016.

The Crossrail works at the station will provide an additional two escalators and a lift from the Crossrail platforms to the Bakerloo line. These works should be completed by 2018.

Proposed closure of police stations

Question No: 2013/0405

[Murad Qureshi](#)

The draft MOPAC/MPS Estate Strategy 2013-2016 makes reference to Stations and front counters 'proposed for closure'. Can you define exactly what this means in relation to the status of these estates, for example, does it infer that these sites are up for sale now or will be sold in the near or foreseeable future?

[The Mayor](#)

I am committed to improving public access

Consultation on the draft Police and Crime Plan and estates strategy including proposals to improve public access is on-going.

To reflect the changes in how the public meet the Police the proposals include plans to close 65 front counters, with a further 71 staying open. This will include a 24/7 station in each borough. Details of those properties where it is proposed the front counter is closed and those where it is proposed the front counter will remain open are detailed in the estates strategy and relate to front counter closures only NOT the building. In some cases there will no longer be a need for the building if the front counter closes, but in other cases the building may remain in MPS use.

Thames Estuary and Stansted Airport expansion

Question No: 2013/0406

[Murad Qureshi](#)

Since you are now considering the option of expanding Stansted airport in order to increase airport capacity, is this an indication of your flagging enthusiasm for an airport in the Thames Estuary? Is it also an admission that the pursuit of this idea was a waste of time and money?

[The Mayor](#)

No.

My position on airport capacity is very clear. The UK needs a new, effective, hub airport and space and environmental constraints dictate this cannot be at Heathrow.

I am not wedded to any one location as to where this capacity should be provided. Indeed I launched a consultation earlier this month (www.tfl.gov.uk/aviation) seeking a broad cross-section of views about the criteria that need to be applied in determining the optimal location. Based on work undertaken to date, options at Stansted and the Inner and Outer Thames Estuary appear most promising and warrant further technical analysis, alongside any other options that might emerge following application of the criteria. This detailed analysis will form the basis of my submissions to the Davies Commission over the coming year.

Signal box at Edgware Road tube station

Question No: 2013/0407

[Murad Qureshi](#)

As part of the programme of events to mark the tube's 150 years, will you commit to replacing the signal box at Edgware Road tube station which dates back to the 1920's and is situated along the oldest part of the tube between Paddington & Farringdon?

[The Mayor](#)

The signal box at Edgware Road tube station will be replaced as part of London Underground's upgrade of the Sub-surface Railway (the Circle, District, Hammersmith & City and Metropolitan lines). This is due for completion by 2018.

Baker Street tube station platform 5 water damage

Question No: 2013/0408

[Murad Qureshi](#)

In the year when we celebrate 150 years of the tube, when can we expect platform 5 at Baker Street station to be repaired of the damage which it endures as a result of chronic water penetration?

[The Mayor](#)

TfL has just begun a series of works at Baker Street station to repair the damage you refer to and to improve other parts of the station. The work will include the following:

- Installation of additional lighting along with replacement of existing lighting where necessary.
- Repairing and deep cleaning the floors, ceilings, walls, columns and canopies.
- Complete replacement of floor tiling on platforms 1-4.
- Improvements for visually impaired customers - additional tactile paving where necessary and more prominent highlighting of stairs and columns.
- Replacement of the canopy glazing on platforms 1-4 along with the replacement of some suspended ceilings throughout the station.

TfL will also repair the water damage to platform 5.

TfL expects all elements of the work to be completed by December 2015, and there will be no impact on the normal operation of the station while the work is carried out.

Earls Court station control centre

Question No: 2013/0409

[Murad Qureshi](#)

In the year when we celebrate 150 years of the tube, when can we expect the control centre at Earls Court station dating back to the 1960's to be replaced? This is a much needed repair in order to improve the service on both the District and Piccadilly line services.

[The Mayor](#)

The Earls Court control room will be replaced as part of London Underground's upgrade of the Sub-surface Railway (the Circle, District, Hammersmith & City and Metropolitan lines). This is due for completion by 2018 and includes a new integrated control centre for the lines at Hammersmith.

In the meantime the District line service-control functions have already relocated from Earls Court to the more modern facility at Baker Street.

It is currently planned that the Piccadilly line service control functions would also be moved to the new Hammersmith control centre once completed. The Piccadilly line has an excellent reliability record despite its ageing assets; however, it is vital that we also secure funding for the wider upgrade of the line, including its signalling system, to ensure it can continue to offer a consistently reliable service and to cater for the growth in demand, over the coming decades. London Underground outlined their far reaching plans to meet my commitment to reduce tube delays by a further 30 per cent by the end of 2015. I remain committed to go further, putting improving customers' journeys at the heart of London Underground's work.

Public House Closures in London (1)

Question No: 2013/0410

[Murad Qureshi](#)

Since 2010, how many public houses have closed across Greater London?

[The Mayor](#)

The GLA does not hold records of public house closures.

Public House Closures in London (2)

Question No: 2013/0411

[Murad Qureshi](#)

It has recently been reported that 10 pubs in west London alone have been converted to local supermarkets. What are you doing to help counter what appears to be the prolific loss of public houses across Greater London particularly to supermarkets chains?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

Public houses can be an important focus and entertainment venue for local communities and I am aware that a number of such facilities have disappeared. The London Plan (paragraph 4.48) recognises that the availability of local shops and services (including public houses) is important in securing lifetime neighbourhoods. Boroughs may take this policy further to resist the loss of local pubs where this is deemed appropriate and based upon local circumstances. The planning tools available are limited due to the operation of the Use Classes Order which allows conversions of pubs into shops, banks and cafes without need for planning permission. Even if this were not the case, there are limits to the extent that planning could ensure a pub remains open, as this is an issue influenced by wider social trends and questions of national taxation over which I have no control.

