

**Written Answers to Questions Not Answered at
Mayor's Question Time on 23 October 2013**

Homes for Londoners or investors**Question No: 2013/3389**[Darren Johnson](#)

Is your housing strategy providing the types of homes most needed by Londoners?

Oral response**Part Time Travelcard****Question No: 2013/3456**[Caroline Pidgeon](#)

When will London's part-time workforce benefit from part-time Travelcards?

Oral response**Housing Strategy****Question No: 2013/3583**[Tom Copley](#)

Why are you planning to publish another draft Housing Strategy for consultation, nearly two years after launching a consultation on a strategy that you have never published?

Oral response**Crossrail 2 - Tunnelling Expertise****Question No: 2013/3563**[Richard Tracey](#)

Does the Mayor share the fears of Andrew Wolstenholme, the Chief Executive of Crossrail, that a failure to commit to a major new tunnelling project such as Crossrail 2, will lead to Britain losing 3,500 highly skilled tunnelling specialists to projects outside the UK?

Oral response

Conditions in the private rented sector

Question No: 2013/3584

[Tom Copley](#)

Do you think conditions in London's private rented sector are getting better?

Oral response

Body worn cameras

Question No: 2013/3558

[Roger Evans](#)

All those involved in foot and vehicle patrol at Staffordshire Police will have access to 530 body worn cameras, which the force hopes will 'improve police integrity, accelerate cases through court, assist with rapid evidence gathering and offer greater protection for officers'. Will the MPS look into piloting this for all patrol officers in one borough?

Oral response

Help to Buy

Question No: 2013/3585

[John Biggs](#)

Do you think the second phase of Help to Buy could increase housing supply by more than it increases housing demand in London?

Oral response

3rd Runway

Question No: 2013/3545

[Tony Arbour](#)

In the light of his interview with The Times on 21st September, will you write to the Shadow Chancellor to make clear why you think he is wrong to favour a 3rd runway at Heathrow Airport?

Oral response

Free Schools

Question No: 2013/3927

[Jennette Arnold](#)

Given your recent commitment to provide 12 sites for Free Schools, do you think it's right that community schools in London graded as Good with Outstanding features should be knocked down in order to build Free Schools?

Oral response

Changes to London's Probation Service

Question No: 2013/3586

[Joanne McCartney](#)

Do you recognise the substantial risks that may arise from the planned changes to the probation service in London, especially in relation to integrated offender management?

Oral response

Expansion of the cycle hire scheme

Question No: 2013/3562

[Richard Tracey](#)

Are you happy with the progress of expansion of the Cycle Hire Scheme?

Oral response

1914 Campaign

Question No: 2013/3565

[Steve O'Connell](#)

Given the number of Londoners who paid the ultimate sacrifice and the impact on those left behind, how will you, in your role as the Mayor of London, be marking the centenary of the commencement of the First World War?

Oral response

Summer A&E Crisis

Question No: 2013/3926

[Onkar Sahota](#)

Londoners are accustomed to Winter A&E crisis but this year we have even had a Summer A&E crisis. The situation will only get worse in the winter months. The Government's £55 million bailout for London's A&Es has been described as nothing more than a sticking plaster by the experts appearing at the last meeting of the Health Committee. Sticky plasters tend to come off in the rain. What powers do you have to protect Londoners from the effect of this, given your work to reduce health inequalities in London?

Oral response

Electric Vehicles - emission reductions

Question No: 2013/3390

[Jenny Jones](#)

What are the estimated reductions in CO2 emissions and NO2 emissions which have resulted from your plans for electric vehicles in London?

Oral response

Victims' Funding Allocations for London

Question No: 2013/3587

[Joanne McCartney](#)

Are you concerned at the recent suggestion from the Ministry of Justice that allocations of Victims' Funding should be based on a population basis, rather than linked to crime or need. Do you recognise that this will have a disastrous impact on the level of service and support on offer in London if these proposals remain unchanged?

Oral response

Marketing Housing Developments

Question No: 2013/3552

[Andrew Boff](#)

The Capital Towers development in Stratford, close to the Olympic Park, is one of many developments in London being sold in hotel suites across the world. Is it right that private developers are themselves marketing and selling these properties in such a way?

Oral response

Parental Employment

Question No: 2013/3388

[Stephen Knight](#)

London has the lowest rate of parental employment in the country. What are you doing to provide leadership to tackling this issue?

Oral response

London's Green Economy

Question No: 2013/3582

[James Cleverly](#)

Following a recent report which says that London's green economy has been booming in the last two years, what factors do you attribute to this success?

Oral response

Living Wage

Question No: 2013/3549

[Tony Arbour](#)

Does the Mayor believe that every worker should be paid the living wage or does he agree with the Business Secretary, who says a compulsory living wage could destroy jobs?

Oral response

Transparency

Question No: 2013/3574

[Victoria Borwick](#)

Can TfL publish details about accidents involving TfL buses, with information separated by bus companies, so that this could act as an incentive for companies to improve their driving standards?

Oral response

Affordable housing delivery (1)

Question No: 2013/3379

[Darren Johnson](#)

Please list the affordable housing delivered through the National Affordable Housing Programme broken down by site, giving the number of units of each tenure delivered on each site.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

This data is not currently routinely published by the GLA. By the end of the financial year we will be publishing this, alongside other new data items in a format which allows bespoke analysis. We will alert you when this becomes available.

Affordable housing delivery (2)

Question No: 2013/3380

[Darren Johnson](#)

Please list the affordable housing delivered to date through the Affordable Homes Programme broken down by site, giving the number of units of each tenure delivered on each site.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

This data is not currently routinely published by the GLA. By the end of the financial year we will be publishing this, alongside other new data items in a format which allows bespoke analysis. We will alert you when this becomes available

Partnership Agreement with Moscow

Question No: 2013/3381

[Caroline Pidgeon](#)

A number of constituents have raised concerns with me about London's twinning with Moscow in light of what is widely considered to be Russia's discriminatory behaviour towards LGBT communities. Can you please provide details of London's 'partnership agreement' with Moscow and confirm what the status of that document is. Do you intend to review the agreement given Russia's poor record towards its LGBT communities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

As I have repeatedly made clear, I share your constituents concerns about the abuse of LGBT people in Moscow and throughout Russia.

The Partnership and Cooperation Agreement with Moscow was signed by my predecessor. It is worth noting that it expired before I took office and I have not sought to renew that Agreement. Instead I have developed this relationship in order to strengthen economic, administrative and cultural ties between two world leading cities.

I believe that we can better challenge prejudice through engagement. Isolation will not achieve change.

Stalled Developments

Question No: 2013/3382

[Stephen Knight](#)

Further to MQ2500/2012, what is your latest estimate of the number of homes in London that have received planning permission but which have not yet been built?

[The Mayor](#)

According to the London Development Database at March 2013 the planning pipeline contained approvals for 214,000 dwellings either unimplemented or under construction.

Social housing rent levels

Question No: 2013/3383

[Stephen Knight](#)

What is the average rent charged at first let for Social Rent properties completed since 01 April 2011 in London? Please provide an average for each bedroom size.

[The Mayor](#)

This information is publicly available via the, DCLG funded, Continuous Recording of Lettings and Sales (CORE) data source. A link to the DCLG CORE data website is available here:

<https://core.communities.gov.uk/AnalyseCOREdataMain.aspx>

Affordable housing rent levels

Question No: 2013/3384

[Stephen Knight](#)

Further to MQ 3022/2013, are you able to provide a breakdown of the average rents charged for Affordable Rent properties in London by borough and/or postcode?

[The Mayor](#)

Please see below a list of average weekly rent including service charges for completions from the Affordable Homes Programme to the end of September 2013.

Affordable housing grant

Question No: 2013/3385

[Stephen Knight](#)

Please provide a list of the average grant per unit, broken down by tenure, under your 2011/15 Affordable Homes Programme.

[The Mayor](#)

For the Affordable Homes Programme, the current contract position for investment partners indicates that the average grant per unit for rent is £30,772 and for affordable home ownership is £14,021 per unit. This is based on the full 2011-15 programme on contracts in place at the end of September 2013.

Skills Funding Agency

Question No: 2013/3386

[Stephen Knight](#)

Do you agree that responsibility for the money spent in London by the Skills Funding Agency should be devolved to the Greater London Authority? If not, why not? If so, what action have you taken to convince the Department for Business, Innovation and Skills?

[The Mayor](#)

Yes. I refer you to the London Enterprise Panel's Job's and Growth Plan, published in May 2013 where we made our position on this clear.

Homes Deficit

Question No: 2013/3387

[Stephen Knight](#)

According to London Councils, by 2021 the capital will be faced with a homes deficit of 567,000. Do you think you are making good enough progress to meet this target?

[The Mayor](#)

I have been very clear that we need to substantially increase housing supply in order to meet London's rising housing requirements.

