

## Written Answers to Questions Not Answered at Mayor's Question Time on 20 March 2013

### Data limitations and the work programme (1)

**Question No: 2013/0852**

[Jenny Jones](#)

What specific data limitations meant it was not possible for Work Programme providers to sign up to the London Employability Rating System?

**Oral response**

### IPCC investigation

**Question No: 2013/0960**

[Roger Evans](#)

In light of the IPCC report on the MPS Sapphire Unit - which said rape was ignored due to 'the pressure to meet targets' - what is in place to prevent more crimes from being screened out in response to your latest ambitious targets?

**Oral response**

### Reporting requirements 2

**Question No: 2013/1032**

[Andrew Dismore](#)

Will those who have reporting requirements to attend at a police station whilst on bail, if the counter to which they have been reporting is closed, be able to report to police contact point?

**Oral response**

### Barnet Police Numbers 1

**Question No: 2013/1042**

[Andrew Dismore](#)

As of 31st January 2013, 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 31st January 2012; and what do you expects the figures to be on 31st January 2014?

**Oral response**

### Overall Benefit Cap

**Question No: 2013/0810**

[Darren Johnson](#)

Do you support the overall benefit cap in spite of your failure to win any major changes to its design to account for London's higher cost of living?

[The Mayor](#)

Boris Johnson (Mayor of London): Yes, I mean the general answer is I do support the idea of

the form of the welfare system and I think a cap is integral to trying to do that. As Members of the Assembly will remember, we got many concessions from the Government to try to mitigate the impact in London.

Darren Johnson (AM): You did not get that many concessions though, did you? Last year you told the Assembly that you supported the idea of excluding child benefits from the cap. That did not happen. Did you actually lobby for that? Did you approach the Government on that?

Boris Johnson (Mayor of London): Yes, I did, but then you have to bear in mind that what we are talking about here is a very difficult situation in which you can have £26,000 coming in for a family not in work, to pay for them to live in a house, which is simply out of the reach of most other people in this city. You have people who might be on exactly that income paying in their taxes to support that. I think many people find that very, very difficult to understand. It is important to reform Housing Benefit. I am afraid it was being exploited by a great many landlords. There were huge sums being paid in this benefit to keep people in very expensive accommodation. I think most fair-minded people can see that other hardworking families should not be paying in their taxes for a system that was completely impervious to reform. It was right to change it.

Darren Johnson (AM): Even in a relatively cheap part of, say, Lewisham, a family would have to pay rent and childcare costs that are on average around £200 a week higher than the national average. Is it fair to punish that family just because they live in Lewisham and have children?

Boris Johnson (Mayor of London): There are several questions about the impact of the cap. The impact of the cap is not yet clear. I do think it is reasonable to try to restrict the Housing Benefit Bill. Bear in mind that these caps only apply to households where there is no one in work at all. For households where a member is in full- or part-time work, and indeed a family where there is somebody who is disabled, or a war widow, the cap does not apply. I think the principle of imposing such a cap is one that is accepted by all the parties, with the possible exception of the Greens.

Darren Johnson (AM): No, certainly not. In July you supported Andrew Boff's [AM] idea of giving people a grace period following the loss of their job so that they had time to get back on their feet.

Boris Johnson (Mayor of London): Yes.

Darren Johnson (AM): That sounded like a reasonable concession that could be argued for.

Boris Johnson (Mayor of London): We have got it. I am sorry, you have to pay attention. We have got an exemption from total benefit cap for nine months for those who lose their job. I think you need to follow the discussion. Thank you! The Mayor intervened, following your advice with Government and secured an important concession, which you see unaccountably, Darren, to have overlooked.

Darren Johnson (AM): You have been relatively quiet on this whole issue. You warned at the start that the cost of this being social cleansing.

Boris Johnson (Mayor of London): I think you have been reduced to relative quietness.

Darren Johnson (AM): What we have not seen is the enthusiasm and the rigor that you have applied to lobbying for reduction in the top rate of tax, for lobbying for the protection of bankers' bonuses. Week in, week out we hear you arguing and lobbying and writing articles in columns on that, but we do not hear you lobbying on the impact of the benefit cap.

Boris Johnson (Mayor of London): On the contrary, I have been quietly but ruthlessly effective, as usual. I am afraid your sheer inattention to detail that has allowed you to miss the important point.

Jennette Arnold OBE (Chair): His inattention to detail?

Boris Johnson (Mayor of London): I am afraid my cousin Darren does not share the punctilio of all other Johnsons in attending to detail.

Jennette Arnold OBE (Chair): Just like you.

Boris Johnson (Mayor of London): The fact is we not only got a £25 million hardship fund for London and a further £15 million over the next two years, but we got an exemption from total benefit cap for nine months for those who lose their job. I do not want to be glib about this, it is an important problem. This is not a simple equation. There will be very hard cases and there will be cases that ring the heartstrings. There will be some cases that do not quite ring the heartstrings so much and those will doubtless appear in the Daily Mail and so on and so forth, but there will also be cases where people genuinely deserve to continue with their current accommodation for one reason or another. Those cases we have tried to help with the Hardship Fund and indeed with the grace period that we have secured.

Darren Johnson (AM): What we do not know, which was very clear when we had the evidence session last week, what we do not know is the cumulative impact of all of these changes.

Boris Johnson (Mayor of London): No we do not.

Darren Johnson (AM): Even the Government has not attempted to give any real thought to the cumulative impact of all of these changes and how they will hit people.

Boris Johnson (Mayor of London): I think what everybody wants to see is a London where communities remain mixed and balanced in terms of economic power. I think it absolutely vital that we continue to support people of all incomes to live across the city. The best way to do that is not just with the various hardship measures that we have secured, but to build more homes for Londoners. That is, I think, where you are going to see some more action today from the Government, which I fully support. We want to see a big programme of home building in our city. We have the space for it; we have the brown-field sites to do it in. We could build beautiful homes for Londoners and get the economy moving. That is the way to tackle the problems of overcrowding, the problems of high rents, many of the problems that are now affecting our city.

Darren Johnson (AM): Many of the beautiful homes that we see being built in this city are completely unaffordable for all but the wealthiest overseas investors.

Boris Johnson (Mayor of London): Absolutely.

Darren Johnson (AM): That is not meeting the housing need in London.

Boris Johnson (Mayor of London): No. I agree with you completely and this is why --

Darren Johnson (AM): Will you agree to press for regulation of the private rented sector so we can actually give tenants some protection?

Boris Johnson (Mayor of London): No. I understand the argument. The last time we did that and we had rent controls [The Rent Act 1965] what happened was that people simply moved out of the sector. In other words there became far fewer properties for rent. We need to encourage the private rented sector but we also need to build more homes. At the moment, a third of the housing stock in inner London is already social housing. What we need to do is to address the needs of the millions of people who, as you rightly say, Darren, who do not have a hope of getting a mortgage in today's climate, do not have a hope of getting a share in the value of their property. Hardworking people who need to live somewhere near their place of work. We need to build homes for them with part-buy, part-rent schemes, discount schemes where we put in some of the money. That is the way forward for the city. As I say, because we have been doing a lot of work on this in the last few months, I very much hope we will have something today to say about some of the funding we have secured to do that. We have built a record number of affordable homes over the last four years. I am absolutely confident we can do 100,000 over eight years. That has never been done before. I am confident that we can do that, but we also need to stimulate a massive programme of building for people on middle incomes who are now absolutely priced out of the London market.

## **Police Plan consultation**

### **Question No: 2013/0811**

[Jenny Jones](#)

Will you run a second stage of the Police and Crime Plan consultation which provides Londoners with information about: the savings that will be made by closing front counters and police stations; the location, opening hours and purpose of the new contact points; what types of crimes are reported to front counters; what will happen to Safer Neighbourhood Team bases; the impact on frontline policing; and non-adjusted police numbers?

[The Mayor](#)

The draft Police and Crime Plan consultation has been the most comprehensive ever and well received with Londoners using the many opportunities put forward by MOPAC to participate. The Deputy Mayor for Policing and Crime and the Assistant Commissioner for Territorial Policing visited every London borough over an eight week period. In addition the Deputy Mayor for Policing and Crime has met with individual groups and Local Authorities who have asked to meet with him.

The consultation that we ran provided Londoners with an opportunity to raise all the issues highlighted in your question.

I am now working alongside the Deputy Mayor for Policing and Crime and the MPS and the final plan will be agreed before the end of the month. The plan will have considered all the issues that have been raised in the consultation and will address the points highlighted in your question.

Our plans mean a balanced budget that will keep officer numbers high - at or around 32,000 over the next three years.

Once we have agreed the final plan we will of course work with the MPS to ensure that Londoners understand, the many ways of accessing the police in their boroughs.

## **Early impact of Local Housing Allowance cuts and caps**

### **Question No: 2013/0812**

[Darren Johnson](#)

Since the cuts and caps to Local Housing Allowance were introduced, the number of claimants in Westminster, Kensington & Chelsea, Camden and Islington have started to fall, while outer London boroughs like Barnet, Kingston upon Thames and Havering are seeing the fastest rises in claimant numbers in London. Will you investigate this changing pattern to establish whether the cuts and caps are making growing parts of central London no-go areas for benefit claimants?

[The Mayor](#)

My officers are monitoring a range of information, including housing benefit caseloads in different areas of the capital.

## **Bakerloo line extension**

**Question No: 2013/0814**

[Darren Johnson](#)

The popularity of the London Overground in south east London demonstrates the demand that exists for better transport links between central and south east London. Can you update me on the work TfL have done on options to extend the Bakerloo line and can you confirm whether TfL are developing a timetable to take these proposals forward?

[The Mayor](#)

I am committed to carry out a further review of the potential for a southern extension of the Bakerloo line in my Transport Strategy and I am keen to progress this as quickly as possible. TfL has already completed a strategic assessment of a range of potential transport schemes for south-east London. The culmination of this work was the South-East London Rail Access Study, which identified a possible corridor for a future extension from Elephant & Castle to Hayes via Lewisham, amongst other schemes, as being the most closely aligned with the objectives of the Transport Strategy. However, further analysis is needed before any firm proposal can be developed and funding would need to be secured for the scheme. TfL is doing a piece of work with the London borough of Southwark to look in detail at what development would be needed around the route to both justify the economic case for the extension and fund it.

## **Lambeth Housing**

**Question No: 2013/0815**

[Darren Johnson](#)

Are you aware that Lambeth Council is taking members of 30+ year old housing co-ops to court to try and evict them from their homes and sell their houses off on the open market - thus reducing the number of social housing units in the borough and adding to their own waiting list? Could you urge Lambeth Council to engage with the Super Co-op plan that the housing co-op residents have advanced, which would further your housing policies on tenant and community empowerment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

This is a matter for the London Borough of Lambeth and my officers are in touch with them on this issue.

## Cycle Hire Scheme

Question No: 2013/0816

Darren Johnson

Given that the Cycle Hire scheme currently stops just south of Elephant & Castle and given the poor public transport connections beyond this have you given thought to additional docking stations at Camberwell Grove and Peckham Road?

The Mayor

When considering expansion opportunities for the cycle hire scheme, TfL takes a number of factors into account, including:

- Distribution of the scheme area across London, including cross-river connections where applicable
- Local trip attractors and likely usage - sufficient multi-directional trip densities are necessary
- Availability of suitable land - docking station sites must meet minimum technical criteria for length/width, gradient, etc., with sufficient depth for foundations and be clear of utilities and underground structures
- Maintaining a network of docking stations no more than 500m apart
- Operational constraints, ranging from serviceability to topography
- Constrained docking station capacity in key parts of central London
- Available funding, both external and within TfL
- Local demand
- Borough and stakeholder support.

Expansion into the Camberwell area has been considered on a number of occasions; to date, this extension has not sufficiently met enough of the factors to be considered viable. However, TfL will continue to review this in the future.

## **Cycling and potholes**

**Question No: 2013/0817**

[Darren Johnson](#)

What are you doing to ensure that an adequate proportion of cycling spend is devoted to the proper maintenance of cycle lanes and ensuring they are free from potholes?

[The Mayor](#)

I am fully aware of the implications that poor surface conditions can have on the ride quality and safety of cyclists, as indeed for other road users, and encourage all London authorities to apply suitable highway maintenance standards.

I am pleased to say that as from April of this year, TfL's maintenance arrangements will include bespoke inspection regimes and defect categorisation requirements for the designated cycle routes on the TfL Road Network, so that future maintenance activity will closely reflect the intensity of cycle activity upon them. TfL also supports the boroughs by the provision of maintenance funds for Cycle Superhighways to ensure that maintenance standards can be commensurate with their high level of use by cyclists.

As you will appreciate, however, it then falls to each of London's 33 local authorities to determine their own priorities, deciding what proportion of their resources are to be allocated to highway maintenance and within that, what their specific priorities are for maintaining cycle facilities. That said, the law requires highways to be maintained commensurate with use and clearly those with high cycle use have different maintenance requirements to those that don't, so each London authority should recognise the special needs of cyclists in their maintenance plans.

## **Transport for London Bill**

**Question No: 2013/0818**

[Darren Johnson](#)

Do you agree that the Transport for London Bill currently in the House of Lords, which removes the requirement on TfL to obtain the consent of the Secretary of State to dispose of operational land such as in the proposed Earl's Court Exhibition development and seeks to revise the wording of the GLA 1999 Act, would seem to put the Mayor in a legally ambiguous position since the Mayor, while Chairman of TfL is also a constituent part of the GLA and it is not clear how such disposals would be effected, bearing in mind the great hostility to the Earl's Court development which entails loss of skyline, TfL's Lillie Bridge Depot and overdevelopment?

[The Mayor](#)

In January 2013, TfL decided not to pursue this amendment. Accordingly the parliamentary authorities were notified and this clause will be deleted from the Bill during committee stage in the House of Lords.

## **Streatham High Road (1)**

**Question No: 2013/0819**

[Darren Johnson](#)

How much of the existing central reservation will be removed as part of the street works at Streatham High Road?

[The Mayor](#)

Improvement works are planned for Streatham High Road between Leigham Court Road and Woodbourne Avenue. A key objective of the design proposal is a change to the central reservation from a raised brick wall planter to a low, locally widened, median strip. The design is not yet fully worked up, but the intention is that there will be no net loss of green estate (trees, shrubs, planting) and that opportunities for additional greening will be explored. I have asked that TfL share the design proposals with you once they are fully worked up.

## **Streatham High Road (2)**

**Question No: 2013/0820**

[Darren Johnson](#)

What will replace the section of central reservation at Streatham High Road that is removed as part of the street works? Will there be trees, in keeping with the section of central reservation replaced several years ago on Streatham High Road?

[The Mayor](#)

Please see my response to MQ 819/ 2013.

## **Streatham High Road (3)**

**Question No: 2013/0821**

[Darren Johnson](#)

Can you confirm Transport for London's estimate of the current amount of existing greenery and vegetation in the central reservation at Streatham High Road that will be removed as part of the street works?

[The Mayor](#)

Please see my response to MQ 819/ 2013.



## **Rough sleepers (1)**

**Question No: 2013/0822**

[Darren Johnson](#)

How much have you allocated to rough sleeping initiatives for former members of the armed forces in 2013/14, and what projects will this money be spent on?

[The Mayor](#)

£300,000 has been allocated to the Mayor's rough sleeper services to work with former members of the UK armed forces in 2013/14. These services are: No Second Night Out, No Living on the Streets, Housing First, Tenancy Sustainment Teams, London Street Rescue, health projects and the severe weather shelter. The Social Impact Bond will also meet some of these needs. An additional amount of £60,000 has been identified for a specialist service for former members of the UK armed forces who are homeless.

## **Rough sleepers (2)**

**Question No: 2013/0823**

[Darren Johnson](#)

Will your projects for former members of the armed services sleeping rough support people with both UK and non-UK nationality, given that the latter comprise the majority of rough sleepers with experience of armed forces?

[The Mayor](#)

The projects will specifically target former members of the UK armed forces.

## **TfL Thames river crossings spend (1)**

**Question No: 2013/0824**

[Darren Johnson](#)

Please provide the total amount spent by Transport for London on preparatory work on new river crossings between April 2004 and April 2007.

[The Mayor](#)

The total amount spent on the Thames Gateway Bridge between April 2004 and April 2007 was £17.6 million. There was no other spend on new River Crossings during this period.

## **TfL Thames river crossings spend (2)**

**Question No: 2013/0825**

[Darren Johnson](#)

Please provide the total amount which Transport for London has spent building the case for new river crossings and funding the Thames Gateway Bridge public inquiries since May 2008.

[The Mayor](#)

The total amount spent on the Thames Gateway Bridge project between May 2008 and when the project wound up in 2008/09 was £4.7 million.

Since then, the Mayor has proposed a package of crossings for East London including Silvertown Tunnel and a crossing at Gallions Reach. The amount spent on these new River Crossings since May 2008 is £1.1 million.

## **Proximity of Cycle Hire docking stations**

**Question No: 2013/0826**

[Darren Johnson](#)

What is TfL's current estimate of the percentage of London's population that will live within 400m of a cycle hire docking station, once Phase 3 of expansion is complete?

[The Mayor](#)

TfL does not have a current estimate of this percentage.

## **Cycling Superhighways**

**Question No: 2013/0827**

[Darren Johnson](#)

What is the estimated budget for completing cycling superhighways between April 1st 2013 and 2016?

[The Mayor](#)

As announced in my Vision for Cycling earlier this month, the total budget for cycle routes, junctions and suburban cycling improvements will rise about five-fold, from just under £120 million to between £550 and £600 million. It is not yet possible to say how this will be allocated between the individual components because routes are still in development. The Vision includes a commitment to deliver a 'Crossrail' East-West Superhighway, upgrade existing routes and design future routes to higher standards. The new superhighway budget will be announced in due course.

## **Cycling Crossrail**

**Question No: 2013/0828**

[Darren Johnson](#)

When do you aim to complete your 15 mile segregated west to east cycling route through the heart of London, from the western suburbs to Canary Wharf and Barking? What is the estimated budget for this project?

[The Mayor](#)

Design, borough consultation, and traffic modelling for the East-West "Bike Crossrail" is underway. Detailed delivery schedules and budgets are being drawn up and will be announced in due course. My Cycling Vision document, published this month, promises to create the route as quickly as possible and TfL will work hard to prioritise its early delivery.

## **Quietways cycling budget**

**Question No: 2013/0829**

[Darren Johnson](#)

What is the budget for spending on cycling 'quietways' between now and 2015/16 and during the course of the whole ten year plan?

[The Mayor](#)

I have recently launched my Cycling Vision for London, which has been well received.

Quietways are a key component of the Vision and will deliver direct routes on pleasant, low traffic side streets for those wanting a more relaxed journey.

As announced in my Vision for Cycling earlier this month, the total budget for cycle routes, junctions and suburban cycling improvements will rise about five-fold, from just under £120 million to between £550 and £600 million. It is not yet possible to say how this will be allocated between the individual components because routes are still in development.

## **Outer London cycling budget**

**Question No: 2013/0830**

[Darren Johnson](#)

What is the budget specifically dedicated to cycling in outer London between 2013/14 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 31 May 2013

I have recently launched my Cycling Vision for London, which has been well received. I am pleased that a commitment has been made to spend more than £100 million on cycling in Outer London over the next 10 years.

TfL is currently working to further define the programme and information on the programme budgets will be forthcoming in future.

## **Public events cycling budget**

**Question No: 2013/0831**

[Darren Johnson](#)

Your deputy Mayor for Transport and your deputy Mayor for cycling have both stated at public events that the cycling budget will rise to £145m by 2015/16, which is £26m more than you told the assembly budget meeting on 25th February. Can you confirm that this is the case, so that I can congratulate you on this small step?

[The Mayor](#)

The future programme for cycling in London has been under development for some time, with my Deputy Mayor for Transport and my Cycling Commissioner publishing my Cycling Vision on 7 March 2013. As stated in that document, I can confirm that spend on cycling is forecast to rise to £145 million in 2015/16, and I thank you for your congratulations.

## **Cyclists using Cable Car**

**Question No: 2013/0832**

[Darren Johnson](#)

Given that TfL promotes the Cable Car as a crossing for both cyclists and pedestrians will you ask TfL to begin collecting and publishing data on the number of cyclists who use the service each week?

[The Mayor](#)

Please see my response to MQ 744 /2013.

## **Junction review and budget**

**Question No: 2013/0833**

[Darren Johnson](#)

Can you please clarify how much is due to be spent on making dangerous junctions safer between now and 2015/16? Your cycling vision document states that £100m will be spent on the junction review, but a policy paper on the Better Junction Review presented to Transport for London board members on the 6th February says that the budget will be between £66m and £93m?

[The Mayor](#)

The figure given to the TfL board on 6 February has been superseded by the figure given in the launch of my Cycling Vision on 7 March. The Vision reaffirms my determination to focus on early and major improvements at and around London's worst junctions, and the £100m committed in that document will ensure that TfL has the resources to achieve this. TfL is currently developing a more detailed delivery programme, including how this funding will be invested through to 2015/16 and throughout the duration of the TfL Business Plan.

## **Cycle Hire budget**

**Question No: 2013/0834**

[Darren Johnson](#)

How much does Transport for London anticipate will be the net spending (above income received) on cycle hire in the years 2013/14, 2014/15 and 2015/16?

[The Mayor](#)

The net operation expenditure included in the latest forecast is as follows:

2013/14 - £11.6 million

2014/15 - £10.7 million

2015/16 - £12.6 million

These figures exclude the implementation costs of the Cycle Hire Expansion and Intensification. The recent tariff increase and the expansion to West and South West London later in 2013 are likely to have a significant impact on both income and costs for Cycle Hire, and it is too early to have a full understanding of what these will be.

## **Safety vs Traffic flow**

**Question No: 2013/0835**

[Darren Johnson](#)

Your vision for cycling states that it will no longer be the case that 'TfL models will not accept 'motor traffic degradation' '. Can you confirm that safety improvements at dangerous junctions will now come first and that any negative impacts on traffic flow will have to be mitigated?

[The Mayor](#)

I have recently launched my Cycling Vision for London, which has been well received. I am pleased that the Vision includes a commitment to improve the way that TfL's traffic models take account of cyclists. Safety concerns are always considered ahead of all other issues and TfL's operational models aim to ensure that the impacts for all users of the network are understood. More details of how TfL will be taking forward my Vision for Cycling will follow.

## **Cycling vision**

**Question No: 2013/0836**

[Darren Johnson](#)

Your vision for cycling refers to CS5 stopping at New Cross Gate, rather than travelling further eastwards. What is the point of high quality cycle routes done to Dutch standards which leave cyclists unprotected at the most congested, dangerous section of road?

[The Mayor](#)

TfL is still very much committed to delivering significant cycling improvements east of New Cross. The Cycling Commissioner has this month met relevant officers and the portfolio holder at the London Borough of Lewisham to discuss options.

Businesses with 50 or more staff and within 1.5km of the original CS5 alignment are also still eligible to bid for cycle parking, cycle training and cycle safety checks for their employees and TfL has already provided Lewisham Council funding for these supporting measures.

## **Cycle Training budget**

**Question No: 2013/0837**

[Darren Johnson](#)

How much was spent on cycle training in 2012/13 and how much does Transport for London expect will be spent in 2013/14?

[The Mayor](#)

The majority of cycle training in London is delivered by the London boroughs through their Local Implementation Plan programmes (LIP). Borough cycle training delivery figures for 2012/13 will be received by TfL in June 2013, with final expenditure figures available in August 2013 following the deadline for LIP claims.

The Vision document promises more funding for adult cycle training in future. We will also fund cycle training in schools, but will review how our funding is spent, to ensure that it is relevant to children's real needs.

## **Central London cycling grid**

**Question No: 2013/0838**

[Darren Johnson](#)

When do you aim to have the central London cycling grid completed and what is the estimated budget for this project?

[The Mayor](#)

I have recently launched my Cycling Vision for London, which has been well received. I am pleased that the Central London Grid will be a key component of the Vision and will deliver high quality, high volume routes, using a combination of segregation and quiet shared streets. Subject to the agreement of the boroughs, the majority of the Grid will be complete by 2016. TfL is currently working to further define the programme and information on the budget will be forthcoming in future.

## **New Bus for London emissions (1)**

**Question No: 2013/0839**

[Darren Johnson](#)

Thank you for your answer to my question 3455/2012. Will the new bus for London, which is being rolled out on route 24 in April, be Euro 6 compliant

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

Independent emission testing has shown that the New Bus for London is the cleanest and greenest bus of its type anywhere in the world.

Thanks to the innovative design of the bus, current models of the New Bus for London exceed the Euro V standard, emitting around four times less NOx and PM than the fleet average for hybrid and diesel buses.

Euro VI engines become available from 2014 and these will be fitted to all models manufactured after this date, delivering further reductions in emissions.

## **New bus for London emissions (2)**

**Question No: 2013/0840**

[Darren Johnson](#)

Can you confirm that the New Bus for London has been sent back to the Transport for London testing centre at Millbrook? Will you release the new test results?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

Yes. As my Mayor's Report of 20 March 2013 stated, I can confirm that the New Bus for London remains the world's cleanest, greenest hybrid bus of its type, and the full results can be viewed on the TfL website: <http://www.tfl.gov.uk/corporate/media/newscentre/27746.aspx>

## **Elephant and castle roundabout**

**Question No: 2013/0841**

[Darren Johnson](#)

Your cycling vision for London includes the removal of dangerous gyratories as a measure to improve safety. Given that the Elephant and Castle is one of the most dangerous collision hotspots in London will you now progress plans to remove the northern roundabout, even if this has short term impacts on traffic flow?

[The Mayor](#)

My Cycling Vision document published this month specifically promises major improvements to make Elephant & Castle safer and less threatening for cyclists. A number of options are being considered. Interim improvements are also under consideration, to be brought forward before the major scheme is delivered. Further information on both will be published as soon as design work and traffic modelling allows.

## **Accident and Emergency Lewisham (1)**

**Question No: 2013/0842**

[Darren Johnson](#)

In answer to my question 4039/2012 you referred to a letter you wrote to the Trust Special Administrator asking him for 'reassurance that his final report to the Secretary of State would take into account' a list of key issues. Do you believe his report took all of those issues into account?

[The Mayor](#)

I am satisfied that the Trust Special Administrator's report took the key issues I raised into account; the report also gave assurances that those responsible for developing and delivering the implementation plan would look carefully at and act upon these issues. I have asked for regular updates on the progress of the implementation plan.

## **Accident and Emergency Lewisham (2)**

**Question No: 2013/0843**

[Darren Johnson](#)

Can you outline how you believe the changes proposed by the Secretary of State to Lewisham hospital address each of the six areas of concerns you raised with the Trust Special Administrator?

[The Mayor](#)

I asked for assurances from the Trust Special Administrator (TSA) on the following areas:

Health inequalities - my officers are in on-going dialogue with the TSA and implementation team concerning issues arising from the health inequalities impact assessment.

Clinical leadership and clinical evidence base - I understand that two important clinical groups spearheaded these recommendations, including a clinical advisory group with members from all of the six borough Clinical Commissioning Group (CCG) chairs and the medical directors of all of the NHS trusts in south east London, plus an external clinical panel with senior clinical members from outside of the trusts affected and from different regions of the country in order to ensure objectivity. Robust clinical standards and evidence were taken into account, detailed in the NHS London Report (Adult emergency services: Acute medicine and emergency general surgery, Case for change summary, September 2011).

Travel times - I am happy that Transport for London's service travel analysis tool was used to model the impact on transport times.

Impact on blue light ambulance journeys - My understanding is that the majority of the population who would have gone to Lewisham Hospital A&E are still within 30 minutes of an A&E by blue light ambulance, the benchmark set by work undertaken on stroke services in London.

Hospital capacity - I understand that the implementation of proposals will take place over three years, supported by a transition and implementation programme, to ensure there is sufficient capacity in the system.

Public opinion - I am very aware of the concerns of Lewisham residents, officers, hospital staff and others.

## **Lewisham Hospital**

**Question No: 2013/0844**

[Darren Johnson](#)

Will you give your support to the unanimous decision by the London Borough of Lewisham to seek a judicial review of the Secretary of State's decision to downgrade Lewisham Hospital?

[The Mayor](#)

If local people and/or organisations wish to issue a legal challenge to the Secretary of State's decision concerning NHS services in south east London then of course they are free to do so.

I am meeting with both the Save Lewisham Hospital Campaign and the Secretary of State, Jeremy Hunt, soon.



## **Olympic Park**

**Question No: 2013/0845**

[Darren Johnson](#)

Your cycling vision states that you will do your 'best to improve some new schemes, such as the Olympic Park'. Will you now raise the artificially low target for the number of cycling trips and expand the cycle lanes beyond the 1.5m minimum?

[The Mayor](#)

The Vision document states that "we will do our best to improve some new schemes, such as the Olympic Park, that were given planning consent under previous regimes with insufficient provision for cycling." Detailed senior-level discussions are already under way between TfL and the LLDC to deliver this commitment. The Cycling Commissioner and the my Olympic and Paralympic Legacy Advisor will meet early next month to accelerate this process.

## **Bus operator payments**

**Question No: 2013/0846**

[Jenny Jones](#)

In your answer to question 702/2013 you refer to figures published on TfL's website which cover the period from April 2011 to January 2012. Could you please provide me with equivalent data on payments made to bus operators in the months January, February and March 2011?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

Please see the attached Appendices for payments made to bus operators in the period from 8 January 2011 to 4 February 2011, 5 February 2011 to 4 March 2011 and 5 March 2011 to 31 March 2011. Please note that the details are based on financial periods rather than calendar months and the dates covered for each payment are detailed in Appendix 1, 2 and 3 respectively.

## **Transport for London's Construction Logistics and Cyclist Safety Report**

**Question No: 2013/0847**

[Jenny Jones](#)

Transport for London's Construction Logistics and Cyclist Safety Report does not deal with pedestrians, a class of vulnerable road users which has a fatality rate 5 times of cyclists. Would you be willing to ask Transport for London to launch a similar study to investigate the same issue for pedestrians?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 31 May 2013

TfL specifically commissioned the Construction Logistics and Cyclist Safety research to address the concern that 56 per cent of cycling fatalities involved a large goods vehicle between 2008 and 2011, including a disproportionate number of construction vehicles.

While there were around five times more pedestrian fatalities than cycling fatalities in 2011, reflecting the very large number of walking journeys taking place daily in London, the proportion of pedestrian fatalities involving a large goods vehicle was 16 per cent, a smaller proportion than for cyclists.

I am pleased that we have seen a decline in pedestrian fatalities over time, with 20 per cent fewer pedestrian fatalities occurring in 2011 (the last full year for which casualty data is available) compared to the 2005-09 baseline. In addition, pedestrian fatalities involving large goods vehicles reduced by 8 per cent (from 13 to 12) during the most recent three years (2009-2011).

There is no room for complacency and the safety of pedestrians continues to be a high priority for TfL. Recently TfL published new research which investigated 197 police files into collisions resulting in pedestrian fatalities

(<http://www.tfl.gov.uk/assets/downloads/corporate/pedestrian-fatalities-in-london.pdf>).

In order further to improve pedestrian safety, however, TfL is working with pedestrian and safety stakeholders using the findings of the report mentioned above to develop a Pedestrian Safety Action Plan, to be published this summer. The role of large goods vehicles in pedestrian injury and fatality will be looked at as part of the development of this plan.

## **Pedestrian safety Oxford Street**

**Question No: 2013/0848**

[Jenny Jones](#)

How many pedestrians were killed, seriously injured or slightly injured as a result of collisions with buses on Oxford Street in the years 2008 to 2011?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The data below shows the number of pedestrians killed, seriously injured or slightly injured in collisions with a bus or coach on Oxford Street (Marble Arch to Tottenham Court Road) between 2008 and 2011.

There have been no pedestrian fatalities on Oxford Street resulting from collisions with a bus or coach since 2009 and the number of pedestrians killed or seriously injured in these collisions has halved, from 12 in 2009 to 6 in 2011. Overall the total number of pedestrians injured in collisions with a bus or coach on Oxford Street has fallen from 29 in 2008 to 23 in 2011.

Pedestrians injured in collisions with a bus/coach on Oxford Street (Marble Arch to Tottenham Court Road)

Year	Injury Severity			Total
	Fatal	Serious	Slight	
2008	1	6	22	29
2009	3	9	17	29
2010	0	8	11	19
2011	0	6	17	23

Collisions, as recorded by the Police under STATS19, are for bus/coach

## **Bus Logistics and Pedestrian and Cyclist Safety**

**Question No: 2013/0849**

[Jenny Jones](#)

Since, by weight and mass alone a Transport for London bus can be classified as an Heavy Goods Vehicle, would you have Transport for London launch a study on Bus Logistics and Pedestrian and Cyclist Safety, with a special emphasis on Westminster Borough, where over 20 per cent of Transport for London Bus-pedestrian fatalities have occurred in the past 5 years?

[The Mayor](#)

Transport for London commissioned the Construction Logistics and Cyclist Safety research to address the concern that 56 per cent of cycling fatalities involved a large goods vehicle between 2008 and 2011, including a disproportionate number of construction vehicles. In contrast, over the same period of time, 5 per cent of cyclist fatalities involved a collision involving a bus or coach. As referred to in my reply to question 956/2013, TfL has recently commissioned new research to understand the causes of recent cycle fatalities in London and this will further our understanding of any potential issues related to bus and coach collisions. With reference to pedestrians in London, I am pleased that we have seen a decline in fatalities over time, with 20% fewer pedestrian fatalities occurring in 2011 (the last full year for which casualty data is available) compared to the 2005-09 baseline. Further, pedestrian fatalities involving buses and coaches reduced by 60 per cent (from 16 to 10) between 2009 and 2011 in London. In Westminster in 2011 there were 80 pedestrians killed or seriously injured, of which 16 per cent involved a bus or coach, reflecting the high numbers of both pedestrian and bus journeys in the borough.

There is no room for complacency and the safety of pedestrians continues to be a high priority for TfL. Recently, TfL published new research which investigated 197 police files into collisions resulting in pedestrian fatalities

(<http://www.tfl.gov.uk/assets/downloads/corporate/pedestrian-fatalities-in-london.pdf>).

The report identified a number of factors contributing to pedestrian fatalities, including driver and pedestrian inattention, illegal speeding and pedestrians being affected by alcohol consumption.

In order to further improve pedestrian safety TfL is working with pedestrian and safety stakeholders to develop a pedestrian safety action plan, to be published this summer.

## **Legislation requiring Mayoral intervention**

**Question No: 2013/0850**

[Jenny Jones](#)

Paper 7b for the 7th February Investment & Performance Board refers to 'an assessment of forthcoming legislation likely to require Mayoral intervention'. Can you share that assessment with me?

[The Mayor](#)

There is not one assessment but a series of assessments from various internal sources on EU regulation, and these inform GLA policy over time.

## **Banking Reform white paper**

**Question No: 2013/0851**

[Jenny Jones](#)

Can you send me a copy of your response to the Banking Reform white paper?

[The Mayor](#)

Yes

## **Data limitations and the work programme (2)**

**Question No: 2013/0853**

[Jenny Jones](#)

Did you ask the DWP to make available the data that would make it possible for Work Programme providers to sign up to the London Employability Rating System?

[The Mayor](#)

This issue was raised with senior DWP officials prior to the launch of the Work Programme.

## **Work programme safeguards**

**Question No: 2013/0854**

[Jenny Jones](#)

Did you ask the DWP to impose your performance management framework, including the London Employability Rating System, on Work Programme providers in London?

[The Mayor](#)

The GLA does not have the remit or power to impose any performance management framework on DWP or Work Programme providers.

## **Workfare pilot evaluation**

**Question No: 2013/0855**

[Jenny Jones](#)

Thank you for your answer to question 711/2013. Will you ensure that this part of the evaluation will also look at whether the pilot has had an impact on the uptake of Jobseekers' Allowance among the target group?

[The Mayor](#)

The research report from the evaluation will be published in late 2013. This will be based on the qualitative and quantitative research.

The impact assessment report from the evaluation will be published in late 2014 and will cover comparisons and the impact of the Day One Support Pilot on benefit and employment outcomes with a suitable comparison group.

## **Workfare pilot starts**

**Question No: 2013/0856**

[Jenny Jones](#)

Can you now tell me how many young people started on your mandatory work experience pilot in each of the following months: November 2012, December 2012, January 2013 and February 2013? If not, please tell me when you will conclude your work with the Department of Work and Pensions and be in a position to tell me?

[The Mayor](#)

The decision has not yet been taken on when to publish statistics of starts. The Department for Work and Pensions works to guidelines set by the UK Statistics Authority to ensure they publish statistics that meet high quality standards at the earliest opportunity. The Department will be undertaking a full evaluation of the Day One Support for Young People Trailblazer. We expect the impact assessment looking at 6 months post participation outcomes for the full cohort to be available around late-2014

## **New Hub Airport - Environmental Impact Assessments**

**Question No: 2013/0857**

[Jenny Jones](#)

In your examination of potential locations for a new hub airport, is your aviation policy unit carrying out environmental impact assessments of each of the locations?

[The Mayor](#)

Consideration of all relevant environmental issues will form an integral part of the work being undertaken in gathering evidence for future submissions to the Airports Commission. The scope of environmental studies will be in line with Guidance Document 01, produced by the Airports Commission in February 2013, and in particular the sections on 'climate change' and 'local environmental impacts'.

The Guidance Document makes it clear that more detailed environmental assessments will be carried out as part of the detailed development phase following the publication by the Airports Commission of their interim report.

## **New Hub Airport - aviation carbon emissions**

**Question No: 2013/0858**

[Jenny Jones](#)

In your examination of potential locations for a new hub airport, is your aviation policy unit calculating the increase in carbon emissions at each of the potential locations that would arise from the increase in aviation movements?

[The Mayor](#)

Guidance Document 01, produced by the Airports Commission in February 2013, sets out what they expect in relation to evidence on climate change. The aviation unit will follow these guidelines and document the predicted effects for each option being studied.

## **London's 2015 recycling rate**

**Question No: 2013/0859**

[Jenny Jones](#)

What do you expect the London-wide recycling rate to be in 2015? Have you carried out any specific forecasting?

[The Mayor](#)

I want London to achieve a 45 per cent municipal waste recycling rate as forecasted in my municipal waste management strategy. Although this is an ambitious target, Bexley and Bromley are already achieving 50 per cent recycling rates and five other boroughs are achieving over 40 per cent performance. Increasing recycling levels in flats is paramount to boosting London's recycling performance. LWARB's £5 million Flats Recycling Programme is expected to increase recycling rates by 43 per cent on average per project by 2015. LWARB's Efficiency Programme will also help boroughs to deliver cost effective and easily accessible recycling collection services.