Future of LHIB (2)

Question No: 2013/0412

[Onkar Sahota](#)

Given that LHIB will not receive statutory status under the Care and Support Bill, does the Mayor still believe that the GLA has a role in the delivery of Public Health in London?

[The Mayor](#)

I believe that the work of the GLA Group can influence the health of Londoners. As such I will continue to work with NHS and borough partners who have statutory responsibility for delivering public health initiatives in London.

I'll continue to deliver priority activities identified in my Health Inequalities Strategy. In addition my officers and I are actively involved in ongoing discussions with London's key health players about what role the GLA plays. This includes discussions about a possible new board, provisionally being called the London Health Board.

Future of LHIB (3)

Question No: 2013/0413

[Onkar Sahota](#)

Given that DoH funding for LHIB will conclude at the end of the financial year, and that London Councils have agreed up to £750,000 over the next three years, what financial contribution will the Mayor be making to LHIB in order to deliver on his statutory responsibility to tackle health inequalities?

[The Mayor](#)

I am aware that London borough Leaders have earmarked up to £750,000 funding over the next 3 years in the London Councils budget, to cover the local government contribution to funding a support function for a proposed new, strategic health board. I understand their commitment is subject to finalisation of plans for a new board and agreement of contributions from other partners. My officers and I are actively involved in ongoing discussions with partners about what resources the GLA might be able to contribute to the work of this board.

Future of LHIB (4)

Question No: 2013/0414

[Onkar Sahota](#)

Is it the Mayor's intention that the secretariat for LHIB will remain within the GLA?

[The Mayor](#)

No. It is expected that the secretariat for the proposed new London Health Board will be managed within London Councils.

Future of LHIB (5)

Question No: 2013/0415

[Onkar Sahota](#)

What arrangements are in place for the immediate future delivery of LHIB's projects in alcohol, cancer, childhood obesity and data sharing in the next financial year?

[The Mayor](#)

My officers and existing LHIB delivery partners are having a number of ongoing, productive discussions with a range of agencies who might be possible 'homes' from April to ensure this work continues where appropriate.

Future of LHIB (6)

Question No: 2013/0416

[Onkar Sahota](#)

Does the Mayor agree with London Councils that LHIB's remit should be broadened into a London Health Board, to include broader issues of significance on a pan-London basis, such as supporting London's healthcare economy

[The Mayor](#)

The NHS in London, London Councils and I have taken the opportunity afforded by the current period of transition to re-examine what form of strategic leadership for health would be most effective for London. Since LHIB was established, the Government has decided not to put it on a statutory footing, and major changes within the NHS and public health systems have been initiated.

My officers and I are therefore actively involved in ongoing discussions with partners, including on a potential new board, provisionally called the London Health Board, that could build on the learning from LHIB and take advantage of opportunities presented by the health transition to have a wider remit.

The remit of a new board could seek to improve healthy life expectancy, reduce inequalities and promote London's life sciences sector by providing strategic leadership on health issues of pan-London significance, where this adds value at local level.

TfL Tenants at Northwood Station (1)

Question No: 2013/0417

[Onkar Sahota](#)

What plans do TfL have for the redevelopment of land surrounding Northwood Station in my constituency?

[The Mayor](#)

TfL regularly reviews its property portfolio to ensure it is getting the best use and value from it in order to support its transport operations.

TfL is in active discussion with the local council and with developers at this site.

However, no decision has been made on the future use of the land. If a planning application is made, it will of course be subject to the usual public consultation process.

TfL Tenants at Northwood Station (2)

Question No: 2013/0418

[Onkar Sahota](#)

My constituents who own businesses in the properties owned by TfL around the Northwood Station have had no response to their concerns about the future of their businesses and leases. Will the Mayor assist me in securing a meeting with the senior officers at TfL to meet with me and a delegation of business tenants of TfL owned property around Northwood Station to discuss their ongoing concerns, including any plans to redevelop TfL owned land?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

No decision has been made regarding the future use of this land. I have asked TfL's Head of Property to meet with you and the business tenants to discuss your concerns.

Ealing Police Station

Question No: 2013/0419

[Onkar Sahota](#)

The recently published MPS Occupied Properties annex lists Ealing Police Station as being retained, with the suggestion that its front desk be relocated to Percival House. Does the MPS intend to retain 67-69 Uxbridge Road as an operational station without a front desk service, or is the building set to be sold?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access are still on-going and no decisions have yet been made. We are reviewing the whole of the MPS's estate and cannot yet say what will happen to this property.

Building on Green Belt in Hillingdon

Question No: 2013/0420

[Onkar Sahota](#)

Have pre-planning discussions taken place with the London Borough of Hillingdon in regards to their plan to build a three form primary school over Lake Farm Country Park and Botwell Green, designated Green Belt land within my constituency.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

My officers provided some informal comments to Hillingdon regarding the proposed school. I have since provided my initial comments on the application, which you will be aware of.

Rail Franchises in Ealing

Question No: 2013/0421

[Onkar Sahota](#)

As the Mayor has already expressed his view that the Department of Transport should devolve franchise arrangements for the West Anglia and Southeastern rail networks to TfL through the governments consultation on rail decentralisation, what are his intentions for the future of the Greenford Branch Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I have prioritised parts of the current Southeastern and Greater Anglia franchises for devolution because they are coming up for renewal soon and have significant scope for improvement. The success in these areas will inform the approach to future franchises.

The Greenford branch line is part of the Great Western franchise. We await further information from the Department for Transport about the revised timetable for re-letting this and other franchises, following the recently published Brown Review.

Southall Gas Work Site Development

Question No: 2013/0422

[Onkar Sahota](#)

Further to the Deputy Mayor of Planning's commitment at the Assembly's Planning Committee, to securing road access to the Southall Gas Works Site from the Hayes By-pass, what progress has been made?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 8 February 2013.