Overpriced student accommodation

Question No: 2013/3391

[Darren Johnson](#)

A citizen from the north east of England whose daughter is coming to study at the University of the Arts London has written complaining about the "abundance of overpriced accommodation". What are you doing to prevent landlords from making so much profit from struggling students, and to help students find housing they can genuinely afford in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Students in London tend to seek accommodation either in the private rented sector or in specialist student accommodation.

I am working to increase the supply of all types of housing in London, including encouraging investment in new, high quality private rented accommodation. I also produce a Rents Map that helps prospective tenants make informed choices about value for money.

The GLA has also been working, through its Academic Forum, with universities, private and charitable providers of student accommodation, and the National Union of Students, to explore options for developing additional student accommodation.

Ban on HGVs during rush hour

Question No: 2013/3392

[Darren Johnson](#)

Given the need to make our streets safer and more attractive for pedestrians and cyclists why do you continue to rule out measures for London to follow other European cities and introduce a ban on HGVs during rush hours?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Following the recommendations of the RTF, TfL is working with stakeholders to develop a longer-term strategy to help reduce the impact of freight in London, while allowing the freight sector to continue supporting London's economy.

I am committed to improving road safety and TfL is working to ensure that any policy recommendations will help to reduce road safety risk.

Broadband speeds in Rotherhithe

Question No: 2013/3393

[Darren Johnson](#)

Constituents in Rotherhithe tell me that BT Openreach won't connect households to fibre optic broadband where they are connected directly to the exchange, as is the case in Rotherhithe. In your answer to question 1304/2013 you mention funds for start-ups in that area. Will other types of broadband user in Rotherhithe who suffer from slow broadband speeds benefit in any way from your Super Connected City Plan? If not, are you taking other steps to resolve the problems faced by broadband users in Rotherhithe?

[The Mayor](#)

The Super Connected Cities Plan (SCCP) is now largely focussed on a demand led voucher scheme to encourage the take up of ultrafast broadband amongst high growth SMEs across all London boroughs including SME's in Rotherhithe area. It will be ensured that SSCP scheme is promoted in Rotherhithe area so that all eligible SME's can participate.

While I understand the frustration that some Rotherhithe constituents experience over the speed of their internet access, currently we are unable to intervene directly in matters relating to residential broadband connectivity.

The GLA will next year be looking to publish a document looking at Long Term Infrastructure in London, which will include a section on broadband and I know my team drafting that section will be looking at the situation in Rotherhithe closely.

Safety at Camden Town

Question No: 2013/3394

[Darren Johnson](#)

Can you explain why a decision has been taken to reject the creation of a west to east cycle route from Mornington Crescent/Hampstead Road to Crowndale Road, because of 'traffic impacts'? Is this because you are still committed to the policy that smoothing traffic flow is a higher priority than cyclist safety?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The Cobden Junction scheme is a joint Camden and TfL project. Analysis of the proposed east-west cycle route found that the delays caused to buses were unacceptable and further work looking at bus priority unfortunately could not mitigate these delays. Because of the unprecedented levels of impact on bus passengers, the Project Board took the decision to proceed with the project without the contra flow cycle facility.

Work is underway with Camden Council to identify and deliver a network of high quality, high volume cycle routes within central London. This cycle 'Grid' will be made up of a mixture of Cycle Superhighways and Quietways and will offer a comprehensive network of East/West and North/South routes. High quality alternative routes to Cobden Junction will be provided.

Bike Hire Scheme - value for money

Question No: 2013/3395

[Darren Johnson](#)

Given the very high capital cost of the scheme, the very low additional operating cost to TfL of each hire and the environmental benefits of cycling, shouldn't the scheme be priced so as to ensure the maximum use and therefore the best value for money? If so, why did you decide to double user fees earlier this year and, consequently, drive down the number of users?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I disagree; the capital cost of this scheme was not very high. The net capital cost of the Barclays Cycle Hire scheme to TfL by March 2013 was £103.5 million and it had handled by that point an average of 620,000 journeys per month.

Furthermore, Barclays Cycle Hire continues to offer extremely good value to users. For short trips of 30 minutes or less, Barclay Cycle Hire is still the cheapest way to travel within the central London area, costing as little as 25 pence per day for those who register for annual membership.

The new tariff structure is helping to fund more investment directly back into Barclays Cycle Hire and will ensure the scheme continues to grow and develop. Examples of this include improvements to the on-street bike redistribution operations to improve the availability of bikes and docking points, which we know is very important to users. TfL is also investing in increasing the density of the scheme within the existing zone to meet growing demand, with hundreds of new docking points added in the past year. In partnership with the boroughs, TfL is expanding the scheme even further with the next expansion, to be launched later this year, to include parts of Wandsworth, Hammersmith and Fulham, Lambeth and the Royal Borough of Kensington and Chelsea. This will see more than 2,000 new bikes and around new 5,000 docking points added to the scheme.

I am pleased that Barclays Cycle Hire continues to be extremely popular with Londoners and visitors alike; nearly two million journeys were made in July and August this year, which is almost as high as the bumper usage seen during the 2012 Games last year.

Parking on Waterloo Bridge

Question No: 2013/3396

[Darren Johnson](#)

Vehicles parked on both sides of Waterloo Bridge cause unnecessary congestion and obstruct cycle lanes in both directions, forcing cyclists and motorbike riders out into the path of buses and other vehicles. Will you raise this issue with LB Lambeth officers and recommend that double red lines, as on Blackfriars Bridge, are installed so that cycle lanes on this bridge are no longer obstructed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL has contacted Traffic and Transportation officers at LB Lambeth in order to ascertain whether the borough would be receptive to changing the parking regime on Waterloo Bridge.

LB Lambeth has already installed double yellow lines on one side of Waterloo Bridge, and is now in the process of investigating the traffic order for the other side to see if it may be feasible to install double yellow lines on that side too.

LB Lambeth is only responsible for the southern half of the bridge, and TfL has also made contact with Westminster City Council in relation to the parking regime on the northern half of the bridge.

Encouraging use of cargo bikes - publicity campaign

Question No: 2013/3397

Darren Johnson

In your response to question 3308/2013 you state that TfL can 'offer help, support and guidance to companies wishing to substitute vans for cargo bikes'. How does TfL currently provide these services and will you ask TfL to arrange a proactive information campaign targeting companies in high density areas to make them aware of the benefits of switching from vans to cargo bikes for deliveries in the local area?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

General advice to companies as to how they can make their delivery and servicing activity more sustainable is available on the TfL website:

www.tfl.gov.uk/microsites/freight/information_and_advice.aspx

www.tfl.gov.uk/microsites/freight/publications.aspx

The website is current under re-development. Information available, includes advice on changing the mode of delivery, and references to use of cargo bikes where appropriate.

TfL's Cycle Freight report is also available at:

www.tfl.gov.uk/assets/downloads/businessandpartners/cycle-as-freight-may-2009.pdf

TfL's Freight team is readily available to provide specific guidance to companies and Business Improvement Districts. TfL has a range of contacts in the delivery sector and can put interested parties in touch with each other. They can be contacted via emailing freight@tfl.gov.uk

Encouraging use of cargo bikes - TfL-funded trials

Question No: 2013/3398

[Darren Johnson](#)

Given the 62% reduction in CO2 emissions compared to diesel van deliveries achieved through the 2009 cargo bike trial mentioned in your response to question 3308/2013, will TfL look into funding similar trials? Might the City of London which has a high density of workplaces and residences and has recently implemented a borough-wide 20mph limit be a suitable place for such trials?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

As stated in responses to MQs 3308 and 3309 / 2013, the 2009 trial yielded some promising results. In certain contexts, cargo bikes were shown to provide a sustainable alternative to motorised vehicles for delivery of light weight goods.

To be successful, fleet operators need confidence that cargo bikes can result in a cost saving or improved service quality. The previous trial established this point. As such, conducting further trials is unlikely to represent good value for money.

Nevertheless, TfL would be happy to provide information and advice to local authorities or others looking to conduct trials or to expand their cargo bike operations. TfL would also be happy to discuss cargo bikes and their various benefits and costs with industry partners through the Freight Forum.

Encouraging use of cargo bikes - European projects

Question No: 2013/3399

[Darren Johnson](#)

Please provide details of the European projects which TfL is working on with boroughs to develop and promote cleaner last mile deliveries in London.

[The Mayor](#)

TfL is a sub-partner to the 'Last Mile Logistics' project (LaMiLo). The project is funded by the European Regional Development Fund. It aims to promote innovative practices for the delivery of consumer goods to homes, shops and distribution centres. It seeks to improve the sustainability of final leg of deliveries by changing the behaviour of private companies, the public sector and consumers.

The project includes the opening of a freight consolidation centre serving local authority premises in Camden and a rail-road freight consolidation facility at Euston, including electric vehicles and cycle freight. Other London partners include the Cross River Partnership and LB Camden. It is due to complete in March 2015.

TfL is a partner in 'Demonstration of Urban Freight Electric Vehicles for Clean City Logistics (FR-EVUE). The project aims to demonstrate to industry and policy-makers how electric freight vehicles can help improve air quality and reduce noise emissions and congestion. It will demonstrate the benefits of electric lorries and vans as a viable alternative to diesel vehicles. This will be combined with use of innovative logistics management software and complementary local policy. The project is due to complete in 2017.