## **London's worst recycling local authorities**

**Question No: 2013/0860**

[Jenny Jones](#)

Why are there still twelve local authorities in London with recycling rates that are 30 per cent or less? Do you agree with me that the London Waste and Recycling Board has failed to deal with local authorities unable or unwilling to increase their recycling rates?

[The Mayor](#)

Boroughs with lower recycling rates are generally inner-London boroughs with high proportions of flats, which can make it difficult to provide cost-effective and easily accessible recycling collection services. Importantly 21 London boroughs (including the City of London) are achieving over 30 per cent recycling rates, two of which are achieving 50 per cent and five boroughs achieving over 40 per cent recycling rates. As a result London's overall household waste recycling rate has increased by eight per cent since 2007. I refer you to my response to MQ 859/ 2012 regarding LWARB's good work for helping local authorities to increase their recycling rates. LWARB also has a £40 million fund for new waste management infrastructure.

## **Cleaner Air for London website**

**Question No: 2013/0861**

[Jenny Jones](#)

When will your new Cleaner Air for London website, bringing together continuous monitoring data from all of London's boroughs and emissions and concentration maps from the London Atmospheric Emissions Inventory, be up and running?

[The Mayor](#)

The Cleaner Air for London website will be launched in the summer of 2013.

## **Free Schools and Academies - using disused fire and police stations**

**Question No: 2013/0862**

[Jenny Jones](#)

There have been suggestions concerning using disused police or fire stations for new free schools or academies. As many of these buildings are located besides roads with significant or excessive vehicular pollution, can you give me an assurance that no new school will be permitted to occupy such locations?

[The Mayor](#)

I have every confidence that the Department for Education would not propose or support establishing a school in a location that is not suitable. Ultimately, of course, individual planning applications are a matter for the relevant planning authority and considered on a case-by-case basis.

## **Car Dooring**

**Question No: 2013/0863**

[Jenny Jones](#)

Your cycling vision includes launching major safety educational campaigns. Will you ask Transport for London and the Met Police to run a campaign that deals with the menace of car dooring in London, which accounts for 8% of the killed and seriously injured cyclists?

[The Mayor](#)

I have already done so. From June to November 2011 and in January 2012, a cycle safety campaign ran which included poster and radio messaging to encourage motorists to look out for cyclists when opening car doors. Post campaign results (received March 2012) found an increase in reported 'good' behaviour amongst motorists as a result.

In line with the commitment in my Vision to improve cycle safety, a new campaign is already under development to encourage drivers and cyclists to re-appraise their behaviours and increase their awareness of other road users. This will include car dooring.

## **Road Safety budget**

**Question No: 2013/0864**

[Jenny Jones](#)

Would you accept that cutting your road safety budget led to a rise in the number of people killed and seriously injured on London's roads and that expenditure urgently needs to be increased?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

No.



## **Traffic restrictions during pollution episodes**

**Question No: 2013/0865**

[Jenny Jones](#)

Will you re-consider implementing traffic restrictions and road closures as emergency measures during high levels of pollution?

[The Mayor](#)

There are currently no plans to implement emergency road closures during pollution episodes. There is provision for implementing programmes of weekend closures.

For the development of my Air Quality Strategy my officials considered the use of these kinds of measures and concluded they would be hugely disruptive and could have unintended consequences by shifting pollution from one area to another. I therefore decided to focus on reducing emissions at source, implementing ongoing local measures and raising awareness.

## **Schools and air pollution**

**Question No: 2013/0866**

[Jenny Jones](#)

Have you been in direct communication with the 2,270 schools in London that are located within 400 metres of a road carrying 10,000 or more vehicles per day to encourage them to sign up to AirTEXT?

[The Mayor](#)

I have undertaken a number of activities to raise awareness about air pollution in schools, including working with LSx to develop a schools toolkit which is available on the GLA website. I have also provided funding to boroughs to support their own school engagement efforts and have recently announced the creation of my new £20 million Air Quality Fund to ramp up these kinds of activities.

I encourage all Londoners to sign-up to airTEXT.

## **Smog alerts**

**Question No: 2013/0867**

[Jenny Jones](#)

Will you publish smog alerts on the GLA website?

[The Mayor](#)

Through the airTEXT consortium, I support the provision of targeted alert information to the most vulnerable Londoners. I regularly encourage Londoners to subscribe to this excellent service. A link to the airTEXT website and other information will be available on the new Cleaner Air for London website which will be launched later this year.

## **Pollution displays**

**Question No: 2013/0868**

[Jenny Jones](#)

Have you looked into the feasibility of installing pollution monitors at location such as Putney High Street or Marylebone Road? The monitors should clearly give pedestrians, road users and businesses up to date information about local pollution conditions, including the levels of particulates, nitrogen dioxide and ozone.

[The Mayor](#)

Air quality monitors are already located on Putney High Street and Marylebone Road. Information from both monitors is available on the London Air Quality Network website which is administered by King's College London. You can access their website through the following URL: <http://www.londonair.org.uk/LondonAir/Default.aspx> or through the Mobile App: <http://www.londonair.org.uk/LondonAir/MobileApps/>.

Air quality monitoring is a responsibility of the London boroughs, so introducing pollution displays would be a decision for the relevant local authority. The London Borough of Camden, for example, has recently installed such a display on its council offices on Euston Road.

## **Cycling Budget**

**Question No: 2013/0869**

[Darren Johnson](#)

Can you please clarify what will be spent by Transport for London on cycling (including LIPs money for cycling) in 2013/14, 2014/15 and 2015/16?

[The Mayor](#)

I will more than double London's cycling budget - to a total of almost £400m over the next three years, two and a half times more than previously planned.

Over the next 10 years, TfL's new business plan includes £913m investment in cycling. This figure does include money boroughs may allocate to cycling projects from their LIPs.

As you'd expect, the amount spent in any given year will vary in line with the delivery timetable for the major new projects and programmes we are planning. Following the publication of my cycling Vision TfL is currently working to further define the cycling programme. The figures below are therefore forecast only and are subject to change as programmes and projects are worked up into more detail.

Table 1: Forecast spend on cycling by TfL 2013/14 - 2015/16

Financial Year Forecast cycling spend (£m)

2013/14 111

2014/15 127

## **Redevelopment of Croydon town centre**

**Question No: 2013/0870**

[Caroline Pidgeon](#)

You recently pledged your support for the development of a Westfield shopping centre in Croydon. Before the Stratford Westfield centre opened we saw aggressive advertising of discounted parking rates for shoppers. Will you take steps to ensure that Westfield Croydon does everything it can to encourage people to visit the area by public transport and active travel modes?

[The Mayor](#)

I am committed to supporting the development of a quality new shopping centre in the Croydon Town Centre, as proposed by the Hammerson and Westfield Joint Venture. I have adopted an Opportunity Area Planning Framework for the town centre and I am now working with TfL on the submitted application to identify the specific transport measures required to support this type of scheme. This work is on-going but the types of intervention are likely to include; improvements to the public realm for pedestrians and cyclists; improved capacity for public transport (buses, trams and trains); and works to the highway network. Separately from the planning process I have also committed £23 million of regeneration funding to the Croydon Town Centre to help support the delivery of an improved public realm network via the Council's public realm programme called Connected Croydon.

## **Wi-Fi access at West Brompton Station**

**Question No: 2013/0871**

[Caroline Pidgeon](#)

Please explain why this major interchange station will not benefit from a Wi-Fi service like many other stations on the London Overground network?

[The Mayor](#)

In choosing London Underground stations to be fitted out for Wi-Fi connectivity, TfL has prioritised stations that are below ground (where passengers could not receive '3G' mobile internet signals) and / or are used by large numbers of passengers.

West Brompton station is above ground, and is used by fewer passengers than the other London Underground stations that have been or are being fitted out for Wi-Fi connectivity. For these reasons it was not one of the 120 stations initially selected for inclusion in the Virgin Wi-Fi programme.

However, TfL is actively considering which additional stations on the network could be fitted out for Wi-Fi connectivity and is looking at the case for connecting West Brompton.

## **Northern Line Extension**

**Question No: 2013/0872**

[Caroline Pidgeon](#)

In your response to MQ 2/2013 you stated that the true cost of the project to London's taxpayers will be 'much less' than the £1billion project cost. Please provide a figure and how this has been calculated ?

[The Mayor](#)

At this stage it is impossible to provide an accurate figure of the Enterprise Zone (EZ) income that the GLA will receive to help finance the NLE which otherwise would have gone into the new retained business rates system and be subject to a tariff. However, it is anticipated that EZ income will finance some 85 per cent of the borrowing costs of the NLE.

## Private Hire Satellite offices

### Question No: 2013/0873

Caroline Pidgeon

For each year since your first election please list the following:

- a) The number of private hire satellite offices in operation
- b) The number of new private hire satellite offices opened
- c) The number of private hire satellite offices closed

### The Mayor

The number of licensed private hire operators at the end of each year since I was first elected is:

2008/09

Private hire operators: 2,599

2009/10

Private hire operators: 2,882

2010/11

Private hire operators: 3,111

2011/12

Private hire operators: 3,164

Each licensed private hire operator can have one or more licensed private hire operator trading centres and it is at these centres that the operator can accept private hire bookings.

Applications to license new private hire operator trading centres and decisions to remove a centres' licence are considered by TfL on a case-by-case basis. Figures for the total number of private hire operator trading centres licensed at the end of each year and the total number of private hire operator trading centres licensed within each year (i.e. opened) are not collated. Figures are held for the number of decisions made by TfL to revoke a private hire operator's licence, and also the number of decisions made by TfL to impose a variation on a private hire operator's licence and remove at least one operating centre from a private hire operator's licence. When a private hire operator's licence is revoked, then all of the private hire operator trading centres on that licence cease to be licensed.

TfL decisions to revoke a private hire operator's licence

2008/09: 86

2009/10: 73

2010/11: 107

2011/12: 39

So far in 2012/13 there have been 37 decisions to revoke a private hire operator's licence.

TfL decisions to impose a variation on a private hire operator's licence and which involved the removal of at least one private hire operator trading centre

2008/09: 4

2009/10: 5

2010/11: 11

2011/12: 0\*

\*Figures for 2011/12 are held up for up until 15/05/2011. Figures are not available for the remainder of this financial year as a result of organisational changes and changes to the information collated at the end of each financial period.

## **Private Hire Licenses**

### **Question No: 2013/0874**

[Caroline Pidgeon](#)

For each year since your first election please list the number of private hire licenses in use?

#### [The Mayor](#)

The number of active private hire licences at the end of each year since I was first elected is:

2008/09  
Private hire operators: 2,599

Private hire drivers: 55,752

Private hire vehicles: 49,324

2009/10

Private hire operators: 2,882

Private hire drivers: 59,191

Private hire vehicles: 49,355

2010/11

Private hire operators: 3,111

Private hire drivers: 61,200

Private hire vehicles: 50,663

2011/12

Private hire operators: 3,164

Private hire drivers: 64,063

Private hire vehicles: 53,960

## **Automatic Train Control**

### **Question No: 2013/0875**

[Caroline Pidgeon](#)

You have promised to bring Automatic Train Control to 48 per cent of London Underground rolling stock by 2014. Please detail:

- What percentage of trains are currently using Automatic Train Control?
- What percentage do you expect to achieve by the end of 2013?

#### [The Mayor](#)

The Jubilee, Central and Victoria lines are currently operated using automatic signalling systems. These represent 31 per cent of trains operating on the Underground network.

The proportion of trains operating automatically will increase to 48 per cent when the upgrade of the Northern line is complete in 2014.

## **Fifty per cent strike laws**

**Question No: 2013/0876**

[Caroline Pidgeon](#)

It is now nine months since you were elected promising to lobby government for a fifty per cent minimum turnout on strike ballots. Please update us on your progress, including any meetings or correspondence you have had with Ministers.

[The Mayor](#)

I continue to push Government for the need for to bring in a fifty per cent minimum turnout for strike ballots. I have brought up the issue in my conversations with ministers at all levels in the Government.

## **DLR extension from Lewisham to Bromley**

**Question No: 2013/0877**

[Caroline Pidgeon](#)

Please detail the work that you have carried out to extend the DLR from Lewisham to Bromley?

[The Mayor](#)

Some initial engineering feasibility work has been undertaken to identify potential options for extending the DLR from Lewisham to Bromley. This has been accompanied by some preliminary modelling to test the potential demand and outline business case for such as an extension. TfL is now working with LB Bromley and LB Lewisham to examine future development scenarios at key locations in both boroughs which the extension could facilitate. This information will be used to update the business case and to identify the scope for innovative funding mechanisms which could help bring the scheme forward. This work programme is expected to be completed in the summer.

## **Dartford Crossing**

**Question No: 2013/0878**

[Caroline Pidgeon](#)

What progress have you made in securing a discount for residents of Havering and Bexley to use the Dartford Crossing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

I fully support the extension of the Dartford Crossing residents' discount to Bexley and Havering Residents. I have raised this repeatedly with the Government, including when I wrote to Stephen Hammond MP to make this case on 16 October 2012.

We are currently waiting for the DfT to announce the outcome of the Local Residents' Discount Scheme review.

## **Roads task force report**

**Question No: 2013/0879**

[Caroline Pidgeon](#)

When do you expect to receive and publish the Roads Task Force report?

[The Mayor](#)

I expect this to be in late spring.

## **Rapid response to road accidents**

**Question No: 2013/0880**

[Caroline Pidgeon](#)

How many lasers, which can scan road collision sites in 3D, are in use by the Metropolitan Police?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2012

There are five sets of laser scanning equipment in use by the Metropolitan Police.

## **Stop and shop bays**

**Question No: 2013/0881**

[Caroline Pidgeon](#)

In your manifesto you promised to give motorists an extra 10 minutes parking time in Stop and Shop bays on the TLRN. Since your 2012 election in how many bays has this increase been implemented? Please provide a list of locations.

[The Mayor](#)

TfL has recently written to all the boroughs seeking their views on how they wish TfL to implement this proposal in their boroughs, as it is essential that my proposal is in line with their high street strategies.

## **TfL 'ranks plan'**

**Question No: 2013/0882**

[Caroline Pidgeon](#)

In your manifesto you promised to produce a 'ranks plan'. Please provide this plan.

[The Mayor](#)

TfL have been actively working to draft this Plan and expect it to be finalised in spring.



## **River Action Plan (1)**

**Question No: 2013/0883**

Caroline Pidgeon

Will you commit to ensuring that slots are made available on the Westminster Pier for river bus services as well as tourist services?

The Mayor

One of the key proposals in my recently published River Action Plan is to extend Westminster Pier to provide the necessary additional berthing capacity to accommodate river bus services, in addition to the established tourist services.

## **River Action Plan (2)**

**Question No: 2013/0884**

Caroline Pidgeon

When can we expect to see river services properly included and drawn in a similar fashion to tube lines on the tube map?

The Mayor

Officers are drafting a response which will be sent shortly

Written response received on 3 May 2013.

TfL has already produced a 'tube style' map for both the river bus and the river tours services and this can be found at the following link: <http://www.tfl.gov.uk/assets/downloads/river-bus-tours-map.pdf> .

As detailed in my River Action Plan, TfL will be installing such maps at all riverside kiosks, at all piers and, at nearby rail and Tube stations by June 2013, in order to further integrate transport services and better promote the use of the river.

Most passenger piers are currently shown on the Tube map, which provides customers with information on where to interchange from Tube and rail services with river services.

## **Theobalds Road**

**Question No: 2013/0885**

[Caroline Pidgeon](#)

Cyclists are currently banned from using the bus lane at the west end of Theobalds Road. This forces them to negotiate a four lane gyratory to continue their journey. Will you take steps to provide cyclists with a safe route through this area?

[The Mayor](#)

A contraflow bus lane at the western end of Theobalds Road and along Vernon Place and Bloomsbury Way was introduced as part of the route 38 improvements. We will explore with the London Borough of Camden whether the Theobalds Road part of the lane could be used by cyclists.

However, the Vernon Place and Bloomsbury Way part of bus lane is not wide enough for cyclists to pass stationary buses at stops, without them entering the oncoming traffic lane. For this reason they are currently banned from the entire lane. TfL will discuss with the London Borough of Camden whether there is anything it can do, such as a kerb, to physically separate the lane from the oncoming traffic lane and to keep westbound cyclists in the lane, holding them behind stationary buses if necessary.

In addition, the Cycling Commissioner, TfL and the central London boroughs are working together to develop and deliver a Central London Cycle Grid, which will provide a network of safer, continuous and easy to navigate routes so that cyclists have attractive alternatives to places such as Theobalds Road.

## **TfL Transparency**

**Question No: 2013/0886**

[Caroline Pidgeon](#)

Will you commit to TfL creating a freedom of information disclosure log on the TfL website, setting out on a monthly basis every freedom of information request answered by TfL?

[The Mayor](#)

Please see my response to MQ 372/ 2013.

## **London pedestrians**

**Question No: 2013/0887**

[Caroline Pidgeon](#)

Are you doing enough to maximise pedestrian journeys?

[The Mayor](#)

Boris Johnson (Mayor of London): You are asking me about pedestrians in London and what we are doing to increase the number of pedestrian journeys. I can tell you that walking is already attracting 6.2 million journeys a day, second in terms of mode, second only to private car. The ambition is to go to up to 6.8 million by 2031 and there is a huge amount of work going on, and has already gone on, to make London more walkable, more attractive to move around on foot. I would single out really just in my time alone, the Oxford Circus diagonal crossing, that X marks the spot thing there, Exhibition Road being two-way, all the stuff we have done in urban projects in town centres, Wimbledon, Richmond and so on, Leicester Square; all of these have improved permeability. They have made the cityscape much more

attractive for walkers plus, and one of the legacies of Cool Beer, you remember, was a great proponent. There was the Legs 11 nonsense. Cool Beer range had a big role in absolute nonsense in selling up the legible London signs. There are 1,100 signs now.

Caroline Pidgeon (AM): Can I move on to the question? Thank you for that detail Mr Mayor. Could I move into a couple of specifics? In terms of making sure and getting your increase in pedestrian journeys, which I think will be welcome, is that in 1995, the Department for Transport (DfT) recommended that all pedestrian crossings should have audible signals and/or tactile cones to help blind and partially sighted people.

Boris Johnson (Mayor of London): Tactile cones.

Caroline Pidgeon (AM): They are on the paving.

Boris Johnson (Mayor of London): On the edge, on the paving, yes.

Caroline Pidgeon (AM): Do you think it is acceptable that 18 years later and five years into your term as Mayor that there are still 330 crossings in London which do not meet this standard? What are you going to do about that and can you bring forward the timescale to make sure all crossings meet this nearly 20 year old regulation?

Boris Johnson (Mayor of London): So you want audible --

Caroline Pidgeon (AM): Audible and all the rotating cones, exactly.

Boris Johnson (Mayor of London): Tactile cones; I will look into it and write back to you.

Caroline Pidgeon (AM): Brilliant. There are also still 70 pedestrian crossings which do not meet the DfT standard that actually allows enough time for pedestrians to be able to cross the road. Will you again look to try to bring that forward in your programme to make sure crossings are accessible for everyone?

Boris Johnson (Mayor of London): Yes. Don't forget we are also greatly expanding the pedestrian countdown system which is very valuable because you don't want to have that time --

Caroline Pidgeon (AM): Yes but will you look at making them all meet this standard, please, as soon as possible?

Boris Johnson (Mayor of London): I will certainly look at it and I will write to you and I will give you a heads up on where we are.

Caroline Pidgeon (AM): Great, thank you. Finally, If you really want to increase pedestrian journeys, you could look at what they are doing in New York. I know you often say how much you admire their work on obesity and [Michael] Bloomberg's [Mayor of New York] efforts in the area of public health.

Boris Johnson (Mayor of London): They are fatter than us.

Caroline Pidgeon (AM): I am wondering, will you trial an extremely popular --

Boris Johnson (Mayor of London): I do admire their work but they are still fatter, they are very fat, so they are fatter.

Caroline Pidgeon (AM): Will you trial an extremely popular New York idea around summer streets. This idea that they close seven miles of roads for three consecutive Saturday mornings in the summer so that hundreds of thousands of people can come out and enjoy walking in their streets where perhaps cars normally are? Will you look at trialling a summer streets programme for London?

Boris Johnson (Mayor of London): We are looking at all sorts and I am very interested in pedestrianisation schemes. Don't forget that one of the best things you can do is to make parks ever safer. That is why we had our priority park scheme to improve them but also the safe park scheme, which was massively popular and where we've had a bigger impact in driving down crime. So Londoners can exercise in green space without any fear or indeed --

Caroline Pidgeon (AM): Yes but will you look at piloting summer streets? Yes or no. Will you look at piloting summer streets?

Boris Johnson (Mayor of London): Of course I will look at it.

Caroline Pidgeon (AM): Thank you.

### **Smoking at bus stops (1)**

**Question No: 2013/0888**

[Caroline Pidgeon](#)

What steps does Transport for London take to discourage smoking at bus stops, especially those located near to schools?

[The Mayor](#)

Passengers can smoke legally at most bus stops across the network as they are less than 50 per cent enclosed. TfL places 'no smoking' signs at many new and refurbished stops under its byelaw provisions. These notices seek to persuade smokers to desist while waiting to board vehicles in the interests of the public.

### **Smoking at bus stops (2)**

**Question No: 2013/0889**

[Caroline Pidgeon](#)

Has Transport for London sought legal advice as to whether any of its bus shelters are substantially enclosed and therefore come under the definition of a public space as defined by the legislation banning smoking in public places.

[The Mayor](#)

Yes. Legal advice was taken at the outset and confirmed very few bus shelters were substantially enclosed and could be therefore defined as areas where a ban could be introduced under new legislation. Please also see my response to MQ 888/ 2013.

### **Charging London Boroughs for hanging baskets**

**Question No: 2013/0890**

[Caroline Pidgeon](#)

Please state how much Transport for London has charged each London borough per year for the years 2008, 2009, 2010, 2011, 2012 to hang baskets on lamp columns along Red Routes.

[The Mayor](#)

TfL makes no charge for allowing floral decorations to be fixed to its lamp columns, but in the past has charged for the safety and other essential checks involved in considering whether or not to give consent. There are no composite records of the fees charged to individual authorities over the years, but these have been levied commensurate with the complexity of the application, such that the more columns involved the higher the fee charged. As an example the fee for considering an application involving hanging baskets on 20 columns would have been just £300.

From this year forward, TfL will be taking a different approach and will pass responsibility for safety and other checks to the applicant authority, so there will be no cost or charges levied by TfL. It will then be for the applicant authority to determine whether or not the installation poses a safety risk to the public, something which they are clearly competent to do.

## **Charging London Boroughs for safety inspection records of lamp columns**

**Question No: 2013/0891**

[Caroline Pidgeon](#)

Please state how much Transport for London has charged each London borough per year for the years 2008, 2009, 2010, 2011, 2012 for safety inspection records of lamp columns along Red Routes that I understand are required as part of the application by councils to gain permission to install hanging baskets on lamp columns.

[The Mayor](#)

Please see my response to MQ 890/ 2013.

## **Oxford Circus Underground Station**

**Question No: 2013/0892**

[Caroline Pidgeon](#)

Further to your answer to question 3841 where it was stated that between the 1st December 2011 and 30 November 2012 that Oxford Circus underground station was temporarily closed 163 times due to overcrowding will you instruct Transport for London to set up Twitter alerts to inform people of sudden closures at underground stations.

[The Mayor](#)

The figure in my response to MQ3841 / 2012 is the number of times station entrances at Oxford Circus were temporarily closed to allow passengers already in the station to disperse before allowing more customers to enter. This is referred to by London Underground as station control. This is distinct from a station closure when trains do not stop and customers cannot exit from or interchange at the station.

TfL currently has twenty-five different twitter accounts which give customers real-time information on topics including significant service and accessibility disruptions, as well as planned upgrade works. Customers are also offered information on alternative routes. Currently a combined total of approximately 469,000 twitter users subscribe to these accounts, allowing TfL to rapidly distribute important information about their services to a wide network of customers.

## **Safer Travel at Night campaign**

**Question No: 2013/0893**

[Caroline Pidgeon](#)

In answer to MQ 52/2013 you stated that the Safer Travel at Night marketing campaign is evaluated each year through two pieces of quantitative research undertaken in January with results available in late March. Can you please provide the results and confirm when this research will be published?

[The Mayor](#)

The high level findings are released each year as part of the Safer Travel at Night campaign. The next release will be in May 2013.

## **MOPAC police estate sales - Tower Bridge Road affordable housing**

**Question No: 2013/0894**

[Caroline Pidgeon](#)

DMPD 2013-013 approved the in principle disposal of 6 ex-operational police properties including Tower Bridge Road Office. Will you look at such disposals and assess whether the use of these sites can be prioritised for affordable housing?

[The Mayor](#)

The Deputy Mayor for Policing and Crime and the Deputy Mayor for Housing, Land and Property continue to work together to identify opportunities for affordable housing within the police estate.

## **Opening hours for police stations**

**Question No: 2013/0895**

[Caroline Pidgeon](#)

Further to MQ 35/2013, will you now publish a list of proposed opening days and times for all London police stations?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access, including opening hours of front counters. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including the location of front counters and contact points throughout London and their opening hours.

## **CRE public access review**

**Question No: 2013/0896**

[Caroline Pidgeon](#)

MOPAC's monthly report to the Police and Crime Committee references a £0.9m reduction in expenditure on 'the CRE Public Access review' which 'is due to delays and minor alterations to project specification'. Please provide details of this Public Access review. When was it commissioned, at what cost, when will it be published, and was it used to inform the Estate Strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor 09 September 2013

The Public Access Review was undertaken as part of the MPS Public Access project. There were no additional costs in undertaking the review as the team was composed of existing officers and staff reassigned from other activities. Recommendations from the review were made to the Management Board in October 2011. These were subsequently developed further to inform the public access proposals that were subject to extensive consultation as part of the public access consultation during January and March 2013 which led to the publication of the Estates Strategy and Policing and Public Access documents.

## **Repeat offending**

**Question No: 2013/0897**

[Caroline Pidgeon](#)

Your manifesto stated you would 'consider how police data on repeat offending could be used more productively'. What police data on repeat offending in London is currently available, what more could be provided, and is it shared with other organisations that deal with other problems commonly faced by repeat offenders such as mental health, housing, drug and alcohol issues?

[The Mayor](#)

The MOPAC-led Reducing Re-offending Performance Management Group is multi-agency and includes the MPS. The group is exploring how data from different sources, including the MPS, can be used to monitor re-offending in line with the commitments set out in the draft Police and Crime Plan. The group reports to the London Crime Reduction Board, which I chair. Police use data/intelligence at a local level, sharing appropriately with the aim of reducing reoffending. Centrally, the MPS is working with partners to develop offender reduction plans, which captures data through Integrated Offender Management and Liaison and Diversion schemes in partnership with the NHS.

A wide range of repeat offending data is available on the MOJ website, available for all London agencies to use: <http://www.justice.gov.uk/statistics/reoffending>.

## **Police and Crime Plan and Estate Strategy - Equality Impact Assessment**

**Question No: 2013/0898**

[Caroline Pidgeon](#)

Can you confirm that you have carried out Equality Impact Assessments on the proposals to close 65 police front counters? If so, why were these not published before the end of the public consultation on the Police and Crime Plan and Estate Strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

Equality analysis of public access changes has been carried out on a borough by borough basis and the reports can be found here: <http://content.met.police.uk/Article/Borough-Equality-Analysis-for-Public-Access/1400016155322/1400016155322>

The Equality Impact Assessments were published alongside the Public Access information. The impact assessments could not be published until final decisions had been undertaken.

## **West Hampstead Police Station**

**Question No: 2013/0899**

[Caroline Pidgeon](#)

Can you confirm what your plans are for the future of West Hampstead Police Station? Will the whole site be sold, will part be retained (e.g. the stables), or all retained?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final Plan will be published before April 2013 and this will include details of local policing deployment and how the public can access the police in the future, including the location of front counters and contact points throughout London and their opening hours.

## **East Dulwich Police Station**

**Question No: 2013/0900**

[Caroline Pidgeon](#)

Can you confirm what your plans are for the future of East Dulwich Police Station? Has the process of marketing it for sale been signed off by the Deputy Mayor for Policing and Crime and will you commit to engage with the local community over future uses for this key site?

[The Mayor](#)

No decisions have yet been taken. As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on March 6th and the results are currently being considered.

The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Highbury Vale Police Station**

**Question No: 2013/0901**

[Caroline Pidgeon](#)

Further to MQ 0774/2013, will you agree to work with the local community and elected representatives regarding potential future uses for the Highbury Vale Police Station site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Further to my response to MQ 774 /2013 the sale of Highbury Vale Police Station has been completed.

The local community and elected representatives will have the opportunity to influence the future uses of the property as part of the planning permission process.



## **In principle disposals of police properties**

### **Question No: 2013/0902**

[Caroline Pidgeon](#)

In answer to MQ 0774/2013 you stated that 'DMPCD 2012 06 approved the in principle disposal of a number of properties including Highbury Vale in February 2012'. The version of DMPCD 2012-06 which is online does not contain a list of the properties approved for disposal. Could you please publish that list?

[The Mayor](#)

As part of the consultation of the draft Police and Crime Plan I have been consulting on the estates strategy. Therefore any decision taken with regard DMPCD 2012 06 has now been surpassed by the outcome of the consultation of the Police and Crime Plan and the estates strategy.

## **MOPAC/MPS Joint Asset Management Panel**

### **Question No: 2013/0903**

[Caroline Pidgeon](#)

A webpage has been created on MOPAC's website for the Joint Asset Management Panel (JAMP). It states that the 'JAMP will meet monthly and notes of the meeting will be published below'. At the time of drafting no papers were online. Has the JAMP met and will you commit to publishing the papers online to ensure greater transparency regarding estates issues?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The Joint Asset Management Panel is an advisory panel and not a decision making body. Notes from each meeting are published on the GLA website in line with my commitment to uphold the highest standards of transparency and openness in the way I make decisions and spend public money.

## **MOPAC/MPS Joint Investment Board**

### **Question No: 2013/0904**

[Caroline Pidgeon](#)

A webpage has been created on MOPAC's website for the Joint Investment Board (JIB). It states that the 'The JIB meets on a monthly basis.

JIB notes of the meeting will be published below'. At the time of drafting no papers were online. Has the JIB met and will you commit to publishing the papers online to ensure greater transparency regarding MPS investment decisions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The Joint Investment Board is an advisory panel and not a decision making body. Notes from each meeting are published on the GLA website in line with my commitment to uphold the highest standards of transparency and openness in the way I make decisions and spend public money.

## **Cars and drivers for senior officers (1)**

### **Question No: 2013/0905**

[Caroline Pidgeon](#)

What was the total expenditure in 2012/13 on

- a) drivers for senior officers,
- b) capital spend on cars for senior officers,
- c) revenue spend on maintenance of the vehicle fleet, including fuel, for senior officers, and
- d) the cost of insurance for the vehicle fleet for senior officers?

### [The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

As at the end of January it is estimated that total expenditure in 2012/13 for the following areas will be:-

- (a) Drivers for senior officers - £997,000
- (b) Capital spend on cars for senior officers - £190,000
- (c) Revenue spend on maintenance of the vehicle fleet, including fuel, for senior officers £256,000
- (d) Cost of insurance for the vehicle fleet for senior officers - £13,000

My key objective in the current budget is to maximise value for the taxpayer through the pursuit of savings and efficiencies while protecting frontline services.

## **Cars and drivers for senior officers (2)**

### **Question No: 2013/0906**

[Caroline Pidgeon](#)

What was the forecast expenditure in 2013/14 on

- a) drivers for senior officers,
- b) capital spend on cars for senior officers,
- c) revenue spend on maintenance of the vehicle fleet, including fuel, for senior officers, and
- d) the cost of insurance for the vehicle fleet for senior officers?

### [The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Budgeted expenditure for 2013/14 for the following areas is as follows:

- (a) Drivers for senior officers - The budget is currently being finalised but last years figure was £997,916 and this is not expected to change.
- (b) Capital spend on cars for senior officers - £335,000.
- (c) Fuel - £70,000 and Maintenance - £155,000
- (d) Motor insurance - £13,000.

My key objective in the current budget is to maximise value for the taxpayer through the pursuit of savings and efficiencies while protecting frontline services.

## **Marine Policing Unit**

**Question No: 2013/0907**

[Caroline Pidgeon](#)

In answer to MQ 782/2013 you stated that 'Careful consideration is currently being given by the MPS to the level of police presence required on the Thames over a 24 hour period ... A range of options are being developed to ensure that the key services provided by the MPU can be retained'. Can you provide an update on what changes are planned to the staffing of and services provided by the Marine Police Unit?

[The Mayor](#)

The MPS are currently looking at a number of options in relation to providing a marine policing presence on the Thames, which includes maintaining a 24 hour presence. The MPS are in consultation with key stakeholders, both internal and external, over service provision from the Marine Policing Unit. A decision on what the Marine Policing Unit will look like in the future will be based on the policing requirement and professional consideration to identified risk and threats.

## **Thames Police Museum**

**Question No: 2013/0908**

[Caroline Pidgeon](#)

You didn't provide an answer to my previous question [MQ 783/2013] regarding the future of the Thames Police Museum. Can you please provide an update on whether there are plans to sell Wapping Police Station and if so what is planned for the Thames Police Museum also housed there?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals including those relating to public access. I am also very concerned about that the MPS museum should be housed in a suitable location. Consultation on the draft Plan ended on 6 March and the results are currently being considered. The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including the front counters and contact points throughout London. The future of Thames Police Museum will follow from that.

## **Operation Nexus - figures**

**Question No: 2013/0909**

[Caroline Pidgeon](#)

Operation Nexus - figures

Migrant support groups have raised concerns about the way Operation Nexus, which checks the personal details of people arrested by the police against UKBA databases, is carried out and presented to the public. One concern is that police are conflating 'high harm' and 'repeat offences'. Can you provide a definition of what the Met means by 'high harm' and 'prolific offending'?

[The Mayor](#)

For the purposes of Operation Nexus, the Met's definition of 'High harm offenders' currently include individuals arrested for serious violence and serious sex offences, robbery and burglary or individuals arrested for a lesser offence who have previously been arrested or convicted of such a 'high harm' offence.

'Prolific offenders' are individuals who have been arrested for a lesser mainstream criminal offence who have a history of persistent criminal conduct, making their prioritisation a proportionate response.

In planning activity for FY 2013/14 'High harm' offences will also specifically include the seven offences identified by MOPAC as particularly harmful. These are: burglary, vandalism (criminal damage), theft from and theft of motor vehicles, violence with injury, robbery and theft from the person.

## **Operation Nexus - community relations**

**Question No: 2013/0910**

[Caroline Pidgeon](#)

Migrant support groups have raised concerns about the way Operation Nexus, which checks the personal details of people arrested by the police against UKBA databases, is carried out and presented to the public. There are particular concerns about how this operation will effect communities' trust and relationship with the police. What work has been done, and will be done to address these concerns? What consultation has taken place with migrant communities?

[The Mayor](#)

The MPS has undertaken and continues to undertake considerable community engagement in regards to Operation Nexus.

Following the launch of Operation Nexus a Community Reference Group was created with membership drawn from significant emerging communities, BME groups and MOPAC representatives. Three meetings have since taken place with the group to keep them updated on progress

In addition strategic briefings took place with key stakeholders across London. Detailed briefings were given to the London Strategic Migration Partnership, the Runnymede Trust and Refugee and Migrant Forum for East London.

Briefings continue to take place locally via local Borough Command Units. Daily returns are collated over a three week period to capture and mitigate any emerging community concerns. The MPS will continue to engage, brief widely and update on the progress of Operation Nexus as it moves forward and will seek to mitigate any emerging community concern.

## **Operation Nexus - UKBA data**

**Question No: 2013/0911**

[Caroline Pidgeon](#)

Migrant support groups have raised concerns about the way Operation Nexus, which checks the personal details of people arrested by the police against UKBA databases, is carried out and presented to the public.

There are particular concerns about the use of UKBA databases. Are police staff using this data trained to interpret it? What safeguards are in place to protect against people being wrongly held or removed from the UK based on errors in UKBA data?

[The Mayor](#)

The MPS has undertaken and continues to undertake considerable community engagement in regards to Operation Nexus.

There is no MPS interpretation of UKBA data. Through Operation Nexus, the fingerprints of all offenders arrested for mainstream criminal matters in London are now automatically cross-referenced into UKBA, via the Livescan system.

If an individual is identified through this automated process as being a foreign national of interest to UKBA, then the UKBA will advise MPS officers as to the action required.

In the case of an individual who is identified as being illegally in the UK at the time of their coming into police detention, trained UKBA staff will take over the progressing of this aspect, in line with that agency's expertise and primacy in such matters. This is not a matter for the MPS.

## **Operation Nexus - evaluation**

**Question No: 2013/0912**

[Caroline Pidgeon](#)

Migrant support groups have raised concerns about the way Operation Nexus, which checks the personal details of people arrested by the police against UKBA databases, is carried out and presented to the public.

What evaluation has been carried out of this Operation to date? If not will you agree to undertake an evaluation?

[The Mayor](#)

All Operation Nexus activity is being evaluated for community impact, operational effectiveness and cost efficiency as part of the programme's development.

The Custody work strand six month evaluation is currently being finalised for internal MPS/UKBA strategic debate.

The results of this evaluation and other future ones will be made available to communities and stakeholders.

## **Economic Viability Assessments (1)**

**Question No: 2013/0913**

[Caroline Pidgeon](#)

How do you test the robustness of developers' assumptions when assessing the economic viability of development schemes?

[The Mayor](#)

For most referable schemes the relevant council will have the applicant's viability assessment independently tested. The results are shared with my officers, who will also engage with the Council and independent assessor to challenge assumptions made and take forward the findings. In certain circumstances my officers will commission their own independent assessment.

## **Economic Viability Assessments (2)**

**Question No: 2013/0914**

[Caroline Pidgeon](#)

Will you agree to publish viability assessments in cases where developers are unable to make the required contribution to local infrastructure or affordable housing? If not how can Londoners be certain that decisions are being made for justifiable reasons and not just to expand the profits of developers?