I understand that National Grid (the current site owners) is currently seeking a development partner to take forward the redevelopment of the site. As soon as this process has been concluded I intend to meet with them to discuss what assistance they may need to achieve this.

High Speed 2

Question No: 2013/0423

[Onkar Sahota](#)

What progress have you made in securing a tunnel for HS2 under the London Borough of Ealing to avoid disruption from construction for thousands of local residents and businesses and blight to the local environment?

[The Mayor](#)

In 2011, I outlined my support for investing in a high speed rail network for the UK was conditional upon on a number of changes to project. One of those changes was to minimise the environmental impact of the HS2 route through London.

I have been pressing the Secretary of State to provide a longer tunnel through Ealing to minimise the negative impacts, in particular the need to reconstruct 19 bridges along the corridor including the strategically vital Hanger Lane gyratory. It is my understanding that the Secretary of State has instructed HS2 Ltd to carry out a detailed feasibility study on such a tunnel and that a decision is expected over the next couple of months.

I will continue to press the Secretary of State for this sensible change to be made.

India Visit

Question No: 2013/0424

[Navin Shah](#)

In MQ answer 4321/2012 you mention you speak to boroughs regularly. Who did you inform in Harrow and Brent about your trip to India and who are you now talking to in these two Boroughs to promote business in India?

[The Mayor](#)

I spoke with the then leader of Harrow Bill Stephenson and the leader of Brent Muhammed Butt back in June 2012 about my visit to India, and we engaged with local religious organisations in these boroughs. My team also worked with the London Chambers of Commerce trade mission to India, to promote trade opportunities for the capital's small and medium sized businesses in India.

London & Partners are responsible for developing London's international business leads, including India, and I understand they are working with the Economic Development teams in each Borough to develop specific investment opportunities that we could promote more actively.

Police Stations in Harrow

Question No: 2013/0425

[Navin Shah](#)

What alternative, equitable front counter facilities will you be making in the respective localities before closing the Civic Centre presence, Pinner Police Station and Wealdstone Police Station?

[The Mayor](#)

I am committed to improving public access

Consultation on the Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other local places that are frequently visited.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013. We will continue to work with boroughs and partners in the development of the pilots.

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

Police Station - Harrow Civic Centre Facility

Question No: 2013/0426

[Navin Shah](#)

What discussions you've had with Harrow Council before putting forward the closure at the Civic Centre? How do you justify the closure of Harrow Civic Centre facility when you are also promoting shared services?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals on improving public access are on-going and no decisions have yet been made.

As part of the consultation process options are being discussed with councils across London, and we remain in communication with Harrow Council.

Pinner Police Station

Question No: 2013/0427

[Navin Shah](#)

You have proposed the closure of Pinner Police Station which is entirely run by volunteers at virtually no cost to the police service. How do you justify the closure and how much money will you save from closing this police station?

[The Mayor](#)

Written response from the Mayor

Following consultation on the future of public access in London, it was decided to retain public access at Pinner Police Station through the creation of a contact point. This will be staffed by volunteers and members of the Safer Neighbourhood Team. Because of the use of volunteers it will be possible to open the contact point at Pinner for longer hours than the minimum requirement across London.

The Estates Strategy aims to deliver a more efficient and higher quality estate which meets the operational needs of the MPS and is significantly lower in cost to run.

Kilburn Police Station

Question No: 2013/0428

[Navin Shah](#)

Can you confirm that Kilburn Police Station will not be on your hit list of closure after you've closed Harlesden and Willesden Police Stations?

[The Mayor](#)

I am committed to improving public access.

Consultation on the draft Police and Crime Plan including proposals to improve public access is on-going, and no decisions have yet been made.

Police numbers in Harrow

Question No: 2013/0429

[Navin Shah](#)

I attended the Mayor's Office for Policing and Crime (MOPAC) Public Consultation at 'Harrow Civic Centre' on Thursday 10th January 2013 and was told by the Deputy Mayor for Policing and Crime Stephen Greenhalgh that Harrow had 335 police officers in October 2011 and by 2015 there will be an increase to 385 police officers (increase of 50 police officers). Furthermore, that there will be 46 more SNT officers. However, I have looked at MOPAC's figures from 2010 and it shows that in Harrow we had an average of 402 police officers in 2010 and with the promise of 385 officers for 2015 we will actually lose 17 police officers (4% decrease in officers). Police officer numbers are going down, not up. Can you please confirm that police officer numbers are going down and not up based on MOPAC/MPS data from 2010?

[The Mayor](#)

The figures that were provided at the Town Hall meeting are correct and are a like for like comparison.

The 2010 figures relate to the number of officers actually on the Borough, often referred to as strength. The police figures being used for the 2011 baseline and 2015 Local Policing Model (LPM) numbers relate to posts allocated to the borough.

There will often be a difference between a borough's posts and its strength. This is due to trends in recruitment, retirements and career progression. In October 2010 Harrow had 24 officers more than its allocation of posts.

Direct comparisons between 2010 and 2011 cannot be made as the way services were delivered changed. Examples of this are:

- Crime Reporting Investigation Bureau (CRIB): Moving the telephone reporting of crime to a central CRIB.
- Integrated Borough Operations (IBO): Moving posts to the MPS Public Contact Centre to undertake fast time intelligence checks.
- Intelligence Units: Standardisation of the function to TP standards.
- Performance Units: Function moved to TP and central provision.
- Safer Schools: An increase in posts.
- Response: Operation Herald: The introduction of Dedicated Detention Officers in custody to replace PC gaoles provided by response and a consequential reduction in response PC posts.