TfL is also working with the GLA on the Technology Strategy Board funded Agile Urban Logistics project, which is looking to demonstrate the role that informatics and business model innovation can play in altering last mile delivery patterns, associated with the growth in e-commerce, to meet environmental objectives.

Encouraging use of cargo bikes for municipal services - funding streams

Question No: 2013/3400

[Darren Johnson](#)

Will you urge TfL to implement a campaign to inform all London boroughs of the benefits of delivering municipal services using cargo bikes - including the results of the 2009 City of London trial - and the funding streams available to them?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL recognises that in some instances cargo bikes may provide a suitable vehicle for delivering light-weight goods to premises in densely-developed areas (as stated in MQ 2013/3308). Case study material is available on the TfL Freight website. This can help identify the potential costs and benefits of a shift to more sustainable freight delivery modes, including cargo bikes.

TfL is in the process of writing to Borough Chief Executives and heads of their procurement departments to encourage them to maximise the safety of their deliveries through procurement. This will also outline a variety of steps boroughs could take to make their deliveries more sustainable, including amending the timing of deliveries and using alternative vehicles, such as cargo bikes, where applicable. A variety of funding options are open to boroughs including LIP funding, Government and its agencies, and through European projects.

Through its participation in several European projects, TfL is in discussion with a number of boroughs who are intending to make use of consolidation centres and will draw on the relevant information available to promote sustainable freight deliveries.

TfL would also be happy to discuss cargo bikes and their various benefits and costs with the boroughs through the Freight team.

Discontinuation of Freedom Pass

Question No: 2013/3401

[Darren Johnson](#)

In light of the chancellor's public spending statement what reassurances can you offer regarding the continuation of the freedom pass and eligibility criteria in their current form?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I can assure you that there are no plans to discontinue or change the eligibility criteria for the Freedom Pass. I have protected the 24-hour Freedom Pass and have ensured that it is available to all Londoners over the age of 60.

River Crossing and reducing road demand

Question No: 2013/3402

[Darren Johnson](#)

Thank you for your answer to my question 3314/2013, where you state that you 'remain committed to exploring all options for improving transport connectivity across the River Thames in East London.' Can you therefore, please answer 3313/2013 by summarising which schemes for encouraging public transport use and reducing road demand might yet be adopted and/or form the subject of a further public consultation, other than the identified option of user charging at the Blackwall Tunnel in conjunction with new road infrastructure?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As per my answer to MQ 3314 /2013, I remain open to all options. TfL is continuing to develop proposals and it is too early to say if and what other demand management and public transport options might be adopted.

New Bus for London - weight and capacity

Question No: 2013/3403

[Darren Johnson](#)

Will you amend the information about the New Bus for London on the Transport for London website to reflect the fact that most of the buses are 12460 kg and restricted to carrying 81 passengers (minus the extra member of staff)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The latest vehicles going into service are already around 260kg lighter than their early counterparts and have a carrying capacity of 85 passengers. The weight saving programme continues and will lead to successive lightening of vehicles and greater carrying capacity. The target figures will remain on the TfL website.

New Bus for London - mpg

Question No: 2013/3404

[Darren Johnson](#)

Can you explain why the Millbrook test results for the New Bus for London miles per gallon (mpg) are so at odds with the on the road experience of the prototype buses? Are there any other hybrid buses operating in London where the test figures differ from the 'on the road' figures by more than two miles per gallon?

[The Mayor](#)

The results are not at odds with each other as they reflect different operating cycles.

The Millbrook test is a simulation that reflects real-world conditions on route 159 through central London. It enables bus types to be compared under the same operating conditions.

It does not make sense to benchmark vehicles from one route cycle with those on another, with different sets of operating conditions such as hills, passengers numbers carried, number of bus stops, average speed and number of stop-starts in traffic and at signals.

The Millbrook test is refreshed to ensure its relevance. The current protocol closely mirrors operational conditions on route 159 through central London, taking account of average speeds, acceleration, running times and traffic signals.

New Bus for London - Green Bus Funding

Question No: 2013/3405

[Darren Johnson](#)

Is the New Bus for London eligible for the Government's Green Bus funding, or does the fact that it is Transport for London, rather than a bus operator, that has procured the buses rule them out under European rules?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL has been highly successful at tapping into grants from the Department for Transport's (DfT) Green Bus Fund with £23 million secured over the lifetime of the scheme to date.

In the latest round, it secured the maximum £5 million available. This has enabled me to raise the target for hybrid buses in London from 1,600 to 1,700 by 2016.

Given that there is already a commitment in the TfL Business Plan for 600 New Bus for London (NBfL) vehicles, this programme has not been put forward for grants. The NBfL does, however, meet eligibility criteria for the DfT's Green Bus Fund and exceeds its low-carbon bus emission requirements.

Bus speed limit discrepancy

Question No: 2013/3406

[Darren Johnson](#)

Why does Transport for London allow buses to travel at a maximum of 5mph in its garages, but at up to 30mph on Oxford Street?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL does not set speed limits for Oxford Street as this is the matter for the City of Westminster as the highway authority.

Pedestrian casualties - bus collisions

Question No: 2013/3407

[Darren Johnson](#)

According to Freedom of Information data released by Transport for London, an average of over one pedestrian death per month and one serious injury per day have resulted from collisions involving buses over the course of your Mayoralty. As Chair of TfL why have you not ordered an analysis of casualty data to see if there are 'hotspots', or problem routes, which could be addressed?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

One pedestrian casualty is one too many. However, the number of pedestrians killed or suffering a 'major injury' as a result of a collision with a bus has fallen by 60 per cent over the last 6 years. It is important to emphasise that the majority of 'major injury' incidents are cases where injured parties are taken to hospital: in many cases as a precaution and bus companies are not always able to ascertain the full extent of the injuries. Bus companies are required to report all incidents irrespective of blame or severity. To put the level of incidents into context, bus companies reported a total of 112 pedestrians killed or suffering 'major injuries' in 2012/13, which is equivalent to one incident in every 4.3 million kilometres operated.

Pedestrians in collisions with buses	Major Injuries	Fatalities	Total Pedestrians killed or suffering "major" injuries
2007/08	267	16	283
2008/09	222	14	236
2009/10	135	12	147
2010/11	109	9	118
2011/12	149	9	158
2012/13	104	8	112

Trends in road-traffic collisions in London, including those that involve contracted bus services, are considered in the Safe Streets for London Road Safety Action Plan. This includes a target to reduce the number of people killed or seriously injured in road traffic collisions by a further 40 per cent by 2020 (from 2005-09 base).

Operation of the bus network entails applying safety management practices within routine operations to minimise avoidable incidents. One of the key safeguards is the route risk assessment process which provides a holistic mechanism for minimising the potential for accidents along the entire length of a bus service. These are updated to reflect changing conditions as well as the outcomes of accident investigations, with information on both reported to bus drivers as part of regular updates and awareness training. TfL therefore already undertakes proportionate analysis and will utilise this to further drive down pedestrian casualties in London.

Mini Hollands

Question No: 2013/3408

[Darren Johnson](#)

Thank you for the answer to question 1915/2013. Can you clarify that when you state that the bulk of the £100m 'will not be spent until future years', you mean 2015/16 onwards?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The bulk of mini-Holland programme funding will be spent during delivery phases, which is likely to take place from 2014/15 onwards.

Going Dutch

Question No: 2013/3409

[Darren Johnson](#)

Despite your promise to Go Dutch, you are currently allowing unsafe, badly designed road schemes to be consulted upon that have minimal, or non-existent cycling provision, such as: Tottenham Hale, Cobden Junction and Tottenham Court Road. Nor do the plans for Aldgate roundabout deal with all the safety issues. When will you start to make cyclist safety a priority in all road redesigns?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

My £913 million Vision for Cycling sets out my hugely ambitious cycling programme, with safety being a priority. A huge amount has already been done to make cycling safer and there's much more in the pipeline.

In all schemes that you mention, specific consideration has been given to provision for cyclists and it is therefore untrue to describe them as unsafe and badly designed.

In the case of Tottenham Hale, gyratory removal is a key aspiration of cyclists, which has been fulfilled by this scheme. Cyclists will no longer have to filter into the middle of fast-moving traffic to travel south on the A10. Separated tracks will be retained on Broad Lane, which will form the northern end of Cycle Superhighway 1.

TfL has worked closely with LB Camden to make Cobden Junction safe and attractive for pedestrians and cyclists, while maintaining the effective operation of the road network at this location. The proposed east - west cycle facility is not currently viable at this location, based on the severe negative journey time impacts for the very large numbers of bus passengers travelling through this location. Alternative east-west routes for cyclists, including significantly higher levels of provision, are under active consideration on Pratt Street and Delancey Street and via Oakley Square.

Tottenham Court Road, which is being promoted by LB Camden as the relevant highway authority, has not yet been subject to public consultation. However, the design development process has involved input from local cycling representatives, TfL and my Cycling Commissioner.