[The Mayor](#)

Usually the viability appraisals are submitted with planning applications on a confidential basis as they contain commercially sensitive information. As set out in my answer to the preceding question, the appraisals are usually independently assessed and therefore Londoners can be confident that the maximum reasonable amount is being secured.

## **LFEP - redevelopment of premises at Albert Embankment (1)**

**Question No: 2013/0915**

[Caroline Pidgeon](#)

Can you confirm that under the terms of the deal signed with residential developer Native Land, the London Fire and Emergency Planning Authority will receive a minimum payment of £41million in the event that planning permission is granted to convert its former Headquarters at 8 Albert Embankment, SE1?

[The Mayor](#)

LFEP agreed the deal with Native Land at a meeting in June 2007. The financial terms were dealt with in a closed part of the meeting (part 2), which is usual practice when local authorities consider commercially confidential matters like this.

The deal is subject to planning permission and so financial detail cannot be disclosed at this stage as LFEP would be in breach of contract.

## **LFEPA - redevelopment of premises at Albert Embankment (2)**

**Question No: 2013/0916**

[Caroline Pidgeon](#)

How do you respond to claims that the London Fire and Emergency Planning Authority misled Lambeth Council on the viability of its development scheme at Albert Embankment in order to minimise the amount of affordable housing they would have to provide? Can you confirm whether or not a nil land value was applied to this site when assessing the viability of the scheme?

[The Mayor](#)

London Borough of Lambeth's consultants BNP Paribas agreed with the level of affordable housing in the planning application. A nil land value was applied to the site in order to ensure that the developer could achieve a higher proportion of affordable housing.

## **GLA Land Database**

**Question No: 2013/0917**

[Caroline Pidgeon](#)

Further to your welcome publication of all assets held by the GLA Group on the london.gov.uk website, what steps are in place to ensure this list is kept up-to-date?

[The Mayor](#)

The information will be updated quarterly.

## **Seaside & Country Homes scheme**

### **Question No: 2013/0918**

[Caroline Pidgeon](#)

Please provide a breakdown, by borough, of the number of homes freed up across London through the Seaside & Country Homes scheme in 2012.

[The Mayor](#)

The number of properties freed up in each borough through Seaside & Country Homes, in 2012, was as follows:

LB Barking and Dagenham 16  
LB Barnet 5  
LB Bexley 5  
LB Brent 0  
LB Bromley 9  
LB Camden 8  
City of London 1  
LB Croydon 6  
LB Ealing 3  
LB Enfield 4  
LB Greenwich 16  
LB Hackney 9  
LB Hammersmith and Fulham 9  
LB Haringey 3  
LB Harrow 1  
LB Havering 1  
LB Hillingdon 5  
LB Hounslow 13  
LB Islington 8  
RB Kensington and Chelsea 3  
RB Kingston-upon-Thames 3  
LB Lambeth 8  
LB Lewisham 14  
LB Merton 5  
LB Newham 7  
LB Redbridge 3  
LB Richmond 5  
LB Southwark 13  
LB Sutton 6  
LB Tower Hamlets 8  
LB Waltham Forest 7  
LB Wandsworth 11  
City of Westminster 5



## **Housing Revenue Account - borrowing limits**

**Question No: 2013/0919**

[Caroline Pidgeon](#)

Following the government's confirmation that it has 'no immediate plans to devolve additional powers specifically to the Mayor of London' - and its rejection of your recent request for £1.3 billion a year to tackle London's housing crisis - what discussions have you had with the Department for Communities and Local Government about aligning boroughs' housing borrowing cap with the Treasury's prudential borrowing rules?

[The Mayor](#)

There has been on-going discussion between the GLA and DCLG on this issue, and I will continue to make the case to Government to remove boroughs' borrowing caps for housing purposes. London will also benefit from a minimum of £750 million for housing, as a result of the Budget.

## Mayor's Housing Covenant fund (1)

### Question No: 2013/0920

[Caroline Pidgeon](#)

Further to your press release of 15 February 2013 [Mayor unveils first stage of £100m homes boost for working Londoners] please will you list, by borough, the number and size of new homes to be delivered across London following the allocation of grants to 42 different organisations to provide additional affordable homes.

### [The Mayor](#)

List of Mayor's Housing Covenant unit delivery by borough:

Borough	MHC Unit Allocation
Barnet	Demand led First Buy
Bexley	Demand led First Buy
Bromley	18 Flexible units and demand led FirstBuy
Croydon	2 Flexible units and demand led FirstBuy
Ealing	29 Flexible units and demand led FirstBuy
Enfield	79 Flexible units and demand led FirstBuy
Greenwich	74 Flexible units and demand led FirstBuy
Hackney	20 Flexible units and demand led FirstBuy
Havering	68 Flexible units and demand led FirstBuy
Hillingdon	Demand led First Buy
Hounslow	60 Flexible units and demand led FirstBuy
Kingston Upon Thames	Demand led First Buy
Lambeth	110 Flexible units and demand led FirstBuy
Merton	9 Flexible units and demand led FirstBuy
Newham	42 Flexible units and demand led FirstBuy
Redbridge	40 Flexible units and demand led FirstBuy
Southwark	100 Flexible units and demand led FirstBuy
Tower Hamlets	82 Flexible units and demand led FirstBuy
Waltham Forest	Demand led First Buy
Wandsworth	Demand led First Buy
Barking and Dagenham	30 Flexible units
Brent	342 Flexible units
Camden	61 Flexible units
Harrow	54 Flexible units
Lewisham	74 Flexible units and demand led FirstBuy
Sutton	31 Flexible units

Note: Allocations for Firstbuy are demand led and exact delivery in individual Boroughs cannot be quantified at this stage. The above table shows where there are FirstBuy sites in particular Boroughs.

## **Mayor's Housing Covenant fund (2)**

**Question No: 2013/0921**

[Caroline Pidgeon](#)

Further to MQ2861/2012 are you now in a position to confirm the exact proportion of your £100 million housing fund which will be funded by DCLG? Please also outline which, if any, GLA budgets have been adjusted to enable this capital investment.

[The Mayor](#)

DCLG will provide £15m of funding for the Mayor's Housing Covenant designated to FirstBuy schemes completing before 31 March 2014. The remaining funding will be from headroom generated on the National Affordable Housing Programme, Mortgage Rescue and the Affordable Homes Programme.

## **Tall buildings**

**Question No: 2013/0922**

[Caroline Pidgeon](#)

How many residential or mixed use developments of 20 storeys or more received planning permission in London in 2012?

[The Mayor](#)

I do not collect information in this form and it is not practicable to do so with available resources.

## **Cost of Childcare (1)**

**Question No: 2013/0923**

[Stephen Knight](#)

Following a report from the Daycare Trust and Family and Parenting Institute which found that the cost of sending a child to nursery has doubled in the past ten years, and can now cost more than paying for private school, will you consider any actions to curb this trend?

[The Mayor](#)

Written response from the Mayor  
I continue to assess this national policy area.

## **Cost of Childcare (2)**

**Question No: 2013/0924**

[Stephen Knight](#)

The Daycare Trust and Family and Parenting Institute's 2013 Childcare Costs Survey suggested that soaring costs are indicative of a 'market failure in our childcare system' with insufficient providers to meet the need in some areas. Do you agree, and if so what actions will you consider taking to help ensure the supply of childcare in London?

[The Mayor](#)

Research for the London Development Agency published in 2011 did not find evidence of market failure in childcare availability in London. It found that London's comparatively high childcare costs were due to higher running costs.

The report is available from the University of East London at:

[http://www.uel.ac.uk/infocusarchive/documents/The\\_London\\_Childcare\\_Market\\_Labour\\_Market\\_Research\\_Series\\_5\\_10835.pdf](http://www.uel.ac.uk/infocusarchive/documents/The_London_Childcare_Market_Labour_Market_Research_Series_5_10835.pdf) )

## **Cost of Childcare (3)**

**Question No: 2013/0925**

[Stephen Knight](#)

91 per cent of childcare in England is supplied by the private and not-for-profit sectors; these providers have greater costs - for example rent and business rates - than public sector services. Will you consider taking any actions to support the private and not-for-profit childcare providers in London and help to bring down their costs?

[The Mayor](#)

Please see my response to MQ923 / 2013.

## **Regional Growth Fund (1)**

**Question No: 2013/0926**

[Stephen Knight](#)

Why has London, to date, secured a very low proportion of the funding available through the Regional Growth Fund?

[The Mayor](#)

Central Government determines Regional Growth Fund allocations and has made clear that the primary focus of funding will be outside London and the south east. £111m Growing Places Fund has however been awarded to the LEP, of which £47m has been allocated, a further £44m is currently in the pipeline awaiting approval with a further bidding round in April.

## **Regional Growth Fund (2)**

**Question No: 2013/0927**

[Stephen Knight](#)

Will you instruct the London Enterprise Panel to work in partnership with groups seeking to submit bids to future rounds of the Regional Growth Fund in order to ensure that London gets its fair share of funding?

[The Mayor](#)

The GLA will support businesses who wish to make suitable applications for Regional Growth Fund to central government however The London Enterprise Panel does not have any formal role in this process.

## **West End Slump**

**Question No: 2013/0928**

[Stephen Knight](#)

Amidst the success of the Westfield shopping centres, which generated sales of over £1.9 billion last year, it was disappointing to find that footfall in the West End fell by 2.7 per cent overall last year. How will you support the West End to promote its interests and continue to compete alongside the shopping malls?

[The Mayor](#)

In 2012, despite concerns that the London 2012 Games affected footfall in the West End, at key West End underground stations the combined entries and exits were up by 25 per cent on Saturday 4 August (compared to the equivalent day in 2011).

The New West End Company (NWE) reported footfall figures in its area as being up 6.3 per cent between 30 July and 12 August compared to 2011, with a view that wider footfall figures were up 10 per cent and sales were up 6.8 per cent across the West End. Heart of London Business Alliance (HOL) reported an increase in footfall of 12.25 per cent over the Olympic Games compared to 2011.

My officers in the GLA, Transport for London and the Metropolitan Police work very closely with local stakeholders to plan and advance the interests of the West End.

TfL works closely with NWE, HOL, Westminster City Council (WCC), the Crown Estate and others to improve the already numerous modes of transport serving the West End. They are investing close to £1bn in two Crossrail stations at Tottenham Court Road and Bond Street, alongside improvements to the existing Tube stations. They have also, for example, reduced buses on Oxford Street by 25 per cent, and invested money in public realm works across the West End, including £5m on the diagonal crossing at Oxford Circus. Every year, TfL supports the West End VIP day (last held on 24 November), where Oxford Street, and Regent Street are traffic-free giving pedestrians full access.

## **London Enterprise Partnership**

**Question No: 2013/0929**

[Stephen Knight](#)

Why is your London Enterprise Partnership being so slow to invest in London's economy, taking more than a year to allocate the £111m Growing Places Fund and failing to publicise its priorities and action plan?

[The Mayor](#)

Please also see my response to MQs 1013 /2013 & 1038 /2013.

Just over £47 million of the £111 million GPF awarded to the LEP has been allocated; a further £44 million is currently in the pipeline awaiting approval. We will be launching a new bidding round in April to make the final allocations and I am confident that we will receive high quality business-led proposals.

In addition, the London Enterprise Panel will publish its Strategy in April 2013.

It has now agreed that the LEP will prioritise its work around the following areas: SME support; employment and skills; a focus on the Digital Creative, Science and Tech sectors; and infrastructure. Working groups of the LEP have been formed around these priority areas and the first meetings of the working groups are already happening.

As part of the consultation work for the London Enterprise Panel's Growth and Jobs Strategy we are conducting extensive engagement with business, public sector and other relevant organisations across London, including the London Assembly (on 20 March). The LEP has now engaged with all of five of our sub-regions involving nearly 300 people, sent a survey to over 1,000 stakeholders with over 200 (very supportive) responses to date, and has hosted themed stakeholder roundtables for up to 100 key London stakeholders.

It is important to remember that this is hard-earned taxpayers' funds that we are investing, and we expect a return to the GLA. We must not return to the thoughtless overspending and tax rises of the Labour period.

## **Shared Parental Leave**

**Question No: 2013/0930**

[Stephen Knight](#)

As a major employer in London, will you respond to the Department for Business, Innovation and Skills' consultation on how the system for shared parental leave and pay should work?

[The Mayor](#)

At present we have no plans to formally respond to the Departments consultation.

## **Community Flood Plans**

**Question No: 2013/0931**

[Stephen Knight](#)

How many flood plans have now been established to help communities at high risk of flooding? Please also outline the extent of your work to reverse the loss of permeable surfaces across London?

[The Mayor](#)

My Drain London programme is supporting four Community Flood Plans. These are in the following areas: Redbridge, Purley, Herne Hill and Camberwell. The Environment Agency also works with communities at fluvial and tidal flood risk in London.

I am committed to increasing the permeability of London. My London Plan Policy 5.13 contains a sustainable drainage hierarchy. This is regularly securing a 50 per cent reduction in surface water run-off from new developments that are referred to me and in some case greater reductions are proposed. The next phase of work is to get these sustainable drainage measures rolled out to smaller scale developments that boroughs deal with. We still face a huge problem with small scale increases to impermeable areas as a result of extensions and new driveways etc My Drain London programme is also funding a number of demonstration projects to showcase how surface water can be better managed in the public realm.

## **Water affordability**

**Question No: 2013/0932**

[Stephen Knight](#)

Further to the publication of your Water Strategy in October 2011, how many Londoners have you identified that are, or could become, vulnerable to water affordability issues? What progress have you made to ensure that London has its own water affordability assessment in future?

[The Mayor](#)

The number of Londoners that are vulnerable to water affordability depends on the definition. I continue to lobby the Government to adopt a water affordability definition that includes living costs, and for London to have its own water affordability assessment. I am also undertaking a pilot project with the Citizens Advice Bureau and Thames Water, which provides debt advice and energy and water efficiency measures for qualifying residents struggling to pay their water bills in parts of LB Southwark and LB Haringey.

## **Free drinking water for Londoners**

**Question No: 2013/0933**

[Stephen Knight](#)

What steps have you taken since October 2011 to ensure that free and easily accessible drinking water is available across London? Please provide a breakdown of all GLA schemes that have provided free drinking water for Londoners on the move?

[The Mayor](#)

In addition to the schemes highlighted in my response to MQ160 / 2012, my water strategy states that I will work with water companies and other partners to facilitate access to free drinking water. This includes developing business models and schemes for new drinking water outlets and promoting places where drinking water is freely available.

GLA staff during 2011/12 looked to identify innovative funding models, with the private sector, to fund the restoration and delivery of drinking water fountains across London.

However after going to out to market, the funding and sponsorship models suggested by providers needed further work and consequently GLA officers decided not to proceed with any of the bidders as the preferred supplier. Nevertheless many of the projects had merit and linkages were facilitated directly with boroughs, landowners and stakeholders in order that the suppliers may be able to take forward their projects directly with stakeholders as appropriate.

This has resulted in some drinking water vending machines options being provided across London and marketing schemes to highlight drinking water options.

During the Olympics and Paralympic Games we also supported marketing schemes that utilised social media technology that directed members of the public to shops and cafes that provide free drinking water. Maps were drawn up with the London Ambassadors scheme to direct people during the Olympics to these outlets around the pod locations. In addition, the Live sites operated on behalf of the GLA outside the Olympic park provided free access to drinking water to visitors and LOCOG provided free drinking water to visitors at all Olympic venues. Finally, the draft London Plan also requires that new development should include drinking water fountains where appropriate.

## **Managing flood risks**

**Question No: 2013/0934**

[Stephen Knight](#)

Are you confident that boroughs are spending enough on managing flood risks in view of the Environment Agency's recent warning that periods of extreme weather - including intense rainfall - could become more frequent in the future?

[The Mayor](#)

As with most issues across the 33 London boroughs there is a mixed picture. Some boroughs have experienced and dedicated teams examining their local flood risk and are allocating budgets and bidding for resources to investigate and put in place measures to mitigate risks. Other boroughs do not have sufficient staff or budgets allocated to these duties. Overall, we are in a much better position than we were a few years ago and in every borough there is an increased awareness. My Drain London team has been instrumental in assisting with this improvement and is continuing to assist boroughs.



## **Water efficiency**

**Question No: 2013/0935**

[Stephen Knight](#)

What steps have you taken to monitor water usage in new homes built across London to see if actual water efficiency matches predicted performance?

[The Mayor](#)

Building regulations and the London Plan include water efficiency standards. I will continue to work with water companies and developers to ensure these standards.

## **Burst water mains**

**Question No: 2013/0936**

[Stephen Knight](#)

What action have you taken to ensure water companies take full account of the costs to Londoners of burst water mains following a major burst on 02 March 2013 that caused significant damage to Regent Street, closed 15 stores and caused hundreds of buses to be diverted?

[The Mayor](#)

Emergency repairs such as burst water mains are inevitably disruptive. With much of our water supply infrastructure over 100 years old and parts of it over 150 years old, bursts are inevitable and I have been pressing to get the rate of renewal speeded up.

Thankfully the burst main on Regent Street has been repaired. The introduction of the London Permit Scheme for roadworks has been a great success and has resulted in significant reductions in roadworks and hence delays on our road network, a report on the first year's performance can be found at: <http://www.tfl.gov.uk/roadusers/reportastreetfault/934.aspx>.

## **Quiet Homes Standard**

**Question No: 2013/0937**

[Stephen Knight](#)

Is it time for your London Plan to include minimum acoustic standards in the design and construction of buildings - particularly as the health effects of exposure to noise (including from aircraft) have become much better understood in recent years?

[The Mayor](#)

Policy 7.15 of my London Plan, Standard 5.3.1 of my Housing SPG and my Sustainable Design and Construction SPG state that the design of developments should not rely on acoustic insulation alone to limit the impact of noise. Measures such as layout, location of rooms, lifts and circulation space, separation of uses, screening and reducing noise at source should also be considered at the early design stage. The Building Regulations provide the standards for acoustic insulation and testing. I will re-assess my approach following the Government's Housing Standards Review (part of the Red Tape Challenge) and the Government's response to the Taylor Review.

## **Use of dust suppressants in 2013/14**

**Question No: 2013/0938**

[Stephen Knight](#)

What plans do you have to apply dust suppressants to London's roads in 2013/14 following confirmation from scientists at King's College London that calcium magnesium acetate (CMA) is ineffective at trapping harmful particulate matter (PM) in most of the locations at risk of breaching the EU Limit Values for PM10?

[The Mayor](#)

The results from the trial of dust suppressants in London by TfL, undertaken as part of the Clean Air Fund programme, show that dust suppressants can have a very beneficial effect in reducing local PM10 concentrations at some locations. The trial has helped increase understanding of the effectiveness of this measure in London's varied urban environment and assisted in identifying the types of place where the application of dust suppressants can help reduce local PM10 concentrations.

Based on the results of this trial I will now work with the Environment Agency, boroughs and others to support the roll out of dust suppressants where they are most effective.

## **Evaluation of dust suppressants programme**

**Question No: 2013/0939**

[Stephen Knight](#)

How do you respond to King's College London's recent evaluation of TfL's Cleaning and Dust Suppressants (CADS) programme, which found that the application of dust suppressant had 'no identifiable effect' on ambient PM10 concentrations in more typical roadside locations across London? Do you now regret describing this technology as a "wonderful contraption that tackles air quality head on" which would have an "immediate impact on air quality"?

[The Mayor](#)

The evaluation by King's College London showed that dust suppressants can be very effective in reducing local PM10 concentrations at some locations in London, in line with my comments quoted.

The extensive and valuable TfL trial of the effectiveness of dust suppressants took place over a two year period and assessed the impact of dust suppressant application in nine locations - on five highway corridors and at four industrial waste sites. The full results of this trial and the other innovative Clean Air Fund measures delivered are available on the TfL website at: <http://www.tfl.gov.uk/corporate/projectsandschemes/21103.aspx>.

This trial highlighted that dust suppressants are most effective in locations with unusually high local levels of PM10 most likely due to re-suspension. For example, at industrial waste sites their use reduced local PM10 concentrations by up to 59 per cent. Some evidence of a positive effect was found at the A3211 Upper Thames Street study site, where the estimated impact was an average reduction in total PM10 concentration of approximately 16 per cent. There were unclear results or no significant effect was identified at the four other roadside locations where application took place. I will support the roll out of dust suppressants where it is most likely to be effective i.e. at industrial and major construction and demolition sites across London.

## **Air quality - children's health**

## Question No: 2013/0940

Stephen Knight

Do you agree with the comments of your Environment Advisor - made to LBC Radio on 27th February 2013 - that in areas of high smog 'it may be sensible for the children not to be in the playground'?

The Mayor

Boris Johnson (Mayor of London): This arises from an interview that Matthew Pencharz [Environment and Political Advisor, GLA] gave on LBC Radio, when I think he was being put into an extreme hypothetical situation and asked whether kids should have to inhale extremely bad air during particularly bad periods. I do not, as I have made clear frequently, think that the position is being fairly represented at the moment. What is happening in London is that air quality is being improved and has improved over the last four or five years, in my first term, by amounts I do not think the London public really have yet appreciated. PM10 and PM2.5 [measures of particle pollution] emissions are down 15%. Nitrogen oxides emissions are down 20%. Those figures cannot be gainsaid, or they cannot be contradicted.

I do think it is important to recognise that we also have a very aggressive programme to tackle emissions, particularly in the vehicle fleet. 1,600 new hybrid busses, about 20% of the bus fleet is going to be hybrid, including 600 New Bus for London and abundant other measures which I am obviously capable of reciting to you.

Stephen Knight (AM): Mr Mayor, my question does not deal with what you are doing about air pollution. The question dealt with what schools should be encouraged to do in the face of air pollution.

Mr Mayor, are you familiar with the work of Dr Ian Mudway, who is a lecturer in respiratory toxicology at King's College London, who has been studying the effects on children's lungs and health from air pollution for the last few years? He is very clear that the pollution that children are facing on our streets has not reduced significantly in recent years and indeed is having a huge impact on children's lung capacity, which is lifelong. Are you aware of this work and does it worry you?

Boris Johnson (Mayor of London): I do not want to minimise the importance of this problem, OK? Let us be clear, this is a serious issue for London and for Londoners. What I am trying to convince you of is not only has the situation improved - and we can disagree about how significantly it has improved - but also we are taking very significant steps to continue to improve it.

Stephen Knight (AM): Mr Mayor, it may or may not have improved, but we do know that on a regular basis there are high smog days in London, you must accept that. There are high smog days in London and in London we have over 1,100 schools within 150 metres of very busy main roads carrying more than 10,000 vehicles a day. They are disproportionately in poor areas of London. We also know that official Government advice is that when we have high smog days that people, particularly those with respiratory problems and other health issues, should reduce or avoid physical exertion, particularly outdoors.

Your own health adviser, as I said, on LBC Radio said it may be sensible for children not to be in the playground. It is clearly an issue. Your administration has accepted it is an issue and I think that is helpful.

Boris Johnson (Mayor of London): Can I say what Matthew said? This is Matthew Pencharz, my excellent Environment Adviser, saying that children should not be allowed outside when the levels are in human health boundaries, 'I think that is a little unreasonable and perhaps a little bit hysterical'. That is what he said and I think he is right.

Stephen Knight (AM): We can trade quotes, Mr Mayor, because he actually said, 'It would be sensible for children not to be in the playground'.

Boris Johnson (Mayor of London): He did not. He was pushed very hard and --

Stephen Knight (AM): Mr Mayor, there are 320,000 children in schools that are within 150 metres of busy polluted main roads. Will you ensure that head teachers of schools in London are sent dedicated information and health advice when air pollution reaches dangerously high levels? Will you do that, Mr Mayor?

Boris Johnson (Mayor of London): Obviously I am supportive of the air text scheme, which means people who --

Stephen Knight (AM): Mr Mayor, we know that very few people are signed up to air text.

Boris Johnson (Mayor of London): If you stop interrupting me I will try to answer your question.

Stephen Knight (AM): What schools need is dedicated advice being sent to head teachers. Will you put in place a system to warn head teachers when we have high smog days so they can take action?

Boris Johnson (Mayor of London): No. I will tell you why not. The situation is actually improving and we are going to continue to improve it. Insofar as it was ever necessary to introduce smog warnings they should have been introduced in the last 10 15 years. It is absolutely nonsensical. What we are going to do is continue to go forward. I repeat the data: Air quality is actually improving. It is not improving as fast as we want, but that does not mean that we are not going ahead with a very aggressive programme like the Ultra Low Emission Zone that we are going to be instituting in the centre of London, like the age limits for taxis, which were never done under the previous administration. We have reduced the age limit for taxis, we have brought in a record number --

Stephen Knight (AM): Mr Mayor, whilst we wait for the Ultra Low Emission Zone introduced by your successor --

Boris Johnson (Mayor of London): Sorry, let me finish my answer. We brought in a record number of hybrid busses and it is this administration that has continued with a very aggressive plan of retrofitting homes, which reduces the Nitrous Oxides emissions.

Stephen Knight (AM): Mr Mayor, is the truth not that your own figures estimate that over 4,000 people die every year in London prematurely from exposure to air pollution? That is over 20,000 deaths since you became Mayor from poor air quality in this city. I do not think this is an issue to which Londoners want glib answers.

Boris Johnson (Mayor of London): No.

Stephen Knight (AM): They want this to be taken seriously. Mr Mayor, let me ask this question. The House of Commons Environmental Audit Committee concluded, and let me quote, 'A public awareness campaign would be the single most important tool in improving air quality'. I say again, will you put in place a system to warn schools on days where we have high smog in London, so they can take the action, which your own adviser said would be sensible, which is avoiding strenuous exercise for children outdoors.

Boris Johnson (Mayor of London): He did not say that. No he did not, and I think if you had any logic in your position then you would have been calling for this five, ten, 15 years ago, when air quality was considerably worse.

Stephen Knight (AM): If you have heard the LBC Radio clip he did say that.

Boris Johnson (Mayor of London): Air quality is now improving and has got better in the last four years. I repeat, PM10 and PM2.5, which are the particularly nasty particulates, are down by 15%, that is very good over four years. We are not compliant on PM10 and PM2.5. Nitrous Oxides emissions are down by only 20%. I wanted to go much further with Nitrous Oxides emissions. I agree with you, Stephen, that this is a serious issue and that we need to tackle it. We are doing that with a very progressive programme of retrofitting and making our vehicle fleet much, much cleaner.

Stephen Knight (AM): I am afraid the truth is that whilst you are dreaming of becoming one

sort of PM [Prime Minister], Mr Mayor, the more noxious sort of PM [particulate emission] is leaving London's children choking, that is the truth. I have finished now.  
Boris Johnson (Mayor of London): I have to say I think your intervention is in bad taste and inaccurate.

## **New Bus for London - vehicle weight**

**Question No: 2013/0941**

[Stephen Knight](#)

Further to your commitment to roll-out 600 new buses by 2016, are you now in a position to confirm the anticipated kerb weight and maximum gross vehicle weight (GVW) of your new bus for London?

[The Mayor](#)

The weight-saving programme for production vehicles continues and the kerb weight will be determined over the next couple of months.

## **Fire cuts and mayoral directions**

**Question No: 2013/0942**

[Stephen Knight](#)

Will you give a commitment to consider carefully the responses to the consultation on LSP5 and fire stations closures, together with any resolutions passed by the Fire Authority, before threatening to issue formal directions?

[The Mayor](#)

Yes

## **Fire brigade response vehicles**

**Question No: 2013/0943**

[Stephen Knight](#)

Will you rule out counting a first response to a fire brigade call out by a Mini Cooper in fire brigade colours (Sunday Times Magazine, 24 February 2013) instead requiring a fully-equipped fire engine to attend as the first appliance due within the 6 minute target?

[The Mayor](#)

LFB attendance standards relate to the arrival of the first and second pumping appliances (i.e. a fully equipped fire engine) at an incident. The Mini Coopers are classified as specialist vehicles and are currently being used to support community safety campaigns and to provide low key and non-disruptive response in situations where there is likely to be large crowds of people, such as Notting Hill Carnival, London Marathon, etc. Due to vehicles 4 wheel drive capability they can also be used by senior officers during periods of severe weather to provide additional operational resilience. The draft London Safety Plan states that the LFB will assess their use as part of the operational fleet and also consider whether there is a role for other smaller vehicles in providing the emergency response.

## **Heathrow Expansion**

## Question No: 2013/0944

Tony Arbour

Do you agree that those who profess to oppose Heathrow Expansion but who are unwilling to commit to airport expansion elsewhere, are playing into the hands of those who wish to see a Third Runway at Heathrow?

The Mayor

Boris Johnson (Mayor of London): Yes. Of course, as usual, Tony, you are completely right. I think that it is incumbent on those who oppose a third runway at Heathrow, which is the right thing to do. I think it is a view shared by absolutely everybody in this horseshoe. It is also to come up with their own view and I know that the Greens do not want any runways anywhere ever. That is their position. But people, who want to see economic growth, want to see this country competing with the rest of the world, profess to have an interest in the success in the UK economy, they have to come up with a solution. That is why I would like to see Liberal Democrats, who oppose the Heathrow runway, explain exactly what they would do.

Tony Arbour (AM): Yes. I was glad to hear your latter comment, Mr Mayor because the Member of Parliament for Twickenham [Vince Cable MP], who is a Member of the Government, has advertised the fact that he proposes to attend a rally which is going to be attended by you which is to launch a referendum of the residents of Hillingdon and Richmond-upon-Thames against the third runway. The Minister says that he is going to attend that no doubt because there will be photographers there. It is well known, isn't it, Mr Mayor, that Liberals will attend the opening of an envelope providing a photographer is present.

Boris Johnson (Mayor of London): Come on, Tony. That is not the worse vice of a politician. We have to be honest here. We are all in this game, Tony.

Jennette Arnold (Chair): Can we have the question, Mr Arbour?

Tony Arbour (AM): In those circumstances, without there being an alternative proposed by the Liberal Democrats to what would happen when there is no expansion of Heathrow, their lack of vision, the sort of vision which you and people sitting on this side of the horseshoe have expressed by suggesting that there should be an additional airport in the estuary or there should be expansion elsewhere, under those circumstances, do you think it right that a Liberal Member of Parliament should attend the rally?

Boris Johnson (Mayor of London): I am sure that people will be making that point to Vince if and when he appears and I will certainly be making it myself and look forward to hearing what he has to say.

Tony Arbour (AM): No, I had not finished. The rally, as you know, is at Barnes Elms, Mr Mayor. Do you think that the road, therefore, to Barnes for Liberal Democrats, and I want to be fair to the Liberal Democrats and I find it very difficult, but I do want to be fair to them and indeed the local Labour Party.

Jennette Arnold (Chair): No, Mr Arbour, your question is about Heathrow Expansion. It does not say here in front of me that it is an attack on the Liberal Democrats. Now, can I have a question about Heathrow Expansion?

Tony Arbour (AM): Are you aware that there is absolutely massive support in South West London from all political Parties to the expansion of Heathrow but there is only one political Party, ours, which is suggesting a viable future for air travel into the capital? Under the circumstances, do you, like me, hope that the road to Barnes is going to be the road to Damascus for those doubters who sit opposite and to my extreme left?

Boris Johnson (Mayor of London): Absolutely. Not obviously the road to -- I hesitate to compare Heathrow to modern Damascus which is obviously in a bad way. I think in that sentence, by the way, you meant opposition rather than support. You said there was massive support for Heathrow Expansion.

Tony Arbour (AM): Support for the rally.

Boris Johnson (Mayor of London): Support for the rally, I am sorry. Yes, there is support for the rally and I certainly agree with you, Tony, that those who oppose Heathrow Expansion, which is the right policy for London, should be coming forward with a solution. We are currently at work on refining proposals which I believe are far more attractive and will deliver much, much greater economic benefits for this country.

Tony Arbour (AM): Thank you very much. Thank you, Chairman.

## TfL Pensions (1)

### Question No: 2013/0945

Tony Arbour

Please provide details, in an annual breakdown, of the total cost of the TfL pension scheme since 2004.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

As required by the Pensions Act 2004, the value of the TfL pension scheme is assessed every three years, to determine the amount of contributions that need to be made to the scheme.

Contributions to the scheme vary each year depending on changes in headcount.

The total cost of the scheme (including Metronet for all years) is provided below:

	Employer Ongoing Contribution	Employer Deficit Contribution	Total Employer Contribution
	£'000	£'000	£'000
2004/05	£ 92,258.00	£ 64,189.00	£ 156,447.00
2005/06	£ 94,574.00	£ 66,131.00	£ 160,705.00
2006/07	£ 99,576.00	£ 71,080.00	£ 170,656.00
2007/08	£ 142,328.00	£ 56,999.00	£ 199,327.00
2008/09	£ 165,535.00	£ 98,885.00	£ 264,420.00
2009/10	£ 173,839.00	£ 56,204.00	£ 230,043.00
2010/11 (1)	£ 139,643.00	£ 99,957.00	£ 239,600.00
2011/12 (1)	£ 141,314.00	£ 100,357.00	£ 241,671.00

(1) - Metronet joined the Public Sector Section from April 2010

for years prior to 2010/11 Metronet figures have been included above, a breakdown of the Metronet element is included in the table below:

Metronet

	Employer Ongoing Contribution	Employer Deficit Contribution	Total Employer Contribution
	£'000	£'000	£'000
2004/05	£ 21,304.00	£ 5,944.00	£ 27,248.00
2005/06	£ 21,255.00	£ 5,944.00	£ 27,199.00
2006/07	£ 20,229.00	£ 5,944.00	£ 26,173.00
2007/08	£ 28,568.00	£ 8,618.00	£ 37,186.00
2008/09	£ 36,220.00	£ 43,889.00	£ 80,109.00
2009/10	£ 41,538.00	£ -	£ 41,538.00

## TfL Pensions (2)

### Question No: 2013/0946

Tony Arbour

Please provide details, in an annual breakdown, of the average TfL staff pension contributions since 2004.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The table below shows the average staff pension contributions from the financial year 2004/05.

Average Employee Contribution		
2004/05	£	1,350.10
2005/06	£	1,367.00
2006/07	£	1,414.61
2007/08	£	1,433.36
2008/09	£	1,562.82
2009/10	£	1,668.78
2010/11 (1)	£	1,724.27
2011/12 (1)	£	1,798.18

(1) - Metronet joined the Public Sector Section from April 2010 for years prior to 2010/11 Metronet figures have been included above, a breakdown of the Metronet element is included in the table below:

Metronet Average Employee Contribution		
2004/05	£	1,453.63
2005/06	£	1,593.13
2006/07	£	1,629.11
2007/08	£	1,742.22
2008/09	£	1,609.50
2009/10	£	1,814.96



## TfL Pensions (3)

Question No: 2013/0947

Tony Arbour

Please provide details, in an annual breakdown, of the average TfL contribution to employee pensions, since 2004.

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

The table below shows the average TfL contribution to employee pensions from the financial year 2004/05.

Employer Ongoing Contribution		
2004/05	£	4,497.32
2005/06	£	4,632.12
2006/07	£	4,787.77
2007/08	£	6,378.42
2008/09	£	7,028.19
2009/10	£	7,536.59
2010/11 (1)	£	6,238.52
2011/12 (1)	£	6,566.94

(1) - Metronet joined the Public Sector Section from April 2010 for years prior to 2010/11 Metronet figures have been included above, a breakdown of the Metronet element is included in the table below:

Metronet Employer Ongoing Contribution		
2004/05	£	5,105.20
2005/06	£	5,615.59
2006/07	£	5,740.35
2007/08	£	8,543.06
2008/09	£	8,036.39
2009/10	£	9,271.88

## Cycling Consensus

Question No: 2013/0948

Andrew Boff

How are you building all-party, long-term consensus, for major cycling infrastructure, right across London?

### The Mayor

I launched my Cycling Vision on 7 March. In it I announced that the main cross-London physical legacy of the 2012 Olympic Games will be a proper network of cycle routes across the city. As in the public transport system, London's "bike Crossrail" will lie at the heart of a new bike "Tube network." Over the next four years London will open a range of high-quality new cycle routes parallel to, and named after, Tube lines and bus routes, so everyone knows where they go.

Other elements in my 'Vision for Cycling' include:

- more Dutch-style fully-segregated lanes;
- more 'semi-segregation' on other streets, with bikes better separated from other vehicles;
- a new network of 'Quietways' - direct, continuous, fully-signposted routes on peaceful side streets, running far into the suburbs, and aimed at people put off by cycling in traffic;
- substantial improvements to both existing and proposed Superhighways, including some reroutings;
- a new 'Central London Grid' of bike routes in the City and West End, using segregation, quiet streets, and two-way cycling on one-way traffic streets, to join all the other routes together.

I am happy to say that there was cross party support from Borough Leaders for the Vision in the accompanying press statement.

Maintaining continuing cross political leadership and support for cycling will be essential if we are to achieve our ambitious plans to get more people cycling more safely, more often in the Capital.

The Cycling Commissioner (Andrew Gilligan) was appointed in January. Ahead of the publication of my cycling Vision last week, he has been meeting with councillors and officers from London boroughs, as well as community groups, to engage and encourage support at all levels and across the political spectrum.

These meetings will build on the existing collaborative relationship between the GLA, TfL and the London boroughs as evidenced by the successful Biking Borough programme which enjoy cross party political support.

## **Orbital Rail**

**Question No: 2013/0949**

[Andrew Boff](#)

What long-term plans have you, for orbital rail in OUTER London (eg Bromley was mentioned in your manifesto)?

[The Mayor](#)

I am committed to improving orbital travel and was delighted to open the Overground extension from Surrey Quays to Clapham Junction last year creating a new orbital railway for London.

Some initial engineering feasibility work has been undertaken to identify potential options for extending the DLR from Lewisham to Bromley. This has been accompanied by some preliminary modelling to test the potential demand and outline business case for such as an extension. TfL is now working with LB Bromley and LB Lewisham to examine future development scenarios at key locations in both boroughs which the extension could facilitate. This information will be used to update the business case and to identify the scope for innovative funding mechanisms which could help bring the scheme forward. This work programme is expected to be completed in the summer. A similar exercise is also underway with the London boroughs in relation to possible tram extensions to both Crystal Place and Sutton.

## **Light Rail at Old Oak Common**

**Question No: 2013/0950**

[Andrew Boff](#)

Will you support London Borough of Hammersmith & Fulham and Sir Terry Farrell's proposal for light-rail (DLR) at Old Oak Common.