The 2011 baseline for Harrow was 355 and the Local Policing Model provides for 385 posts. This represents an increase of 8 per cent at a time of the MPS is making 20 per cent budget savings

Police numbers in Brent

Question No: 2013/0430

[Navin Shah](#)

I attended the Mayor's Office for Policing and Crime (MOPAC) Public Consultation at the 'Sattavis Patidar Centre' in Brent on Thursday 10th January 2013 and was told by the Deputy Mayor for Policing and Crime Stephen Greenhalgh that Brent has 658 officers in October 2011 and by 2015 there will be an increase to 660 (increase of just 2 officers). Furthermore, that there will be 98 more SNT officers. However, I have looked at MOPAC's figures from 2010 and it shows that in Brent we had an average of 695 police officers in 2010 and with the promise of 660 officers for 2015 we will actually lose 35 police officers. (5% decrease in officers). Police officer numbers are going down, not up. Can you please confirm that police officer numbers are going down and not up based on MOPAC/MPS data from 2010?

[The Mayor](#)

The figures that were provided at the Town Hall meeting are correct and are a like for like comparison.

The 2010 figures relate to the number of officers actually in the Borough, often referred to as strength. The police figures being used for the 2011 baseline and 2015 Local Policing Model (LPM) numbers relate to posts allocated to the Borough.

There will often be a difference between a borough's posts and its strength. This is due to trends in recruitment, retirements and career progression. In October 2010 Brent had 20 officers fewer than its allocation of posts.

Direct comparisons between 2010 and 2011 cannot be made as the way services were delivered changed. Examples of this are:

- Crime Reporting Investigation Bureau (CRIB): Moving the telephone reporting of crime to a central CRIB.
- Integrated Borough Operations (IBO): Moving posts to the MPS's Public Contact Centre to undertake fast time intelligence checks.
- Intelligence Units: Standardisation of the function to TP standards.
- Performance Units: Function moved to TP and central provision.
- Safer Schools: An increase in posts.
- Response: Operation Herald: The introduction of Dedicated Detention Officers in custody to replace PC gaolers provided by response and a consequential reduction in response PC posts.

The 2011 baseline for Brent was 658 and the Local Policing Model provides for 660 posts. This represents a small increase in officers at a time when the MPS is making 20 per cent budget savings.

Police officers and PCSOs in Brent

Question No: 2013/0431

[Navin Shah](#)

The MOPAC/MPS figures from May 2010 -November 2012 show that Brent is now short of 78 Police Officers and 65 PCSOs. Can you confirm accuracy of these figures? If not correct, what are the correct figures?

[The Mayor](#)

It is not possible to make direct comparisons between 2010 and 2012 figures because the MPS has reorganised services. This has included centralising some previously borough based services such as custody and rape and serious sexual violence investigation. Therefore I do not believe that your figures are correct.

New Policing Model and SNT Numbers in Brent

Question No: 2013/0432

[Navin Shah](#)

Can you confirm the total number of PCs, PCOs and Sergeants Brent will have under the new model? Under the current arrangements each Ward has a dedicated Sergeant. Can you state how many Wards a 'named Sergeant' will be responsible for under the new model?

[The Mayor](#)

Neighbourhood police strength is being increased from 1849 to 4491 by 2015. It is not possible to say before the end of the consultation how resources will be allocated across wards.

Police officers and PCSOs in Harrow

Question No: 2013/0433

[Navin Shah](#)

The MOPAC/MPS figures from May 2010 -November 2012 show that Harrow is now short of 55 Police Officers and 70 PCSOs. Can you confirm accuracy of these figures? If not correct, what are the correct figures?

[The Mayor](#)

It is not possible to make direct comparisons between 2010 and 2012 figures because the MPS has reorganised services. This has included centralising some previously borough based services such as custody and rape and serious sexual violence investigation. Therefore I do not believe that your figures are correct.

New Policing Model and SNT Numbers in Harrow

Question No: 2013/0434

[Navin Shah](#)

Can you confirm the total number of PCs, PCSOs and Sergeants Harrow will have under the new model? Under the current arrangements each Ward has a dedicated Sergeant. Can you state how many Wards a 'named Sergeant' will be responsible for under the new model?

[The Mayor](#)

Neighbourhood police strength is being increased from 1849 to 449 by 2015. Borough Commanders will have the operational responsibility of allocating out this increased resource. The detail of this is currently being worked through by the MPS so it is not possible to provide a borough by borough breakdown.

Safer Neighbourhood Boards

Question No: 2013/0435

[Navin Shah](#)

Can you tell me what arrangements are being made to consult public including voluntary sector about the proposed Safer Neighbourhood Boards and when will the Boards be up and running? Will MOPAC continue to fund the local police consultative groups until the new Boards are set up?

[The Mayor](#)

As I have previously stated, my Deputy Mayor for Policing and Crime is in open dialogue with key stakeholders. Following several discussions, the approach will be to develop an outline model that will form the basis of each Safer Neighbourhood Board and to work with borough stakeholders to develop a localised model in each borough. Plans are also underway for the Non-Executive Adviser for Neighbourhoods, Steve O'Connell, to host a stakeholder event later in the spring.

Mentoring Scheme in Brent

Question No: 2013/0436

[Navin Shah](#)

Further to your answer to my question 4329/2012 and your recent appointment of Ray Lewis as a Mentoring Advisor, I am glad to see you will be doing some work in Brent. However, I would like to know who Ray Lewis will be working with in Brent? Have you contacted the relevant authorities at Brent Council and Brent Police to work with them? I also know the Brent Youth Parliament are very active, will you work with them?

[The Mayor](#)

We will be awarding grants to two organisations in Brent to deliver my Mentoring Programme - Track Academy and BANG. They will be working closely with my Senior Advisor for Mentoring, Ray Lewis, as well as the appropriate statutory, voluntary and community organisations to ensure the successful delivery of the Programme in Brent. We expect all the local delivery organisations to establish and maintain contact with relevant local stakeholders.

Police: Youth Violence in Brent- Follow Up Question

Question No: 2013/0437

[Navin Shah](#)

Will you also send me a copy of the revised programme your officers are working on, that you mentioned in question 4329/2012?