In respect of Aldgate, which is a City of London proposal, following the recent public consultation, a number of revisions to the scheme design have been proposed to further improve conditions for cyclists.

Cycling budget

Question No: 2013/3410

[Darren Johnson](#)

On December 1st last year, you announced that £913m would be spent on cycling in the Transport for London 10 year business plan. Can you please provide figures for the estimated budgets between this year and 2015/16 for the following projects:

Cycling superhighways

Mini-Hollands

Quiet Routes

Central London Grid

East-west cycling Crossrail

Safer Junctions

Can you provide a similar breakdown by project for the whole of the ten year business plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Further to the information provided for MQ 2427, 2428, 2429, 2430, 2431 and 2432, a detailed breakdown of figures relating to the cycling programme is being established through the course of the TfL business planning process.

Cyclists killed or seriously injured

Question No: 2013/3411

[Darren Johnson](#)

Thank you for your answer to question 1920/2013 where you state that "it is correct to say that the total number of cyclists killed or seriously injured (KSI) in London increased' by 125 each year, since you were elected Mayor. What was the rate of KSI per cyclist in 2008 and 2011, on both TfL roads and across London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

As I acknowledged in my previous answer, there has been an increase in the total number of cyclists killed or seriously injured (KSI) in recent years, reflecting the considerable and very positive increase in cycling levels seen in London since I became Mayor. However, it is incorrect to say that the total number of cyclists killed or seriously injured (KSIs) in London has increased "by 125 each year" - this is an inaccurate representation of important casualty data. Between 2008 and 2011 the number of cyclist KSIs increased by an average of 28 KSIs per year. However, this should be seen in the context of a considerable increase in the number of people cycling over recent years.

TfL regularly publishes information on both the number of collisions and casualties in London (<http://www.tfl.gov.uk/assets/downloads/corporate/collisions-and-casualties-on-londons-roads-2012.pdf>) and the number of journeys cycled in London is reported in the 'Travel in London' report, available at this link www.tfl.gov.uk/travelinlondon.

Much work has been done to improve the safety of cyclists on London's roads, including establishing the Better Junctions review, the Construction Logistics and Cyclist Safety Review and a range of safety campaigns aimed at raising awareness of safety amongst drivers and cyclists. Cycle safety is also a key priority for my £913 million Vision for Cycling in London.

Cycling casualties

Question No: 2013/3412

[Darren Johnson](#)

Thank you for your answer to my question 1919/2013 stating that 'it is correct to say that there has been a slight increase in overall road casualties' of over 700 people a year. Can you explain why the number of casualties went down by around 17,000 in the previous eight years before you became Mayor, but has gone up since you were elected?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As I acknowledged in my previous answer, there has been a slight increase in overall road casualties between 2008 and 2011, which does not reflect the increased number of journeys on London's roads since I became Mayor.

Reducing road casualties in London remains a key priority and the Plan sets out the actions that I and TfL will take to save lives and further reduce injuries on London's roads. This Plan can be found at the following link:

<http://www.tfl.gov.uk/assets/downloads/corporate/safe-streets-for-london.pdf>

Garden Bridge

Question No: 2013/3413

[Darren Johnson](#)

Did you personally request that Transport for London help with the feasibility and planning of the Garden Bridge, even though the £4m cost to TfL may not be recoverable?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I have made a formal direction to TfL to undertake work on progressing the planning and feasibility of a new Garden Bridge across the Thames in Central London. I did this because a new footbridge and open space in this location would help deliver my policies in relation to making and supporting the ongoing economic developments of London, as well as promoting walking by linking important London attractions. I consider an investment of £4 million to deliver a major piece of public infrastructure to be excellent value for the public purse.

TfL has specialist expertise in relation to the planning and development of major projects and this initial work is being done on the basis the bridge will be funded and delivered by a new charity, the Garden Bridge Trust. A small investment of public funding to help deliver a substantial piece of infrastructure in Central London, which will have substantial benefits for London, represents excellent value for the public sector.

Free schools

Question No: 2013/3414

[Darren Johnson](#)

Are you concerned that the growth of free schools will give religious groups access to public funds, to enable them to create school environments which endorse sexist attitudes and discrimination against homosexuals? Will your criteria for supporting free schools rule out those which clearly discriminate in this way?

[The Mayor](#)

No. The Department for Education has clear standards about what attitudes will not be tolerated: applications to establish schools that undermine fundamental British values will not be successful. Any school - free or otherwise - found breaching these standards is subject to intervention by Ofsted.

Crystal Palace - planning decision

Question No: 2013/3415

[Darren Johnson](#)

Given that you have given your public backing to the plans to rebuild the Crystal Palace, who would determine the planning application?

[The Mayor](#)

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - community involvement to date

Question No: 2013/3416

[Darren Johnson](#)

What contact did you or the rest of the GLA had with local community and business organisations regarding the plans to rebuild the Crystal Palace prior to your announcement on the 3rd October? Please list organisations and dates.

[The Mayor](#)

My officers continue to hold informal meetings with a number of representatives of the Crystal Palace community, as well as participating in Bromley's Executive Group of the Crystal Palace Park Management Board, which includes community representatives.

On 2 October the Board received the presentation from Arup on Mr Ni's proposals, which also formed the basis of the press launch the following day.

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - assessments of impact

Question No: 2013/3417

[Darren Johnson](#)

What assessments had you undertaken, prior to your announcement on the 3rd October, of the impact of the plans to rebuild the Crystal Palace on:

- (a) the amenity of the park for local residents and visitors
- (b) existing local infrastructure, including the transport network
- (c) the local economy
- (d) the development needs of the local area?

[The Mayor](#)

Through our work on the Masterplan for Crystal Palace Park and the extensive community involvement in that project, I am well versed on the issues listed here, not least the estimated costs of upwards of £80 million to implement the Masterplan.

GLA officers have been working with officers from the London Borough of Bromley and Arup (as Mr Ni's representatives) since May to support the development of Mr Ni's proposals for the reconstruction of the Crystal Palace. Mr Ni has appointed Arup to develop an approach to the planning application, public engagement and the 'content' proposition for the Palace. This is consolidated into a prospectus which was made public on the day of the launch in hard copy and on a website.

All parties acknowledged on 3 October that there's a long way to go to realise Mr Ni's ambition, but I do welcome the proposition and believe it marks an exciting new chapter for the Park and the area

Crystal Palace - future community involvement

Question No: 2013/3418

[Darren Johnson](#)

What is your strategy for community engagement and what is the schedule for consultation engagements on the plans to rebuild the Crystal Palace?

[The Mayor](#)

The project is in its early stages and many of the details and design propositions still need to be worked out with local communities and other stakeholders but I expect Mr Ni's team to begin a public engagement process well in advance of Christmas. We have suggested this is modelled on the engagement process for the Masterplan (which has received very positive feedback).

In addition to ongoing dialogue over the coming year, there will also be a formal consultation as part of the planning application process

Crystal Palace - advisory board

Question No: 2013/3419

[Darren Johnson](#)

Will you create places on the advisory board for local community and business representatives?

[The Mayor](#)

In pulling together the Advisory Board, my intention is to bring together expertise in the fields of design and cultural attractions to help the Leader of the London Borough of Bromley and myself support and advise Mr Ni in the development of the proposal. The Advisory Board will not be decision making and is intended to sit alongside and often interface with a comprehensive engagement strategy which will need to fully involve the local community and business representatives. For this reason, I do not intend to involve these groups in the Advisory Board.

Crystal Palace - neighbourhood plan

Question No: 2013/3420

[Darren Johnson](#)

Will you work with the London Boroughs of Bromley, Croydon, Lambeth, Southwark and Lewisham to fund an evidence base and a neighbourhood planning exercise to identify the potential impact, problems and solutions associated with the plans to rebuild the Crystal Palace?

[The Mayor](#)

Given the political landscape of the area surrounding the Crystal Palace site, together with the London Borough of Bromley, I have initiated cross boundary discussions with the five boroughs mentioned. It is my intention to support this with detailed work that considers the impact and opportunity created by the development for the area irrespective of political boundaries. This work has been initiated but is yet to be scoped in detail.

I have delegated consideration of the planning application to Sir Edward Lister, my Chief of Staff and Deputy Mayor for Planning.

Crystal Palace - timetable

Question No: 2013/3421

[Darren Johnson](#)

Please give as much detail as possible about your timetable for developing the plans to rebuild the Crystal Palace.

[The Mayor](#)

The proposals are at a very early stage and a detailed programme will be developed over coming months and will rely on a range of factors. Nevertheless, the investor Mr Ni, and his team propose a full engagement process and a design competition will start before Christmas. Bromley Executive agreed on 16 October to enter into an exclusivity agreement with Mr Ni. Mr Ni's team estimates that a planning application will be submitted in the autumn of 2014, with which means construction could start in winter 2015 and The Crystal Palace could open in 2018.

New homes bonus

Question No: 2013/3422

Darren Johnson

What is your estimate of the new homes bonus money that the GLA will receive in 2014/15, and what do you intend to use it for?