[The Mayor](#)

When I outlined my support for investing in a high speed rail network for the UK it was conditional upon a number of issues being adequately addressed. This included integrating the HS2 station at Old Oak Common with the rest of London's transport network and it being planned to support the redevelopment of the surrounding area. Whilst early HS2 designs include proposals for connections to Crossrail and the Great West Main Line, they do not include a connection to the Overground network, which is essential for connecting this new transport hub and major development zone to the rest of southwest and northwest London.

## **Design-led Development**

**Question No: 2013/0951**

[Andrew Boff](#)

A new report from The Princes Foundation for the Built Environment argues that well designed, high quality housing developments, that engage effectively with the local community, can help us speed up the delivery of the new homes (both affordable and in the private sector) that London so desperately needs.

The Highbury Gardens development in Islington, for example, which was built to this philosophy, achieved a 20 per cent premium on the local market rate on the sales of the private housing. The quality of the development made the scheme, with less affordable housing than many developments, commercially viable.

Will you help promote this approach to house building and ensure that projects led by the GLA follow a design and community-led approach?

[The Mayor](#)

The GLA attaches great importance to the design of the built environment and recognises that good design is a key aspect of sustainable development. This commitment is set out in the Housing Supplementary Planning Guidance published in November 2012.

The Housing and Land directorate work hard to ensure high quality outcomes on the landholdings of the GLA and through investment in new housing supply of all tenures across the capital.

## **Tipper Trucks**

**Question No: 2013/0952**

[Andrew Boff](#)

What are the results of the independent inquiry set up by Peter Hendy in June 2012 into tipper trucks?

[The Mayor](#)

The findings and recommendations of the independent review into construction logistics and cyclist safety were published on 2 February 2013. The review outlines 12 recommendations which would deliver a real step-change in road safety within the construction industry, and Transport Commissioner, Sir Peter Hendy CBE, has written to a range of stakeholders calling for direct action.

The press release on the publication of the report is at

<http://www.tfl.gov.uk/corporate/media/newscentre/27139.aspx> and the research summary report is at

<http://www.tfl.gov.uk/microsites/freight/documents/publications/construction-logistics-and-cyclist-safety-summary-report.pdf>

An implementation programme is being finalised.

## **Overcrowding and Under Occupancy**

**Question No: 2013/0953**

[Andrew Boff](#)

How many social homes in each borough are overcrowded and how many are under occupied?

[The Mayor](#)

Statistics from the 2011 Census on the breakdown of overcrowding and under occupation by borough and tenure are not yet available, but will be published by the Office for National Statistics later in 2013.

## **Housing Waiting Lists**

**Question No: 2013/0954**

[Andrew Boff](#)

How many families are currently on social housing waiting lists in each borough in London?

[The Mayor](#)

These statistics are available from the Department of Communities and Local Government in Table 600 at: <https://www.gov.uk/government/statistical-data-sets/live-tables-on-rents-lettings-and-tenancies>

## **Trixi Mirrors**

**Question No: 2013/0955**

[Andrew Boff](#)

How many additional Trixi mirrors have been put up in London in 2013?

[The Mayor](#)

Since the start of January 2013 to date, TfL has installed 99 Blind Spot Safety (or Trixi) mirrors.

## **Cycling Fatalities**

**Question No: 2013/0956**

[Andrew Boff](#)

What work is being undertaken by TfL to investigate the causes of cycling fatalities?

[The Mayor](#)

In 2009 TfL commissioned the Transport Research Laboratory to undertake a thorough analysis of cycling fatalities and identify ways in which they could be prevented. This valuable piece of research went on to inform the development of my Cycle Safety Action Plan which was developed with cycling and road safety organisations and published in 2010.

TfL has recently appointed the Transport Safety Research Centre, based at Loughborough University and working with University College London, to undertake a similar, comprehensive piece of research into pedal cycle fatalities in London. Looking at Metropolitan Police files from 2007-2011 the research team will identify trends in the causes of cycling fatalities through an in-depth analysis of collision investigation files. Analysis of the Police files will commence later this month with the intention of completing the research project later this year. The findings of this research will help inform TfL policy around tackling cycle safety and will assist TfL in identifying additional actions to prevent fatalities.

## **Police monitoring of soup kitchens**

**Question No: 2013/0957**

[Andrew Boff](#)

What do the police do to monitor London's soup kitchens for criminal activity targeting homeless people?

[The Mayor](#)

Sixty diverse static kitchens or mobile soup runs operate across London. Thirty are in Westminster, where half of London's rough sleepers gather. All providers are strongly encouraged by Police to bring their services indoors off the street. Locations are actively patrolled by Safer Neighbourhood teams when community concern or information demands.

## **Comparing cases**

**Question No: 2013/0958**

[Andrew Boff](#)

1. If there is a young person who is being sexually exploited in their home by a gang; and another young person who has been moved around to be sexually exploited by a gang - in what ways would the police treat the two cases differently?
2. If there is an adult who is being sexually exploited in their home by a gang; and another adult who has been moved around to be sexually exploited by a gang - in what ways would the police treat the two cases differently?

[The Mayor](#)

Sexual exploitation is a priority for me and this is why the MPS have set up a dedicated unit to tackle the issue. Obviously the different cases you describe include different elements - trafficking, sexual abuse, child abuse, and so on. The MPS treat each sexual exploitation case on its own merit and depending on the individual circumstances of the case.

I have asked my Deputy Mayor for Policing and Crime to contact you to discuss these hypothetical cases in detail.

## **Online grooming**

**Question No: 2013/0959**

[Andrew Boff](#)

1. Have you seen an increase in the number of cases of young people being groomed online?
2. If so, by what percentage has this crime increased in the last two years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

It is not possible for the MPS to tell from IP addresses whether the offenders are based in London (or where victims are) and cases are accordingly often transferred to other forces. According to the nationwide CEOP (Child Exploitation & Online Protection Centre) they received 1,145 reports from across the country in 2012 and 1,573 in 2011. That is a 37 per cent decrease in instances reported to CEOP in the last two years.

## **The cost and evidence behind high visibility jackets**

**Question No: 2013/0961**

[Roger Evans](#)

How much will it cost the MPS to dress the force in high visibility jackets, and is there evidence that this is really value for money?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April

A user trial is currently underway to determine whether the high visibility jackets are value for money. If the trial is successful the cost of high visibility jackets would be off set against costs currently incurred for black anoraks.

## **Motor-vehicle crime in Wanstead and Woodford**

**Question No: 2013/0962**

[Roger Evans](#)

Many Wanstead and Woodford residents feel that motor vehicle related theft is not adequately tackled by police. When a small number of criminals commit the majority of all crimes, isn't it time the police made more attempts to investigate 'petty' crime?

[The Mayor](#)

I recognise the impact of motor vehicle crime and that is why it has been identified as one my 7 priority crime types, which will contribute to the 20 per cent crime reduction challenge I have laid down to the Commissioner.

Safer Neighbourhood teams regularly conduct proactive initiatives that target individuals known for this type of offending and an operation targeting vehicle theft is currently underway across the borough of Redbridge. This year<sup>1</sup> there has been an 11.3 per cent reduction in motor vehicle crime in Redbridge and the sanctioned detection rate is currently 4.9 per cent.

The Local Policing Model will deliver 68 more officers to the Neighbourhood teams in Redbridge and they will continue to report and investigate motor vehicle crimes.

## **Predictive Crime Mapping**

**Question No: 2013/0963**

[Roger Evans](#)

At this month's Budget & Performance Committee, we were informed by guests that predictive crime mapping will be 'the future.' What steps will you be taking to ensure that the Met is well-placed to benefit from this technology in years to come?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

I am committed to improving policing and reducing crime in London and I am open to learning from available new technology.

The MPS has begun work on testing the benefits of predictive crime mapping. In January 2013, under the direction of the Assistant Commissioner Territorial Policing, the MPS began a trial of predictive mapping in order to reduce residential burglary. The trial is based on the model used by Greater Manchester Police model, where the approach is claimed to have reduced burglary rates over a two year period (source GMP).

The MPS introduced the same concept in four boroughs in February 2013 (two East, one West, one South). An evaluation of this approach is currently being conducted to ensure it improves the service the MPS offers.

## **Procurement**

**Question No: 2013/0964**

[Roger Evans](#)

What steps will you be taking to ensure that the Met's ICT re-procurement is SME friendly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 9 April 2013

MOPAC and the MPS are committed to delivering the GLA responsible procurement strategy which includes supporting diverse suppliers and SMEs. My Deputy Mayor is taking a close interest in this matter.

## **District Line Closures**

**Question No: 2013/0965**

[Roger Evans](#)

Examination of the latest line closures programme suggest District line closures for 3 weekends in March, the whole of the Whitsun weekend in May and then at regular intervals through June, July and August that more closures of this stretch of line are required.

Can you please supply me with precise details of what work is to be undertaken during these further closures, and again, why this work could not be completed on any of the other 100 weekends the line has been closed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 9 April 2013

I believe your question relates to work on the east end of the District line, between Barking and



Upminster.

For many years London Underground was not provided with sufficient capital funding to replace track and other vital assets. As a result a significant backlog of work built up and the reliability of the network suffered through track and signalling failures.

London Underground is now undertaking an investment programme that is addressing the backlog in track work and is upgrading the District line, as well as other parts of the network. Much of the track between Barking and Upminster has now been completely replaced.

Over six further weekend closures this year, the drainage structure beneath the track between Dagenham East and Hornchurch, and close to Upminster station, will be replaced. It became necessary to replace the drainage on this part of the District line only relatively recently, which is why it was not undertaken at the same time as earlier track work (doing so would of course also have required longer closures at that time). London Underground will take the opportunity during the works this year to continue the refurbishment of Upminster depot to enable the new 'S Stock' trains for the District line to use the depot fully.

It is also necessary from time to time for Network Rail to close the District line to enable their own maintenance and renewal activity on the parallel C2C line, London Underground will always plan to work during these closures too, as is the case at the end of this month.

London Underground always seeks to minimise the number of closures needed and close as short a section of line as possible, but the volume of work that needs to be done makes some disruption unavoidable. Of course, TfL will always make sure that passengers can complete their journeys using alternative routes or services, including the provision of rail replacement bus services where necessary.

## Home Working

### Question No: 2013/0966

[Roger Evans](#)

Does the Mayor recognise the value in TfL seeking to reduce demand on London's overcrowded public transport by aiming to incentivise home working?

[The Mayor](#)

Boris Johnson (Mayor of London): Yes, a very interesting question, Roger. We do see the value of encouraging home working and during the Olympics, people may remember that I tried to explain how we wanted them to modify their travel patterns. It can reduce pressures on the Tube and other parts of public transport. What I don't think you can do is expect people just to do everything online. In the end, human beings do need to talk to each other and to meet each other. I would just remind you what were Marconi's first words on the first ever telephone call ever made? Can you remember what they were?

Roger Evans (AM): I don't. I was not there.

Boris Johnson (Mayor of London): No. He said, on the first ever telephone call, do you know what he said? He said, 'Come here, Watson. I need you'. In other words, he wanted to have physical, face-to-face contact and the electronic communication wasn't enough. In the end, that is what goes on in London. People need to meet each other, need to have eyeball to eyeball contact and that is how business gets done. My experience is there is a limit to what you can achieve with home working but we certainly encourage it.

Roger Evans (AM): Yes. Can I carry on, Chair? We can maybe have this interesting debate outside the meeting?

Jennette Arnold (Chair): Of course you can. Can I have your next question, Assembly Member Evans?

Roger Evans (AM): Yes, thank you. This is about choice. I am not talking about forcing

people to work from home and, of course, they do need contact with the people they work with, but given the tightness of TfL's finances and the fact that although lots of capital work is done, it still fills up with people very quickly and we are expecting the population to continue to rise. Don't you see the possibility of encouraging home working as being another weapon in our armoury when it comes to reducing overcrowding on public transport and making the whole experience more bearable for Londoners?

Boris Johnson (Mayor of London): Yes, of course. As I think I said during the Olympics, I am sceptical, a little bit sceptical about home working. My only experience of home working is you sit around having cups of coffee and then eating that last bit of cheese in the fridge rather than getting on with it. I certainly think there is mileage in it, so to speak, or not.

Roger Evans (AM): Yes. One of the ways that TfL could help, of course, is to introduce travelcards which would work for fewer than the whole five days in the week or having arrangements that would rebate people for the days when they didn't travel. That is the sort of thing that is well worth looking at with the changes in technology at TfL now. It is something they are going to pursue.

Boris Johnson (Mayor of London): Yes, it certainly is. I am definitely willing to look at that. As Caroline [Pidgeon AM] will acknowledge, this is a variant of some of the things that she offered. Each of these improvements will mean some other part of the fare box has to pay or else we raise fares, so that is the dilemma.

Roger Evans (AM): Thank you, Chair.

## **Crossrail**

### **Question No: 2013/0967**

[Richard Tracey](#)

Will you update the Assembly on the progress on Crossrail?

### [The Mayor](#)

Boris Johnson (Mayor of London): Thanks very much, Dick. I know this is something you follow closely. I am grateful for your support. Crossrail has made very considerable progress in the last year. Already six of the 42 kilometres of tunnel have been dug. By the middle of this year, we are going to have six tunnel boring machines (TBM), and by later on this year, Crossrail will have completed the Western tunnels between Royal Oak and Farringdon; it is absolutely stunning. Crossrail is roaring ahead and it is a fantastic tribute to the engineers and the whole team involved. Obviously we are keeping a close eye to make sure they stick to the timetable and that it doesn't slip and that costs are kept exactly where we want them to be.

Richard Tracey (AM): Very good news and I believe that one of the boring machines has passed through Bond Street, so well into central London.

Boris Johnson (Mayor of London): Very exciting, boring machines.

Richard Tracey (AM): Is it your belief that Crossrail will be completed on time and on budget? Is that your hope?

Boris Johnson (Mayor of London): Yes. I think there is every chance it will be completed on time and on budget although clearly we have to be vigilant.

Richard Tracey (AM): What is the case looking like for extending it to Reading? We have had many discussions about this that it should actually go further than the current Western limit. What do you think the chances are?

Boris Johnson (Mayor of London): I am generally in favour. I think there has been big change in Government too. I think Government has seen the huge benefits of transport infrastructure in London. They have seen that London is driving the rest of the UK economy. I mentioned earlier on to colleagues that we now contribute a bigger share of the UK economy than at any

time in history. You make London move; you make London work by investing in transport infrastructure. The exciting thing that is now on the table that will be a big part of the 2020 vision is Crossrail 2. We want to get that going as soon as possible. Indeed, we think there is now scope to accelerate the timetable of Crossrail 2.

The critical thing is that we do not lose sight of the other stuff we are doing and we do not allow the Treasury to cut budgets that we need, for instance, for the Tube upgrades and other vital improvements, but I am a maximalist in this. I believe in setting out the biggest possible range of proposals for transport infrastructure improvements which are vital when you consider the population pressure that we face. We have talked a lot about housing this morning but, in the end, when we build those new homes, Londoners have to be able to move rapidly to their place of work and that is why Crossrail 2 is vital. I think your idea, I will certainly look at the idea of an extension to Reading, but at the moment, you can make a good business case for virtually any big rail improvement in London and I am certainly interested in all of them.

Richard Tracey (AM): We obviously hope that the Chancellor [of the Exchequer, George Osborne] will indeed talk about this in the budget. You gave me a written answer about Crossrail 2 which you have been mentioning and you said, I think, that you had Transport for London (TfL) working on the planning and so on. So if indeed Crossrail is finished on time, it would make a lot of sense to have the expertise and the equipment used really to start instantly on Crossrail 2 which would make such a difference to linking South and North London.

Boris Johnson (Mayor of London): Yes. You are completely right, Dick, and I have had conversations with Terry Morgan [CBE, Chairman of Crossrail] about this very point, as you could imagine. There are going to be synergies between the two projects. Whether we will literally be able to turn the boring machines around and send them down towards Tony [Arbour AM, Member for South West London], in the South West, I am not certain because the teeth of the boring machines wear out, all that kind of thing, but we are trying to make the two plans work together. [Sir] Peter Hendy [CBE, Commissioner of TfL] and his team are looking at how they can do that.

Richard Tracey (AM): Thank you very much.

## **Crossrail 2 (1)**

**Question No: 2013/0968**

[Richard Tracey](#)

The plans for Crossrail 2 have been widely welcomed. Do you agree that Option B that travels out to Twickenham and through Kingston and Surbiton is the strongest proposal?

[The Mayor](#)

Based on the evidence I have seen so far, I agree that Option B, the Regional scheme, is the strongest proposal. However, it is too early to choose one option over the other as both options have their merits. The forthcoming strategic consultation, being launched next month, will allow Londoners to have their say, before I select a final preferred option later in the year.

## **Crossrail 2 (2)**

**Question No: 2013/0969**

[Richard Tracey](#)

Will you update the Assembly on the level of planning that has been undertaken by TfL and how soon will it be possible to take a finalised proposal to the DfT?

[The Mayor](#)

TfL has already undertaken a great deal of planning work on Crossrail 2. This includes a comprehensive assessment of options that has shortlisted the current two front-runners, an assessment of the wider economic benefits, early engineering feasibility, and a great deal of positive stakeholder engagement, including positive support at the recent London First launch that I attended with Lord Adonis just last month. TfL is continuing to develop a detailed programme for delivery of Crossrail 2, and has already discussed this with the DfT and this dialogue will continue throughout this year and beyond.

## **HS2**

**Question No: 2013/0970**

[Richard Tracey](#)

Will you update the Assembly on the most recent discussions with the DfT regarding HS2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 9 April 2013

Through my regular meetings with the Secretary of State, I have frequent discussions regarding HS2. The focus of recent discussions has been around:

- Euston - pressing DfT to ensure there is adequate capacity and future-proofing.
- Old Oak Common - I am continuing to press for a London Overground connection at the new interchange to be included within the hybrid bill.
- HS2-HS1 link - I am continuing to push for a more robust link that lessens impact on Overground services.
- Northolt corridor - I understand that a decision on whether or not the Northolt corridor will be in tunnel will be made around Easter.

I understand that a number of key DfT decisions are required soon to allow the project to meet its hybrid bill submission deadline at the end of the year. I am continuing to pursue the above matters actively to ensure that the project is delivered in a way that best meets Londoners' needs.

## **Passenger Information**

**Question No: 2013/0971**

[Richard Tracey](#)

Why is there no passenger information on electronic boards on the Wimbledon branch of the District Line between East Putney and Wimbledon?

[The Mayor](#)

On the Wimbledon branch of the District line the current Network Rail signalling system is incompatible with the platform indicators. This means that it is not possible to display train arrival times at those stations using information from the signalling system. On the District line this will ultimately be remedied when the current signalling system is replaced and upgraded, by 2018.

In the meantime, TfL is looking at how it can make the real time train information on its website available to passengers in more innovative ways. This includes 'feeding' platform indicators with train arrival information from a separate computerised monitoring system rather than from the local signals and installing dedicated screens that display the on-line information mentioned above. As you know TfL plan to install these dedicated screens at stations between East Putney and Wimbledon on the District line over the next few months.

## **Peer Courts**

**Question No: 2013/0972**

[Withdrawn](#)

[The Mayor](#)

MOPAC is considering the feedback received as part of the consultation process for the draft Police and Crime Plan. I know that reoffending rates for young people who leave prison are far too high and it is only right we consider what more can be done to address youth reoffending. I am committed to continuing my investment in this important area, which is why I am providing up to £3.5 million for resettlement support for young offenders over the next three years. Some of the work we have already done around youth reoffending includes Project Daedalus which delivered a reoffending rate of 53 per cent compared to a national rate of 70 per cent. I will ask my Deputy Mayor for Policing and Crime to discuss your proposed peer court programme with you.

## **Crossrail - Ebbsfleet Extension**

**Question No: 2013/0973**

[James Cleverly](#)

Given the connectivity to Eurostar and the £2 billion investment into Paramount Park on the Swanscombe Peninsula, do you agree that the case for extending Crossrail to Ebbsfleet is stronger than ever?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 9 April 2013

Extending Crossrail beyond Abbey Wood is an integral part of my Transport Strategy and the route to Ebbsfleet is safeguarded. Growth to the east of London would further support the case; in particular any proposal for a new hub airport in the Thames Estuary would necessitate an extension. Any extension would of course require detailed work examining all the costs and the benefits provided.

## **RE:FIT**

**Question No: 2013/0974**

[James Cleverly](#)

What progress is being made with delivery of your RE:FIT programme to retrofit public sector buildings, and what energy cost saving has been made so far in each borough?

[The Mayor](#)

My RE:FIT Programme continues to make progress in helping public sector organisations achieve financial savings, improve the energy performance of their buildings and reduce their CO<sub>2</sub> footprint.

We now have 67 London organisations committed to using RE:FIT. This covers a pipeline of over 500 buildings to be retrofitted.

We do not monitor energy savings by borough as a number of RE:FIT users have a property portfolio spread across multiple boroughs, however, we have already seen over 100 London buildings retrofitted with energy savings worth over £2m per annum.

## **Food Apprenticeships**

**Question No: 2013/0975**

[James Cleverly](#)

Further to your call for the catering industry to take on more apprentices, does the Mayor believe there is a particular role for caterers that serve the public sector to take part in this initiative?

[The Mayor](#)

I am delighted at the response we have so far received from my call, alongside Raymond Blanc, for the food sector in London to take on more apprentices. I believe apprenticeships can be of value to all parts of the food and hospitality sector and would encourage caterers in both the public and private sector to utilise this route for developing skilled, dedicated and motivated staff.

## Public Houses

### Question No: 2013/0976

Steve O'Connell

Would you support further measures to retain pubs as community assets and ensure that they are protected from inappropriate development?

#### The Mayor

Boris Johnson (Mayor of London): Thank you very much, Steve. I congratulate you on what you are doing to try to protect pubs in London, it is a very important cause. Yes, indeed, in my draft Supplementary Planning Guidance (SPG) I support the Community Right to Bid, which gives communities powers to save valued community assets, including pubs, where they are threatened with closure.

Steve O'Connell (AM): Thank you, Mr Mayor. I would like to also congratulate Tom Copley [AM] on his work, it one of these very unusual and I think it is probably because it is us new boys - situation where we are able to work in parallel and link arms. I think I would probably rather have Tom as a fellow Coalitionista than some others at the Tory Party have accepted in the past.

Boris Johnson (Mayor of London): Yes, he has already indicated his deep unhappiness with Labour. I think the Assembly will have noted that he is on the verge of defection.

Steve O'Connell (AM): No, that was not my point, Mr Mayor. However, the report Keeping Local does recommend various measures to protect our pubs, and you have mentioned about the emerging SPG. Mr Mayor, you would confirm that public houses are an essential element in what you would call lifetime neighbourhoods, as envisaged in your plan?

Boris Johnson (Mayor of London): Yes, absolutely, and keeping pubs going in local town centres, in high streets, is part of what we are trying to support through the Growing Places Fund, the regeneration funds, and indeed the Outer London Fund, all of which continue to operate. I look back over the last four to five years at the stuff we have done, the money we have spent, and I think you could argue the Outer London Fund has been among the most successful and popular things that we have done. I think it was high time that City Hall paid more attention to outer London and the high streets, and if we can be more useful in saving more pubs then I am all for it.

Steve O'Connell (AM): Specifically on the forthcoming SPG, you do mention community assets, community hubs, but what I am urging is for you to instruct and request from your planners that there is specific mention of community public houses because at the moment they are covered in a broad generalisation. What we are asking for, and I know Tom would agree with this, is that we want specific mention for specific protection of community pubs that are seen as an asset for the local community. Would you agree with that, Mr Mayor?

Boris Johnson (Mayor of London): I do. I do completely agree, and I thank you for what you are doing. What was that pub we visited, the Real Ale pub?

Steve O'Connell (AM): The Hope in Carshalton.

Boris Johnson (Mayor of London): The Hope in Carshalton, that was a wonderful establishment, yes.

Steve O'Connell (AM): Indeed. Lastly, Mr Mayor, on the subject of saturation zones. We all know that many of our high streets are plagued with far too many retail outlets selling cheap beer, typically six cans of extra-strong something for a fiver. They are cropping up all over the place. I know very much that the boroughs do have a very key role in this, but would you agree that we do need to introduce and increase the number of saturation zones throughout London so that we do not have so many of these outlets selling cheap beer that can cause potentially antisocial problems on our streets?

Boris Johnson (Mayor of London): Yes, I would much rather see that, Steve, and indeed the

alcohol exclusion zones, or whatever they are called [Designated Public Place Orders], which are also enforced by the boroughs. I would much rather see that than some Government-led minimum pricing regime for alcohol that I think is unlikely to work. I think that approach is sensible, and indeed I congratulate the work that is being led by the boroughs in stopping underage buying of alcohol in supermarkets; that is also very important.

Steve O'Connell (AM): Yes, test purchasing is a good tool that is being used by boroughs. Thank you very much, Mr Mayor.

## **London Plan Housing Targets**

**Question No: 2013/0977**

[Steve O'Connell](#)

What will be the process and timescale for updating housing targets in the London Plan? Will you ensure that those boroughs that have over-delivered on their current housing targets are not penalised for their success with unreasonably high targets in the next round?

[The Mayor](#)

The housing targets in the London Plan will be updated in the Further Alterations to the London Plan, which will be subject to consultation in early 2014. The targets will be informed by an assessment of housing requirements and evidence of housing capacity from the Strategic Housing Land Availability Assessment both of which are under way and programmed for completion in autumn 2013.

Early work on population projections and the 2011 census results suggests that London requires significantly more homes than the current 32,210 per annum minimum target. The current SHLAA is being undertaken with the explicit understanding that London must identify more housing capacity than it has in the past. Which means that most, if not all boroughs are likely to see an increased housing target in the further alterations to the London Plan.

This is a matter of seeking to meet Londoners' housing needs, not of 'penalising' boroughs for past performance. The SHLAA methodology has been developed in partnership with boroughs and others to provide a rigorous basis for identifying housing capacity to address these needs and will be applied consistently and transparently across all boroughs.

## **Long-term infrastructure funding**

**Question No: 2013/0978**

[Steve O'Connell](#)

London First has called on the Government to give City Hall London's share of national tax revenue directly, rather than funnelling it through Whitehall. London First argue that the current arrangements create a 'stop-start' situation with regard to funding large infrastructure projects, such as the tube upgrades, making long-term planning difficult. Is this a view that you share? Will the London Finance Commission be considering this proposal?

[The Mayor](#)

The independent London Finance Commission is developing options and will publish its report in May 2013.



## **Outer London Cycling**

**Question No: 2013/0979**

[Steve O'Connell](#)

The news that TfL is to provide funding to help three outer London boroughs to become 'mini-Hollands' is welcome. Will you give strong consideration to picking Croydon and Sutton as two of these boroughs?

[The Mayor](#)

We will shortly write to all outer London boroughs inviting them to apply for the "mini-Hollands" programme. Certainly Croydon and Sutton, along with any other outer London boroughs, are encouraged to submit an expression of interest application, followed by a full application in the summer.

## **DNA profiling**

**Question No: 2013/0982**

[Victoria Borwick](#)

A recent US survey revealed that DNA profiling and larger databases of profiles are up to 1000 times more cost effective in preventing serious offences, such as murder or rape, than having more police officers in the US. Could the MPS be more effective in utilising DNA databases, forensic archives and other large databases?

[The Mayor](#)

The MPS has become more effective in their utilisation of DNA databases and forensic archives by dedicating forensic scientists to cold case work, developing processes to retain and 'future proof' DNA, recover fingerprint and ballistic material recovered in unsolved cases and then ensuring that forensic material is stored on relevant national databases.

I am clear however that any data storage must not encroach on civil liberties.

## **London's record on monitoring child sex offenders**

**Question No: 2013/0983**

[Victoria Borwick](#)

The MPS has lost track of more convicted child sex offenders who had signed onto the sex offenders' register than any other UK force (with 40 missing, compared to the force with the second highest number missing, which has lost seven) . The Mayor has previously led the way nationally with its approach to VAWG. Is it time for London to lead the way in changing the way they monitor convicted paedophiles?

[The Mayor](#)

Boris Johnson (Mayor of London): Thank you, Victoria. This is obviously a difficult area where the police have to be extremely vigilant. The Metropolitan Police Service monitors approximately 10% of the total of sex offenders in this country, which I suppose in this country is actually a little under the rate you would expect per capita for London. We have made inquiries, there is a very small percentage - 0.5% - of that number is unaccounted for. This is because, the police believe, they have gone overseas to avoid the UK's stringent monitoring processes.

Victoria Borwick (AM): That is fine, Mr Mayor, but the concern is that obviously, as you say, criminals do not necessarily respect either London boundaries or country boundaries or national boundaries. If we in London think that we have lost, I believe 40 registered child sex offenders, that is obviously of concern. Therefore, I hope that you will join with me in asking the Metropolitan Police Service to look at how we can get all the various agencies involved with this to work better. We are talking about the Ministry of Justice here, London Probation Trust, the Her Majesty's Prison Service, the Parole Board and other services. In the same way as we talk about meat having to go through too many agencies before it arrives on our plate, we do not want so many agencies involved. Actually we do, I think, need to see a lead agency here in order that we can keep Londoners safe. That is really our concern.

Boris Johnson (Mayor of London): Yes. MOPAC is actually leading an operation to make sure that we bring all these bodies together and that the police have a very, very clear idea of the whereabouts of these individuals and they are properly monitored. I cannot, for confidentiality reasons go into the numbers, but they are pretty low. I think slightly lower, in fact, than you mentioned.

Victoria Borwick (AM): We only have the figures from what the police give us. Thank you.

## **River Services**

**Question No: 2013/0984**

[Victoria Borwick](#)

How many extra services will Londoners enjoy on the Thames from 2nd April?

[The Mayor](#)

From 2 April, a new timetable will be introduced on the Putney - Blackfriars river bus service. This will substantially increase daily eastbound journeys into central London from three to seven in the morning peak and westbound from central London from three to five in the evening peak.

April also marks the beginning of the summer season for the river tour operators, many of whom increase service levels at this time of the year.

## **Homeless veterans**

**Question No: 2013/0985**

[Gareth Bacon](#)

My colleagues and I are pleased that you will be taking up the issue of homeless veterans in London, following the proposal in the Conservative Group's budget amendment. What will be your first priority in addressing this problem?

[The Mayor](#)

There are two immediate priorities. First, to ensure that providing help to this group is high on the agenda of our commissioned services. Second, to work with veteran organisations on providing an additional specialist service for former members of the UK armed forces who are homeless.

## **TfL Staff Nominee travel passes**

**Question No: 2013/0986**

[Gareth Bacon](#)

During the Budget process, both GLA Conservatives and the Liberal Democrat Group proposed removing the over-generous perk of TfL staff nominee travel passes. Given the desire across the political spectrum for change, will you now give serious consideration to phasing out the free passes?

[The Mayor](#)

The cost of providing free travel to TfL staff and their nominees on TfL services is nil, given that much of this travel is for work purposes and the remainder is insufficient to require additional services to be operated to cope with it.

## **Welfare Reform**

**Question No: 2013/0987**

[Tom Copley](#)

Do you stand by your statement of October 2010 that 'on my watch, you are not going to see thousands of families evicted from the place where they have been living and have put down roots' in London as a result of the Government's welfare reform?

[The Mayor](#)

Boris Johnson (Mayor of London): You asked whether I stand by what I said in October 2010 and the answer is yes, of course. As I said in my answer to Darren, we are not yet in possession of conclusive evidence about thousands of families being evicted or having to move. Obviously what is true is that there will be, and are, families who will have to make choices. Indeed, most of the families who are not in work who are receiving benefits, they will have to make choices; just as families who are in work and who are not receiving benefits have to make choices about where they can and cannot afford to live. That is an inevitable result of the cap. The question is, is that right or fair? Again, I would humbly direct Labour Members back to the policy on which they themselves fought the last election.

Tom Copley (AM): I did not.

Boris Johnson (Mayor of London): Then you are a noble dissident of the Labour movement.

Tom Copley (AM): Can I just clarify or correct something that you said to Darren Johnson, because I think earlier you accused the Labour Group of dishonesty.

Boris Johnson (Mayor of London): Serial dishonesty, yes.

Tom Copley (AM): You said to Darren Johnson that the benefit cap does not apply to households where there is a family member in work. It is only the total benefit cap, not the Housing Benefit cap. The Housing Benefit cap does apply where there are members of the family in work. Also a couple would have to be working 24 hours a week in order to be exempt from the total benefit cap, and there are a lot of people who do low-paid work who work fewer hours than that. So let us have a little bit of honesty here and let us have a little bit of honesty from you as well, Mr Mayor.

We will come back to the issue of people being moved out of London. Several councils, of all political colours as it happens, have said they are going to need to move families out of London. Camden Council say they will need to move 2,816 adults and children out; Westminster 2,327 households out of London. In fact Westminster Council has been in talks with Peterborough City Council about building property in Peterborough to house these people. Are you aware of that?

Boris Johnson (Mayor of London): I am aware of that. You asked me specifically about my remarks in October 2010 and whether I stick by them, and what we are not seeing is the kind of mass exodus that I said I would not tolerate and that is not happening. It is inevitable under these reforms that some people who were receiving very considerable sums in benefit will have to change their arrangements; that I am afraid is inevitable, and you may not have supported that at the last election, but it was certainly the policy of the Labour Party.

Tom Copley (AM): We have about 5,000 people here between just two London councils who they say are going to need to be moved out, and that is just two boroughs; are we not looking at a mass exodus here?

Boris Johnson (Mayor of London): No, because we have not seen a mass exodus. With great respect to you, Tom, it is one thing for a borough to enter into discussions, as indeed is perfectly reasonable, with other parts of the city or indeed the country. What we do not have is a headcount to justify your suggestion that a mass exodus is already going on.

Tom Copley (AM): I think Crisis [charity for single homeless people] would beg to differ. I have a quote here from Crisis:

'Following the cuts in April 2011 there has been a dramatic shift in where Londoners who get local housing allowance are living with fewer households in inner London and major rises in outer London boroughs.'

People are being forced to move, Mr Mayor. Coming back to the Peterborough example, do you think it is right for Westminster to be in these discussions with Peterborough Council about building houses out there for Londoners to go and live in? Do you think that is an acceptable solution?

Boris Johnson (Mayor of London): I think the priority, as I said just now, is to build homes in the city, and that is what we are doing.

Tom Copley (AM): So you oppose

Boris Johnson (Mayor of London): Let me finish. I have to tell you, I think it is perfectly reasonable for a borough to seek to satisfy its statutory obligations to house people as best it can. As far as I understand, and I of course have raised the matter with the boroughs concerned, there is no prospect of any kind of compulsion. It seems to be entirely reasonable where people cannot get the home that they want or need, that they should be offered the maximum possible choice. If that is an option that is put on the table, that seems to me to be not unreasonable. I want to get back to the central point, we are asking taxpayers to support families not in work who receive very, very considerable sums in benefits --

Tom Copley (AM): Hang on a minute, no, many of these families are in work, Mr Mayor, and you continue to repeat this lie. The people who are in receipt of benefits and who will be affected by this cap, and affected by the Housing Benefit cap, and a good number of them will

also be affected by the total benefit cap - these are people in work doing low-paid jobs in London. The people that sell you your coffee in the morning, the people that clean our offices here at City Hall. So can we just get away from this language that implies that everyone who receives a benefit is out of work; it is not true.

Now, Stewart Jackson, who is the Member of Parliament for Peterborough and a man whose vote you may need to court when you go off to try to be leader of the Conservative Party, has described this act of building homes in Peterborough to house Westminster residents as social cleansing. Do you agree with him?

Boris Johnson (Mayor of London): No, because clearly I do not know what proposition was put to Stewart, and I doubt it was a fair reflection of reality, but it is certainly not social cleansing. What is being proposed as far as I understand is that there should be an option and that cannot be called social cleansing.

Tom Copley (AM): I did not realise you were the one who set the definitions of these things, Mr Mayor.

Boris Johnson (Mayor of London): I will tell you, funnily enough, I was attacked in 2010. I said I did not want to see anything remotely approaching what happened in Kosovo, if you will remember.

Tom Copley (AM): I remember it well.

Boris Johnson (Mayor of London): People said that was an outrageous thing to say, but I stood by that. I do not want to see that, and we are not seeing anything like that, nor do I think it likely that we will.

Tom Copley (AM): Well I am sorry, Mr Mayor, but when thousands of families are being forced out of this city I think the situation is serious. As someone who is meant to be standing up for all Londoners, included the poorest Londoners, many of whom are in work, I think you need to do more about this.

Boris Johnson (Mayor of London): Come on, you are either in the Labour Party or you are not.

Tom Copley (AM): Last time I checked I was, Mr Mayor.

Boris Johnson (Mayor of London): Are you in the Labour Party, or is he now Green? What is he? This is a policy that was supported by your party.

Tom Copley (AM): Mr Mayor, you are now wasting my time and you are wasting the Labour Group's time, of which I am a member, so thank you. Thank you, Chair.

Boris Johnson (Mayor of London): I am helping you to reach the truth.

Tom Copley (AM): I do not require your assistance, Mr Mayor.

## **LSP5 Public Meetings**

**Question No: 2013/0988**

[Andrew Dismore](#)

After initially vetoing public meetings in the draft LSP5 consultation, will you be attending them, now that we have ensured that they are going ahead, to support the London Fire Brigade Commissioner's proposal to meet your budget cuts?

[The Mayor](#)

I did not veto any public meetings.

In stark contrast, LFEPA Members resolved to have a public meeting in every London borough and then changed their minds.

The Chairman of LFEPA and the Fire Commissioner will attend as many public meetings as they can and oversee proceedings. They have my full confidence. As a result, my presence is not required.

I re-iterate that the public meetings are an opportunity for the public to have their say and be listened to. They should not be used by LFEPA Members, by the FBU or by me to grandstand.

## **Undercover Police Surveillance**

**Question No: 2013/0989**

[Andrew Dismore](#)

Is it ever permissible for an undercover police officer to engage in an intimate personal relationship with a person under surveillance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Undercover operatives are authorised as 'covert human intelligence sources' by the Regulation of Investigatory Powers Act 2000 (RIPA) and their activities are further limited by case law. This issue is the subject of legal action involving the MPS so I cannot comment further.

## **Rents**

**Question No: 2013/0990**

[Nicky Gavron](#)

Has reform of Local Housing Allowance led to a reduction in private sector rents?