[The Mayor](#)

I launched the new Mentoring Fund in October 2012, worth £700,000, to give more organisations an opportunity to be involved in my Mentoring Programme for young black boys. The Fund offers grants of between £75k and £200k to organisations who can offer mentoring to support young people to make positive choices with regards to education, employment and training.

Six new delivery partners have been identified to work across the target Boroughs of Brent, Croydon, Hackney, Haringey, Lambeth. In addition to these boroughs, the programme is also operating in Southwark and Waltham Forest.

I remain fully committed to delivering 1,000 mentoring relationships for young black boys by the end of this Mayoral term.

Funding for the Mentoring Scheme in Brent

Question No: 2013/0438

[Navin Shah](#)

How will you decide how you will give grants of between £75,000 and £200,000 to help build on strong track record in mentoring and enable them to help more young boys in the mentoring programme in Brent?

[The Mayor](#)

The grant award process for my Mentoring Fund is coordinated by the managing agent Rocket Science, in line with GLA guidance on grant funding. This funding opportunity was widely communicated through various voluntary and community sector networks and organisations. This resulted in over 500 organisations being notified of the opportunity. Details were also published on the GLA website.

This publicity resulted in over 200 organisations registering an expression of interest to receive the application and guidance details for my Mentoring Fund. The guidance set out the criteria that needed to be met by potential providers.

Full applications, assessed against the published criteria, were received. Following a detailed assessment and scoring, applicants were shortlisted for interview. Grant offers were made to 6 organisations with a strong track record in mentoring and youth work, two of which are based in Brent.

Agency workers on London Underground: Backdated payments

Question No: 2013/0439

[Navin Shah](#)

Further to my Question No: 2166 / 2012 regarding payments from TfL to Trainpeople agency. I have been informed that these agency workers are still waiting for the backdated enhancement of their wages (in line with TfL pay) as agreed in November 2011. I would be grateful if you could confirm whether this is true and if so explain why the arrears have not been cleared and also indicate when will the outstanding payments be made to the relevant agency staff members?

[The Mayor](#)

London Underground agreed amendments to Trainpeople agency's rates in mid-2012 which included back-pay to Christmas 2011. LU has paid all the invoices received from Trainpeople so far.

I understand that further invoices are awaited for the backdated additional pay covering the mid-May to July 2012 period. Within a week of receiving those, LU will be able to process the payments to Trainpeople.

As the employer of the agency workers, Trainpeople is responsible for passing on to their employees any outstanding pay that may be due to them.

Agency workers on London Underground: Recruitment of Staff

Question No: 2013/0440

[Navin Shah](#)

I am surprised and shocked to hear from Howard Collins OBE the Chief Operating Officer of London Underground that only one agency staff member met the required benchmark, especially as most of the agency workers that applied have worked for London Underground for nearly five years. Please let me know whether any of the rejected applicants from Trainpeople agency were fully debriefed after the rejection of their job application? Furthermore, when and how was this debriefing was carried out?

[The Mayor](#)

London Underground is a desirable employer for many people and its campaigns attract thousands of applicants, making competition for these roles great. For this particular Customer Service Assistant (CSA) recruitment campaign in late 2011/early 2012, there were over 14,000 applicants. The application process was demanding and competitive and only 550 of the applicants were successful in meeting the required benchmarks.

The number of applications received from Trainpeople agency workers was 21, and only one applicant was successful in meeting the criteria required for the CSA role. Two additional Trainpeople workers, who had been successful in meeting the requirements in an earlier recruitment campaign, have also been appointed to CSA roles within LU.

While Trainpeople workers carried out tasks similar to those included in the role of LU CSAs, they did not carry out all the same duties and were not required to hold the qualifications necessary for CSAs. In particular, the Trainpeople workers were not trained to evacuate stations or qualified for track work.

As you would appreciate, with LU receiving more than 14,000 applications for the CSA role, it was not feasible to provide individual feedback to all the unsuccessful applicants, including the Trainpeople workers.

A new recruitment campaign for part-time CSAs is due to commence shortly. This will be open to both internal and external applicants, and Trainpeople staff will be welcome to apply. LU will invite the Trainpeople agency workers to a workshop in early February where the recruitment process will be explained and advice given on how to prepare for each stage of the recruitment process.

Step-free access at Harrow on the Hill train station

Question No: 2013/0441

[Navin Shah](#)

You revealed before Christmas the names of the 28 stations that would be made step-free and I noticed no stations in Harrow have been added to that list. Harrow on the Hill Station was originally going to have a £25 million investment for regeneration and step-free access to Station. Will you consider either restoring the funding of £25 Million or promise to make a commitment that this will be the next station that will receive step-free access within your business plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

I am determined that we do more to make our transport network more accessible. The 'Your Accessible Transport Network' document I published before Christmas is an important milestone towards this.

The costs for making Tube stations step-free are in many cases very steep and so TfL is investing in those stations which benefit high numbers of passengers - such as Victoria and Tottenham Court Road. TfL is also exploring all ways to extend step-free access, whether it is through the innovative use of less expensive 'incline' lifts such as at Greenford, or partnering with third parties to include step-free access at stations where there are adjacent developments, such as Tower Hill.

Regrettably, such solutions are not available in many cases and TfL do not currently have funding available to introduce lifts at Harrow-on-the-Hill. In fact, there has never been any funding available to provide lifts at Harrow-on-the-Hill. However, I will continue to make the case for funding for step-free access from Government. Should funding become available in the future, TfL would look carefully at which further step-free access schemes should be taken forward. Harrow-on-the-Hill would be considered as part of this.

Watford Hospital & Ascot Road

Question No: 2013/0442

[Navin Shah](#)

Why is Watford Hospital & Ascot Road on TfL's list to be made more accessible? Are they not Croxley Rail link stations which would be funded by the Department for Transport and Hertfordshire County Council and not TfL?