The Mayor

My London Enterprise Panel has arranged a special meeting on the 26th November, which I will chair, to look at this very issue in more detail.

The paper outlining these discussions is published at:

<http://www.london.gov.uk/moderngov/documents/s28991/Item%206-%20Local%20Growth%20Fund%20paper.pdf>

Bedspaces in housing statistics (1)

Question No: 2013/3423

Darren Johnson

Thank you for publishing some statistics about affordable housing completions by bedroom size, following my question 1902/2013. Will you break the figures down by programme and tenure, for example distinguishing by affordable rent and social rent, as you have done with the general GLA funded housing starts and completions statistics?

The Mayor

We are not currently proposing any revisions to the data published on a monthly basis but will keep this under review.

Bedspace in housing statistics (2)

Question No: 2013/3424

[Darren Johnson](#)

Thank you for publishing some statistics about affordable housing completions by bedroom size, following my question 1902/2013. Will you include separate figures for three, four, five and greater bedrooms, rather than lumping them all together in "3 beds and above", given the Assembly's view that there is a particular need for homes with more than three bedrooms?

[The Mayor](#)

I am committed to providing larger homes across London defined as homes with 3 or more bedrooms, our statistics reflect this target and are presented to be in line with my overall aim.

European regulations

Question No: 2013/3425

[Jenny Jones](#)

I understand that you called for European public procurement regulations to be streamlined and pared back at the Institute of Directors conference on the 18th September. What specific changes would you like to see?

[The Mayor](#)

I was referring to the issue mentioned in response to your MQs 1888/2013 and 1889/2013. This concerns the European Commission's proposal to revise the EU Directives on public procurement which included provisions on modifications of existing contracts. These proposals would have added unnecessary burdens to management of large projects and therefore could have had a negative impact in particular on Transport for London. My officials raised this issue with the Commission and the European Parliament and I also wrote to the Government (letter copied to you in my letter of 10 July 2013, further to your MQs). I am pleased to say that, subject to final formal agreement by the EU institutions, the text has been amended in a way which meets our concerns.

Subsidy to London's financial services

Question No: 2013/3426

[Jenny Jones](#)

Do you have an estimate of the effective subsidy, direct and indirect, given to London's financial services by the UK Government? If so, please give me details.

[The Mayor](#)

The Bank of England has done some work on the value of the implicit subsidy to the Banks (please see: http://www.bankofengland.co.uk/publications/Documents/fsr/fs_paper15.pdf). As this is a UK wide issue, I recommend you contact central Government.

Costs associated with London's financial services

Question No: 2013/3427

[Jenny Jones](#)

What estimates do you have of the costs incurred by London's financial services on the rest of the capital's economy? For example, the damage of the recent banking crisis, tax avoidance, and illegal practices?

[The Mayor](#)

For financial crisis, please see my response to MQ 3426/ 2013.

Press release on Alternative Investment Fund Management Directive

Question No: 2013/3428

[Jenny Jones](#)

In a press release dated 9th July 2009, entitled 'Mayor warns EU not to strangle world's premier financial centre', you stated that "sources close to the hedge fund industry estimate that their tax contribution alone is around £3 billion per annum". Please disclose the sources or other evidence that supports this statement.

[The Mayor](#)

The information comes from the report produced by Open Europe, The EU's AIFM Directive: Likely impact and best way forward, dated September 2009 which can be found at the link below:

<http://www.openeurope.org.uk/Content/documents/pdfs/aifmd.pdf>.

Press release on Alternative Investment Fund Management Directive

Question No: 2013/3429

[Jenny Jones](#)

In a press release dated 9th July 2009, entitled 'Mayor warns EU not to strangle world's premier financial centre', you stated that "those close to the private equity business for instance estimate that the cost of regulatory compliance would be at approximately £30,000 each for the thousands of businesses owned by a PE fund or with substantial VC investment". Please disclose the sources or other evidence that supports this statement.

[The Mayor](#)

The information comes from the report produced by Open Europe, The EU's AIFM Directive: Likely impact and best way forward, dated September 2009 which can be found at the link below:

<http://www.openeurope.org.uk/Content/documents/pdfs/aifmd.pdf>.

Living wage - Whitehall

Question No: 2013/3430

[Jenny Jones](#)

In your manifesto you pledged to lobby the Government to adopt the London Living Wage across Whitehall. Please list the letters, meetings and other means by which you have lobbied for this since May 2012.

[The Mayor](#)

I pledged to do so and have publicly called on the Government to commit to paying the Living Wage across Whitehall. My understanding is that the DWP is currently working toward accreditation and I encourage other departments to follow its example.

Living wage - private sector

Question No: 2013/3431

[Jenny Jones](#)

Which employers or trade bodies have you contacted about the London Living Wage in each of the following sectors since May 2012? Outsourcing, hospitality, catering, cleaning, care and retail.

[The Mayor](#)

I am engaging with employers in all sectors, with particular focus on large employers in the financial and retail sectors. To become accredited employers, businesses must also commit to paying the London Living Wage to employees who work regularly on their premises - this covers a large number of workers in the hospitality, catering and cleaning professions, and those on outsourced contracts.

I refer you to the Living Wage Report, to be launched on 4th November alongside the new rate, which will list all accredited employers and those who are willing to publicly announce their status.

Intergovernmental panel on climate change report - 95% certainty

Question No: 2013/3432

[Jenny Jones](#)

Given your earlier views in your Daily Telegraph article attributing climate change to solar activity, do you, as Mayor of London, acknowledge the IPCC report finding which says that scientists are now 95% certain that humans are the dominant cause of global warming?

[The Mayor](#)

I am aware of the findings of the Report.

Intergovernmental panel on climate change report - leadership

Question No: 2013/3433

Jenny Jones

Your climate adaptation strategy stated aim is to position London as an international leader in tackling climate change. Given this commitment, please can you provide details of any public announcements or responses you have made regarding the findings of this landmark report?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I have not made any specific announcements since the launch of the IPCC's Fifth Assessment Report. I remain committed to ensuring that London is a world centre for climate services.

Worst spot for Nitrogen Dioxide

Question No: 2013/3434

Jenny Jones

What was the worse spot for Nitrogen Dioxide air pollution in London, in 2012, according to your modelling?

The Mayor

Rather than identifying a single "worse spot" my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution coincide with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at: <http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

Worst spot for PM10s

Question No: 2013/3435

Jenny Jones

What was the worse spot for PM10 air pollution in London, in 2012, according to your modelling?

The Mayor

Rather than identifying a single "worse spot" my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution coincide with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at: <http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

New taxis - Euro 5

Question No: 2013/3436

Jenny Jones

In light of the report by Kings College into exhaust emissions in London will you urgently act to improve upon the requirement that all new taxis licenced should be Euro 5, as this may not be best for NO2 air pollution?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

As was outlined in my Air Quality Strategy, the introduction of age based limits for taxis was specifically targeted to reduce the most harmful PM emissions. I eagerly await the introduction of Euro 6 in September 2015 which will give significant reductions in NOx/NO2 emissions.

Of course, there is always more to do to reduce all emissions which is why I have asked TfL to explore options to introduce an Ultra Low Emission Zone and why I continue to push vehicle manufacturers to develop zero emission capable taxis.

Review of taxi age limit

Question No: 2013/3437

[Jenny Jones](#)

Will you undertake a review of the 15 year taxi age limit in time for 2015, as this is when all the pre-Euro vehicles will finally be off the road? Will you examine the abolition of the turning circle as part of this review, so that taxi drivers have access to far less polluting vehicles than at present?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

As was outlined in my Air Quality Strategy, the introduction of age based limits for taxis was specifically targeted to reduce the most harmful PM emissions by accelerating the take up of the cleanest taxis available (currently Euro 5).

London now has over 1800 Euro 5 compliant taxis and I eagerly await the introduction of Euro 6 in September 2015 which will also bring about a mass reduction in NO2 emissions from taxis.

TfL is currently working with several vehicle manufacturers in the development of zero emissions capable taxis which will meet the specifications as laid out in the Conditions of Fitness for London taxis, including accessibility and manoeuvrability requirements.

On the road pollution monitoring

Question No: 2013/3438

[Jenny Jones](#)

One of the recommendations from the Kings College Report on pollution in London was that regular Remote Sensing Detector (RSD) monitoring should take place to reality check the claims made for new and emerging technologies. Will you undertake an annual survey of the real world emissions coming from vehicles on London's roads.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL is aware of King's College's work and the apparent disparity between 'real world' emissions and the assumptions underlying the vehicle emissions factors used in emissions and air quality models. Current modelling practice 'corrects' for this in terms of how they estimate the concentrations of pollutants, but TfL is keen to see improvements to enable us to more accurately assess the impact of traffic schemes.

To this end TfL has already undertaken independent tests of vehicles using London driving conditions, and has invested in camera technology to more accurately profile the vehicles actually operating in London. Along with the Kings work, we are currently investigating how the next iteration of the London inventories might use this new information. It is not yet clear to us that an 'annual survey' using remote sensing is the most appropriate course of action, but we do see a role for this type of monitoring to better understand the on-road performance of vehicles built to the latest 'Euro' emissions standards.