[The Mayor](#)

Boris Johnson (Mayor of London): Again we do not have data for the rents of private renters on Housing Benefit, but according to the interim results from the DWP's independent evaluation of the LHA changes, around one in ten landlords had reduced their rents as a result of the reforms. That is all I have to go on so far and we will have to wait and see what further data comes out.

Nicky Gavron (AM): Yes. Thank you for that. Lord Freud [Welfare Minister], Iain Duncan Smith [MP, Secretary of State for Work and Pensions], [David] Cameron [Prime Minister] and yourself all said, and have consistently said, that in fact the LHA and the Housing Benefit caps would bring rents down. As you have all been saying it at the top of the Tory Party and it has not happened, except in a very few isolated cases, can we conclude that this is a Tory myth?

Boris Johnson (Mayor of London): I can only refer you to what I have just said; one in ten

landlords had reduced; that is 10% had reduced their rents as a result of the reforms. If you were being fair you would have to concede that we have huge pressures on housing stock in London. People are finding it very difficult to get mortgages, with the result that many people are moving into the private rented sector because they cannot buy homes in the way that you or I could, Nicky, when we faced that challenge. That is simply impossible for millions of people in this city and that is why I repeat what I said earlier that the goal must now be to help hard-working families to get a stake in the equity of their home. I think what Darren [Johnson AM] had to say was completely right, why should a share in the London property market be something that is reserved to plutocrats from around the world or people who are now middle-aged and older. This should be something that we help families across London to achieve.

Nicky Gavron (AM): Can I just go on, I think everyone, except of course for the Tory Party, was actually sure that rents would not go down.

Boris Johnson (Mayor of London): I am sorry, you do not seem to be listening to what I have just said.

Nicky Gavron (AM): What we did not realise, you might be interested in this, we did not realise that rents would increase more for families on low incomes and increase more than for any other income group. We now know, in fact there were new figures yesterday, that there is a 10% increase if you are on a very low income, and yesterday Barnet was cited finding a 43% increase. So I think what I want to ask you is, that even in your terms, welfare reform is not doing what it said it was going to do on the tin, is it?

Boris Johnson (Mayor of London): Again, I do not want to accuse you of failing to hear what I have just said, but I repeat that one in ten landlords had reduced their rents as a result of the reforms, according to the DWP's independent evaluation of the changes. Maybe they are lying, but I can only tell you what and that seems to me to be beneficial. What is also happening of course is that, as a result of the changes, we are able to bear down on a benefit that was costing lots of taxpayers on low incomes huge sums and I think seemed to many people to be unfair, and that is also a benefit of the reforms. This is not something that has been easy to do but, just to remind you, it was a policy that was supported by your party.

Nicky Gavron (AM): Yes, just that that is not my line of questioning, but that benefit bill is rising and we must not forget that. I just wanted to go on on this thing. What we did not realise, and there is massive evidence now for this, is what we are hearing now from the National Landlords Association. That more than 50% of their members are not going to take benefit claimants and the DWP has done research saying that 40% of landlords are not going to take benefit claimants. We just heard from Crisis that in Lewisham, if you are young, under 35, in Lewisham and you want to share a flat, then of the flats that are affordable only 7% will be available. So, it is a new situation. Do you think it is actually fair that if you are in need, if you are on low pay in Lewisham, and you need Housing Benefit to help you out, that you should not only almost certainly lose your home, because the rent will be put up, but that you cannot find another because they are not available to you because you are on benefits?

Boris Johnson (Mayor of London): As I say, the objective is to increase the supply for people across all income groups and that is the single best solution and that is what we have done over the last four years and that is what we are going to continue to do, in Lewisham and elsewhere. If you impose rent controls or some other solution of a kind that I think you would like to introduce in London, all that would happen is that you would constrict supply. You would stop people investing in housing, and they are thinking of getting rid of it in New York. That would be completely against the interests of the poorest people in society. What we have to do is build more homes for social rent and more homes for people on low incomes.

Nicky Gavron (AM): When the Government talked about reducing rents, they did not talk about supply, they just said the line was, this was going to reduce rents, and I think you and the Government have been stringing us along all the time. First you said the impact was

exaggerated, and I do not know how huge 'huge' is for you, in terms of numbers. Then you said you would get mitigation, and you got a little bit, but it is tokenistic. Now you say that it is reasonable and it is a natural consequence that people should have to move out of London. I think that there are things you should be doing. You should have asked, as Labour asked nationally, as Labour around this Chamber asked, for a regional variation to the cap. You should ask for a comprehensive impact assessment. You should be doing something about the private rented sector. You are doing nothing.

Boris Johnson (Mayor of London): On the contrary, we have done a huge amount. We have done more than you lot ever did, and I think that you are back again in the same old groove of the record that got stuck four years ago. We have delivered more affordable homes than you ever expected us to do. We have continued, in spite of the massive financial crisis engineered by the Labour Party in the middle years of the last decade, to deliver more homes for Londoners of all incomes. And, as has been made abundantly clear this afternoon, we have the policies that will continue to get housing moving in London. What would be absolute retrograde would be to bleat away about rent controls, which would achieve absolutely nothing except to stifle that sector, or now hypocritically to say that you oppose a benefit reform that in fact your party supported. I think it is absolute nonsense, but I have found over the last four or five years that the best thing to do when listening to criticism from you, Nicky, on the building of affordable homes in London is to take it with a pinch of salt. Our record speaks for itself.

Jennette Arnold OBE (Chair): Assembly Member Gavron, have you finished your questioning?

Nicky Gavron (AM): Yes, I have.

## **Benefit changes in Enfield and Haringey (1)**

**Question No: 2013/0991**

[Joanne McCartney](#)

As you may be aware, Enfield and Haringey are two of four boroughs in London to be subjected to testing the benefit changes in April before it gets rolled out across London later this year. Given that poverty is already at a high in both Enfield and Haringey, do you believe that the benefit cap is going to adversely affect the already hard hit? What will you be doing to monitor this initial roll-out?

[The Mayor](#)

There is a much-increased pot of Discretionary Housing Payment funding available to support vulnerable households affected by the cap. My officers monitor a range of data and information, as well as attend regular meetings with the boroughs and with DWP at which welfare reform, including the benefit cap, are discussed.

## **Police & Crime Plan and Estate Strategy**

**Question No: 2013/0992**

[Joanne McCartney](#)

Have you signed off your Draft Police and Crime Plan and Estate Strategy?

[The Mayor](#)

Boris Johnson (Mayor of London): Thank you very much, Joanne. I have not yet signed it off. It is going to be published at the end of the month and, as I say, it has received widespread consultation. We will be taking account of the responses and the feedback that we received



and finishing off the work that we are doing.

Joanne McCartney OBE (AM): You said the end of the month; up to now we have been told that it is 25 March, which is on Monday. Is that still your understanding?

Boris Johnson (Mayor of London): All I can tell you is: I have by the end of the month.

Joanne McCartney OBE (AM): Can I ask, have you actually seen the consultation responses yet?

Boris Johnson (Mayor of London): I have not looked at them in detail.

Joanne McCartney OBE (AM): Because I think there are quite a few, and so between now and Monday it is quite a short time for you to make what are going to be quite significant decisions.

Boris Johnson (Mayor of London): Sure, and I mean I have received lots of representations in different ways about different aspects of the plan and we will consider it carefully.

Joanne McCartney OBE (AM): Because I have concerns over the process, which I have expressed before, but let me tell you two latest concerns I have had, and why I have them. I'll take the example of my own borough of Enfield, because during the consultation process, Winchmore Hill Police Station was actually closed two weeks ago during the consultation. On 7 March, which was the day following the end of the consultation period, I received an email from my local police in Enfield telling me that they had just attended a borough Challenge Panel where the decision has been made to close the front counter at Southgate Police Station. Can you understand why I now have great concerns? You have closed one of my stations during the consultation process and I have been informed that there has been a meeting at Scotland Yard and the decision has been made.

Boris Johnson (Mayor of London): I am sorry, Joanne, I cannot give you any guidance on that now, I will find out what the state of the matter is, but across the board I think what I can do is give you a broad idea. I mean I have seen some early indications of how we are thinking, and I think it is certainly fair to say that the consultation has had an impact on what we are proposing. To Navin [Shah AM] and to Andrew [Dismore AM] and to others who have asked about the fire proposals, there are some changes that we are going to be proposing, they will involve modifications I think they do take in a lot of what Londoners have been telling us, but my impression, and I follow this very closely as you can imagine, that once the arguments are made, once people understand what they are talking about and they get the point about police visiting you if you report a crime, then actually the process has been valuable and the results are valuable as well.

Joanne McCartney OBE (AM): My question is about the process because I have had one police station close during it and I have been notified and other Assembly Members have also been notified about local stations where they have been told decisions have already been taken. So if you haven't signed them off yet, I have concerns.

Can I ask will you make sure that you read all the consultation responses before you sign off the closures?

Boris Johnson (Mayor of London): I certainly take account of the consultation responses --

Joanne McCartney OBE (AM): Will you read them?

Boris Johnson (Mayor of London): -- and I will certainly. I don't quite know how voluminous they are but I will faithfully take account of the consultation responses.

Joanne McCartney OBE (AM): I have certainly read the responses and I am sure other Assembly Members have.

Boris Johnson (Mayor of London): I think you are going to be very interested in the approach we are taking. I think Londoners will be satisfied with what we are trying to do which is to get them better access to the police but also to maximise the value of the assets. 497 police buildings of which only 136 are ever available to the public at any time. We want to improve that.

Joanne McCartney OBE (AM): Mr Mayor, you have told us before, can I move on to the contact points which are the alternatives when front counters close? I and other Members have also been told and have actually received a frequently-asked questions sheet that the Metropolitan Police Service has given out to their boroughs. They actually say that with these contact points there is going to be a standard minimum offer across London and that standard offer is going to be for them to be open, I believe, either one or two evenings a week for one or two hours and then one or two hours on a Saturday in respect of local need. Does that look like a good response to the local need across London?

Boris Johnson (Mayor of London): No, I would be very surprised if that was what --

Joanne McCartney OBE (AM): I have the FAQ sheet here.

Boris Johnson (Mayor of London): What we want to have is better access to the police and the single most important change that [Sir] Bernard Hogan-Howe [Commissioner of the Police of the Metropolis] has brought in is if you report a crime, you will be visited; the police will attend you in person to listen to you.

Joanne McCartney OBE (AM): We understand that. I am talking about contact points now, Mr Mayor.

Boris Johnson (Mayor of London): The interesting thing about this consultation is it is overwhelmingly what the public want.

Joanne McCartney OBE (AM): Chair, can I bring the Mayor back to the particular question about the contact point?

Boris Johnson (Mayor of London): They would much rather meet the police at a place of their convenience rather than in an intimidating environment perhaps at a police counter that is also being attended by people on bail or whatever.

Joanne McCartney OBE (AM): Yes but I am asking about your contact point. Are you aware that the police are telling us that actually there will be a standard offer across London of the same minimum hours in every contact point? That seems to me to be inadequate but also it doesn't meet your pledge about the same number of hours. Also it is going to be, quite frankly, useless to some commuters? The Saturday opening in Andrew Dismore's [AM] constituency or mine makes it nonsense.

Boris Johnson (Mayor of London): I think what Londoners have told us during the consultation is yes, there are places where people not only want to keep a front counter but perhaps also want to keep a police station and we are going to listen to the arguments. What I have said is that Londoners will have better access than before. It is absolutely crazy. You have all these buildings. Most of them are completely forbidden to the public and they could be better used and that could be by putting police officers on the beat where we want to see them. That is what the objective of this programme is. It is to get Londoners better access to the police and we are putting 2,600 more into the neighbourhood teams and this is something that again is about the housing argument. This is something that Labour, when it is in Government, accepts but in opposition --

Joanne McCartney OBE (AM): I want to move on to another area, Mr Mayor. We have had a spat about police numbers before in the figures. I do not want to go into that again but --

Boris Johnson (Mayor of London): No, I am not surprised you don't want to go into it again because you were defeated.

Joanne McCartney OBE (AM): Hold on. The United Kingdom Statistics Authority (UKSA) has agreed there are disparities between the various numbers in the plan and the data store. They talk about the fact that there might be differences, for example, in maternity cover, people on external secondment but none of the reasons they put in here are actually reasons that your Deputy Mayor [for Policing and Crime, Stephen Greenhalgh] has given to us to date.

Boris Johnson (Mayor of London): That is not true. Completely untrue.

Joanne McCartney OBE (AM): It is.

Boris Johnson (Mayor of London): You mean Stephen?

Joanne McCartney OBE (AM): No, yes, no, yes.

Boris Johnson (Mayor of London): No, yes?

Joanne McCartney OBE (AM): No. In order to assist informed public debate, the UKSA has suggested to you, although they say they cannot compel you, that you publish where the differences are. Your response, I understand from your press office upstairs, was that you would do it in due course. Can I ask you to do that within the next seven days because in due course could mean anytime, Mr Mayor?

Boris Johnson (Mayor of London): I know. Well, I will look at it as I have said to you many times before. I actually had the benefit of having the letter from the head of the UKSA [Andrew Dilnot CBE, Chair of UK Statistics Authority] to you, Joanne, where he basically exposes it as a pack of Labour lies.

Joanne McCartney OBE (AM): No, he does not at all.

Boris Johnson (Mayor of London): It is a pack of Labour lies you have been trying to peddle, the confusion and despondency you have been trying to set amongst Londoners and the general tripe that you talk.

Joanne McCartney OBE (AM): He says we need informed public debate. No, he agrees there is disparity between the three sets of figures.

Boris Johnson (Mayor of London): I am sorry, it is tripe.

Joanne McCartney OBE (AM): No. He talks about there is disparity between the three sets of figures and asks you to publish an explanation. He also, at the end, states that --

Boris Johnson (Mayor of London): What he also says, on the basis --

Joanne McCartney OBE (AM): Can I finish my question, Mr Mayor? He also states that they endorsed a recent request from the GLA to prepare a formal document setting out how you are going to produce and publish statistical material. He wants to see that as closely aligned with the principles of the statutory Code of Practice for Official Statistics and this is what has put you into this trouble.

Boris Johnson (Mayor of London): Nonsense, nonsense.

Joanne McCartney OBE (AM): It is, Mr Mayor.

Joanne McCartney OBE (AM): Will you publish a reconciled --

Boris Johnson (Mayor of London): What you are facing is the reality, is the cruel reality that your attempts to scarify Londoners about police numbers have been utterly refuted. I quote from his letter --

Joanne McCartney OBE (AM): No. You still haven't published an explanation, Mr Mayor.

Boris Johnson (Mayor of London):

'On the basis of the three available sets of published figures on the number of police in London, it appears that the numbers on police service that the Metropolitan Police Service published by the Home Office, the Home Office are the highest, the figures published by the London Data Store are slightly lower and the draft Police and Crime Plan figures are lower again.'

In other words, we were the most conservative, we were the most rigorous, we were the most honest of all and instead, all you do --

Joanne McCartney OBE (AM): Mr Mayor, by having a low figure, it makes the end result look better and it is not. Those are actually losing officers; you are misleading.

Boris Johnson (Mayor of London): Absolute nonsense, absolute nonsense.

Joanne McCartney OBE (AM): If that is the case, why don't you publish the explanation?

Boris Johnson (Mayor of London): The explanation is well known to you and indeed --

Joanne McCartney OBE (AM): No, it is not.

Boris Johnson (Mayor of London): The reason for the variances include this, and I quote again Mr Dilnot's letter --

Joanne McCartney OBE (AM): I know you are going to do what Mr Dilnot asked you to do.  
Boris Johnson (Mayor of London): 'The treatment of staff who are on maternity leave, career breaks and those of us --'

Joanne McCartney OBE (AM): That is not the explanation that has been given though.

Boris Johnson (Mayor of London): The only reasonable comparison is between budgeted --

Joanne McCartney OBE (AM): Are you going to do what Mr Dilnot asked you to and publish the reconciled figures? Are you going to do it, Mr Mayor?

Boris Johnson (Mayor of London): Mr Dilnot is following in the footsteps of his predecessor, Sir Michael Scholar [former Chair of the UK Statistics Authority] in asking this question --

Joanne McCartney OBE (AM): Are you going to call him a Labour stooge as well, are you, Mr Mayor?

Boris Johnson (Mayor of London): Those are your words.

Jennette Arnold (Chair): This is rambling. Can we just sort this out?

Boris Johnson (Mayor of London): I am going to look at that and what I would like is a retraction and an apology.

Joanne McCartney OBE (AM): I want an explanation.

Boris Johnson (Mayor of London): -- when you knew fine well that they were increasing on the figures 2011 to 2015, the crucial figures are the budgeted figures. We have done spectacularly well.

Jennette Arnold (Chair): Can we be quiet? Mr Mayor.

Joanne McCartney OBE (AM): The adjusted; it is the adjusted we want to know about.

Boris Johnson (Mayor of London): We have done spectacularly well in getting more police out there and in decreasing crime.

Jennette Arnold (Chair): No, Mr Mayor, it just prolongs this whole session when Members and you go into this discussion between yourselves because we cannot record it, we cannot hear it, and we don't have a clue what you are talking about anyway. So what I would suggest is --

Boris Johnson (Mayor of London): Well, then, why didn't you listen to me?

Jennette Arnold (Chair): No, can I just finish? If Assembly Member McCartney would like, we would put the letter that has been referred to into the minutes.

Boris Johnson (Mayor of London): I would like an apology.

Jennette Arnold (Chair): There is no case for an apology here this morning from what I have heard, so can we move on?

Chair, can I ask via you, he hasn't answered my question yet? Will he actually publish the reconciliations? That is what we have asked for.

Jennette Arnold (Chair): Will you?

Boris Johnson (Mayor of London): If and when the Assembly Member Joanne McCartney apologises for misleading Londoners --

Jennette Arnold (Chair): It is ridiculous.

Boris Johnson (Mayor of London): -- for misleading Londoners about police numbers.

Joanne McCartney OBE (AM): This is meant to be the most transparent Mayor.

Jennette Arnold (Chair): No, there is no answer from the Mayor on that question.

Boris Johnson (Mayor of London): Then I may consider what she says but not until such time.

## Energy

**Question No: 2013/0993**

Murad Qureshi

What have you done to plug the energy gap?

### The Mayor

In London, my energy efficiency and energy supply programmes have the potential to reduce our vulnerability to the risks of any potential energy gap.

I announced last week that I have applied to become a licensed supplier of energy under the Licence Lite model, which I have pioneered with Ofgem. This has the potential to transform the viability of decentralised energy projects, diversify the number of suppliers in the market and help reduce the risks of an energy gap.

In addition, the following measures are contributing to reducing London's energy demand requirements from the national grid:

- o Strategic decentralised energy projects - The GLA is supporting a pipeline worth over £300m providing a further 74MW electrical capacity
- o Ensuring the GLA group supports DE projects - I am looking at options to utilise TfL's back up power station in Greenwich more effectively.
- o Electricity Summit - My Deputy Mayor for Planning working UK Power Networks, Ofgem and developers to consider how investment in London's energy infrastructure can best be planned and used to secure a resilient and accessible electricity distribution network.
- o Smart technology - The GLA is investigating opportunities for using smart technologies to help manage peak demands on London's power grid and make London's energy more resilient in the future.
- o RE:FIT - 111 public building retrofits are completed or underway in London. Reducing their energy needs by around a quarter. A further 500 buildings in the pipeline.
- o RE:NEW - has retrofitted over 80,000 homes. 360,000 homes in total have had energy efficiency measures since 2008 in London.
- o Planning Powers - We are also using the planning system to secure London's energy future and are currently updating some of supporting text to the London Plan. In 2012, I made 36 per cent CO2 savings (provisional estimate) over and above national building regulations, including 74MW combined heat and power electrical capacity through new development.
- o London Energy Efficiency Fund - is investing £100 million in retrofitting and decentralised energy projects by the end of 2015.

In addition GLA officials have recently written to DECC asking them to set out actions that Government is taking to ensure that sufficient large-scale energy generating capacity will be in place to meet our energy needs over the next few years. I will be happy to share the response with you when I receive it.

## **Aviation Noise**

**Question No: 2013/0994**

[Murad Qureshi](#)

What have you done to reduce noise irritation for those living under London's flight paths?

[The Mayor](#)

Noise emanating from Heathrow is entirely the responsibility of Heathrow Airport Limited and the airlines that use the airport, however its impacts are felt widely.

I recognise the scale of the problem generated by London's airports. Our largest airport, Heathrow is responsible for more than a quarter of all those in Europe who are exposed to aircraft noise. Complaints are also received from people outside of the reported noise contours. I have called on Government to ensure that Heathrow's noise monitoring regime is subject to independent monitoring and review, and I am keeping a very close eye on the potential changes to operations that could arise from the permanent introduction of operational freedoms at Heathrow and a new night flights regime for Heathrow, Gatwick and Stansted. As you know, I have commissioned TfL to undertake detailed feasibility studies of possible locations for a new hub airport serving London and the south east. I have recently consulted upon and published a set of criteria against which options will be assessed. Minimising the number of people exposed to aircraft noise is one of the key tests that any new airport options proposed by myself and TfL will need to pass.

## **Bedroom Tax**

**Question No: 2013/0995**

[Onkar Sahota](#)

Given that some 1500 council and housing association housed households in Ealing and over 29,000 households in London will be impacted by the Government's Bedroom Tax, and given the chronic shortage of one and two bed properties in London at affordable rents, with families either having to leave London or pay more for their property, what assessment have you made of the consequences this will have on health inequalities, considering that your Health Inequalities strategy lists 'Reduce[ing] income inequality and the negative consequences of relative poverty' as one of your five key objectives?

[The Mayor](#)

DWP has undertaken an assessment of the impacts of this policy, including the health impacts, and I see no need to duplicate this work.

## **Draft Fire Plan Public Meetings**

**Question No: 2013/0996**

[Navin Shah](#)

Will you attend the consultation public meetings on the draft fire plan?

[The Mayor](#)

Boris Johnson (Mayor of London): Navin, you are asking whether I am going to come to these consultation meetings and the answer is no. I have every confidence in Ron [Dobson, Commissioner for Fire and Emergency Planning, London Fire and Emergency Planning Authority (LFEPA)] and in James Cleverly [AM] and I think that it would be much better if the proceedings generated the maximum possible clarity and information for the public, which is

what we want, and that they are not occasions for political agitprop of one kind or another.

Navin Shah (AM): Mr Mayor, it is extremely regrettable that you are not being accountable to Londoners.

Boris Johnson (Mayor of London): Are you saying you cannot hold me to account?

Navin Shah (AM): Can I finish please?

Boris Johnson (Mayor of London): Yes.

Navin Shah (AM): Mr Mayor, show some courtesy. You need to be accountable to Londoners who have elected you and trusted you to defend their safety and security. Now, it is your budget, which you have imposed on LFEPA, unprecedented cuts of £45 million. These are resulting in the Fire Commissioner proposing - and therefore they are your closure plans - closing 12 fire stations, 18 fire appliances and 525 fire-fighter force reductions. I know that you have vetoed in the past at Assemblies other calls for public meetings. But in that scenario, now that LFEPA has got public consultation meetings right across London through our efforts, should you not be defending your closure plans and be accountable to Londoners? Because if you do not trust in your instructions to close fire stations then why are you imposing that?

Boris Johnson (Mayor of London): Navin, with the greatest possible respect, I think you are showing too little confidence in your own ability to hold me to account. That is what we are all here for. I am more than happy to engage in a conversation about the draft Fifth London Safety Plan (LSP5). If you look back at the Police and Crime Plan consultations that have just concluded, I think they were very successful. I did not go to them, I think they were very successful. They were led by Stephen Greenhalgh [Deputy Mayor for Policing and Crime] and Simon Byrne [Assistant Commissioner, Metropolitan Police Service].

Navin Shah (AM): Mr Mayor, can I stop you?

Boris Johnson (Mayor of London): No, you cannot stop me because I want to finish my answer. Every one of London's --

Navin Shah (AM): You are not talking to the point, you are wasting our time.

Jennette Arnold OBE (Chair): Assembly Member Shah--

Boris Johnson (Mayor of London): was visited and there was a good

Jennette Arnold OBE (Chair): Mr Mayor, that is not the question that was put to you; the question was a straightforward question from my point of view. Are you going to be attending the fire -- and you have given the answer 'no', is that right?

Boris Johnson (Mayor of London): I did give an answer to that and the reason is that we have just had a very successful series of consultations on the Police and Crime Plan, none of which I attended, because it was important that these occasions should be genuinely illuminating and not give the Labour Party an opportunity to make noise. It worked, it engaged the public, it got people interested in the issues, and I think the same will happen again with the draft fire plan.

Jennette Arnold OBE (Chair): Assembly Member Shah has a follow-up question for you.

Navin Shah (AM): Mr Mayor, you are supporting the closure plans? In effect you have caused the closure at massive levels. We will be there, OK, putting other case forward, engaging with residents who have elected us, why are you afraid of standing up?

Boris Johnson (Mayor of London): You can do whatever you like, Navin, and I would encourage you to do it, and I am sure you will. We have just had some excellent consultations in respect of the Police and Crime Plan, I think that is the way to do it. I have full confidence in Ron Dobson, the Fire Commissioner, and in James Cleverly, the Chairman of LFEPA. What people want is clarity on the issues; what they want to hear is about response times, they want to hear about how the London Fire Brigade has reduced deaths from fire in the last ten years, indeed in the last four or five years by more than 18%, they want to hear about the success of the London Fire Brigade, they want to have the statistics accurately and impartially conveyed to them, they do not want the whole thing captured by the Labour Party and turned into some

ridiculous political football match..

Navin Shah (AM): Mr Mayor, the difference here is that LFEPA does not want to implement these plans, which you are pushing for. You have issued a legal direction. I thought, and I believe that you owe it to the Londoners to defend your legal imposition and therefore attend public meetings.

Boris Johnson (Mayor of London): You have made that point, if I may say.

Navin Shah (AM): It is shameful that you owe it to the Londoners and you are not standing up to your responsibility.

Boris Johnson (Mayor of London): On the contrary, I think it is shameful that you have completely abandoned your duties on LFEPA, you failed to get on and do what you are paid to do, which is make the savings that are necessary to deliver an ever-safer London.

Navin Shah (AM): I do not need to be lectured about my responsibilities.

Boris Johnson (Mayor of London): I think you do need a lecture, it is exactly what you do need, and I think what you should do is get on and approve the plan and improve fire cover in London.

## **State of the London Economy**

### **Question No: 2013/0997**

[Valerie Shawcross](#)

Of the £231 million you currently have to invest in London's local places and infrastructure , £112 million is available to the London Enterprise Panel via the Growing Places Fund . However, despite the potential of the Fund, it has not been clear how it is planned to be spent or what benefits it will provide to London's economy . So much so, that two Government Ministers - Business minister Michael Fallon and housing minister Mark Prisk - have been forced to write to City Hall expressing 'serious concern' over the your failure to invest these funds and the slow progress being made by London's mayor to help the capital's economy. This criticism follows a 'furious' letter you sent to George Osborne in April 2012 in which you claimed London had been 'excluded from serious consideration by the [Regional Growth] Fund' and arguing that you were reluctant to encourage your partners to submit application to the Fund 'if the roulette wheel will never spin in our favour'. London's economy is being let down. You blame the Government, the Government's ministers blame you. What are you doing to resolve this issue?

### [The Mayor](#)

Boris Johnson (Mayor of London): Thanks, Val. This question relates to the operations of the London Enterprise Panel (LEP) and what we are doing there. I have made it perfectly clear to ministers that we have an ambitious pipeline of investments that have so far awarded £47 million, and a further £44 million is currently in the pipeline. The difficulty is that some of those are the subject of commercially confidential negotiation but they relate to such areas of the London economy as the film industry, better broadband, information and communications technology (ICT) improvements and particularly live sciences but I do not necessarily want to get into too much detail obviously.

Valerie Shawcross (AM): Thank you, Mr Mayor. Good morning.

Boris Johnson (Mayor of London): Good morning.

Valerie Shawcross (AM): Actually it is not a good morning because we have just heard since January there has been another 5,000 Londoners who have started to claim job seekers allowance, so unemployment is going up on London. I think those people and the struggling businesses in London want to know that you are doing everything you can to boost the economy in London and get some growth. As I understand it, we have three big regeneration



funds which are under question in London at the moment. We have the Regional Growth Fund, which even you have said from which we have only been allocated a paltry £9 million out of a huge £2.4 billion Government fund. There is the Growing Places Fund that this question refers to, £110 million, which the Government is now publically criticising you for not getting on with spending. We also heard at the Budget Monitoring Sub Committee last night that there are two major European structural funds, over £500 million probably, over the next seven years, which we are in danger of losing out on unless the Government decides to give us control of that money.

Just on the LEP, you have known since last budget day in March last year, that we had £110 million to spend on growth in London, but so far not one project funded, not one big idea, not one job created.

Boris Johnson (Mayor of London): That is completely untrue.

Valerie Shawcross (AM): How is it possible for you not to get on with spending that money when we have an urgent crisis in London?

Boris Johnson (Mayor of London): Thank you. First of all on unemployment and what is actually happening to the London economy, I think you should be aware that actually the position in the city is comparatively strong. Nobody denies that there has been a serious downturn over the last four years, but the unemployment rate actually fell in the most recent quarter.

Valerie Shawcross (AM): Sorry, Boris, I know you will not have seen them but they were Office for National Statistics statistics released at 9.30am this morning.

Boris Johnson (Mayor of London): We now have 70.3% of Londoners in employment, which is 2.8% more than last year. That is the highest figure since January 2009.

Valerie Shawcross (AM): What are you doing to help the people who are unemployed then with this funding?

Boris Johnson (Mayor of London): As you know, we have a massive programme of apprenticeships. We have done more than 100,000 so far. We are well on target to deliver our 200,000 increase in employment as a result of the investments that we have secured and that we have made. These projects that you attack are extremely beneficial to Londoners. I have mentioned the areas that they are in. What I will not do is go back to the approach of the old London Development Agency (LDA). It became a by-word for waste and profligacy, in which money was fire-hosed away, often by members sitting there on projects that had no conceivable economic value. We will not go back to that approach. We will use taxpayers' money in a prudent and thrifty way to generate the maximum returns and that is what Government would expect.

Valerie Shawcross (AM): The Government would rather prefer that you got on spending that money. It says it is important, 'That this as with the other LEPs, that the Panel starts to have an impact on growth through the allocation of Growing Places Funds'. You have had that money for a year. You have been in post now for five years. You ought to know how to use regeneration funds.

Boris Johnson (Mayor of London): Oh come on. I think the figures speak for themselves.

Valerie Shawcross (AM): You have failed to capitalise on the funds you have for economic growth in the capital. We want to hear how you are going to rectify this situation, but possibly more importantly how are you going to --

Boris Johnson (Mayor of London): We have got the biggest programme of investment in transport this city has ever seen. We have built a record number of affordable houses in my mayoralty and we will spend our funds on regenerating London and delivering the job.

Valerie Shawcross (AM): Mr Mayor let me just finish my question. I know you like talking over the top of Assembly Members, but can I just get to the point here? Chair, can I finish my question? I do have a question I would like to ask.

Jennette Arnold OBE (Chair): Can you just put the question that you want an answer for, Assembly Member Shawcross?

Valerie Shawcross (AM): Right. The question is: What are you going to do to stop the Government deciding against allowing the GLA to have managing authority status for European funds? It is a massive amount of funding that they have to make a decision about now. They have clearly shown a lack of confidence in you, both in the Regional Growth Fund allocations and by what they are doing now- publicly criticising you in writing about not getting on with spending the Growing Places Fund. It is really important that London gets this money and they need confidence in you to get it.

Boris Johnson (Mayor of London): I think, Val, have a look at what comes out in the budget today and you will see a measure of the Government's confidence in this place to deliver jobs and growth and to deliver Londoners the housing that they need. We have been entrusted with the biggest ever programme of investment in transport that this city has ever seen. We have delivered a record number of affordable homes. We have secured huge funds, in spite of the financial difficulties that the country is facing, to regenerate both inner and outer London. Under this mayoralty it is now a fact that London forms a larger share of the United Kingdom economy than at any time in history. That is partly because of the investments that we have been able to make and we will continue to make.

Valerie Shawcross (AM): Mr Mayor, thank you very much for that. I wonder whether or not unemployment would have gone up by 5,000 if that Growing Places money had actually been spent.

Boris Johnson (Mayor of London): Thank you. I am sorry, if I can just repeat we have unemployment now down by 2.8% on the year.

Valerie Shawcross (AM): Thank you, Chair.

## **Consultation**

### **Question No: 2013/0998**

[Fiona Twycross](#)

Given the Mayor, in response to question 0682/2013, said 'The whole point of a consultation is to hear from the public, but it is not a referendum' what will it take for the Mayor not just to hear what the public says but to take on board the views of Londoners?

[The Mayor](#)

I have nothing further to add to MQ 682/2013

## **Debt in London**

**Question No: 2013/0999**

[Fiona Twycross](#)

Is the Mayor monitoring the number of Londoners seeking advice from debt advice agencies in London?

[The Mayor](#)

My officers are working with Toynbee Hall and members of the Capitalise debt partnership to analyse client data between 2010-2012, which will potentially help develop a profile of Londoners who have sought debt advice. There are numerous advice agencies providing debt advice to Londoners and due to the lack of consistency and uniformity in the type and data available, it is not possible to provide a complete picture of the number of Londoners in debt or seeking advice.

This information will be made available on the London Datastore shortly.

I continue to support Londoners by increasing their awareness of how and where to obtain free face-to-face debt, money advice and sources of financial support, by publicising details through my Know Your Rights campaign and on the GLA website.

## **Movement of families to outer London**

**Question No: 2013/1000**

[Fiona Twycross](#)

Is the Mayor concerned about reports that school places are already under pressure in Outer London as families move as a direct result of Benefit Changes? What could he do to ensure families on low incomes are not forced out of central London?

[The Mayor](#)

I have worked with boroughs and the Government to ensure that arrangements are in place to minimise moves. These include direct payments to landlords charging rents at or around Local Housing Allowance levels, a substantial increase in the level of Discretionary Housing Payment funding and transitional funding for local authorities to proactively help people affected by the reforms.

## **Mayor's Digital Advisory Board (1)**

**Question No: 2013/1001**

[Jennette Arnold](#)

Can the Mayor provide an update on the plans to re-form the Advisory Board and indicate when the board will hold its first meeting?

[The Mayor](#)

I have refreshed the membership and broadened the remit of the Digital Advisory Board under its new name the Smart London Board. The first meeting was held on 1 March 2013.

## Mayor's Digital Advisory Board (2)

### Question No: 2013/1002

Jennette Arnold

Will the Mayor ensure that Women in tech are fairly represented on the Advisory Board to act as a beacon to our young women?

The Mayor

Yes.

## Passenger Safety on the Underground (1)

### Question No: 2013/1003

Jennette Arnold

Can the Mayor confirm how many members of the public are inadvertently found to be still aboard trains in sidings and depots broken down by each London Underground line?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Safety is London Underground's number one priority and its operational procedures are approved by the safety regulator, the Office of Rail Regulation (ORR). While customers might be inconvenienced by being inadvertently carried into sidings, they are not in any danger. The table below shows the numbers of customers who found themselves in this situation over the last 12 months, broken down by line.

The figures for the Bakerloo line are much higher than other lines as this line has trains modified to eliminate a potential safety risk and as a result no longer requires trains to be physically checked before reversing back into service via sidings. This change in procedure, (fully validated by the ORR, our safety regulator) had allowed us to significantly improve the service and reduce delays for the 300,000 customers that use Bakerloo line every day. The numbers have also been higher on the Bakerloo line because of the number of trains that reverse (relative to other lines) well short of the full length of the line. An over-carried customer is not normally delayed for more than seven minutes. LU is not complacent however and has done further work to eliminate this.

LU has undertaken extensive customer research to better understand the reasons why customers are over-carried and customers' attitudes towards being over-carried. This research will inform the measures we can take to further reduce this number while still retaining the benefits of an improved service. A number of improvements have already been implemented to improve customer awareness of when to alight the train; these include a poster campaign and clearer announcements from drivers.

In addition, LU has now positioned a member of station staff to walk down the platform and check the train is empty before it goes into the sidings. If a passenger is still on a train, the member of station staff will assist them in leaving. Following discussion at ACAS with ASLEF and the RMT about these new arrangements, both ASLEF and RMT have suspended their industrial action over the issue.

These new arrangements will remain in place for an initial period of three months. TfL will continue to work on longer-term train and station based technical solutions aimed at encouraging all customers to leave trains which are reversing via sidings.

Line

Bakerloo                      4060

District	20	
Jubilee	15	
Piccadilly	14	
Central	15	
Victoria	8	
Northern	8	
Metropolitan	7	
Circle and Hammersmith		12
Waterloo & City		13

## **Passenger Safety on the Underground (2)**

### **Question No: 2013/1004**

[Jennette Arnold](#)

Will the Mayor investigate reports that London Underground wants Bakerloo line drivers to drive out-of-service trains into depots and sidings without first checking that all passengers have got off the train? Furthermore, if this is LU policy will the Mayor take action now so that potentially vulnerable people who fall asleep on the train are not put at risk?

#### [The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Safety is London Underground's number one priority and its operational procedures are approved by the safety regulator, the Office of Rail Regulation (ORR). While customers might be inconvenienced by being inadvertently carried into sidings, they are not in any danger. If a train is going into a depot or being taken out of service (on any line), staff will check each carriage before it does so.

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In addition, LU has now positioned a member of station staff to walk down the platform and check the train is empty before it goes into the sidings. If a passenger is still on a train, the member of station staff will assist them in leaving. Following discussion at ACAS with ASLEF and the RMT about these new arrangements, both ASLEF and RMT have suspended their industrial action over the issue.

These new arrangements will remain in place for an initial period of three months. We will continue to work on longer-term train and station based technical solutions aimed at encouraging all customers to leave trains which are reversing via sidings.

## **The London Crime Prevention Fund (Previously Community Safety Fund)**

### **Question No: 2013/1005**

[Jennette Arnold](#)

What steps has the Mayor taken to publicise the monies available through the London Crime Prevention Fund to local authorities and were previous recipients of funding from the Community Safety Fund invited to bid?

[The Mayor](#)

My Deputy Mayor has worked closely with London Councils on the development of the London Crime Prevention Fund and presented the fund at the Leaders Committee in February.