[The Mayor](#)

TfL is working in partnership with Hertfordshire County Council and Network Rail to re-route and extend the Metropolitan line to Watford Junction.

The project delivering step-free access is the Croxley Rail Link and the third parties mentioned will fund the step free access, amongst all the other Croxley works. TfL encourages and frequently rely on third party contributions to realise upgrades on the network, for instance step-free access facilities at places like Cannon Street, Bromley-by-Bow and Tower Hill will be funded or part funded through third parties.

Once the work is completed these stations will become part of the Tube network which is why they have been included in the list of future Tube stations to be made more accessible.

LFEPA: Fire Station Closures

Question No: 2013/0443

[Navin Shah](#)

In MQ answer 4325/2012 about fire station closures you mention that there were no fire station closures, yet on Friday 11 January, to meet your budget requirements, 12 fire stations have been earmarked for closure together with the loss of 18 fire appliances and 520 fire fighters. How many more fire stations you will be closing to meet the projected deficit in 2015/16?

[The Mayor](#)

My response to MQ 4325/ 2012 states that 'There are no planned closures of fire stations at this time. If any such proposals are needed in order to meet the requirements of the budget settlement, then these will be put to the Fire Authority in January.' This is what took place. Details on the spending limits for 2015-16 and 2016-17 will be set out in the next Spending Review, expected to be published by Government later in 2013. This is clearly stated in my consultation budget.

Fire Safety - Fridges and Freezers

Question No: 2013/0444

[Navin Shah](#)

LFB has reported that fridges and freezers are one of the major causes of fires in homes, as evidenced from a fatal fire in my constituency. Will you call on the Government to bring in tougher safety standards for fridges and freezers as recommended by LFEPA to make them safe from fire?

[The Mayor](#)

There have been a number of fires involving domestic fridges and freezers and the LFB is working to influence the industry to improve design and limit the potential for ignition of the flammable insulation components which are intrinsic to these products.

The LFB has a representative on three British Standards Institute committees dealing with refrigeration and white goods. They are also in discussion with Association of Manufacturers of Domestic Electric Appliances and through them with the European Committee for Electro Technical Standardisation.

This is considered to be the best route to influence future standards and achieve safety improvements.

Legacy Benefits to Brent and Harrow

Question No: 2013/0445

[Navin Shah](#)

What legacy benefit will Brent and Harrow derive from the Olympics and Paralympics? May I have details of the work being carried out with Brent and Harrow agencies to achieve this?

[The Mayor](#)

GLA legacy co-ordination is being led by my Advisor for Olympic & Paralympic Legacy, Neale Coleman. He is supported by GLA staff and a joint Legacy Unit with Government, based in the Cabinet Office.

Through my on-going Sports Legacy Programme I am supporting a number of projects in Brent and Harrow, helping drive up sports participation and physical activity.

My Team London Ambassadors are supporting events at Wembley Stadium by providing volunteers for major sporting events, including the UEFA Champions league final in May.

Harrow Arts Centre is a partner in the outer London Outdoor Touring Consortia a legacy of Showtime. This programme is also supported by my Outer London Fund which is investing in new outdoor performance spaces.

Clapham Fire Station

Question No: 2013/0446

[Valerie Shawcross](#)

Please confirm which fire station will provide first responders in the event of a fire in the Clapham Old Town area following the proposed closure of Clapham fire station.

[The Mayor](#)

In this instance appliances from Battersea and Brixton fire stations would normally be the first to be mobilised to incidents in the Clapham Old Town area. Fire cover in London is organised on a London - wide basis. Any appliance can be out at an incident at any time and so the mobilising arrangements cater for this by finding the next best. The modelled results show that in Lambeth the average response time for the first appliance would be 5 minutes 7 seconds. This will be well within the target response times.

Tramlink extensions

Question No: 2013/0447

[Valerie Shawcross](#)

I have been contacted by a number of people across Croydon, Bromley and Sutton who are deeply disappointed that the new TfL business plan does not include provision for any of the previously proposed extensions of Tramlink. What is the current status of the proposed Tramlink extensions and when exactly can we expect further work on this to take place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

Three extensions are prioritised in the draft Tramlink Strategy, to Crystal Palace, Sutton and Bromley, and TfL is currently concentrating its resources on the first two of these.

The Crystal Palace extension is the most developed in terms of feasibility and the key issue here is the availability of funding to deliver the scheme. A cost review is currently being carried out for this extension. The extension to Sutton is less well developed in terms of engineering feasibility and TfL is currently undertaking a full engineering feasibility study of possible options including a more detailed business case and consideration of all the costs and benefits. I would be keen to see these extensions go ahead but as you will appreciate funding is the main obstacle to delivery. I have asked that TfL works closely with the boroughs and the GLA to strengthen the case for these schemes and to identify potential sources of funding that could help bring forward their delivery.

A planning assessment to support transport investment in south London has just been commissioned by TfL. This work will identify development potential along the routes and how this can strengthen the case for Tramlink extensions. This work, along with the Sutton extension feasibility study already mentioned, is due to report in June of this year. Officers from the boroughs of Croydon, Sutton and Merton have been closely involved in the procurement process for these pieces of work and will be consulted throughout.

Tramlink extensions 2

Question No: 2013/0448

[Valerie Shawcross](#)

Have you abandoned your 'aim to develop a Tramlink extension to Crystal Palace' - as stated on page 23 of your 2012 election manifesto, given that no provision for this work is made in the new TfL business plan? Please explain if and how you plan to take this forward.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received 12 February 2013

As referred to in my response to MQ 447 / 2013, I have not abandoned my aim, and TfL is working closely with the boroughs to strengthen the case for the Crystal Palace extension in terms of realising growth, regeneration and social benefits.