Road side testing

Question No: 2013/3439

[Jenny Jones](#)

Can you outline Transport for London's plans for emission road side testing of vehicles such as buses, when the Euro 6 standards begin to apply next year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL undertakes real-world testing of vehicles in the fleet on a simulated route cycle. This mirrors the operation of a bus on a typical service through central London and captures the vehicle's exhaust emissions.

While it does not undertake road-side emission tests TfL supports the work of academic institutions such as Kings College with relevant data.

TfL assures itself that vehicles are well maintained and operating correctly through extensive independent inspection and monitoring of vehicles.

Taxi Age limit - emissions

Question No: 2013/3440

[Jenny Jones](#)

Did the calculation of emission reductions resulting from the Taxi Age limit take into account the potential increase in NO₂ that could result in a switch to newer taxis? Was that calculation based upon an outdated version (2008) of the London Atmospheric Emissions Inventory?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The modelling included in my Air Quality Strategy was based on the latest available London Atmospheric Emissions Inventory at the time, the LAEI 2008. Emissions savings resulting from the taxi age limits policy for both PM₁₀ and NO_x were calculated. NO_x is the most appropriate focus for understanding emissions changes because it accounts for both primary and potential secondary NO₂.

Since the publication of my Air Quality Strategy, the GLA and TfL have continued to improve their understanding of emissions from vehicles in real-world conditions. This informed the development of the latest version of the LAEI (LAEI 2010), published this summer, which adopted the latest Government emissions functions (COPERT IV).

LAEI 2010 continues to show considerable emission savings for both PM (14 per cent reduction in taxi emissions) and NO_x (6 per cent reduction) as a result of the introduction of taxi age limits.

Electric taxi

Question No: 2013/3441

[Jenny Jones](#)

Is Nissan backing away from bringing their electric taxi to London because of your failure to install an electric vehicle fast charging network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

No. My understanding is that Nissan are continuing with their plans to develop a zero emission capable taxi for London that will meet the Conditions of Fitness for London taxis.

New Bus for London costs

Question No: 2013/3442

[Jenny Jones](#)

Thank you for your commitment made at the Assembly meeting on the 9th of October to providing the 'before' and 'after' costs to both operators and to Transport for London, which will show the true cost of the New Bus for London. Whilst I welcome your statement that 'I will let you have those figures', will this include the before and after contract prices for the relevant routes?

[The Mayor](#)

Yes, it is my intention to publish costs in due course once all aspects of negotiations are finalised. TfL has been publishing prices of new route contract awards since 2003.

Police stations for sale

Question No: 2013/3443

[Jenny Jones](#)

When property that has previously been part of the Metropolitan Police Service estate is to be sold, will you, instead of going straight to the market, work with local authorities and registered housing providers to explore how the asset could best meet strategic needs, whether that is providing affordable accommodation for key workers, social housing for low-income Londoners or helping local authority schools expand to meet the demand for school places?

[The Mayor](#)

MOPAC adopts an open and transparent approach in disposing of properties; this includes advertising properties for sale, liaising with other Deputy Mayors, functional bodies and local authorities as appropriate.

Councils, registered housing providers and government agencies such as the Education Funding Agency are welcome to bid

Metropolitan Police Service Capitalisation Charge

Question No: 2013/3444

[Jenny Jones](#)

Has the Metropolitan Police Service ever entered into any negotiations to have the Capitalisation Charge temporarily or permanently suspended? If so, what was the outcome?

[The Mayor](#)

The MPS has not entered into any negotiations to suspend or reduce the existing Capitalisation Charge.

Operation Herne

Question No: 2013/3445

[Jenny Jones](#)

The whistleblower Peter Francis and the eight women taking legal action against the Metropolitan Police Service for deceiving them into forming long term intimate relationships have refused to co-operate with Operation Herne and will only speak to a judge-led public inquiry. Are you still confident in the investigation is worth the time and resources?

[The Mayor](#)

The inquiry is far wider in scope than the allegations of Francis and the eight women taking civil action, with some matters subject of IPCC supervision and CPS consideration. The investigation must be able to fully investigate claims of potential criminality or misconduct.

Terms of deployment for undercover police

Question No: 2013/3446

[Jenny Jones](#)

Thank you for your answers to questions 3364/2013 and 3365/2013. Please could you let me know if the terms of deployment for undercover officers, which they have to sign to agree they have understood, includes and explicitly states that it is unacceptable to engage in a sexual relationship with the people they are targeting?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

All undercover operatives are authorised under section 29 of the Regulation of Investigatory Powers Act 2000. The detailed requirements for authorisation can be found here:

<http://www.legislation.gov.uk/ukpga/2000/23/section/29>

"Lawrence amendment" on undercover policing

Question No: 2013/3447

[Jenny Jones](#)

I asked the following question in July 2013 (MQ2387/2013) and have not received an answer, will you please provide a response:

'Do you support Liberty's "Lawrence amendment" to the Anti-social Behaviour, Crime and Policing Bill, which is backed by Doreen Lawrence and would require prior judicial authorisation for undercover policing operations to ensure they are necessary and proportionate? '

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

Please see my response to MQ2387 / 2013.

Operational Policing Measure

Question No: 2013/3448

[Jenny Jones](#)

I asked the following question in January 2013 (MQ0146/2013) and have not received an answer, will you please provide a response:

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

[The Mayor](#)

Please see my response to MQ 146 / 2013

Mobile phone use while driving

Question No: 2013/3449

[Jenny Jones](#)

Do you agree with comments made by the Metropolitan Police Commissioner that six penalty points may be a better deterrent for people caught using their mobile phone while driving?

[The Mayor](#)

Yes.

Youth training for police officers

Question No: 2013/3450

[Jenny Jones](#)

Are the Metropolitan Police Service planning to roll out the youth training scheme that was piloted by the Safer London Foundation?

[The Mayor](#)

The MPS recognise the need to develop a training needs analysis in a number of areas related to youth training including diversity, total victim care and community engagement.

The future role of the Safer London Foundation and its youth training scheme will be considered as part of this needs analysis.

The training needs analysis will be taken forward for discussion at the MPS Strategic Training Board meeting which will then inform the commissioning process to ensure the training can be adequately delivered, as per the needs of the organisation.

Prosecution rate for TfL bus drivers and regular drivers

Question No: 2013/3451

[Jenny Jones](#)

A constituent has asked if you could explain why there is a discrepancy in the prosecution rate for collisions which result in a fatality between Transport for London bus drivers and regular drivers?

[The Mayor](#)

TfL is not involved in the prosecution process for road-traffic collisions as this is a matter for the Police and Crown Prosecution Service.

MPS Flights, cars, drivers, hotels and Directorate of Public Affairs

Question No: 2013/3452

Jenny Jones

What is the budget for the Metropolitan Police Service in 2013/14 for a) flights, b) cars for senior officers, c) drivers, d) hotels e) the Directorate of public affairs?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

The budgets for flights and hotels form part of the travel budget. The travel budget for 2013/14 is £9.7 million, a reduction of £2.8 million on the budget of £12.5 million in 2012/13.

The 2013/14 budget for cars for senior officers is £195,000, a reduction of £63,000 on the budget of £258,000 in 2012/13.

The 2013/14 budget for drivers is £3.2 million, a reduction of £0.8 million on the budget of £4 million in 2012/13.

The Directorate of Media and Communications (formally Directorate of Public Affairs) 2013/14 budget is £9.6 million, a reduction of £3 million on the budget of £12.6 million in 2012/13.

Police overtime budget

Question No: 2013/3453

Jenny Jones

What was the Metropolitan Police Service overtime budget in 2013/14 for (a) staff and for (b) police officers?

The Mayor

The MPS Overtime Budget for 2013/14 is:

Police:	£84.6M
Staff:	£25.0M
PCSOs:	£0.5M

This is a reduction on previous years in line with my commitment to deliver savings on the overall MPS budget of £500M by 2015/16.

Control room workforce mix

Question No: 2013/3454

[Jenny Jones](#)

How many police officers and staff currently work in the Metropolitan Police Service control room?

[The Mayor](#)

527 officers and 1556 staff work in control rooms throughout the Metropolitan Police Service.

Card games on Westminster Bridge

Question No: 2013/3455

[Jenny Jones](#)

A constituent has asked if you could ask the Metropolitan Police Service to deploy some Police Constables to patrol Westminster Bridge in the evenings to deter groups from operating card games, such as "Find the Lady"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

I have raised your concerns with the MPS. Westminster and Lambeth are currently running covert CCTV supported operations with Safer Transport Command colleagues targeting the gamblers on Westminster Bridge. A recent example of a similar operation was Operation Encompass on 14th October 2013 where 25 arrests were made and 6 Anti-Social Behaviour Orders were applied for. In addition, 18 individuals were charged and 7 cautioned for relevant offences.