MOPAC has publicised the Fund widely. Letters were sent from MOPAC to all Council Leaders on the 18 December 2012. MOPAC and London Councils also notified Councillors, Heads of Community Safety, local service commissioners and Youth Offending Team Managers amongst others. Details were published on both MOPAC's and London Council's websites and communicated to all Borough Commanders.

Grant recipients who were previously funded by the Home Office but were funded by MOPAC in 2012/13 (including those funded through the previous community safety fund and drug interventions programme) were notified of the London Crime Prevention Fund.

## **CSR**

### **Question No: 2013/1006**

[John Biggs](#)

What plans do you have for making a submission to the Government's next Comprehensive Spending Review? How do you propose that this be considered by a. the Assembly and b. the wider London public and stakeholders?

[The Mayor](#)

The Government's next Comprehensive Spending Review will be after the next general election. With regard to the Spending Review for 2015-16, after I receive the report of the London Finance Commission, of which you are a member, I will also set out specific GLA asks in writing to Ministers.

## **Ford Closure**

### **Question No: 2013/1007**

[John Biggs](#)

Further to 209/2013 can you update on your current understanding of the wider employment impact of the closure?

[The Mayor](#)

My Officers are in continuous discussions with Ford to ascertain the wider impact of the closure. Ford have continued to stress that there will be no compulsory redundancies at the Plant and are working closely with the Unions, Job Centre Plus and other agencies to either redeploy staff across the site, up-skilling and retraining individuals or offering redundancies packages agreed by the Union.

## **House-building**

### **Question No: 2013/1008**

[John Biggs](#)

How many homes will be a. started and b. completed in each of my 4 local authority areas a. this year and b. next year, where part of the funding is secured through HCA/City Hall contributions?

[The Mayor](#)

Information on starts and completions to the end of March 2013 will be provided at the completion of the financial year. The GLA is unable to provide future forecast starts and completions at Borough level, however outturn will be published on a quarterly basis.

## **Mayor's Fund (1)**

### **Question No: 2013/1009**

[John Biggs](#)

In your answer to 211/2013 you state that the Mayor's Fund is not subject to MQTs. Are your comments on the fund and its works, which are clearly made in your role as Mayor, subject to any scrutiny or do they exist in a sort of cosmic hole of unaccountability?

[The Mayor](#)

As an independent charity, the Mayor's Fund for London is not part of my administration and thus not subject to Mayor's Questions. However, to be helpful, I would point out the following: Any comments are made in my role as Patron of the Fund. The Fund is regulated by the Charity Commission for England and publishes independently audited accounts, trustee details and information about its activities. The Charity's trustees are responsible for directing the affairs of the Charity and ensuring that it is solvent, well-run, and delivering its public benefit outcomes. The trustees have invited my Senior Advisor, Veronica Wadley, to be an observer of their meetings.

## **Mayor's Fund (2)**

### **Question No: 2013/1010**

[John Biggs](#)

Given that the Mayor's Fund receives free, or sub-market, concessions from City Hall, how is this justified given the Fund's apparent total independence of your office?

[The Mayor](#)

As an independent charity, the Mayor's Fund for London is not part of my administration and thus not subject to Mayor's Questions. However, to be helpful, I would point out the following: The Mayor's Fund for London pays rent to the GLA for the services that it uses, including desk space.

## **Mayor's Fund (3)**

**Question No: 2013/1011**

[John Biggs](#)

On which floor of City Hall is the Mayor's Fund located?

[The Mayor](#)

The Mayor's Fund for London pays rent to the GLA for the services that it uses, including desk space. The Fund has recently been moved from the second floor to facilitate MOPACs arrival and is now located on the eighth floor.

## **Rehousing Outside London**

**Question No: 2013/1012**

[John Biggs](#)

In your response to 213/2013 you state that everything is bound by statutory guidance. What representations have you made, and to whom, expressing any concern at the dislocation of families caused by the interaction of benefit changes and the London rental market?

[The Mayor](#)

My deputy Mayor for Housing, Property and Land and my officers are in an ongoing dialogue with DWP to minimise any unintended consequences of the welfare reforms on London.

## **London LEP**

**Question No: 2013/1013**

[John Biggs](#)

What steps are you taking to address the failure of the London LEP to spend, given the vital need to help London's economy?

[The Mayor](#)

Jobs and growth was a key pledge of my re-election campaign last year, and the LEP are making significant progress in this area.

Just over £47 million of the £111 million GPF awarded to the LEP has been allocated; a further £44 million is currently in the pipeline awaiting approval; leaving £19.5 million unallocated. We will be launching a new bidding round in April to make these final allocations and am confident that we will receive high quality business-led proposals.



## **Urban Foxes**

### **Question No: 2013/1014**

[John Biggs](#)

Can you outline the discussions you, or your officers, have had about urban foxes since the recent news story and coverage, including your extensive quotes? What leadership are you offering on this important issue?

[The Mayor](#)

I met with the Chair of London Councils, Mayor Jules Pipe, on 28 February and raised the issue of urban foxes in light of the recent attack.

Thankfully such attacks are still very rare in London, but the public needs to be made more aware of the dangers posed by foxes in urban environments, and ways in which their presence should be discouraged. We had a constructive discussion and agreed that the key factors in deterring foxes are encouraging people to be more careful with domestic waste, in addition to discouraging people from feeding foxes and from letting them into dwelling areas.

## **Rough Sleeping**

### **Question No: 2013/1015**

[Tom Copley](#)

Further to question 494/2013, when did you realise you would not meet your pledge to end rough sleeping by the end of 2012

[The Mayor](#)

My commitment to end rough sleeping remains on going and will continue to build on our success in preventing 8 out of 10 of those coming new to the streets from spending a second night out. My Deputy Mayor for Housing, Property and Land will chair my Rough Sleeping Group to drive forward this work.

## **Private rented sector (1)**

### **Question No: 2013/1016**

[Tom Copley](#)

Further to question 498/2013, is it fair to say that you are happy to praise the size of the German private rented sector and the desirability of it to German tenants whilst completely ignoring the strong rights tenants have on rents and tenancy length that makes it so desirable? If not, why not?

[The Mayor](#)

I am aware of the many different features of the UK and German private rented sectors, some of which are more transferrable than others.

## **Private rented sector (2)**

### **Question No: 2013/1017**

[Tom Copley](#)

Do you anticipate that the system of self-regulation you propose in your Housing Covenant would be more or less costly for private sector landlords if it were a statutory system? Please explain your answer.

[The Mayor](#)

A public consultation on my proposals ended in February. I will shortly publish my final plans, including any costs associated with these.

## **Homelessness Duty (1)**

### **Question No: 2013/1018**

[Tom Copley](#)

You have requested that when boroughs discharge their homelessness duty into the private rented sector that they use accredited landlords and secure tenancies that are longer than the statutory requirements. Why will you not be monitoring this?

[The Mayor](#)

While I encourage boroughs to use accredited landlords where possible when discharging their duty, it would be an overly onerous requirement on boroughs for them all to have to adopt such a monitoring system.

## **Homelessness Duty (2)**

### **Question No: 2013/1019**

[Tom Copley](#)

You have requested that when boroughs discharge their homelessness duty into the private rented sector that they use accredited landlords and secure tenancies that are longer than the statutory requirements. Are enough London landlords accredited for boroughs to be able to do this

[The Mayor](#)

My plans for the London Rental Standard will help increase the number of accredited landlords available to boroughs. My policies acknowledge that this will not always be possible at present.

## **Emirates Airline**

### **Question No: 2013/1020**

[Tom Copley](#)

A constituent has contacted me regarding the Emirates Airline. It was closed on the 25th November due to "adverse weather conditions" despite the weather being fine. Could you tell me what adverse weather conditions caused the Airline to be closed on that particular day?

[The Mayor](#)

On 25 November strong gusts of wind resulted in the service being temporarily withdrawn. Winds at tower height, where windspeed is measured, can often be considerably stronger than those experienced at ground level.

## **Allegation of abuse by Police Officers**

**Question No: 2013/1021**

[Tom Copley](#)

Will you ask MOPAC to urgently look into allegations that a Trans woman, Jose Dos Santos, was abused by police officers and brutally arrested in Soho on 20th February?

[The Mayor](#)

I am, of course, concerned by any and all allegations of abuse and would expect them to be investigated. The MPS Department of Professional Standards is already conducting an investigation into this particular allegation and a referral has also been made to the Independent Police Complaints Commission.

The Commissioner recognises that such allegations can be damaging to community confidence and as a result, the MPS has been discussing the wider implications with the Lesbian and Gay Bisexual and Transgender (LGBT) Independent Advisory Group (IAG) and other community members.

## **Armed Forces Day**

**Question No: 2013/1022**

[Tom Copley](#)

Many councils put on a day of celebration for Armed Forces Day including a march through the town centre. However it has come to my attention that TfL currently charge councils thousands of pounds for the cost of redirecting buses and placing information stands at certain locations. Will you remove this cost from London councils in order to allow them to put on the celebration their armed forces deserve?

[The Mayor](#)

I am glad to advise you that there is no charge for non-commercial events such as the type of day you describe so there does not appear to be a financial obstacle that requires removal. We should recognise and support the contribution our courageous armed forces make to this country at home and abroad, and I hope the transport arrangements will help as many people as possible to attend and celebrate with us.

## **Animal Welfare**

**Question No: 2013/1023**

[Tom Copley](#)

You recently made an intervention in the debate over fox control in London. Can you outline what your priorities for animal welfare are in London?

[The Mayor](#)

London boroughs are responsible for animal welfare issues including dealing with the control of urban foxes.

## **'Social cleansing of inner-London boroughs'**

**Question No: 2013/1024**

[Tom Copley](#)

I have been asked to put the following question to you by a member of the public:

'Please ask Boris Johnson how he can justify policies that make it very difficult for poorer people to live in Central London boroughs; why he wants London to become so unbalanced and how he can support "social cleansing"?'

[The Mayor](#)

I have secured significant increases in funding for Discretionary Housing Payments so local authorities can support vulnerable households affected by the welfare reforms and enable them to remain in their local area. In addition, my continued investment in new and existing affordable housing and the policies of my London Plan will ensure that London continues to provide for low income households in all areas of the capital.

## **TfL seats for disabled people**

**Question No: 2013/1025**

[Andrew Dismore](#)

Further to your response Questions No: 255 / 2013 and No: 518 / 2013, as TfL say that a paying passenger has the right to sit anywhere they wish if there is a free seat, the notices displaying disabled or old people seats are meaningless. Will you look into how these notices can be made enforceable so that people with disabilities or other priority needs have a better chance of getting a seat?

[The Mayor](#)

Priority seats are designed to give a dedicated area where people who need a seat near the doors can find one. They know that they can ask people sitting in priority seats to stand, and signs are there to make other people who sit in them aware that they should give up their seat to someone that needs it more.

TfL's role is to encourage considerate behaviour by passengers through signage and marketing activity. The 'Baby on Board' badge is a successful example of this. Staff may also have a part to play, for example when assisting someone onto a train, they can ask other passengers to vacate a seat.

## **'Bedroom Tax'**

**Question No: 2013/1026**

[Andrew Dismore](#)

How many families in Barnet, how many in Camden and how many London wide are likely to be affected by cuts to their housing benefit as a result of the bedroom tax, which will cut their benefit if they are considered to have a spare room?

[The Mayor](#)

The DWP estimates that 80,000 households in London will be affected by the spare room subsidy, though official figures are not available at local authority level.

## **Housing Benefit Cuts**

**Question No: 2013/1027**

[Andrew Dismore](#)

How many families in Barnet, how many in Camden and how many London wide are likely to be forced to move out of the capital as a result of the housing benefit cuts?

[The Mayor](#)

It is not possible to predict.

## **Speed restrictions on TfL roads**

**Question No: 2013/1028**

[Andrew Dismore](#)

Will you look at reducing speed restrictions on A roads as they cross into London to 50 or 40 miles per hour like many towns and cities in continental Europe who have introduced such trunk road restrictions, so as to reduce air and noise pollution and accident risk whilst maintaining traffic flows?

[The Mayor](#)

Advice on setting speed limits is provided in the Department for Transport's (DfT) Circular 01/2006 'Setting Local Speed Limits' which states:

Whilst 30 mph is the standard speed limit for urban areas, a 40 mph limit may be used where appropriate and, in exceptional circumstances, a 50 mph limit may be considered. Roads suitable for 40 mph are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. In exceptional circumstances a 50 mph limit may also be used on higher quality roads where there is little or no roadside development, and this can be done safely.

Speed limits on the TLRN are generally set in line with this criteria. In a small number of non-urban locations the speed limit is 70mph. Consideration of reductions of speed limits on these 70mph stretches would be based on the nature of the road at each location, and an assessment of the benefits and disbenefits of a reduction.

## **Hampstead Police station**

**Question No: 2013/1029**

[Andrew Dismore](#)

As Hampstead Police station includes a court room, does ownership of the court room vest in the Ministry of Justice, and if so what discussions have you had with the MOJ over the future of the police station and what share of the proceeds will the MOJ expect if the police station is disposed of?

[The Mayor](#)

MOPAC own the freehold of Hampstead police station including areas formerly occupied by the Ministry of Justice. The Ministry of Justice has no rights of ownership.

## **Police stations**

### **Question No: 2013/1030**

[Andrew Dismore](#)

Which of the police stations, which subject to the outcome of the consultation, you plan to be closed or to have public access to their front counters removed have a) custody suites and b) courtrooms attached; and in each case whether they are still available for operational use or not?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made. The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Reporting requirements 1**

### **Question No: 2013/1031**

[Andrew Dismore](#)

What arrangements will be made for those who have reporting requirements to attend at a police station whilst on bail, if the counter to which they have been reporting is closed?

[The Mayor](#)

The MPS decide at which front counter individuals on bail must report. If a front counter closes the bailees who attended it will be instructed to visit a different front counter. Every borough will have at least one 24/7 front counter and all those with bail reporting requirements will be received at a front counter as determined by the MPS.

## **Police contact points 1**

### **Question No: 2013/1033**

[Andrew Dismore](#)

Is it true as I have been informed by a senior police officer that the most recent idea for the location of police contact points is that they will be in police premises after all?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made. The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Police contact points 2**

### **Question No: 2013/1034**

[Andrew Dismore](#)

Is it true as I have been informed by a senior police officer that the most recent idea for the duration of police contact points opening times is to be 2 hours a week?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made. The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Safer Neighbourhood Panels**

### **Question No: 2013/1035**

[Andrew Dismore](#)

What will be the future role and powers of Safer Neighbourhood Panels under the local policing model you are promoting?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

Safer Neighbourhood Panels will continue as an engagement mechanism between the local community and police.

The MPS is reviewing the way panels can be best served by the enlarged Safer Neighbourhood Team resource and work is underway to develop the interdependencies between panels and Safer Neighbourhood Boards.

## **Safer Neighbourhood Boards 1**

### **Question No: 2013/1036**

[Andrew Dismore](#)

What will be the future membership, role and powers of Safer Neighbourhood Boards under the local policing model you are promoting?

[The Mayor](#)

We will consult on the role and composition of Safer Neighbourhood Boards, which are unaffected by the Local Policing Model. It is for local partners to determine what will work best at the local level and my officers will work with boroughs to assist them in deciding for themselves how the boards will deliver their functions. There will be a meeting in April to launch the consultation on Safer Neighbourhood Boards.

## **Safer Neighbourhood Boards 2**

**Question No: 2013/1037**

[Andrew Dismore](#)

Andrew Dismore

How will the members of the Safer Neighbourhood Boards be chosen; election and if so by whom, or appointment and if so by whom, or by what other method?

[The Mayor](#)

We will consult on the role and composition of Safer Neighbourhood Boards and it is for local partners to determine what will work best at the local level.

## **Your failure to spend £111m**

**Question No: 2013/1038**

[Andrew Dismore](#)

On 14 February, Business minister Michael Fallon and housing minister Mark Prisk wrote to City Hall outlining their concerns over your failure to spend £111m provided by the Government to you a year ago to invest in infrastructure and other projects. They wrote to City Hall saying: "There is now serious concern around the pace of progress by the LEP in London", and demanded you produce a "growth plan" for the capital by April 2013. What progress are you making with this and why have you delayed this investment?

[The Mayor](#)

Please also see my response to MQ 1013 /2013.

Jobs and growth was a key pledge of my re-election campaign last year, and the LEP are making significant progress in this area.

Just over £47 million of the £111 million GPF awarded to the LEP has been allocated; a further £44 million is currently in the pipeline awaiting approval. We will be launching a new bidding round in April to make the final allocations and I am confident that we will receive high quality business-led proposals.

It is important to remember that this is hard-earned taxpayers' funds that we are investing, and we expect a return to the GLA. We must not return to the thoughtless overspending and tax rises of the Labour period.



## **West Hampstead Overground**

### **Question No: 2013/1039**

[Andrew Dismore](#)

Further to your answer to Question No: 507 / 2013 'Officers are drafting a response which will be sent shortly', which has not yet been received, West Hampstead Overground has received funding from the Department for Transport Access for All for step-free access but on condition that all the money on the station will be spent by March 2014. However, I understand that TfL are not intending to have it spent by then but are delaying in order to dovetail with the adjoining development- which has not even started and where there is currently no planning permission for a new station. Will you ensure that this work is done by the deadline and the money is not lost?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 3 May 2013.

West Hampstead Overground station requires step-free access as well as additional passenger capacity, and a revised scheme is being developed which will deliver both accessibility improvements and enhanced capacity.

Additional capacity is required to accommodate an increased number of passengers generated from local developments as well as from the introduction of longer Overground trains, which will start running from December 2015. The current ticket hall is also cramped and the revised scheme will be of greater benefit to customers by reducing delays in the ticket hall as well as providing step free access.

TfL has engaged with local stakeholders, who are supportive of the approach to tackle both issues jointly. TfL anticipates that step-free access can be delivered at West Hampstead Overground station by 2016.

## **Mill Hill Circus**

### **Question No: 2013/1040**

[Andrew Dismore](#)

Further to your answer to Question No 520 / 2013 concerning consultations before the start of the recent road works to 'improve' Mill Hill Circus is it correct that there was no public consultation with the general public in the area, and if so, why not?

[The Mayor](#)

The works that were carried out at Mill Hill Circus were part of TfL's SCOOT and signals modernisation programmes. These programmes involve works on signals, and do not change the physical layout of the site. Therefore, they would not go out to public consultation in the same way as a major infrastructure scheme. However, local residents would have been informed of the works and possible disruptions via a letter drop.

All temporary work plans and traffic management arrangements were discussed and agreed at a local level with the Borough, Police and Bus Operations, and were set up in such a way to minimise disruption to traffic whilst still providing adequate facilities for pedestrians and safe working areas for the site operatives.

## **Stirling Corner 1**

### **Question No: 2013/1041**

[Andrew Dismore](#)

Further to your answer to Questions No: 4161 / 2012 'I cycle the whole of London. When I next do Stirling Corner I will give you a report' and answers to 261 / 2013 and No: 522 / 2013 referring back to the that answer and my invitation to you to attempt to go round Stirling Corner on your bike, have you cycled round Stirling Corner yet; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclist concerns at heart?

[The Mayor](#)

Please see my response to MQ 4161 / 2012.

## **Barnet Police Numbers 2**

### **Question No: 2013/1043**

[Andrew Dismore](#)

As of 31st January 2013, 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 31st January 2012; and what he expects the figures to be on 31st January 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 9 August 2013

Please see my response to MQ 2516 / 2013.

## **Camden Police Numbers 1**

### **Question No: 2013/1044**

[Andrew Dismore](#)

As of 31st January 2013, 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 31st January 2012; and what do you expects the figures to be on 31st January 2014?

[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\\_Jan13.xls](http://data.london.gov.uk/datastorefiles/datafiles/crime-community-safety/mps-figures_Jan13.xls)

Below is the sergeant data:

Camden	Jan 13	Jan 12	Jan 11	May-10
Police Sergeants	110.89	133.87	141.52	136.16

Budgeted neighbourhood police strength is being increased from 1849 to 4491 by 2015. It is not possible to say before the Local Policing Model is implemented within boroughs how resources will be allocated.

### **Barnet Police numbers 3**

#### **Question No: 2013/1045**

[Andrew Dismore](#)

How many i) officers and ii) PCSOs were there in Barnet's Safer Transport Team in May 2010 and how many are there now in each category?

[The Mayor](#)

The officer numbers for the Barnet Safer Transport Team are shown in the table below.

Officer Type	2010/11 Establishment	2012/13 Establishment	2012/13 February 2013 Actual
Police Officers	12	25	26
PCSOs	25	9	12

The balance of officers was changed as part of my commitment to increase the number of police officers in the Safer Transport Command by 413. The police strength was increased in Boroughs with higher levels of crime so they could deal more effectively with crime on the transport network.

### **Camden Police Numbers 2**

#### **Question No: 2013/1046**

[Andrew Dismore](#)

As of 31st January 2013, 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 31st January 2012; and what he expects the figures to be on 31st January 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 9 August 2013

Please see my response to MQ 2511 / 2013.

### **Camden Police numbers 3**

#### **Question No: 2013/1047**

[Andrew Dismore](#)

How many i) officers and ii) PCSOs were there in Camden's Safer Transport Team in May 2010 and how many are there now in each category?

[The Mayor](#)

The officer numbers for the Camden Safer Transport Team are shown in the table below.

Officer Type	2010/11 Establishment	2012/13 Establishment	2012/13 February 2013 Actual
Police Officers	10	25	24
PCSOs	21	4	6

The balance of officers was changed as part of my commitment to increase the number of police officers in the Safer Transport Command by 413. The police strength was increased in Boroughs with higher levels of crime so they could deal more effectively with crime on the transport network.

## **Former Colindale Hospital site**

**Question No: 2013/1048**

[Andrew Dismore](#)

What action do you propose to take against Barnet Council in respect of the development on the former Colindale Hospital site, not meeting your own proposed target of 40% affordable homes?

[The Mayor](#)

There is no target for affordable housing in the London Plan in relation to individual sites. The London Plan Policy is that the maximum reasonable amount of affordable housing is secured on individual sites. With regard to the latest planning application on part of the Colindale Hospital site the results of the independent assessment are awaited in order to establish if the maximum reasonable amount of affordable housing has been provided. I am pleased to see that at the former Colindale Hospital site and across the entire Colindale regeneration area many thousands of new homes and affordable homes have, and continue to be constructed.

## **Thameslink**

**Question No: 2013/1049**

[Andrew Dismore](#)

What representations do you propose to make to First Capital Connect after Thameslink was voted worst rail franchise in the country by commuters?

[The Mayor](#)

I call on all underperforming train operators in London to raise their game, however it is the Government that manages the contracts with the train operators.

Of the London operators in the Which? survey, London Overground - the only train operator for which I am responsible - came first, underlining the benefits of greater local accountability and strengthening the case we are currently making to Government for further devolution of responsibility for rail services.

As you know, I have made it very clear that I believe more suburban London franchises should be devolved to TfL and TfL is working very hard with the DfT in the hopes of achieving this.

## **Thameslink #2**

**Question No: 2013/1050**

[Andrew Dismore](#)

Do you join the MP for Hendon in welcoming the extension of the First Capital Connect Thameslink franchise?

[The Mayor](#)

The First Capital Connect franchise is a matter for the Government.

As you know, I have made it very clear that I believe more suburban London franchises should be devolved to TfL and TfL is working very hard with the DfT in the hopes of achieving this.

### **Thameslink #3**

**Question No: 2013/1051**

[Andrew Dismore](#)

What message do you have for residents in Barnet & Camden who are frequent users of the Thameslink service?

[The Mayor](#)

I call on all underperforming train operators in London to raise their game. However, looking further ahead the Government is investing substantial funding in the Thameslink route including new, longer trains and new links to more destinations. Residents of Barnet & Camden should see the benefits of these improvements over the next few years. As you know, I have made it very clear that I believe more suburban London franchises should be devolved to TfL and TfL is working very hard with the DfT in the hopes of achieving this.

### **Brent Cross Cricklewood**

**Question No: 2013/1052**

[Andrew Dismore](#)

Do you still consider the Brent Cross Cricklewood development scheme to be "dead in the water"? Are you no longer supporting a mixed new town centre, but merely an out-of-town, car-based retail and leisure expansion that may harm surrounding high streets?

[The Mayor](#)

I am committed to delivery of the wider regeneration benefits at Brent Cross and Cricklewood as set out in my London Plan. As I have said before however, in the current economic climate I think it would be prudent to look at all options for delivery. It would be inappropriate for me to say anything further at this stage as this may prejudice my position in dealing with any forthcoming planning application.

### **Northern Line #1**

**Question No: 2013/1053**

[Andrew Dismore](#)

My constituents were told early last year that the new countdown digital displays on the Northern Line platforms at Kings Cross would be operational "hopefully before the Olympics". Was that the London Olympics, or the Rio Olympics?

[The Mayor](#)

The new screens installed on the Northern line platforms at King's Cross St. Pancras will be in use later this spring. In the meantime, the old Dot-Matrix Indicators continue to provide real-time travel information to customers on both platforms.

## **Northern Line #2**

**Question No: 2013/1054**

[Andrew Dismore](#)

Do you share my concern about the unacceptable low headroom on the Northern Line platforms at Kings Cross? Is there an intention of allowing step-free access between platforms and trains at all other Northern Line stations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

The introduction of platform humps is what has reduced the headroom on these platforms. The humps were installed after careful consideration of the impact on headroom as well as all other factors. TfL's assessment of this concluded that the benefits delivered by the humps far outweigh any very small risk associated with having slightly reduced headroom. TfL are not aware of any issues having occurred since the humps were installed. If you do have any specifics then perhaps you could let me know.

Humps are an important part of our push to improve step-free access and to enable more step-free journeys across the network. They are already in place on the Northern line at Edgware, Euston, Hendon Central, London Bridge and Morden. New humps are planned for Archway, Camden Town, Charing Cross, Colindale, East Finchley, Finchley Central, Golders Green, Hampstead, High Barnet, Kennington, Mill Hill East, Mornington Crescent, Moorgate, Stockwell, Tooting Broadway and Woodside Park.

## **Northern Line #3**

**Question No: 2013/1055**

[Andrew Dismore](#)

Longer term, are replacement Northern Line trains likely to be capable of having lower floors, so that the original platform levels can be restored, and step-free access can become available the whole length of the platforms?

[The Mayor](#)

The trains on the Northern Line will not be replaced for many years and so the requirement for platform humps in order to provide level access will remain for the considerable future. Of course, as TfL looks to develop train designs for the future it will look at the most accessible options available.

## **343 Bus Fire**

**Question No: 2013/1056**

[Len Duvall](#)

When will the investigation into the 343 bus fire in March 2012 at New Cross be published?

[The Mayor](#)

I will arrange for TfL to provide you with a summary of the fire investigation report in due course.

## **343 Bus**

### **Question No: 2013/1057**

[Len Duvall](#)

Will the Mayor consider prioritising the 343 for new environmentally friendly buses in the next contractual negotiations, so that residents in Telegraph Hill can benefit from the automatic cut-off of engines?

[The Mayor](#)

TfL will be expanding its fleet of hybrid buses to 1600 by 2016 (of which 600 will be New Bus for London). Vehicles will be prioritised, where possible, to run along routes passing through areas of poor air quality. TfL will review Telegraph Hill in this context.

## **Congestion Charge Payment Websites**

### **Question No: 2013/1058**

[Len Duvall](#)

How does TfL actively monitor for bogus or commission charging websites facilitating the payment of the congestion charge?

[The Mayor](#)

TfL regularly monitors the main search engines for evidence of unofficial Congestion Charging websites and takes whatever steps it can to have the sites removed. Unfortunately this can be a very lengthy process because the site owners often pay a premium to appear at the top of search results and the search engine providers are reluctant to remove them. TfL's lawyers are considering what legal options are available to deal with this issue.

The number of complaints received regarding these sites remains low and TfL will continue to deal with these on a case-by-case basis.

I would urge drivers wishing to pay the Congestion Charge online to do so only via the official TfL website.

## **91 Bus**

### **Question No: 2013/1059**

[Len Duvall](#)

I have received a number of complaints from residents in South East London about the poor frequency of the 91 bus at Charing Cross station. What percentage of 91s terminate at Aldwych as opposed to Trafalgar Square, and what steps have TfL taken to ensure connectivity with buses at Charing Cross?

[The Mayor](#)

Route 91 usually runs reliably and meets its service quality standard, however gas main renewal work at the Northern end of the route between 18 February and 11 March delayed buses by between 15 and 25 minutes. The route's operator, Metroline, endeavoured to provide the best possible service across the route as a whole during this disruption, but inevitably the scale of the delays had some effect on reliability. During February, 6 per cent of journeys scheduled to run to Trafalgar Square were terminated prior to reaching their destination, however care was taken to ensure consecutive buses were not terminated thus minimising the inconvenience. The route has now returned to its previous good standard following completion of the work.

## **Dance in South East London**

**Question No: 2013/1060**

[Len Duvall](#)

Does the Mayor welcome the successful joint bid for Arts Council funding by Trinity Laban and Greenwich Dance to create a performance hub, increasing the available space in and world-class reputation of south east London as a centre for dance?

[The Mayor](#)

Yes, I wholeheartedly welcome this important development for dance in south east London.

## **286 Bus**

**Question No: 2013/1061**

[Len Duvall](#)

Due to regular reports of overcrowding in Blackheath, will the Mayor instruct TfL to investigate the cost of introducing increased frequencies or a double decker service in the morning peak?

[The Mayor](#)

TfL reviewed this service in December 2012. No capacity or other reliability issues were identified as part of this work. However, if you are aware of specific cases please pass these on to TfL.

## **132 Bus**

**Question No: 2013/1062**

[Len Duvall](#)

Will the Mayor instruct TfL to investigate the cost of increased frequencies in the morning peak?

[The Mayor](#)

Route 132 runs every 12 minutes. It was converted from single deck to double deck operation in December 2012, increasing capacity by 50 per cent. TfL has no current plans for further enhancements but the route is due to be reviewed again later this year.



## **181 Bus**

### **Question No: 2013/1063**

[Len Duvall](#)

There are ongoing complaints about bus route 181 - a single deck neighbourhood service - being overcrowded, particularly during the morning peak, and there are concerns that the new housing developments at Bell Green and Southend Lane will exacerbate this. What monitoring has been taking place on this route and what are the conclusions and has any consideration been given to using larger vehicles on this route (though clearly Southend Lane Bridge precludes the use of double deck vehicles)?

[The Mayor](#)

TfL report that there has been no significant change in overall usage on the route in the last few years. Loadings data has been collected at busy points along the route and has not identified any particular capacity issues. However given your concerns TfL will organise some surveys in the Bell Green area and will inform you of the outcome of these.

## **356 Bus**

### **Question No: 2013/1064**

[Len Duvall](#)

There have been complaints about drivers on route 356 not stopping correctly at bus stops, particularly along the last stretch of the route along Perry Rise, en route to Sainsbury's at Bell Green. Traffic is often very heavy along Perry Rise and drivers have been reportedly letting passengers alight while stopped in traffic, rather than at designated stops. Not only is this dangerous but older or less mobile passengers can have difficulty alighting when not at a bus stop. Please could this be investigated?

[The Mayor](#)

Drivers are required to serve every stop and to ensure that they take into account the needs of older and disabled passengers by, for example, pulling in close to, and in line with, the kerb. TfL will ask the operator to remind their drivers of this requirement.

## **Catford Police station**

### **Question No: 2013/1065**

[Len Duvall](#)

What are the Met's long term plans for Catford Police Station? Are there any plans to consider closing it in the foreseeable future?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made. The final Plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Planning gain (1)**

**Question No: 2013/1066**

[Nicky Gavron](#)

Clause 6 in the Growth and Infrastructure Bill would extend by three years the ability of developers to renegotiate existing Section 106 agreements, ultimately requiring developers to provide a lower level of affordable housing in exchange for the right to develop. Do you agree with the government that allowing developers to drop affordable housing requirements is the right way forward, or is this simply an unjustified gift to developers?

[The Mayor](#)

As my London Plan makes clear, growth and development are essential to ensuring the needs of a growing city are met, and so I do acknowledge the need to adjust section 106 agreements where this may be necessary to make a development viable in the present economic climate. As I have said before, in terms of actual delivery, a lower percentage of something is better than a higher one of nothing.

## **Planning gain (2)**

**Question No: 2013/1067**

[Nicky Gavron](#)

Have you assessed what impact renegotiating existing Section 106 agreements under Clause 6 of the Growth and Infrastructure Bill would have on London?

[The Mayor](#)

When required, the renegotiation of the affordable housing provisions in existing Section 106 agreements will allow for currently stalled schemes to become financially viable and therefore ensure that they can move forward. This will lead to more new housing and development in London.

## **Planning gain (3)**

**Question No: 2013/1068**

[Nicky Gavron](#)

Have you made any representations to government on Clause 6 of the Growth and Infrastructure Bill?

[The Mayor](#)

Yes. I wrote to the Secretary of State for Communities and Local Government after the Growth and Infrastructure Bill was published to suggest that the Mayor of London should have a role in the renegotiation of affordable housing S106 requirements in London when these are of strategic importance.

As a result of this, and subsequent lobbying, the Government passed an amendment which will ensure that I will be kept informed of applications for a review of S106 affordable housing requirements in specific cases and can submit evidence on these.

## **Eileen House (1)**

**Question No: 2013/1069**

[Nicky Gavron](#)

Why did you delay once again the public hearing for your decision on Eileen House?

[The Mayor](#)

I agreed a request from an objector to the application to delay the representational hearing so that further discussions could take place with the applicant.

## **Eileen House (2)**

**Question No: 2013/1070**

[Nicky Gavron](#)

When do you expect to announce a new date for the public hearing on Eileen House?

[The Mayor](#)

As soon as possible.

## **Change of use permitted development rights**

**Question No: 2013/1071**

[Nicky Gavron](#)

You wrote to the Communities Secretary requesting exemptions for the Central Activities Zone and other particular areas of inner London, to the new permitted development rights from B1(a) to C3. Why did you not support the requests of other London boroughs, particularly those in outer London, which also asked for exemptions?

[The Mayor](#)

In light of my strategic remit I sought specific exemptions for nationally important office locations. In view of their cumulative importance, I also provided a strategic context to support robustly justified borough submissions for locally important office locations elsewhere in outer and inner London. In this I drew Government's attention particularly to office locations identified in the London Plan as having strategic importance: town centres identified with potential for office development, other specialist strategic office locations, Strategic Industrial Locations and locally significant industrial sites.

In view of the timescale and resources available for the consultation, individual boroughs were best placed to make authoritative, detailed representations for these and other locations in light of their local knowledge.

## **Mayoral CIL**

**Question No: 2013/1072**

[Nicky Gavron](#)

Planning Magazine research has found that receipts from London boroughs to the Mayoral CIL are expected to total between £5 million and £6 million in 2012/2013, less than half of the £14.6 million estimate. At this rate, it will take 60 years to raise the £300 million towards the cost of Crossrail that you plan to raise via CIL. What action are you taking on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

The overall cost of the Crossrail project is £14.5 billion. TfL manages a number of funding streams, of which CIL is one, to meet the cost of the successful project delivery. CIL represents 2 per cent of the total project funding and receipts will depend on the level of development in London from April 2012 to the end of Crossrail construction in March 2018. CIL receipts are growing quarter by quarter and no action is needed at the current time.

## **Affordable Housing (1)**

**Question No: 2013/1073**

[Nicky Gavron](#)

How many affordable housing starts in each year from 2012/13 onwards do you estimate will be social rented?

[The Mayor](#)

The estimated number of starts that will be social rented is circa 1,500 in each year; 2012-13 and 2013-14. This is subject to change based on the development progress of individual schemes. It should be noted that within the programme there will also be affordable rent homes that will be let at or near target rents.

## **Affordable Housing (2)**

**Question No: 2013/1074**

[Nicky Gavron](#)

You have previously said you will put forward proposals for the model of affordable housing pursued by the government post-2015. What update can you provide on this?

[The Mayor](#)

This work is on-going and I am exploring a range of options.

## **Private Renting**

**Question No: 2013/1075**

[Nicky Gavron](#)

Is the private rented sector a perfectly competitive market?

[The Mayor](#)

There is of course an academic debate over whether any markets are, or could be, perfectly competitive. But it is not a debate that I feel the need to enter.

## **Stalled developments**

**Question No: 2013/1076**

[Nicky Gavron](#)

What has the Mayor done to unlock the estimated 170,000 stalled developments in London?

[The Mayor](#)

It is important to note that the 170,000 figure relates to homes with planning consent not stalled developments.

I am doing a lot to unlock stalled development sites, including:

- Working with developer's on GLA owned land to accelerate housing delivery, e.g. Greenwich Peninsula where it is anticipated 670 homes will start this summer;
- Procuring new development partners on previously stalled GLA owned land;
- Providing new funding for affordable housing delivery via the Mayor's Housing Covenant;
- Working with Government/HCA on Get Britain Building fund, which is providing equity & loan finance to stalled schemes and for which the Mayor has secured £130m of funding for schemes in London, and the Build to Rent fund, which is providing equity & loan finance to enable a range of sites to be developed for market rented housing, stimulating housing supply and enabling opportunities for institutional investment.

## **Housing Association Borrowing (1)**

**Question No: 2013/1077**

[Nicky Gavron](#)

What would be the impact of an increase in borrowing costs for housing associations on a) the deliverability of the Mayor's 2011/15 affordable housing programme and b) the rents charged by housing associations?

[The Mayor](#)

The majority of investment partners have their facilities in place to deliver the 2011-15 programme. Any change in borrowing costs would therefore have limited impact during this investment period.

## **Housing Association Borrowing (2)**

**Question No: 2013/1078**

[Nicky Gavron](#)

Are the borrowing arrangements required to fund the 2011/15 affordable housing programme in London all in place? Please provide an update.

[The Mayor](#)

Written response from the Mayor

The majority of investment partners have their facilities in place to deliver the 2011-15 programme. Individual partner positions are commercially sensitive.

## **2011/15 Affordable Housing Programme**

**Question No: 2013/1079**

[Nicky Gavron](#)

The funding arrangements for affordable housing were changed for the 2011/15 programme so that registered providers received a set sum to deliver a certain number of affordable housing units during the programme period. What would be the financial implications for registered providers if they fail to deliver the number of agreed homes within the contract timeframe?