A planning assessment to support transport investment in south London has just been commissioned by TfL. This work will identify development potential along the routes and how this can strengthen the case for Tramlink extensions. This work, along with the Sutton extension feasibility study already mentioned, is due to report in June of this year. Officers from the boroughs of Croydon, Sutton and Merton have been closely involved in the procurement process for these pieces of work and will be consulted throughout.

Route RV1 Hydrogen buses

Question No: 2013/0449

[Valerie Shawcross](#)

In response to my question 2113/2012 you stated that you expected the entire RV1 fleet to be being serviced by hydrogen fuel cell buses by September last year. Please give an update on how many of the RV1 vehicles are now hydrogen fuel cell buses.

[The Mayor](#)

There are currently four hydrogen buses operating on route RV1 from Covent Garden to Tower Gateway, but this will shortly rise to seven following completion of vehicle approval certification. An eighth vehicle will follow once repairs have been completed.

The previous scheduled completion date was based around the timeline of the original supplier who did not complete the final three buses before its contract was terminated. TfL has since commissioned a new supplier which has provided more certainty on the delivery programme for London.

Student Oyster card

Question No: 2013/0450

[Valerie Shawcross](#)

I have been contacted by a student who is a south London resident but attends university outside London. She says that she is very disappointed that she is not eligible for an 18+ Student Oystercard as she spends all her vacations at home in London and, as she is on the same low income as most students, finds high travel costs a burden. Please could you clarify the position on this and ask TfL to see whether any flexibility could be applied for students who are London residents but study elsewhere during term time.

[The Mayor](#)

The scheme provides reduced rate Travelcard season tickets to help students studying in London meet the cost of their regular commute to their college or university. It is not aimed at vacation travel by London residents studying elsewhere, and the terms have been unchanged for many years.

Discounts for leisure travel by rail and Tube are available to students and all under 25s through the Young Person's Railcard which provides discounts throughout the UK including Oyster PAYG in London.

London Road bus lane update

Question No: 2013/0451

[Valerie Shawcross](#)

In response to my question 2110/2012 regarding concerns raised by the Albert Association about the London Road bus lane, SE1 you indicated that a 'safety study' was due to be completed in July 2012. What were the findings of this study and when will it be published?

[The Mayor](#)

A safety study reviewing collisions on London Roads is complete and its recommendations are being taken forward by TfL as a road safety scheme, which is planned for delivery by the end of March 2013.

Recommendations include the resurfacing of the bus lane, new road markings and the application of high friction road surfacing on junction approaches.

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Junction of Cavendish Road/Clapham Common South Side

Question No: 2013/0452

[Valerie Shawcross](#)

Further to my question 2114/2012, please give an update on pedestrian safety measures at this location.

[The Mayor](#)

TfL has assessed a number of design options to provide a signalised pedestrian crossing facility across the mouth of Cavendish Road at its junction with Clapham South Side. Further work is being undertaken to identify a recommended option. Any proposed changes will be subject to a public consultation.

Kennington ArtsLav

Question No: 2013/0453

[Valerie Shawcross](#)

Kennington ArtsLav project are working towards converting the disused Victorian toilets at Kennington Cross into an arts venue, an aim I support. However, there is currently an impasse between TfL and UK Power Networks over the digging up of the road in order for electricity to be installed into the former toilets. Please would you do what you can to encourage TfL to resolve this problem and help progress this exciting project, and keep me updated on progress?

[The Mayor](#)

TfL and UKPN have had numerous meetings regarding these works, most recently on 23 January. A route for the power supply has now been identified, which will not need a road closure, and TfL has now given the go-ahead to commence works.

DLR extension to Bromley

Question No: 2013/0454

[Valerie Shawcross](#)

In September 2012 TfL produced a 'pre-feasibility' report on 'Improving connectivity between Canary Wharf and Bromley'. This work was not mentioned in the new TfL business plan. Please outline TfL's next steps in this regard and timescales for the next phases of work.

[The Mayor](#)

My 2012 election manifesto contains a pledge to investigate the feasibility of extending the DLR from Lewisham to Bromley and this will be honoured.

Development work to date by TfL has identified potential alignments and indicative business cases. It is unfortunately the case that sufficient funds have not been available to include the scheme in the TfL Business Plan. TfL and Boroughs are now therefore working towards finding alternative funding mechanisms.

An approach has been agreed to further develop the business case to include an assessment of additional regeneration and development effects, which the scheme could generate. The plan is then to identify how some of the benefits associated with the transport investment could be harnessed by raising direct contributions from those who stand to gain financially from it.

The first stage of work is currently being commissioned. This work is due to be completed by the end of June 2013.

Bike Hire Fines

Question No: 2013/0455

[Valerie Shawcross](#)

I was struck by a small influx of identical queries over the festive period regarding bike hire users being charged £50 after stating that they had correctly returned bikes. All of these are being dealt with by TfL's casework team, however, has there been some sort of systemic problem with the bikes and if so has this been investigated and fixed?

[The Mayor](#)

There was no problem with the billing system for the Cycle Hire scheme over the festive period. In fact, between 15 - 31 December 2012, only 0.19 per cent of all hires made resulted in a refund. This is lower than the average of 0.21 per cent.

TfL encourages customers to contact them directly in the first instance for resolution of any queries. This can be done at their website at:

<https://www.tfl.gov.uk/roadusers/cycling/14808.aspx> or by telephone on 08450 263630 (or 0208 216 666).

Greyhound Lane rail bridge closure, Streatham

Question No: 2013/0456

[Valerie Shawcross](#)

The road bridge over the railway at Greyhound Lane/Streatham Vale is currently closed for platform lengthening at Streatham Common station, in a scheme agreed between Lambeth Council, Network Rail and Southern. Local councillors and residents have made several suggestions for how TfL could alter bus services to mitigate the effects of the closure on local people and businesses. Please provide an update on TfL's plans to respond to these requests?