Westminster and Lambeth Borough Police, as well as Safer Transport officers, all regularly deploy plain clothed officers to patrol the bridge.

Electric Bus Trials

Question No: 2013/3457

[Caroline Pidgeon](#)

Please give details of the trial taking place with electric buses that was reported at the TfL board meeting on 25 September 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

TfL has two pure-electric bus trials planned for London.

The first two single-deck buses will operate on routes 507 and 521. These have been produced by Chinese manufacturer BYD and have already been delivered to the UK for local modifications and commissioning.

A further four pure-electric single-deck Optare buses will be introduced to the fleet in the first half of 2014, with financial support from the DfT's Green Bus Fund. More details on these zero-tailpipe-emission vehicles will be published on the TfL website in due course.

Low Ridership on Emirates Air Line (1)

Question No: 2013/3458

[Caroline Pidgeon](#)

What is your assessment of recent ridership figures on the Emirates Airline?

[The Mayor](#)

I am pleased to say that the total number of passenger journeys since the Emirates Air Line opened last summer has recently passed the three million mark. This includes one million passengers carried in the current financial year, which is in line with our forecasts.

Low Ridership on Emirates Air Line (2)

Question No: 2013/3459

[Caroline Pidgeon](#)

Do you consider the Emirates Air Line to be a component of London's public transport network or a tourist attraction?

[The Mayor](#)

Yes. The Emirates Air Line is a component of London's transport network. However, the unique nature of the journey and the views afforded means that it will always attract leisure users in a similar way to TfL's river services.

Low Ridership on Emirates Air Line (3)

Question No: 2013/3460

[Caroline Pidgeon](#)

Will you incorporate fully the Emirates Air Line into the Travelcard network?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

As with all TfL transport modes, Emirates Air Line fares will be kept under review.

Tram Extension to Sutton

Question No: 2013/3461

[Caroline Pidgeon](#)

What progress has been made in making decisions to fund a tram extension to Sutton?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As you know, I remain very supportive of a future Tramlink extension to Sutton. TfL has identified potential sources of development-led funding and this work has been shared with the London Boroughs of Sutton and Merton. Separately, the boroughs are examining the level of contributions they could make to the extension. TfL, the GLA and the two boroughs will continue to work closely to consider what a viable funding solution could be.

Increase in Serious Road Casualties in London

Question No: 2013/3462

[Caroline Pidgeon](#)

TfL figures show a significant rise in serious casualties on London's roads - up 17% for those walking, up 18% for cyclists, up 6% for powered two wheelers and up 19% for those affecting children. What are you doing in response to this serious and worrying set of figures?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Casualty figures for 2012 should be seen in the context of the longer term downward trend in casualties in London.

However, I am concerned about the increase in serious casualties affecting vulnerable road users in 2012. That is why I recently announced an ambitious target to reduce killed and seriously injured casualties by 40 per cent by 2020 (compared to a 2005-09 baseline). This target is contained within the Safe Streets for London road safety action plan, launched in June this year. The plan covers a broad range of activity contained within 56 actions, to drive down the number of casualties in London, over the period of the plan to 2020. I have tasked TfL to work with key partners across London and the UK to raise the profile of road safety through the plan and make the capital's roads safer for all.

Specific safety action plans are being developed for pedestrians, cyclists and motorcyclists to help achieve casualty reductions for all of these groups. TfL will deliver an ongoing programme of improving road safety for children, through engaging with schools to ensure children understand the importance of road safety from the very beginning of their school experience.

Continued Carriage of Bicycles on Crossrail Routes

Question No: 2013/3463

[Caroline Pidgeon](#)

What guarantees can you give to cyclists that existing lines taken over by Crossrail will have a similar or better regime for the carriage of bicycles when the lines and stations are transferred to Crossrail?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Following discussions between my Cycling Commissioner, the Transport Commissioner and Crossrail, I can guarantee that the carriage regime for bicycles will be at least the same as now – in other words, that cycles will continue to be allowed on Crossrail trains running from the west to Paddington and from the east to Liverpool Street stations, except during the peak hours in the peak traffic directions. We hope, however, that we will be able to offer better facilities than this.

Transport for London - Transparency of Meetings

Question No: 2013/3464

[Caroline Pidgeon](#)

Will you agree to webcast those TfL Board meetings held at City Hall in rooms already equipped with webcasting equipment?

[The Mayor](#)

All meetings of TfL's Board are held at City Hall and have always been recorded and streamed live on the GLA website. The information you request is in the public domain and can be found at the Mayor's Webcast page <http://www.london.gov.uk/mayor-assembly/mayor/webcasts>.

GLA staff and Assembly Members can also access the webcasts from the GLA intranet: <http://video.london.gov.uk/iptvguide/>.

Cycle Superhighways Review

Question No: 2013/3465

[Caroline Pidgeon](#)

TfL state that they are "currently re-evaluating the delivery schedule for its Barclays Cycle Superhighways programme," but they cannot say who is leading the review or when it is due to report. Can you confirm whether or not this review is really taking place and if so supply this missing information?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Following publication of my Vision for Cycling, TfL has allocated a dedicated team to lead a review of how future cycling infrastructure best meets the targets and aspirations set out in the Vision. The aim is to announce the scope of the new Cycle Superhighways programme later in the year.

Cycling "Mini-Holland" Proposals (1)

Question No: 2013/3466

[Caroline Pidgeon](#)

What gaps in the "mini-Holland" proposal submitted by Richmond Borough must be addressed before funding is confirmed and what progress has been demonstrated to close these gaps?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

A letter was sent to Lord True from LB Richmond from my Cycling Commissioner, Andrew Gilligan, and Surface Transport's Chief Operating Officer, Garrett Emmerson. It explained that LB Richmond has been successful in being shortlisted to progress to the final stage of the mini-Holland selection process, subject to addressing a number of points.

TfL and the Cycling Commissioner met with Richmond to discuss these points in October 2013. Richmond agreed to address them in their final bid proposal, due to be submitted to TfL and the GLA in December 2013.

Cycling "Mini-Holland" Proposals (2)

Question No: 2013/3467

[Caroline Pidgeon](#)

What gaps in the "mini-Holland" proposal submitted by Waltham Forest Borough must be addressed before funding is confirmed and what progress has been demonstrated to close these gaps?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

A letter was sent to Councillor Chris Robbins from LB Waltham Forest from my Cycling Commissioner, Andrew Gilligan, and Surface Transport's Chief Operating Officer, Garrett Emmerson on 30 August 2013. It explained that LB Waltham Forest has been successful in being shortlisted to progress to the final stage of the mini-Holland selection process, subject to addressing a number of points.

TfL and the Cycling Commissioner met with Waltham Forest to discuss these points in October 2013. The borough agreed to address them in their final bid proposal, due to be submitted to TfL and the GLA in December 2013.

Unreliable Lifts at Underground Stations

Question No: 2013/3468

[Caroline Pidgeon](#)

What assessment has been made of the reliability of the lifts at Underground stations given the frequent warnings made to passengers of lifts out of service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL continuously monitors the reliability of lifts on the Underground network and this information is published on the TfL website at

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>.

Although reliability is generally very good with lift availability of 97.2% of the scheduled hours in 2012/13, a programme to further improve lift reliability is underway and over the next four years TfL will replace or refurbish more than 20 lifts across the network.

TfL is also improving how it communicates this information to customers before and during their journeys. It is featured on the live travel news page of their website, in their Twitter feeds, on update boards and announcements in stations, as a syndicated data feed for app developers, and as part of their free text and email travel alert service.

Underground Station Names and Commercial Sponsorship (1)

Question No: 2013/3469

[Caroline Pidgeon](#)

In answer to former Assembly Member Mike Tuffrey's question about sponsorship of Underground station names (MQ0490/2012) you said, "I cannot see any circumstances in which we would sell naming rights for Tube stations." However on 10 October 2013 you suggested changing "Tottenham Court Road" to "Samsung Court Road" if the sponsorship offered were sufficient. Is this a complete reversal of your earlier position or were you mocking demands for increased sponsorship of the London Underground?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I have consistently stated that TfL is happy to discuss options and values for renaming, in full or in part, any station where the brand fit is appropriate, there is no legal impediment and there is no adverse impact to customer way-finding. As TfL has previously stated, the costs of renaming may be high, so any proposition would require significant investment for the partner, although that could well be justified on the basis of the visibility of the scheme. In addition, revenues from sponsorship would need to be incremental to TfL's already substantial station-based advertising revenues. All net revenues would need to be reinvested into improving the network.

Underground Station Names and Commercial Sponsorship (2)

Question No: 2013/3470

[Caroline Pidgeon](#)

Given your suggestion that "Tottenham Court Road" Underground station could be renamed "Samsung Court Road" if the sponsorship offered were sufficient, can you identify any Underground stations where you are not open to changing their names no matter how high the inducement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As per my answer to MQ 3469/2013, TfL remain happy to discuss proposals where there is no legal impediment and no adverse impact to customer way-finding. Any decision would be on a case by case basis.