[The Mayor](#)

Partners were given an indicative allocation at the start of the Affordable Homes Programme. The GLA works closely with investment partners to ensure full delivery of the allocations made to partners however, where a partner is unable to identify sites that will be achieved during the contract timeframe, the allocation will be withdrawn and, where possible, used to fund affordable housing delivery from other providers.

If partners fail to meet their contractual commitments then the GLA is entitled to terminate their funding contracts, relieving the GLA of any future commitments and to reclaim any grant already paid out.

## **London Plan (1)**

**Question No: 2013/1080**

[Nicky Gavron](#)

Would you rule out calling in a planning application for a housing site if it were shown not to be maximising affordable housing?

[The Mayor](#)

No. The London Plan Policy on affordable housing and maximising provision that is viable and deliverable, is clear. I cannot comment on individual applications as these would be considered on their individual merits at the time of determination.

## **Affordable Housing Models**

**Question No: 2013/1081**

[Nicky Gavron](#)

Further to question 554/2013, do the powers and budgets transferred to the Mayor allow the Mayor to develop London-specific affordable housing programmes that diverge from national policy on key issues such as tenure and rents from 2015 onwards?

[The Mayor](#)

This will depend upon the Spending Review and the shape of the funding package City Hall receives.

## **London Rental Standard**

**Question No: 2013/1082**

[Nicky Gavron](#)

Have the currently existing accreditation schemes already indicated that they will sign up to the London Rental Standard?

[The Mayor](#)

All the schemes were involved in the development of the London Rental Standard.

## **Housing Association credit downgrade**

**Question No: 2013/1083**

[Nicky Gavron](#)

Do you agree that the recent credit rating downgrade of housing associations highlights the looming disaster that is the government's welfare reform programme - particularly on the key issue of ending direct payment of rents to social landlords?

[The Mayor](#)

Welfare Reform is only one of a number of factors cited in the recent downgrading of the credit ratings of housing associations.

## **Bedroom tax**

**Question No: 2013/1084**

[Nicky Gavron](#)

Are there enough social rented homes of the right size available in London for under-occupied households to move into after the bedroom tax is introduced in April?

[The Mayor](#)

Not all households affected by the spare room subsidy will seek to downsize. Through my London Overcrowding Board, I am working with boroughs and housing associations to increase the options available to underoccupiers.

## **Empty Homes**

**Question No: 2013/1085**

[Nicky Gavron](#)

Do you support the proposal by the Charter Institute of Housing that landlords buying empty homes to bring them back into use should be exempt from paying stamp duty?

[The Mayor](#)

We are keen to explore any measures that will help to bring empty homes back into use.

## House Builder Profits

Question No: 2013/1086

[Nicky Gavron](#)

In February both Barratt Homes and Persimmon announced large increases in pre-tax profits at a time when private enterprise housing starts are still only around half the level they were nationally pre the financial crash. Do you believe house builders have a vested interest in limiting supply in order to increase house prices and their own profit margins?

[The Mayor](#)

In February both Barratt Homes and Persimmon announced large increases in pre-tax profits at a time when private enterprise housing starts are still only around half the level they were nationally pre the financial crash. Do you believe house builders have a vested interest in limiting supply in order to increase house prices and their own profit margins?

## Vauxhall Sky Gardens

Question No: 2013/1087

[Nicky Gavron](#)

I have been asked to put the following question to you by a member of the public:

'The impact of the cuts on the LHA plus the lack of affordable housing generally is pushing people out. I live in Vauxhall in the VNEB area where there is a huge proliferation of residential skyscrapers, the latest one, Vauxhall Sky Gardens, wants to opt out of providing ANY social housing. Their planning application approval was approved by Lambeth Council on the basis that they would provide some social housing but what can be done if they want to change this?

This is a quote from Boris ...

"The last thing we want to have in our city is a situation such as Paris where the less well-off are pushed out to the suburbs. I'll emphatically resist any attempt to recreate a London where the rich and poor cannot live together."

[The Mayor](#)

When I considered the planning application for Vauxhall Sky Gardens in 2010, it was on the basis of there being 31 per cent affordable housing, with an uplift required if the viability improved. I understand that the applicant has submitted information to discharge a s106 legal planning obligation table to the planning permission, with the suggestion that the development would only be economically viable with no affordable housing being provided.

Lambeth Council would be required to consider any reduction in affordable housing in this scheme as a variation to the s106 legal agreement, which would be subject to independent review of the financial viability again and reporting to its planning committee. Under current legislation there is no requirement for Lambeth Council to consult the Mayor on any such application, but as required by the London Plan, the Council would be required to ensure that maximum reasonable amount of affordable housing is provided in accordance with the London Plan.



## **Sapphire Unit (1)**

**Question No: 2013/1088**

[Joanne McCartney](#)

What are the current supervisory ratios in the Sapphire Unit?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Supervisor ratios for all ranks within Sapphire as follows:

DS - PC/DC 1 to 5.11

DI - DS 1 to 3

DCI - DI 1 to 3.43

DSU - DCI 1 to 2.3

DCS to DSU 1 to 3

## **Sapphire Unit (2)**

**Question No: 2013/1089**

[Joanne McCartney](#)

What proposals are in place to change these supervisory ratios?

[The Mayor](#)

There is no intention to change the supervisory ratios at this time.

## **IT training for Recruits**

**Question No: 2013/1090**

[Joanne McCartney](#)

Can you provide a list of the organisations that have reviewed and approved the Met's online training packages on dealing with people with mental health issues and learning disabilities?

[The Mayor](#)

The National Centre for Applied Learning Technology's (NCALT) on-line training on Mental Ill Health and Learning Disability Awareness is national training for all Forces. It was put together in conjunction with subject matter experts from a range of organisations including Mencap, Mind and The Sainsbury Centre for Mental Health. The Department of Health worked closely with the Association of Chief Police Officers (ACPO) and the National Policing Improvement Agency (NPIA) and fully endorse this training.

There are a number of other courses which contain Mental Ill Health and Learning Disability Training within them. The content of these has been looked at by Lord Adebawale's Independent Commission for Mental Health and Policing, which is due to report in April 2013.

## **Operation Nexus/Terminus (1)**

**Question No: 2013/1091**

[Joanne McCartney](#)

Is it the case that Met officers have been trained to assess the immigration status of those in custody?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 May 2013.

Met officers have not been trained to assess the immigration statuses of those in custody.

Through Operation Nexus, the fingerprints of all offenders arrested for mainstream criminal matters in London are automatically cross-referenced into UKBA, via the Livescan system. If an individual is identified through this automated process as being a foreign national of interest to UKBA, then UKBA will directly advise MPS officers as to the action required.

Where an individual is identified as being illegally in the UK at the time of their coming into police detention, trained UKBA staff will take over the progressing of this aspect, in line with that agency's expertise and primacy in such matters. There is no MPS interpretation of UKBA data.

## **Operation Nexus/Terminus (2)**

**Question No: 2013/1092**

[Joanne McCartney](#)

If Met officers have been trained to assess immigration status of those in custody please outline where do these officers come from - central command, or Borough teams? Please provide a breakdown of the proportion of officers trained from central command or borough-based teams.

[The Mayor](#)

There are currently 100 borough based MPS officers attached to the Operation Nexus Custody work strand across London. The officers are directed, trained and supported centrally to undertake their Nexus roles.

### **Operation Nexus/Terminus (3)**

**Question No: 2013/1093**

[Joanne McCartney](#)

If Met officers have been trained to assess immigration status of those in custody please outline the direct support these officers are receiving from the United Kingdom Border Agency (UKBA)?

[The Mayor](#)

MPS officers do not assess an individual's immigration status. This is a matter for the UKBA. An automatic computer function cross-references all fingerprints inputted into the Livescan fingerprint recognition system with the UKBA's database. If an individual arrested for a main stream criminal offence is highlighted by this process as being a foreign national of UKBA interest, then the UKBA will advise MPS officers as to the next steps to take.

In the case of an individual who is identified as being illegally in the UK at the time of their arrest, it is the responsibility of the UKBA and not the MPS to action next steps. This will be done either via the dedicated UKBA staff in the custody suites or via 'call out' support.

### **Operation Nexus/Terminus (4)**

**Question No: 2013/1094**

[Joanne McCartney](#)

How many UK Border Agency staff are currently working in custody suites in London?

[The Mayor](#)

UKBA have undertaken to embed staff in MPS custody suites aligned to Operation Nexus. The role of the UKBA staff is to focus on any immigration concerns that may arise when an arrested individual is identified as being a foreign national of UKBA interest.

A process of recruiting 60 full-time immigration officers for the Operation Nexus in London is under way. In the meantime, there are currently 60 to 80 UKBA officers working in custody suites. The number fluctuates as additional support is sought when required.

### **Operation Nexus/Terminus (5)**

**Question No: 2013/1095**

[Joanne McCartney](#)

Is it the case that all individuals now taken into custody have their immigration status checked?

[The Mayor](#)

Yes this is the case. The fingerprints of all offenders arrested for mainstream criminal matters in London are now automatically cross-referenced into UKBA, via the Livescan system.

If an individual is identified through this automated process as being a foreign national of interest to UKBA, UKBA will advise MPS officers as to the action required.

In the case of an individual who is identified as being illegally in the UK at the time of their coming into police detention, trained UKBA staff will take over the progressing of this aspect, in line with that agency's expertise and primacy in such matters.

## **Operation Nexus/Terminus (6)**

**Question No: 2013/1096**

[Joanne McCartney](#)

Under what circumstances would a victim of crime or a witness to a crime have their immigration status checked by the Metropolitan Police?

[The Mayor](#)

Victims and witnesses are not routinely screened against UKBA systems. However, there will be certain circumstances where the nationality or status of a victim or witness may be pertinent to the investigation of the offence, for example in human trafficking cases. In these situations there are long-standing arrangements with UKBA around the supportive handling of victims and witnesses.

## **Operation Nexus/Terminus (7)**

**Question No: 2013/1097**

[Joanne McCartney](#)

What effect is this Operation having on the confidence of BAME groups and migrant communities in the police?

[The Mayor](#)

The community engagement work undertaken by the MPS, as outlined in Question Number 910/2013, has highlighted that community feedback to date has been positive at the introduction of Operation Nexus. Any community concerns raised have been addressed directly with the respondents. Londoners understand that Operation Nexus targets serious or prolific offenders who are foreign nationals to reduce the risk they pose and not law-abiding members of our communities.

The MPS will continue to engage, brief widely and update on the progress of Operation Nexus as it moves forward and will always seek to mitigate any emerging community concerns.

## **Operation Nexus/Terminus (8)**

**Question No: 2013/1098**

[Joanne McCartney](#)

Please provide a copy of the Equality Impact Assessment that was done on Operation Nexus/Terminus?

[The Mayor](#)

Please see Appendix 1 for the Equality Impact Assessment compiled by the MPS for internal operational use.

## **Operation Nexus/Terminus (9)**

**Question No: 2013/1099**

[Joanne McCartney](#)

How much is Operation Nexus/Terminus costing?

[The Mayor](#)

The actual costs incurred on Operation Nexus from July 2012 to the end of February 2013 were £2.1 million.

## **Operation Nexus/Terminus (10)**

**Question No: 2013/1100**

[Joanne McCartney](#)

Is it the case that the MPS plans to roll out Operation Nexus on a permanent basis? If so, what evaluation is being done of Operation Nexus to support these plans and through what mechanisms is this evaluation been carried out?

[The Mayor](#)

Operation Nexus will remain a MPS corporate priority.

The MPS Central Operation Nexus team have been conducting an evaluation of the custody work strand. This is being concluded and its findings will be shared with stakeholders and communities.

UKBA are also conducting their own review of the custody project, policy and procedure in the custody suites for embedded staff.

## **Operation Nexus/Terminus (11)**

**Question No: 2013/1101**

[Joanne McCartney](#)

Please answer both parts of this question

- a) How many police officers from foreign forces are currently seconded to the MPS under Operation Nexus?
- b) Are these officers operating within boroughs or are they part of a central command?

[The Mayor](#)

There are no officers from foreign forces currently attached to Operation Nexus.

## **Operation Nexus/Terminus (12)**

### **Question No: 2013/1102**

[Joanne McCartney](#)

What evaluation is being done on the success of using officers from foreign forces within the MPS, please will you share the results of this evaluation

[The Mayor](#)

As stated in response to Question Number 1101/2013 there are currently no officers from foreign forces seconded to the MPS under Operation Nexus.

Previously there have been officers from two European Countries working with the MPS under Operation Nexus.

Evaluation from both the countries concluded that closer and more effective working is of considerable benefit to the MPS and European Union countries. As a result, this has led to a European Union funding bid (overseen by MOPAC) and exploration of Joint Investigation Teams working closely with Europol. The evaluation will be made available taking into account the sensitivities of providing data for external release as the focus of the operation is targeting criminality.

## **Police Safer Neighbourhood Boards**

### **Question No: 2013/1103**

[Joanne McCartney](#)

You have previously stated that your proposed safer neighbourhood boards will deal with police complaints. Do you envisage these boards having a purely monitoring role or a decision making role as is proposed by the Police and Crime Commissioner for Avon & Somerset who has announced a residents' panel will determine whether complaints are to be investigated or not?

[The Mayor](#)

As laid out in my manifesto, Safer Neighbourhood Boards will monitor complaints against officers in their borough, alongside crime performance and confidence. They will have no power to investigate individual complaints or make decisions on outcomes.

## **Section 50 Police Reform Act 2002 (1)**

### **Question No: 2013/1104**

[Joanne McCartney](#)

Can you please provide a breakdown of stops made by the MPS under Section 50 for the past 3 financial years, including 2012/13 to date?

[The Mayor](#)

Section 50 of the Police Reform Act 2002 provides as follows:

50(1) If a constable in uniform has reason to believe that a person has been acting, or is acting, in an anti-social manner (within the meaning of section 1 of the Crime and Disorder Act 1998 (anti-social behaviour orders)), he may require that person to give his name and address to the constable.

50(2) Any person who -

- (a) fails to give his name and address when required to do so under subsection (1), or
  - (b) gives a false or inaccurate name or address in response to a requirement under that subsection,
- is guilty of an offence.

Any person who is arrested for failing to provide their true name and address may be arrested under the standard arrest provisions of the Police and Criminal Evidence Act 1984.

The MPS does not centrally keep records of the use of the section 50 requirement to provide information.

## **Section 50 Police Reform Act 2002 (2)**

### **Question No: 2013/1105**

[Joanne McCartney](#)

Can you please provide a breakdown of arrests made by the MPS under Section 50 for the past 3 financial years, including 2012/13 to date?

[The Mayor](#)

Please see my response to MQ 1104/ 2013.

## **Section 50 Police Reform Act 2002 (3)**

### **Question No: 2013/1106**

[Joanne McCartney](#)

Can you please provide a breakdown of stops made by the MPS under Section 50 for the past 3 financial years, including 2012/13 to date, broken down by ethnicity?

[The Mayor](#)

Please see my response to MQ 1104/ 2013.

## **Section 50 Police Reform Act 2002 (4)**

**Question No: 2013/1107**

[Joanne McCartney](#)

Can you please provide a breakdown of arrests made by the MPS under Section 50 for the past 3 financial years, including 2012/13 to date, broken down by ethnicity?

[The Mayor](#)

Please see my response to MQ 1104/ 2013.

## **PR for Estate Strategy(1)**

**Question No: 2013/1108**

[Joanne McCartney](#)

Do you think Londoners will agree that it is reasonable for you to spend £800,000 on PR promoting the sell-off of local police stations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 24 May 2013.

To assist in the implementation of the full Estates Strategy, MOPAC has awarded a four year contract with a maximum value of £800,000 for the provision of specialist support for consultation and communication with stakeholders at local, borough and regional levels, for example, town planning applications.

## **PR for Estate Strategy(2)**

**Question No: 2013/1109**

[Joanne McCartney](#)

How many police officers over three years would £800,000 pay for?

[The Mayor](#)

The comparison is not valid. The MOPAC/MPS Estate Strategy is an extensive process that involves reviewing upwards of 500 buildings in the MPS estate and any expenditure linked to it will help to deliver a reduction in estate revenue costs of up to £60m annually. Spending linked to the Estate Strategy has been absorbed in existing Property Services Department budgets.



## **Food Poverty in Enfield (1)**

**Question No: 2013/1110**

[Joanne McCartney](#)

Following your response to Question No: 591 / 2013, I understand that the three year scheme from the Mayor's Fund for London and Magic Breakfast aims to be implemented to all schools in the capital where at least half of pupils qualify for free school meals. Could you tell me when you expect the scheme to be rolled out to schools in Enfield?

[The Mayor](#)

The Mayor's Fund for London's work with Magic Breakfast is the first phase of a breakfast club programme. It plans to ultimately roll-out across London to schools with over 50 per cent free school meals or equivalent social deprivation indices. The aim of the first phase is to reach 5,000 children in 50 primary schools over the next 3 years in the London Boroughs of Hackney, Islington, Lambeth, Lewisham, Newham, Southwark and Tower Hamlets. 47 schools have already registered with 1,672 children receiving free, healthy breakfasts as a result of this scheme which was launched in January this year. The Mayor's Fund is developing a roll-out strategy for the next phase of the scheme, including a supporting fundraising plan, and its resources will continue to be focused on areas of deprivation and disadvantage. It will consult with the GLA to prioritise areas to take part in the next phase. This consultation will include a review of Enfield, alongside other London boroughs not already included in the scheme.

## **Food Poverty in Enfield (2)**

**Question No: 2013/1111**

[Joanne McCartney](#)

Do you believe that when the benefit changes are implemented this April, food poverty will increase in Enfield? What work have you done to understand the impact of benefit changes on the levels of food poverty in Enfield and across London?

[The Mayor](#)

I am conscious that Londoners are facing a lot of pressures on their budgets, including on the money they have available to buy food. My London Food Board, chaired by Rosie Boycott, is aware of the potential for food poverty to increase, and is working with a number of partners on projects that will help people in London to continue to have access to healthy food. I know that the Food Board's work will be informed further by the findings of the report on food poverty in London which will be launched later this month by Fiona Twycross AM on behalf of the London Assembly Health and Environment Committee.

## **Food Poverty in Haringey (1)**

**Question No: 2013/1112**

[Joanne McCartney](#)

Following your response to Question No: 591 / 2013, I understand that the three year scheme from the Mayor's Fund for London and Magic Breakfast aims to be implemented to all schools in the capital where at least half of pupils qualify for free school meals. Could you tell me when you expect the scheme to be rolled out to schools in Haringey?

[The Mayor](#)

The Mayor's Fund for London's work with Magic Breakfast is the first phase of a breakfast club programme. It plans to ultimately roll-out across London to schools with over 50 per cent free school meals or equivalent social deprivation indices. The aim of the first phase is to reach 5,000 children in 50 primary schools over the next 3 years in the London Boroughs of Hackney, Islington, Lambeth, Lewisham, Newham, Southwark and Tower Hamlets. 47 schools have already registered with 1,672 children receiving free, healthy breakfasts as a result of this scheme which was launched in January this year. The Mayor's Fund is developing a roll-out strategy for the next phase of the scheme, including a supporting fundraising plan, and its resources will continue to be focused on areas of deprivation and disadvantage. It will consult with the GLA to prioritise areas to take part in the next phase. This consultation will include a review of Haringey, alongside other London boroughs not already included in the scheme.

## **Food Poverty in Haringey (2)**

**Question No: 2013/1113**

[Joanne McCartney](#)

Do you believe that when the benefit changes are implemented this April, food poverty will increase in Haringey? What work have you done to understand the impact of benefit changes on the levels of food poverty in Haringey and across London?

[The Mayor](#)

I am conscious that Londoners are facing a lot of pressures on their budgets, including on the money they have available to buy food. My London Food Board, chaired by Rosie Boycott, is aware of the potential for food poverty to increase, and is working with a number of partners on projects that will help people in London to continue to have access to healthy food. I know that the food board's work will be informed further by the findings of the report on food poverty in London which will be launched later this month by Fiona Twycross AM on behalf of the London Assembly Health and Environment Committee.

## **Child Poverty - Enfield & Haringey**

**Question No: 2013/1114**

[Joanne McCartney](#)

The End Child Poverty Campaign published new figures in February 2013 for child poverty in London which contained some shocking figures, particularly for Enfield and Haringey. What action are you taking to address the appalling numbers of children living in poverty in London?

[The Mayor](#)

The main and best ways of tackling child poverty are through promoting jobs and growth across London, driving up skills through apprenticeships, and tackling low pay through the London Living Wage. My part-time jobs campaign will also contribute by ensuring that quality, well paid part-time jobs are available to London's parents.

## **Child Poverty in Enfield**

**Question No: 2013/1115**

[Joanne McCartney](#)

Enfield has the sixth highest number of children living in poverty within London according to the report published by End Child Poverty this month with 29 per cent of children in Enfield below the poverty line. Do you expect figures to increase once the benefit changes are implemented in April? What action are you taking to mitigate the effects of benefit changes on the most vulnerable?

[The Mayor](#)

I have won significant concessionary measures to ease the transitional period of welfare reform, including more funding for boroughs and households affected by the changes. This includes £25 million for London in 2012/13, and an expected £115 million over the next two years. I have also secured exemption from the total benefits cap for nine months for those who lose their job.

## **Child Poverty in Haringey**

**Question No: 2013/1116**

[Joanne McCartney](#)

Haringey has the joint-third highest number of children living in poverty within London according to the report published by End Child Poverty this month with 30 per cent of children in Haringey below the poverty line. It is estimated that 1880 households with children in part time work in Haringey will lose £3,870 a year in working tax credits, affecting 500 children in the borough as a result of the benefit changes coming into effect this April. Do you expect figures to increase once the benefit changes are implemented in April? What action are you taking to mitigate the effects of benefit changes on the most vulnerable?

[The Mayor](#)

Please see my response to MQ 1115 / 2013.

## **Housing Benefit in Enfield (1)**

**Question No: 2013/1117**

[Joanne McCartney](#)

Enfield is facing the third biggest increase at 29 per cent across London in the number of people renting in the private sector who are claiming housing benefit. Do you think that this shows that living in the suburbs of London is becoming increasingly unaffordable?

[The Mayor](#)

No.

## **Housing Benefit in Enfield (2)**

**Question No: 2013/1118**

[Joanne McCartney](#)

Do you agree with the shadow member for housing in Enfield that the Council 'needs to start exploring the option of housing families in cheaper areas outside the borough and outside the M25', moving people away from their families, work and local communities?

[The Mayor](#)

Please see my response to MQ 1024 /2013.

## **Benefit changes in Enfield and Haringey**

**Question No: 2013/1119**

[Joanne McCartney](#)

As you may be aware, Enfield and Haringey are two of four boroughs in London to be subjected to testing the benefit changes in April before it gets rolled out across London later this year. Given that poverty is already at a high in both Enfield and Haringey, do you believe that the benefit cap is going to adversely affect the already hard hit? What will you be doing to monitor this initial roll-out?

[The Mayor](#)

See response to MQ 991 /2013.

## **Benefit changes in Haringey**

**Question No: 2013/1120**

[Joanne McCartney](#)

Haringey already has high levels of deprivation and competition for jobs, the third-highest eviction and repossession rate in the UK and is one of 10 local authorities that will be hardest hit by the total benefit cap. The roll out of the Benefit Cap in Haringey is expected to affect more than 1,000 households. What preparations have you undertaken to ensure that my local residents are not going to become homeless as a result of the benefit changes?

[The Mayor](#)

I have won significant concessionary measures to ease the transitional period of welfare reform, including more funding for boroughs and households affected by the changes. This includes £25 million for London in 2012/13 and an expected £115 million over the next two years. I have also secured exemption from the cap for nine months for those who lose their job.

## **Gritting icy roads**

**Question No: 2013/1121**

[Joanne McCartney](#)

A resident has written to me to complain that not all roads are gritted at the same time in the same when it is icy as a result of TfL gritting red routes and the Local Authority being responsible for the rest. The resident asks whether it would be better for TfL to pay the Local Authority to grit the red routes at the same time. What are your views on this suggestion? What liaison and joint-working is there between TfL and local authorities before and during periods of icy weather?

[The Mayor](#)

I absolutely agree that there are significant efficiencies to be gained by the sharing of resources between boroughs and TfL in this kind of area. The new London Highway Alliance contracts have been designed specifically to realise these efficiencies and I would encourage any borough not already committed to participating in those arrangements to consider the benefits that the pan London Alliance might bring.

With regards to liaison and joint-working, TfL already facilitates the London Winter Service Practitioners Group, where participating boroughs and TfL can learn from each other and explore a variety of initiatives. By following published best practice guidelines each authority will liaise with its neighbours over its Winter Service policies and its treatment plans to ensure they are coordinated and consistent.

## **Welfare reform and refuge services**

**Question No: 2013/1122**

[Joanne McCartney](#)

Women's Aid believe that the cap on housing benefit will affect their services detrimentally as the refuge service will have to chase individual survivors for rent rather than it coming direct to the landlord, some housing costs would be met and others not, and some survivors receiving refuge rent via Universal Credit for dual housing costs (rents for a former home and for the refuge service) would inevitably be capped, and others not (estimated 45% survivors receive this). What action will you take to ensure that these vital services in London are not detrimentally affected by the cap on housing benefit?

[The Mayor](#)

Please see my response to MQ 1120/ 2013.

## **Welfare reform and loan sharks**

**Question No: 2013/1123**

[Joanne McCartney](#)

With a number of people affected by the welfare reforms, and the disproportionately high number of betting shops and loan sharks in Haringey, what further action are you taking to ensure that we will not see an increase in people turning to these to recover money lost?

[The Mayor](#)

Please see my response to MQ 3756 / 2012.

## **Impact of welfare reforms on women**

**Question No: 2013/1124**

[Joanne McCartney](#)

As the income for many Londoners will decrease as a result of the benefit changes being implemented in April 2013, childcare being already unaffordable for many and public sector pay restraints and cuts disproportionately affecting women, what action are you mitigate the effect of welfare reforms on women?

[The Mayor](#)

Please see my response to MQ 1115/ 2013.

My aim is to improve opportunities for women to gain well-paid employment, including through my part-time jobs campaign.

## **Safer Neighbourhood Bases (1)**

**Question No: 2013/1125**

[Joanne McCartney](#)

Please provide a list of all Safer Neighbourhood Bases across London, broken down by Borough outlining which Safer Neighbourhood Teams are based there and whether they currently have a front counter open to the public.

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on the local policing model, including Safer Neighbourhood Teams. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final Plan will be published before April 2013 and this will include details of where Safer Neighbourhood Teams will be based.

## **Safer Neighbourhood Bases (2)**

**Question No: 2013/1126**

[Joanne McCartney](#)

Please provide a list of all Safer Neighbourhood Bases across London, broken down by Borough outlining whether the base is currently in use or not.

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on the local policing model, including Safer Neighbourhood Teams. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final plan will be published before April 2013 as part of which details will be given where Safer Neighbourhood Teams will be based.

## **Litter**

**Question No: 2013/1127**

[Murad Qureshi](#)

Do you support Waltham Forest in introducing fines for antisocial actions such as spitting and urinating in the streets? Would you welcome the policy being introduced by more London boroughs?

[The Mayor](#)

We support boroughs in their use of proportionate powers to do what they feel is necessary to maintain law and order in their locality.

## **Biodiversity**

**Question No: 2013/1128**

[Murad Qureshi](#)

The Mayor's Biodiversity Strategy ('Connecting with London's nature') was published in July 2002 and has not been updated since. What intention do you have to revisit this strategy, particularly in the light of your recent comments on the 'growing menace' of urban foxes?

[The Mayor](#)

The current Biodiversity Strategy is still fit for purpose. It sets out the key strategic objectives and framework for protecting and conserving London's biodiversity.

The urban fox issue is not directly relevant as the problem caused by foxes is not a nature conservation issue per se. Please refer to my previous answers on this issue.

## **Ambient Noise**

**Question No: 2013/1129**

[Murad Qureshi](#)

The Mayor's Ambient Noise Strategy ('Sounder City') was published in March 2004 and has not been updated since. What intention do you have to revisit this strategy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly

Written response received on 9 April 2013

My Ambient Noise Strategy is still fit for purpose and has a planning horizon of 2016.

## **Talk London**

**Question No: 2013/1130**

[Murad Qureshi](#)

There seems to be little activity on the Talk London initiative on the Environment. What is being done to engage Londoners in this debate?

[The Mayor](#)

Talk London aims to enable Londoners to take part in policy conversations that generates new ideas and helps to ensure that policies are responsive and effective. Londoners are able to post discussions on the site on issues that matter to them. Activity is timed to ensure that insight derived from engagement on Talk London is of maximum value for the development of policies and programmes.

The Opinion Research team has worked with the Environment team to identify issues for public engagement, and we are scheduled to undertake activity relating to air quality from April 2013.

## **Fuel Poverty and Health**

**Question No: 2013/1131**

[Murad Qureshi](#)

How will the Mayor help ensure that fuel poverty is taken as a key priority in the new council-led Health and Well Boards from 1 April 2013?

[The Mayor](#)

In partnership with the London Climate Change Partnership, the report 'Linking Environment and Health: A resource for policy makers working on Joint Strategic Needs Assessment', was commissioned. This resource provides information and case studies to support Health and Wellbeing Boards, Directors of Public Health, Health Watch and Local Authority Environment Leads to consider wider environmental determinants of health, including fuel poverty, with a view to including these in boroughs' Joint Strategic Needs Strategies. The report can be found online:

<http://climatelondon.org.uk/wp-content/uploads/2012/11/Linking-environment-and-health.pdf>



## **Fuel Poor Families**

**Question No: 2013/1132**

[Murad Qureshi](#)

Recent analysis by the Energy Bill Revolution has estimated that 174,000 children in London are living in fuel poor households. How is the RE:NEW programme helping specifically those households with children? The analysis also identified that those households most vulnerable were in the Private Rented Sector (PRS). How many PRS households have been treated by the RE:NEW programme to date?

[The Mayor](#)

My RE:NEW programme is helping households with children by using specific criteria for the delivery of the recent Department for Environment and Climate Change (DECC) funding we obtained. These include families with children where the head of household is under 26, and households with children under 16 and on low incomes, particularly those in the private rented sector.

In the roll-out of RE:NEW, approximately 14 per cent of the homes treated were in the private rented sector. As RE:NEW Phase II is currently underway and due to the nature of delivery I am not in a position to determine the number of PRS households treated in this current phase.

## **Energy Efficient Private Rented Sector**

**Question No: 2013/1133**

[Murad Qureshi](#)

Will you be looking to push London's private rented sector energy efficiency targets above the Government's weak 2016 and 2018 requirements in your forthcoming London Rental Standard?

[The Mayor](#)

A public consultation on my proposals closed in February. My final plans will be announced shortly.

## **Anaerobic Digestion**

**Question No: 2013/1134**

[Murad Qureshi](#)

How many anaerobic digestion plants have been added to the London Waste and Recycling Board's (LWARB) infrastructure pool in 2012?

[The Mayor](#)

There are currently four anaerobic digestion plants in LWARB's infrastructure pool.

## **London Energy Efficiency Fund**

**Question No: 2013/1135**

[Murad Qureshi](#)

Can you provide a summary on the number of applications currently being considered by the London Energy Efficiency Fund (LEEF)?

[The Mayor](#)

The London Energy Efficiency Fund currently has a pipeline of over 16 projects which are at different stages of the investment approval process. LEEF also consults regularly with the 'RE:FIT' team and GLA's Decentralised Energy Project Delivery Unit.

## **Funding (1)**

**Question No: 2013/1136**

[Murad Qureshi](#)

How much funding is to be directed to the RE:NEW programme in your 2013/14 budget?

[The Mayor](#)

The 2013/14 budget for RE:NEW has not yet been finalised. However, I am taking a different approach to delivering RE:NEW to the previous phases, by taking a more strategic approach and using GLA budget to unlock significant capital investment in London.

My team is progressing plans for an interim RE:NEW Programme Delivery Unit (PDU) which will cost in the region of £150,000.

## **Funding (2)**

**Question No: 2013/1137**

[Murad Qureshi](#)

How much funding is to be directed to the RE:FIT programme in your 2013/14 budget?

[The Mayor](#)

The RE:FIT programme has received funding from the European Commission and the European Investment Bank through the European Local Energy Assistance Facility (ELENA). This means that the RE:FIT programme has a 3 year budget of £3.205m budget split equally over three years (from 2011 to 2014) giving an annual budget of £1.068m.

## **Funding (3)**

**Question No: 2013/1138**

[Murad Qureshi](#)

How much funding is to be directed to the Better Buildings Partnership programme in your 2013/14 budget?

[The Mayor](#)

A budget for the Better Buildings Partnership in 2013-14 has not yet been yet finalised

## **Funding (4)**

**Question No: 2013/1139**

[Murad Qureshi](#)

How much funding is to be directed to the RE:CONNECT programme in your 2013/14 budget?

[The Mayor](#)

I am not directing funding to RE:CONNECT in 2013/14; nor did I in 2012/13. Rather, I have sought to embed the learning from the programme into the design and delivery of my other retrofit programmes.

## **Brixton Energy**

**Question No: 2013/1140**

[Murad Qureshi](#)

Has the Mayor's Environmental Advisor visited the Brixton Energy solar projects as yet?

[The Mayor](#)

No.

## **Bunhill CHP**

**Question No: 2013/1141**

[Murad Qureshi](#)

Has the Mayor's Environmental Advisor visited Islington's Bunhill CHP scheme as yet?

[The Mayor](#)

No, but he has visited the Pimlico CHP plant.

## **High Level Electricity Working Group**

**Question No: 2013/1142**

[Murad Qureshi](#)

Did the Mayor's Environment Advisor attend the first meeting of the High Level Electricity Working Group?

[The Mayor](#)

My Environment Advisor chaired the opening of the High Level Electricity Working Group at the City Hall Electricity Summit in November and his officers are closely involved in the Group.

## **Visits by Mayoral Advisors**

**Question No: 2013/1143**

[Murad Qureshi](#)

At which events has the Mayor's Environment Advisor presented at this year?

### [The Mayor](#)

In 2013 my Environment Advisor has spoken at:

22 January - Spoke at Cleaner Air Conference, City Hall;

23 January - Spoke at Plugged in Fleets report launch, City Hall;

30 January - Spoke at launch of the London Sustainable Development Commission's Quality of Life report;

13 February - Spoke at launch of the Mayor's Air Quality Fund and announcement of new measures to address air quality;

6 March - Spoke to the meeting of the Environment & Health Committee with the LSVC;

6 March - Presented at Ecobuild;

14 March - Spoke at Letsrecycle.com's London Conference 2013;

14 March - Spoke at London Councils Transport & Environment Committee;

20 March - Spoke at the closing event for the Commission for a Sustainable London;

22 March - Spoke at the FREVUE 'Kick-Off Event'.

## **Green Deal (1)**

**Question No: 2013/1144**

[Murad Qureshi](#)

Can you report on the level of Green Deal activity in London over the past month?

### [The Mayor](#)

Written response from the Mayor

DECC will publish ECO and Green Deal delivery statistics online:

<https://www.gov.uk/government/organisations/departments-of-energy-climate-change/series/green-deal-and-energy-company-obligation-eco-statistics#this-series>.

Regional data will be made available in the quarterly statistics to allow time for thorough client processing; the first quarterly statistics release will be June 2013.

## **Green Deal (2)**

**Question No: 2013/1145**

[Murad Qureshi](#)

Is the Greater London Authority registered as a Green Deal Provider? If not - why not?

[The Mayor](#)

The Greater London Authority is not registered as a Green Deal Provider. A Green Deal Provider is responsible for offering a Green Deal plan to customers and providing a finance package for the measures. The Green Deal Provider role requires significant investment and carries a level of risk that is more suited to organisations involved in direct delivery of retrofitting, specifically private sector delivery organisations, or housing associations or local authorities for retrofitting their own stock.

I undertook a project in 2012 to support boroughs to develop business cases to become Green Deal providers, producers or promoters based on their local aims and objectives. No London local authority with an initial appetite to become a Green Deal Provider was able to undertake the level of risk and investment required.

## **Green Deal (3)**

**Question No: 2013/1146**

[Murad Qureshi](#)

What plans are in place to spend the £5,627,342 DECC Green Deal and Fuel Poverty funding awarded to the GLA by the end of this month? What will happen to any funds left unspent by the end of the month?

[The Mayor](#)

All the funding is contractually committed and delivery is well underway with the Fuel Poverty fund being spent on heating repairs and replacement measures in fuel poor homes, and the Green Deal Pioneer Places funding stimulating early take up of Green Deal, testing marketing methods and supporting the set up of the RE:NEW delivery model.

DECC has recently updated the agreement for the funding and we are now able to roll over any unspent funding into the 2013/14 financial year. This will enable delivery to continue into April.

## **Decentralised Energy**

**Question No: 2013/1147**

[Murad Qureshi](#)

Further to Mayoral Question 0633/2013 which set out that current decentralised energy project work is "supporting the development of an additional 22 projects with an estimated total investment value of £304 million" - can you provide the locations in London and brief details on all of these 22 projects?

[The Mayor](#)

Several of those projects under development are covered by non disclosure agreements and I am unable to reveal the details. The remaining projects are at a commercially sensitive stage of their development and making their details widely available would not be helpful to their progress.

However there is more information about London's decentralised energy potential on the London Heat Map web site:

<http://www.londonheatmap.org.uk/Content/home.aspx>

## **RE:NEW Framework**

**Question No: 2013/1148**

[Murad Qureshi](#)

With reference to Mayoral Question 0631/2013, which housing associations have used the RE:NEW framework to install photovoltaics and where are these installations?

[The Mayor](#)

The RE:NEW framework has been used by London and Quadrant Housing Association and by Hyde Housing Association to install solar panels on a number of their properties in London. We do not have exact addresses for the installations.

## **GLA Publications**

**Question No: 2013/1149**

[Murad Qureshi](#)

Mayoral Question 4248/2012 stated that you would "continue to make the GLA more transparent to Londoners and ensure that GLA and Mayoral responses to government and regulator consultations and select committee inquiries are published on the 'Latest Publications' page of the GLA website from now on". Can you list what responses have been so far in 2013 and also explain why the 'Latest Publications' page on the GLA website has been removed since this question was answered? Can the 'Latest Publications' page be reinstated?

[The Mayor](#)

The GLA's web team has been undertaking a review and migration of the London.gov.uk web site and the new site is due to go live on Monday 25 March. This has meant a reconsideration of the way information is stored and subsequent changes to the website's layout. On the old website, publications were located under 'Mayor' and 'Publications', and on the new website the latest publications will also be listed in each of the priority areas. The web team are looking at introducing a 'latest publications' view as well.