[The Mayor](#)

In response to the Network Rail works being undertaken at Streatham Common Station, TfL has taken steps to improve the local bus service. Two shuttle services now operate on either sides of the bridge: routes 518 and 560.

A new service, route 518, was introduced on 12 January 2013 between Streatham Station and Streatham Common Station to address concerns raised by local residents and traders.

Route 560 started operations linking Streatham Vale and Streatham when the bridge closed in November 2012. TfL is currently reviewing the balance of services between routes 60 and 560.

Gipsy Hill Police Station

Question No: 2013/0457

[Valerie Shawcross](#)

Further to my question 4343/2012, now that Gipsy Hill Police Station is officially 'proposed for closure', will you now ask MOPAC to explore the possibility of basing Gipsy Hill Safer Neighbourhood officers in alternative local venues in the event of this closure?

[The Mayor](#)

I am committed to improving public access

Consultation on the draft Police and Crime Plan including proposals to improve public access are on-going and no decisions have yet been made.

My proposals will improve public access, bringing the police closer to the public with creative solutions such as co-locating crime prevention desks and bureaux in places with a high number of visitors such as council buildings, libraries and other local public services as well as other local places that are frequently visited such as supermarkets.

I will also be piloting providing front counter services in post offices which I expect to be in place by July 2013

All victims of crime who would like one will be guaranteed a personal visit at an agreed time and a location of their choice. Treating victims with dignity and respect will be at the heart of service provision, ensuring they receive the level of service they deserve and helping to increase confidence of victims especially the vulnerable ones.

As part of the ongoing consultation process my Deputy Mayor for Policing and Crime will be actively seeking views to ensure public access meets the public's needs, including improving access to their local safer neighbourhood teams.

Dulwich Safer Neighbourhood Teams

Question No: 2013/0458

[Valerie Shawcross](#)

At the recent Southwark borough 'consultation' event on proposed new policing arrangements, there was widespread opposition to the loss of police resources and presence in East Dulwich, College and Village wards. What plans do you have to address these concerns?

[The Mayor](#)

In respect of East Dulwich, we are working with the council and local partners to understand what the needs of the community are and to ensure adequate coverage and public access, if East Dulwich police station does indeed close. Whatever the outcome, my draft police and crime plan proposes a significant uplift to the number of officers dedicated to neighbourhoods which will mean greater officer presence in East Dulwich, College and Village wards.

Westow Hill pedestrian crossing, SE19

Question No: 2013/0459

[Valerie Shawcross](#)

Further to your response to Mayors Question 3121/2012, when can we expect to see the new signalised pedestrian crossing become fully operational? What is TfL's current understanding of the dispute surrounding the new traffic signals and what action has been taken to resolve this?

[The Mayor](#)

TfL continues to await a formal instruction from the London Borough of Lambeth to switch on the new crossing facility at Westow Hill. Unfortunately, it has not been advised of the borough's timescale.

The TfL Traffic Signals teams has quarterly meetings with all its borough customers and has raised the Westlow Hill issue with both LB Croydon and LB Lambeth representatives at these meetings. TfL also assisted in the provision of modelling evidence to demonstrate the impact of the new pedestrian facility on the neighbouring Borough of Croydon.

I have asked TfL officers to raise this again with LB Lambeth at a senior level.

Air pollution in Putney

Question No: 2013/0460

[Fiona Twycross](#)

The average NO2 reading is 168 micrograms per cubic metre on Putney High Street in 2013, compared with a legal limit of 40. What will you be doing to ensure action is taken to tackle this dangerous level of air pollution?

[The Mayor](#)

I have put in place ambitious measures to address air pollution, including tighter Low Emission Zone standards, introducing taxi age limits, and creating Europe's largest hybrid bus fleet with 1,600 hybrid buses by 2016. With DfT I am funding a £10 million retrofit of up to 1,000 older buses with NOx reducing abatement equipment.

Since 2008 these measures have helped reduced NOx emissions by 20 per cent. They have also helped reduce PM10 and PM2.5 emissions by 15 per cent.

Specifically at Putney High Street, I have worked with LB Wandsworth to improve air quality. TfL is introducing new hybrid buses and retrofitting older buses. By summer 2013 85 per cent of the buses that pass through Putney will meet Euro IV standards, up from 20 per cent at the beginning of 2012. LB Wandsworth, meanwhile, is working with businesses to optimise deliveries and improve staff travel patterns.

However, I recognise more needs to be done and I will be announcing additional measures to tackle air pollution in February. As a first step I have announced a new £20 million Air Quality Fund to support all London boroughs in tackling hotspots such as Putney High Street.

Youth workers in London

Question No: 2013/0461

[Fiona Twycross](#)

How many youth workers are there currently in London by borough and what was this figure when the Inner London Education Authority was disbanded compared to the number today.

[The Mayor](#)

The GLA does not hold this type of data, currently or historically.

Londoners and debt

Question No: 2013/0462

[Fiona Twycross](#)

Following Christmas, increasing number of Londoners will find themselves in debt. In what specific additional ways than those already stated in response to previous questions will the Mayor take action to ensure that Londoners are getting adequate debt advice, given Londoners face the highest level of debt in the country?

[The Mayor](#)

Please see my response to MQ 207/2013.

Public Mental Health

Question No: 2013/0463

[Fiona Twycross](#)

Does the Mayor now have a timescale for the work plan on Public Mental Health? When will this be published and will users be involved in developing the plan? What status will the plan have and how much budget will be committed to its delivery?

[The Mayor](#)

My Health Team is currently liaising with key stakeholders to discuss individual efforts to improve the mental health and wellbeing of Londoners.

St Helier Hospital

Question No: 2013/0464

[Fiona Twycross](#)

Will the Mayor respond to the consultation on health services in South West London and will he commit to opposing the closure of the A&E and maternity services at St Helier?

[The Mayor](#)

My officers are currently drafting a response to the consultation which will be published on the GLA website when sent.