To date this year I have responded to the following:

Government Departments

- DCLG: Review of Planning Practice Guidance
- DCLG :Local Government Finance Settlement
- BIS: Traineeships
- DfE: Measuring Child Poverty

Select Committees

- CLG: The Private Rented Sector
- CLG: The GLA Act 2007
- Transport: Brown Review of Rail Franchising
- Transport: Aviation Strategy

Written evidence to Select Committees remains the property of the relevant Committee until their final report is published, at which point evidence can be published by the submitting body.

## **ECO**

**Question No: 2013/1150**

[Murad Qureshi](#)

Further to MQ 0595/2013 has the DECC Secretary of State replied to your letter about establishing a regional London Energy Company Obligation (ECO) target? Can your letter and any response be published on the GLA website?

[The Mayor](#)

Yes, the Secretary of State has replied to my letter. The position from DECC regarding a regional ECO target remains unchanged; the Department will monitor ECO delivery regionally and are not introducing a regional target at this time. My officers will send you a copy of this letter.

## **RE:FIT**

### **Question No: 2013/1151**

[Murad Qureshi](#)

What has been the RE:FIT budget for the each of years from 2008 onwards; when was the last evaluation report of RE:FIT made? When will the next RE:FIT evaluation report be published?

[The Mayor](#)

The RE:FIT Programme transferred to the GLA in mid 2011. The programme has a £3.205m budget split over three years (from 2011 to 2014), with funding received from the European Commission and the European Investment Bank through the European Local Energy Assistance Facility (ELENA).

RE:FIT will be included in the annual update on the Climate Change Mitigation and Energy Strategy that will be published this summer.

## **RE:NEW Evaluation Report (1)**

### **Question No: 2013/1152**

[Murad Qureshi](#)

The RE:NEW evaluation report was originally set for publication in November 2012. MQ 0376/2013 stated its publication would be delayed, and published by the end of February 2013, however, it has not been posted as yet on the GLA website. What is the reason for this further delay and when will the report be published?

[The Mayor](#)

My team are in the final drafting stages of producing the evaluation report. Our effort has been focused on applying the lessons learned from the previous phases to the current delivery and establishing how to take RE:NEW forward.

## **RE:NEW Evaluation Report (2)**

### **Question No: 2013/1153**

[Murad Qureshi](#)

Was the production of the RE:NEW evaluation report outsourced? If it was, who undertook the project for the GLA and how much did this project cost?

[The Mayor](#)

The Energy Saving Trust was procured to provide project delivery support to the GLA for the current phase of RE:NEW. The total cost of this contract is £149,813.00 and includes:

- staff support in order to manage the delivery RE:NEW in 2012-13;
- support to draw up the specification for procuring the delivery agents for RE:NEW 2012-13, participation in the evaluation of bids and attend interviews;
- support for the development and conclusion of future procurement activities; and
- production of the evaluation report.



## **Whittington Hospital cuts**

**Question No: 2013/1154**

[Murad Qureshi](#)

Your answer to my question 606 / 2013 indicates you have misunderstood the situation. Part of the controversy is precisely that the Whittington Board has NOT put their plans out for consultation. Labour AMs would welcome a consultation and have written to the Board to request this. Will you join with us and make the same request of the Whittington's Board?

[The Mayor](#)

Whittington Health NHS Trust is hosting a series of 'discussion evenings' in February, March and April 2013 for local residents to have their views heard on proposals for the hospital site.

Details of these consultation meetings can be found on the Trust website at:

<http://www.whittington.nhs.uk/default.asp?c=12154>.

I would encourage local residents to participate in this consultation process to ensure that their views are taken into account.

I am writing to seek assurances from the Chair of the Trust that key health inequalities issues are considered in relation to the proposals.

## **Nicholson Challenge**

**Question No: 2013/1155**

[Murad Qureshi](#)

How will the London Health Board determine what constitutes the 'proper resourcing of the London health economy'? (reference to Mayor's Question 608 / 2013).

[The Mayor](#)

I would wish to see resourcing based on need, determined in discussion with those partners responsible for commissioning and providing health and public health services in the capital.

## **Personal Independence Payments**

**Question No: 2013/1156**

[Onkar Sahota](#)

What assessment has the Mayor made on the impact of the abolition of the Disability Living Allowance, and its replacement with the Personal Independence Payment will have on his health inequalities strategy, and does he share my concern that the target of reducing costs by 20% risks making those with disabilities less independent than before?

[The Mayor](#)

I share the Government's view that support should be focussed on those with the greatest barriers and their aim of creating a new more active and enabling benefit that supports disabled people to overcome the obstacles they face to leading full and independent lives. The policy could have positive impacts on health inequalities.

## **Localisation of the Discretionary Social Fund**

**Question No: 2013/1157**

[Onkar Sahota](#)

Does the Mayor share my concerns that the localisation and de-ring-fencing of the Discretionary Social Fund is at risk of letting down Londoners by either allowing Councils to use the funds to subsidise other council services, or penalising the residents of Council's that have greater need?

[The Mayor](#)

I trust London local authorities to exercise their discretion over the Social Fund in the best interests of their residents.

## **Tackling Childhood Obesity**

**Question No: 2013/1158**

[Onkar Sahota](#)

Given that you have agreed to fund a programme to tackle childhood obesity over the next three years, can the Mayor outline the work programme of the Healthy Schools programme for the next financial year, and how will you measure its success?

[The Mayor](#)

Childhood obesity is a key health concern in London, and I prioritised it for early action in my Health Inequalities Strategy. The Healthy Schools Programme will build on this work and support schools to improve children's health and wellbeing and develop a healthier environment. It will focus on engaging schools in the programme, recognising early adopters and working with boroughs to build local delivery networks. We are establishing a baseline from which success in subsequent years can be measured.

## **Tackling Obesity**

**Question No: 2013/1159**

[Onkar Sahota](#)

Given that you have agreed to fund a programme to tackle childhood obesity over the next three years, can the Mayor detail how the mayor intends to combat obesity in adults?

[The Mayor](#)

Childhood and adult obesity are inextricably linked. Overweight children are more likely to grow up to be overweight adults, while the greatest predictors of obesity in children are deprivation and parental weight status.

Many of the issues that affect both childhood and adult obesity were discussed at the Fit Cities 2013 conference held at City Hall on 18-19 March. This conference brought together architects, planners, designers, developers and public health professionals to share knowledge including about how building and public realm design and policy decisions can improve health outcomes in communities and reduce deprivation.

My programme will continue to build on this discussion and take into account active transport and the built environment in order to tackle obesity in all age groups.

## **Cancer Prevention**

### **Question No: 2013/1160**

[Onkar Sahota](#)

Considering the Mayor lists Cancer Prevention as one of his key health priorities for his second term (MQT 1398/2012) and considering London Councils Leaders in February did not agree to fund a pan-London programme to promote cancer prevention, can the Mayor make clear what other organisations, mentioned in his answer to MQT 0415/2013, he is negotiating with?

[The Mayor](#)

Please see my response to MQ 1161/ 2013.

## **Tackling Alcohol Dependency**

### **Question No: 2013/1161**

[Onkar Sahota](#)

Considering the Mayor lists tackling alcohol dependency as one of his key health priorities for his second term (MQT 1398/2012) and considering London Councils Leaders in February did not agree to fund a pan-London programme to tackle alcohol dependency, can the Mayor make clear what other organisations, mentioned in his answer to MQT 0415/2013, he is negotiating with?

[The Mayor](#)

My officers are working with existing LHIB delivery partners to identify a possible source of future funding from April to ensure that this important work continues. This includes on-going discussions with the Department of Health and the London office of Public Health England.

## **LHB Nominations (1)**

### **Question No: 2013/1162**

[Onkar Sahota](#)

Who will the Mayor nominate to the four Mayoral appointments on the newly agreed London Health Board, and will his appointments ensure that the desire from London Councils to maintain a politically accountable board are met?

[The Mayor](#)

The newly agreed London Health Board will bring together five borough Leaders, five representatives from the health sector including GPs and doctors, me as Chair of the Board and four of my appointees. Membership is still being finalised.

## **LHB Nominations (2)**

### **Question No: 2013/1163**

[Onkar Sahota](#)

How does the Mayor intend to ensure that an NHS user-voice is represented on the London Health Board?

[The Mayor](#)

Membership of the newly agreed London Health Board is still being finalised, but ensuring Londoners/patients have access to good quality information is key.

### **LHB Nominations (3)**

**Question No: 2013/1164**

[Onkar Sahota](#)

How will the Mayor ensure that the Public/Health charitable sector views are represented on the London Health Board?

[The Mayor](#)

Membership of the newly agreed London Health Board is still being finalised.

### **LHB Nominations (4)**

**Question No: 2013/1165**

[Onkar Sahota](#)

How will the Mayor ensure that practical, coalface experience clinicians have their views represented at the London Health Board, and not just the same voices of NHS bureaucracy, given that his own Government's reforms were designed to make clinicians leaders in the health service?

[The Mayor](#)

Membership of the newly agreed London Health Board is still being finalised. I understand that representatives from the health sector will include GPs and doctors.

### **LHB Work Plan**

**Question No: 2013/1166**

[Onkar Sahota](#)

Given the desire of Conservative Leaders of London Boroughs at the last London Councils Leaders Committee to give the LHB a clean slate from which to start, as Chair, what priorities does the Mayor envisage the Board working towards?

[The Mayor](#)

It's anticipated that the newly agreed London Health Board will meet for the first time in the next few months to finalise its terms of reference and priorities for action. I would wish to see the Board prioritise action on issues of pan-London significance where this adds value at local level.

### **Modal Shift in West London (1)**

**Question No: 2013/1167**

[Onkar Sahota](#)

Given that the Mayor did not answer my last question on Modal Shift in West London (MQT 644/2013) will he answer a much narrower question and detail how many of his Stage 1 statements on developments of strategic importance have been determined not to comply with the London Plan on the basis of excess parking provision undermining modal shift to public transport in the London Borough of Hillingdon in 20012/13?

[The Mayor](#)

I considered eleven stage I reports for applications in Hillingdon. Of these TfL raised concerns about the level of parking in six instances.

## **Modal Shift in West London (2)**

**Question No: 2013/1168**

[Onkar Sahota](#)

Given that the Mayor has previously altered the route of the U7 bus to serve the residents of Hayes End, why will he not consider extending its route the short distance along Yeading Lane, as local residents have requested in order to connect them easily with Hillingdon Hospital?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

I understand that your question relates to suggestions for a link between Barnhill Estate in Yeading and Hillingdon Hospital.

An extension of route U7 to the Estate would require two additional buses to maintain the current frequency, at an additional cost of approximately £280,000 per annum.

Southern Yeading is served by four high frequency routes - 90, 140, E6 and E9. Of these, route E9 serves the heart of the Barnhill Estate. The other routes serve roads on its northern and eastern sides. This provides a high level of general accessibility in the area. Unfortunately, TfL does not consider that the extra expenditure in extending route U7 can be justified.

However, as you note, TfL has developed enhancements to services in the area over time, as part of its process of keeping the network under regular review. This will be kept in mind as part of that.

## **Heathrow Spur**

**Question No: 2013/1169**

[Onkar Sahota](#)

Does the Mayor agree with the Government's decision to suspend planning for the Heathrow Spur element of HS2 and what representations has he made to the Department of Transport on this issue?

[The Mayor](#)

The Government must plan their High Speed Rail strategy in the context of their aviation strategy. Postponing work on the Heathrow spur is sensible given that the Davies Commission will not conclude until 2015. Although I have not made any formal representation to the DfT on this issue, I am clear that London and the UK need a new hub airport, and while this airport must serve London, it cannot be at Heathrow.

Moreover, I see this decision as a precedent to reconsider the suitability of the proposed connection between HS2 and HS1. The current connection not only imparts operational risk onto the heavily used London Overground services, but it also fails to provide a robust link between the two high speed rail lines. A timely decision on the future location of the UK's aviation hub is required to inform the UK high speed rail strategy. I believe this new hub should be to the East of London, which would fit well with a more robust link between HS2 and HS1 than is currently proposed. It would be short-sighted for the Government to make a formal decision on the nature and design of the HS2-HS1 link in the absence of a clear policy position in relation to London's future hub airport.

## **Air Passenger Duty**

**Question No: 2013/1170**

[Onkar Sahota](#)

What representations has the Mayor made to the government over Air Passenger Duty in advance of the forthcoming Budget?

[The Mayor](#)

A number of regional airports have been advocating the introduction of regional variations in Air Passenger Duty in order to discourage passengers from flying from our most popular airports by making them comparatively more expensive.

I have written to the Chancellor and the Minister of State for Transport to express my strong opposition to such a move. It would punish ordinary Londoners who shouldn't have to pay for the failure in recent decades to provide the right type of airport capacity that London and the UK needs.

I have now received a response from the Chancellor in which he confirms that he is not minded to introduce regional variations in Air Passenger Duty. I very much welcome this.

## **Heathrow Train Fares**

**Question No: 2013/1171**

[Onkar Sahota](#)

Will the Mayor agree to the call by Ealing Passenger Transport Users' Group and conduct a full review of public transport costs from between Paddington to Heathrow including the use of the Oyster card beyond Hayes & Harlington station, in order to relieve pressure on the already overcrowded Piccadilly Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

The train service from Ealing to Heathrow and Paddington will be under Mayoral control in five years time as part of the Crossrail project.

Crossrail will increase service capacity from Ealing by a factor of four and will provide a new direct link into the West End and the City. This will make it a realistic alternative to the Piccadilly Line.

Crossrail will be fully integrated into the TfL fares and ticketing system, including the acceptance of Oyster at all stations.

I appreciate the frustrations of the Ealing Group. However, given that I do not currently have any control over this service, I am afraid I cannot help at this current time.

## **NHS NWL Closures**

**Question No: 2013/1172**

[Onkar Sahota](#)

Given that the JCPCT has now resolved to close four Accident and Emergency units, is he disappointed that the views of local GPs, clinicians, 10,000 residents who marched against the proposals and 100,000 people who signed the petition against the proposals, in addition to his own representations have been ignored?

[The Mayor](#)

I raised concerns on behalf of the cross-party delegation that I met on this matter, which you led, and received assurances from the NHS in North West London on the issues that were raised.

I understand that the proposals have now been given local approval. I would wish to see the proposals implemented in such a way that they do not have a negative impact on health inequalities, and that vulnerable groups are not disproportionately disadvantaged.

## **HS2 Compensation Consultation**

**Question No: 2013/1173**

[Onkar Sahota](#)

Did the Mayor respond to the HS2 Consultations, 'Property & Compensation for London - West Midlands' and 'Safeguarding for London - West Midlands' and will he make them publically available, and does he agree that they are unfair and deeply flawed?

[The Mayor](#)

I responded to the two consultations separately - these will be published in due course by HS2 Ltd. TfL also responded separately in relation to their own land interests.

Regarding the compensation arrangements, I emphasised several key concerns, in particular:

- Not all of London should be considered as 'urban'. There are areas in Hillingdon that would more appropriately fall into the category of 'rural'. As such, these areas in west London should be entitled to the wider compensation allowance associated with rural areas.
- The consultation proposals focus largely on freehold owners. I made clear the point that over 50 per cent of Londoners are tenants and therefore are not entitled to these compensation benefits. A suitable compensation policy for tenants was produced for Crossrail and a similar one should be produced for HS2.
- The 12 month timeframe for eligibility to the HS2 Hardship scheme is arbitrary and does not accurately reflect changing circumstances. Again, Crossrail developed a more flexible policy and I would expect HS2 to at least match this.

Regarding the safeguarding arrangements, insufficient information was provided by the DfT for me to respond robustly to the proposals. My team at TfL will be in discussion with HS2 Ltd over the coming months to understand exactly which land parcels are required and for how long.

Following this, a protective provisions agreement will be drafted ahead of the hybrid bill submission.

## **London Underground - Bakerloo Line**

**Question No: 2013/1174**

[Navin Shah](#)

London Underground has forbidden drivers on the Bakerloo Line from checking to see that

their trains are empty before they take them into depots and sidings. On other lines, staff check the train is empty first. You may recall that last September a boy got out of a train that had carried him into Queen's Park depot. He wandered around on live track until he was rescued by the driver. Will you ask London Underground to reverse their decision to forbid drivers on the Bakerloo Line from checking to see whether trains are empty before they take them to the depot?

#### [The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

Safety is London Underground's number one priority and its operational procedures are approved by the safety regulator, the Office of Rail Regulation (ORR). While customers might be inconvenienced by being inadvertently carried into sidings, they are not in any danger. If a train is going into a depot or being taken out of service (on any line), staff will check each carriage before it does so.

The Bakerloo line has trains modified to eliminate a potential safety risk and as a result no longer requires trains to be physically checked before reversing back into service via sidings. This change in procedure (fully validated by the ORR, our safety regulator) had allowed us to significantly improve the service and reduce delays for the 300,000 customers that use Bakerloo line every day. An over-carried customer is not normally delayed for more than seven minutes. LU is not complacent however and has done further work to eliminate this.

LU has undertaken extensive customer research to better understand the reasons why customers are over-carried and customers' attitudes towards being over-carried. This research will inform the measures we can take to further reduce this number while still retaining the benefits of an improved service. A number of improvements have already been implemented to improve customer awareness of when to alight the train; these include a poster campaign and clearer announcements from drivers.

In addition, LU has now positioned a member of station staff to walk down the platform and check the train is empty before it goes into the sidings. If a passenger is still on a train, the member of station staff will assist them in leaving. Following discussion at ACAS with ASLEF and the RMT about these new arrangements, both ASLEF and RMT have suspended their industrial action over the issue.

These new arrangements will remain in place for an initial period of three months. TfL will continue to work on longer-term train and station based technical solutions aimed at encouraging all customers to leave trains which are reversing via sidings.

## **West House**

### **Question No: 2013/1175**

#### [Navin Shah](#)

There was recently a public consultation regarding the proposed future work on West House, in the downstairs gallery of West House. This is major and very interesting project. Will you be able to meet with the key people behind the budget to discuss funding?

#### [The Mayor](#)

Yes, an officer from my Culture Unit will contact West House to arrange a meeting.



## Bus Routes

### Question No: 2013/1176

Valerie Shawcross

Please list all bus routes that have had their service reduced in the last six months.

#### The Mayor

Routes where there have been permanent changes to frequencies and/or routeings between 29/09/12 - 30/03/13 are listed below. Each of these results from TfL's ongoing process of keeping the network under regular review. This list does not include temporary service changes introduced to deal with the effects of road works nor schedule changes to improve reliability. During this period TfL has also introduced 272 new buses of which 79 are hybrids.

#### Reduced

- 4 - a morning peak journey withdrawn. The main service runs every 6 minutes.
- 27 - a morning peak journey withdrawn. The main service runs every 7.5 minutes.
- 248 - two morning and two afternoon journeys withdrawn on non school days.
- 38 - peak frequencies reduced. The main service runs every 6 minutes.
- 52 - three morning peak journeys withdrawn. The main service runs every 6 minutes.
- 236 - night service withdrawn. The service now runs between approximately 0430 and 0100.
- 242 - Monday to Saturday daytime frequencies decreased. The main service runs every 7.5 minutes.
- 621 - reduced from two to one journey in the morning and afternoon.

#### Increased

- 4 - weekend frequencies increased. Now runs every 12 minutes.
- 44 - an extra morning peak journey introduced.
- 77 - an extra morning peak journey introduced.
- 141 - an extra morning peak journey introduced.
- 153 - Sunday shopping hours frequencies increased. Now runs every 12 minutes.
- 220 - peak frequencies increased. The main service runs every 8 minutes.
- 329 - an extra morning peak journey introduced.
- 499 - Monday - Saturday frequencies increased. Now runs every 20 minutes.
- 601 - an extra morning and afternoon peak journey introduced.
- N41 - weekend night frequencies increased. Now runs every 20 minutes.

#### Extended or rerouted

- 114 and 183 rerouted westbound via Sheepcote Road and Station Road instead of Gayton Road
- 165, 287 and 652 rerouted eastbound via Viking Way instead of Rainham Broadway
- 224 - diverted to serve Brent Park in both directions
- 27 - extended to Chiswick Business Park
- 275 - diverted from Woodford Bridge to operate direct via Manor Road
- 46 - extended to St Bartholomew's Hospital
- 52 - night service rerouted via day service
- N55 - diverted from Leytonstone (westbound) to run via Blake Hall Road and Bush Road
- U4 - extended to Hayes, Prologis Park

## **Clapham Road pedestrian crossing**

**Question No: 2013/1177**

[Valerie Shawcross](#)

Further to my question a year ago (0519/2012) I am disappointed to note that the promised review and briefing has still not materialised over a year later. When will the results of TfL's work at this location be made available to me and the local residents?

[The Mayor](#)

Since TfL Officers met with local residents from the Clapham Road and Albert Square vicinity in late April last year, pedestrian surveys have been completed and the case for a pedestrian crossing at this location is being explored. Upon conclusion within the next month, TfL is happy to meet with you and local residents.

## **Safer Neighbourhood Team bases**

**Question No: 2013/1178**

[Valerie Shawcross](#)

Please provide a list of the addresses of police premises where dedicated officers for each ward in Lambeth and Southwark will be based following the implementation of your Policing and Crime Plan.

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on the local policing model, including Safer Neighbourhood Teams. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final plan will be published before April 2013, this will include details of local police deployment and how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Police facilities**

**Question No: 2013/1179**

[Valerie Shawcross](#)

What facilities will be provided for police officers working in the Dulwich area of Southwark in the event that they need to conduct a private interview with a member of the public or victim of crime? Where will residents of Dulwich be expected to go in order to report a crime following the implementation of your policing and crime proposals?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made.

The final plan will be published before April 2013 and this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Community Festival support**

**Question No: 2013/1180**

[Valerie Shawcross](#)

What support, including financial, are you as Mayor providing for the organisers of community festivals who, like many Londoners are feeling the pinch of austerity but are keen for popular events to continue?

[The Mayor](#)

I am supporting a number of community festivals, both financially and in-kind, and indeed through endorsement to help them leverage further support.

In 2013/14 I am planning on financially supporting the following:

St George's Day, Vaisakhi, Pride, Carnival del Pueblo, London Mela, Eid, Shubbak, Notting Hill Carnival, Thames Festival, Liberty Disability Festival, Diwali, Chanukha, Chinese New Year, St Patrick's Day.

I also support a number of community events that take place on Trafalgar Square by waiving the hire fee.

## **Kings College Hospital**

**Question No: 2013/1181**

[Valerie Shawcross](#)

What do you think the impact will be on A&E, paediatric A&E and maternity services at Kings College Hospital cause by the proposed downgrading of A&E and maternity services at Lewisham Hospital?

[The Mayor](#)

Appendix E (page 24 onwards) of the report of the Trust Special Administrator gives details of likely impacts on other health services in South East London including Kings College Hospital.

The report can be accessed online at:

<http://www.tsa.nhs.uk/document-folders/final-report>

## **Peckham Fire Station**

**Question No: 2013/1182**

[Valerie Shawcross](#)

Do you consider that removing an appliance from Peckham Fire Station may negatively impact on the ability of the fire service to respond to major incidents in the area, such as the Lakanal House fire?

[The Mayor](#)

LFEPAs public consultation on its Draft Fifth London Safety Plan will remain open until June. I encourage as many Londoners as possible to take part in the process. I remain open-minded about the outcome of LFEPAs consultation and will consider all viable options put forward. As you are aware, I am committed to maintaining current response time targets across all of London. I shall continue to pay heed to the advice of the Fire Commissioner and his professional colleagues on issues of fire safety.

## **Gipsy Hill police station**

**Question No: 2013/1183**

[Valerie Shawcross](#)

Following the proposed closure of Gipsy Hill police station, please indicate where officers covering the Safer Neighbourhood Teams currently operating from there will be based post-closure?

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on the local policing model, including Safer Neighbourhood Teams. Consultation on the draft Plan ended on 6 March and the results are currently being considered.

The final plan will be published before April 2013, this will include details of where Safer Neighbourhood Teams will be based

## **Bus services in Tulse Hill**

**Question No: 2013/1185**

[Valerie Shawcross](#)

I have received ongoing complaints from a resident in Tulse Hill, who tells me that despite assurances to the contrary from TfL, she commonly has to wait for a bus (Craignair Road bus stop) for over 15 minutes while full buses go past without stopping. What plans to TfL have to review and tackle this problem?

[The Mayor](#)

TfL did review this location recently and their analysis did not indicate any problems. Please do ask your constituent to contact TfL with her examples.

## **Lewisham Hospital travel**

**Question No: 2013/1186**

[Valerie Shawcross](#)

Following the Secretary of State for Health's statement last month regarding the future of Lewisham Hospital, please outline any discussions between the Department of Health/Special Administrator's Office and TfL regarding changes to bus services to reflect the proposed service provision changes at various South London hospitals.

[The Mayor](#)

In November 2012 the Special Administrator's Office for the South London NHS Healthcare Trust requested information on local bus services, which TfL provided including current services, interchange opportunities, TfL's bus planning process and data requirements. TfL also provided data and advice on accessibility analysis, based on the Health Services Technology Assessment Texts (HSTAT) tool.

In most cases there is either a direct link from Lewisham to the four sites identified in the Special Administrator's report or the sites can be accessed with one interchange.

TfL is monitoring developments and will respond appropriately to any changes. They have advised the Special Administrator's Office that this would be greatly assisted by information on the numbers of journeys likely to be affected each day.

## **TfL and Bailiffs**

**Question No: 2013/1187**

[Valerie Shawcross](#)

I was horrified to recently have dealt with a case whereby bailiffs appointed by TfL had relentlessly pursued a constituent of mine regarding a fine relating to a vehicle she had sold over a year previously. This was despite the constituent repeatedly providing proof of the sale. She was caused considerable stress and TfL have failed to apologise for the error. What standards do TfL expect their appointed bailiffs to abide by and how is this monitored?

[The Mayor](#)

I am very sorry to hear of the problems that your constituent has experienced in dealing with Bailiffs instructed by TfL.

Before referring any unpaid Penalty Charge Notice (PCN) to their contracted Bailiffs, TfL issues a minimum of three items of correspondence to the registered keeper advising them of the unpaid penalty. This gives the registered keeper the opportunity to challenge a PCN, including notifying TfL that they are no longer the owner of the vehicle in question.

TfL expects the Bailiffs enforcing on their behalf to conduct themselves in accordance with the contract, the relevant legislation, and industry best practice. Clearly, in this isolated case, the bailiff has failed to comply with TfL's requirements and I can assure you this has been addressed by TfL.

Whilst I am assured that TfL recently contacted your constituent directly and resolved the issue, I am disappointed to learn that she has not received an apology, and have explicitly asked that this is rectified immediately.

## **London Bridge Station rebuild**

**Question No: 2013/1188**

[Valerie Shawcross](#)

What discussions have TfL held with Network Rail in advance of the - welcome - rebuild of London Bridge station in terms of ticketing and changes to journeys for passengers who will have to change trains or mode to access London Bridge while various rail services are not able to stop there? Some passengers have raised concerns with me that they will need to pay extra fares on the tube or bus which they do not need to pay now because of the work. Are there plans to mitigate this possibility?

[The Mayor](#)

TfL is not aware of any problems for customers using Oyster at London Bridge station, however any specific queries or concerns from constituents should be sent through to TfL to respond in more detail.

TfL is working with Network Rail, the DfT and the Train Operating Companies affected by the redevelopment to develop a co-ordinated campaign of customer information. This campaign will build on the lessons of the Get Ahead of the Games Travel Demand Management (TDM) initiative during the London 2012 Games.

## **Vauxhall Gyrotory**

**Question No: 2013/1189**

[Valerie Shawcross](#)

Please confirm that the proposed works to improve Vauxhall Gyrotory will now be based on a return to two-way working.

[The Mayor](#)

Designs for changes to Vauxhall Gyrotory are being developed but are at a very early stage.

## **Clapham Society**

**Question No: 2013/1190**

[Valerie Shawcross](#)

The latest edition of the Clapham Society's newsletter states that the closure of Clapham Fire Station will 'leave Clapham without a local fire station for the first time in 150 years. It seems that the Mayor is not prepared to countenance a public consultation and the risk assessment that would be part of it. Even if it were true that the added journey time from the next nearest fire station will not exceed four minutes, four minutes can make all the difference'. What reassurance can you offer members of the Clapham Society in this regard?

[The Mayor](#)

Please see my response to MQ 1182/ 2013.

## **Cuts to police and police stations**

**Question No: 2013/1191**

[Fiona Twycross](#)

A constituent has asked me to ask whether Croydon will be safe with fewer police and fewer police stations. What reassurance will the Mayor offer on this point?

[The Mayor](#)

I can reassure your constituent that Croydon will be safe. Croydon is receiving 117 extra police officers as a result of the introduction of the local policing model. Neighbourhood policing will be enhanced by the increase in the visibility and availability of police officers with an extra 117 officers in neighbourhoods. Public access will improve by bringing the police to the public in innovative ways. The plan will also ensure that victims get a better service from the police as each victim is guaranteed the offer of a personal visit from the police at a location of their choice.

## **Police Cuts**

**Question No: 2013/1192**

[Fiona Twycross](#)

A constituent has asked me to ask you why it is the poorest boroughs that are disproportionately facing the highest levels of cuts to police front counters when it is these areas that are most affected by crime?'

[The Mayor](#)

As part of the consultation on the draft Police and Crime Plan I have been consulting with the public on my proposals to improve public access. Consultation on the draft Plan ended on 6 March and the results are currently being considered. No decisions have been made.

The final plan will be published before April 2013, this will include details of how the public can access the police in the future, including front counters and contact points throughout London and their opening hours.

## **Credit Unions in London**

**Question No: 2013/1193**

[Fiona Twycross](#)

Does the Mayor welcome the more proactive approach taken by London Mutual in promoting lower interest credit? What more will he do to promote credit unions in London?

[The Mayor](#)

Yes. I will continue to promote details of alternative sources of finance and credit unions, which can be found on the [www.londonmoney.org.uk](http://www.londonmoney.org.uk) website, which includes details of London Mutual, and through my Know Your Rights campaign.

## **A&E closures in London**

### **Question No: 2013/1194**

[Fiona Twycross](#)

With reference to proposed A&E closures and the Mayor's response to a previous question (0677/2013), who precisely has the Mayor sought 'assurances' from in relation to the London A&E closures and what 'assurances' has the Mayor received on whether:

- The proposals are clinically led and based on the best clinical evidence
- The proposals will not adversely affect the health of the local population
- The public's views have been taken in to account
- Data from consultation with TfL is realistic in relation to patient behaviour and has been taken in to account
- There will be sufficient capacity in the rest of the health system to cope with the changes proposed.

[The Mayor](#)

I have sought and received satisfactory assurances on the above points from Anne Rainsberry, Chief Executive of NHS North West London and London Director for the NHS Commissioning Board, in relation to proposed changes in North West London.

I have sought assurances from Matthew Kershaw, Special Trust Administrator for South London Healthcare NHS Trust, and Jeremy Hunt, the Secretary of State for Health, in relation to proposed changes in South London. I am satisfied that the Trust Special Administrator's report took the key issues I raised into account; the report also gave assurances that those responsible for developing and delivering the implementation plan would look carefully at and act upon these issues.

In both these case I am asking for regular updates on the progress of the implementation plans. I am also writing to seek assurances from:

- David Flory, Chief Executive of the NHS Trust Development Authority, in relation to safety and changes at Queen's Hospital
- Joe Liddane, Chair of Whittington Health NHS Trust, in relation to proposed changes at Whittington Hospital.



## **Croydon Family Justice Centre**

**Question No: 2013/1195**

[Fiona Twycross](#)

Is the Mayor aware that 1000 people are helped by the Croydon Family Justice Centre every month and that there are currently 117 women and 64 children on the waiting list for support? Given this and the fact that Croydon has the highest reported rate of domestic violence in London, will the Mayor support the campaign to stop the closure of the centre and what will he do to persuade Croydon Council to retain its funding of the centre and stop the cuts to its budget?

[The Mayor](#)

Croydon Council state that there is no threat to the Centre, as the current budget of £562,000 will increase to £622,000 in 2013/14 due, in part, to Government funding. Local Authorities should be able to make decisions about local funding so it would not be appropriate for me to intervene in this process.

However, I will stress how important it is for domestic violence to be addressed in every London borough. My Violence Against Women Strategy is currently being refreshed and will include consideration as to how to deliver a pan-London domestic violence service, and maintain the number of IDVAs.

## **Equality Impact Assessment on Police and Crime Plan**

**Question No: 2013/1196**

[Fiona Twycross](#)

A constituent has asked me to ask at what point in the process of consultation was an equality impact assessment carried out on the Police and Crime Plan? Will the equality impact assessment and the criteria used be published and will it be on a borough by borough basis to ensure the needs of particular communities are reflected in the outcome of the equality impact assessment?

[The Mayor](#)

An equality impact assessment is being prepared. The impact assessment will consider the plan and the consultation process. The EIA will be completed and published with the Police and Crime Plan. The Police and Crime Plan is a strategic document for London and the EIAs will reflect that.

## **Increase in rent arrears**

**Question No: 2013/1197**

[Fiona Twycross](#)

Given pilots on direct payment to tenants of Local Housing Allowance saw a fall in collection rates from 97% to 92%, what increase in rent arrears does the Mayor envisage seeing as a result of the benefit changes and what impact does he see this having on housing associations, local councils and on tenants? What is he doing to lessen the impact of any changes in the level of rent arrears?

[The Mayor](#)

The pilots were set up precisely to identify which tenants will need more support with direct payments, and what actions need to be taken to minimise arrears while enabling tenants on benefit to take personal responsibility for their own finances as most people do.

## **Housing crisis in London**

**Question No: 2013/1198**

[Fiona Twycross](#)

Does the Mayor agree with Matt Peacock, the Group Communications Director of Vodafone, who said that "It does feel sometimes that the city is on the edge of a housing crisis where the rental market is grossly under-supplied, over-priced"? What more will the Mayor do to ensure that businesses do not struggle to attract their employees to work in London due to the crisis in housing in London both in relation to executives and in relation to average or lower paid employees?

[The Mayor](#)

I agree that we need to greatly increase the supply of housing in London to address problems of affordability and housing need. In my recent speech to the Chartered Institute of Housing I set out plans for driving up new housing supply by making better use of land, by enabling councils and housing associations to build more, and by ensuring that London has access to stable and continuous streams of finance.

## **Access to private rented accommodation for benefit claimants**

**Question No: 2013/1199**

[Fiona Twycross](#)

Given taxpayers have to cover the cost of emergency accommodation for benefit claimants and access to private rented accommodation is extremely limited in London (for example Shelter has found only 1.6% of shared accommodation is available to benefit claimants), what has the Mayor done and what will the Mayor do, to persuade mortgage lenders not to place restrictions on private landlords to prevent them renting properties to benefit claimants?

[The Mayor](#)

The conditions that mortgage lenders choose to place on their loans is not an area where I have any powers to intervene.

## **Lakanal Inquest**

**Question No: 2013/1200**

[Fiona Twycross](#)

Will any recommendations by the Coroner in the Lakanal Inquiry be taken on board in the final LSP5 draft to be given to LFEPA in June?

[The Mayor](#)

The final draft of LSP5 will be produced by LFEPA and not given to LFEPA.

I encourage LFEPA to incorporate any recommendations made by the Coroner in the Lakanal Inquest.

## **Mayor's targets**

**Question No: 2013/1201**

[Fiona Twycross](#)

A number of recent targets set by the Mayor have been for 2020. Does the Mayor think he should start setting challenging interim targets to deal with some of London's immediate major issues for himself, rather than setting them for 2020 at which time a future incumbent is likely to be in post?

[The Mayor](#)

I have challenging targets to meet during the current Mayoral term, the foremost of which is to create 200,000 jobs through City Hall programmes. In addition, however, my administration is one that invests for the future - to 2020 and beyond - and is not short-termist. That is what Londoners expect from their Mayor and it is right that I have set targets to be met after the end of the current term.

## **Housing Benefit Changes**

**Question No: 2013/1202**

[Fiona Twycross](#)

I have been asked to put the following question to you by a member of the public:

'Why is it thought to be a good idea to move low paid workers out of central London - the consequence of the housing benefit cuts? Why should people who get paid the minimum wage for working in the middle of London doing essential jobs like cleaning have to be moved out so that they face long expensive journeys into work?'

[The Mayor](#)

Please see my response to MQ 1024 / 2013.

## **Housing Benefit Changes #2**

**Question No: 2013/1203**

[Fiona Twycross](#)

I have been asked to put the following question to you by a member of the public:

'All housing benefit does is subsidise landlords. What's wrong with reintroducing rent controls?'

[The Mayor](#)

Rent controls would reduce investment in London's housing market at a time when more supply is needed.

## **Events for London 2013-14**

**Question No: 2013/1204**

[Onkar Sahota](#)

Considering that the Events for London Budget (as outlined in your answer to my question 640/2013) will be £1.014m less than the previous year's allocations (as outlined in your answer to my question 637/2013), which events does the Mayor intend to cut from next year's programme.

[The Mayor](#)

There have been some general budget cuts across the programme, but most of the events that we supported in 2012 will continue to be supported by the GLA. However, we will not be funding Celebrating Sanctuary (although it is expected that this event will continue) and Story of London. We have also removed the budget line to support ad-hoc small events and festivals.

## **Cars and drivers for senior officers (3)**

**Question No: 2013/1205**

[Caroline Pidgeon](#)

How many cars are in the fleet provided for senior officers, and how many senior officers used these cars in 2012/13?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response received on 9 April 2013

On average in 2012/13 there were 41 vehicles allocated to ACPO level officers. As of the 13 March 2013, there were 36 vehicles allocated to ACPO level officers.

My key objective in the current budget is to maximise value for the taxpayer through the pursuit of savings and efficiencies while protecting frontline services.

## **Village greens**

**Question No: 2013/1206**

[Andrew Dismore](#)

Do you support in principle applications by local communities to establish village greens in their areas?

[The Mayor](#)

As I stated in my reply to MQ 542/ 2013 my opinion is not relevant. Registration of a village green requires local residents to satisfy the Department for Communities and Local Government on a number of criteria, such as that the land in question has been used a) by local residents (not visitors) b) for at least 20 years and c) for a 'legitimate sport or pastime' (cricket, dog walking etc).