Yellow Box Junction Enforcement

Question No: 2013/3471

[Caroline Pidgeon](#)

Please publish a list of yellow box junctions on TfL roads that have camera enforcement of moving traffic offences for stopping in the yellow box.

[The Mayor](#)

TfL's overriding focus is on keeping London moving and reducing delays and this includes ensuring yellow box junctions remain clear.

TfL regularly ensures that enforcement activity is appropriate and is a critical part of their traffic management obligations. It however does not release details of locations where it does or does not enforce because to do so would undermine its ability and legal duty to manage the red route network.

Releasing any information about the yellow box junctions that are not enforced would lead to a decrease in compliance at those junctions. This would adversely affect the flow of traffic on the red route and lead to a need to increase enforcement at those locations.

As a publicly funded organisation, TfL has a duty to effectively balance the resources available to it. The deterrent effect caused by selective but not universal enforcement is an important factor in achieving that balance.

"Pool Oystercards" Held by Businesses and Organisations

Question No: 2013/3472

[Caroline Pidgeon](#)

Some businesses and other organisations keep "pool Oystercards" for the use of staff and others to make journeys around London on public transport. However topping up such Pay As You Go is proving a barrier to the wider use of such Oystercards with top-ups depending on visiting a nominated Underground station within a short period of time which may be difficult to predict with pooled Oystercards. What steps will you ask TfL to take to make topping up of pool Oystercards straightforward for businesses and other corporate organisations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL recognises these issues and is actively considering the ways in which it can improve the ticketing options it offers to business.

LIP Funding

Question No: 2013/3473

[Caroline Pidgeon](#)

London Borough councils continue to be concerned at cuts to LIP funding proposed by Transport for London. As TfL maintains that overall funding to Boroughs will not go down, will you commit to re-allocating these funds to ensure that LIP funding does not reduce for any London Borough in the coming TfL Business Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Please see my response to oral MQ 2906 / 2013.

Contactless Payment and Fare Evasion

Question No: 2013/3474

[Caroline Pidgeon](#)

What steps will you ask Transport for London to take to ensure that a roll-out of contactless payment technology does not allow for increased fare evasion and how will ticket inspectors check that contactless payment cards have been used to enter tube and train networks correctly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I can assure you that TfL and the payment card industry are determined to ensure that the risk of contactless payment cards being misused is kept to an absolute minimum.

There have been very thorough reviews of this by TfL in conjunction with the payment card industry.

From next year, Revenue Inspectors will be equipped with new hand held devices to replace those which are currently in use. This new device will read Oyster cards, contactless cards and ITSO cards, and will provide a means of stringent revenue inspection.

Insufficient Capacity on Bus Route C10

Question No: 2013/3475

[Caroline Pidgeon](#)

Londoners continue to complain about overcrowding on bus route C10. Will you ask Transport for London to examine how capacity on this route can be increased?

[The Mayor](#)

TfL are aware of this issue and are looking at ways of providing more capacity.

Complaints about bus route 381

Question No: 2013/3476

[Caroline Pidgeon](#)

Londoners continue to complain about bus route 381 saying there are long waits at bus stops and the service is slow and unreliable. Will you ask Transport for London to examine how this route can be improved?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Route 381 currently meets the reliability standard overall. However, TfL appreciates it is less reliable in the evening peak when traffic conditions are more difficult. TfL is in dialogue with the operator to see where improvements can be made.

Jubilee and Northern Line Closures

Question No: 2013/3477

Caroline Pidgeon

What steps will you take to ensure that in the planning of engineering works on the Underground, simultaneous closures of the Jubilee and Northern lines serving Southwark are avoided so that residents there are not unduly inconvenienced?

The Mayor

TfL carefully coordinates closures on the network to reduce the impact of works on customers. What this means for Southwark is that TfL will aim to maintain either a Jubilee or Bakerloo line service (or preferably both) if the Northern line is closed.

The current works plan (published at <http://www.tfl.gov.uk/assets/livetravelnews/realtime/tube/track-closures.pdf>) shows that any Jubilee line closures which do run concurrently to Northern line works, are limited to late opening on Sunday mornings and do not affect the section of the Jubilee line through Southwark, meaning passengers can change to / from the Bakerloo line at Waterloo.

Accessibility for Crossrail 2

Question No: 2013/3478

Caroline Pidgeon

Will you give a clear and unambiguous commitment that Crossrail 2 will be opened offering full step-free street-to-train access at all stations?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Development of Crossrail 2 is at an early stage with two broad options being considered. A key requirement of the project is to enhance accessibility and providing step free access at stations will be a key requirement of any scheme.

Targeted Fares Reductions

Question No: 2013/3479

[Caroline Pidgeon](#)

How will you respond to the resolution passed by the London Assembly in October 2013 calling on you to bring forward a programme of targeted fare reductions including-

A one-hour bus ticket - allowing bus passengers to change buses within a one hour period

Early-bird fares - bringing discounted fares for people who travel early in the morning and helping to reduce congestion in the morning peak

Part-time Travelcards - recognising the increase in the number of part-time workers and bringing their transport costs into line with full-time workers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I gave my response to these issues in written MQs from September:

MQ 2788 /2013 - the one hour bus ticket

MQ2789 /2013 - early bird fares

MQ2790 /2013 - part-time Travelcards

Advance Stop Line Enforcement

Question No: 2013/3480

[Caroline Pidgeon](#)

Following the seven-week trial of police enforcement of advance stop lines at traffic lights, what lessons have been learned from this work and what level of enforcement is planned in future?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 December 2013

TfL funded officers in the MPS Safer Transport Command and Traffic Cycle Taskforce, as well as the City of London Police, stepped up enforcement of advanced stop lines to help further improve safety for cyclists on the capital's roads for two weeks in August / September. The increased enforcement phase followed a seven-week intensive phase of engagement and education run by the police across London to improve awareness of ASL rules. Over 5,260 road users were given verbal warnings and over 460 Fixed Penalty Notices were issued for ASL related offences, including 200 cyclists for going through a red light. Similar operations will be mounted at monthly intervals.

This intensified operation was in addition to the regular enforcement and engagement activity undertaken by the police to improve road and cycle safety. Enforcement of ASLs is a key priority for TfL funded police and given the success of this operation, ASL enforcement has been mainstreamed into their day to day activities. The police will continue to focus on key ASL locations identified through intelligence and analysis. TfL funded officers will run cycle safety enforcement operations every month, mobilising officers from across the 1,800 strong TfL funded Safer Transport Command to promote responsible road use.

CBI "Connect More" Infrastructure Survey (1)

Question No: 2013/3481

[Caroline Pidgeon](#)

Have you read reports of the CBI/KPMG "Connect More" 2013 infrastructure survey? What is your response to its suggestion that, "By contrast to the wider trend in the south east, London-based businesses also score commuter rail poorly, ... suggesting that while the south east more broadly may have improved, the arteries into the capital are increasingly clogged. "

[The Mayor](#)

I absolutely agree that something needs to be done to resolve the increasingly congested conditions for commuters on rail lines into the Capital, services which currently fall outside of my responsibility.

Good transport links, ensured through sustained investment, are absolutely crucial for business and the key to London's and the UK's economic growth. It is why I pressed for a long-term investment settlement for transport in London in this year's Spending Round.

The benefits of investment are now being felt across Transport for London (TfL)'s services. For example, the same CBI infrastructure report points out that in London, almost three quarters of businesses believe the Underground system has improved. Where transport falls under my and TfL's remit, we continue to invest in and improve services to the benefit of our customers.

From 2018, Crossrail will help ease congestion on rail services into London, providing 10 per cent more rail capacity in the Capital. In addition, the Government will be investing heavily in capacity on routes into London over the next five years, including train lengthening on many routes. But beyond these measures, two things in particular will make a significant impact:

Further devolution of powers to award National Rail franchises, to enable us to improve reliability and service standards on rail services within London, and offer customers the same integrated, seamless experience they receive on the rest of TfL's network.

From 2015, TfL will have responsibility for the northeast London rail services between Liverpool Street and Enfield Town, Chingford and Cheshunt (via Seven Sisters); and

To press ahead with Crossrail 2, the proposed north east-south west London rail link, which will be an absolutely critical part of the solution to tackling congestion on rail lines and at station termini in the south west and north east of the Capital.

Then we can continue to support the London and UK economy and lead this country into strong and sustainable growth.

Reducing Bus Collisions

Question No: 2013/3482

[Caroline Pidgeon](#)

What discussions have you had with Transport for London staff and board members about taking action to reduce the number of deaths and injuries resulting from pedestrians and cyclists hurt in collisions with London's buses?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

I am fully committed to improving safety for pedestrians and cyclists and reducing the number of deaths and injuries involving London buses. I launched my Safe Streets for London road safety action plan earlier this year to set out TfL's ambitious and forward-thinking programme to raise the standards of safety for all road users on the capital's streets. TfL will work with key partners from across London and the UK to make streets safer, particularly for those that are most vulnerable, such as cyclists and pedestrians.

In addition, management of health and safety is monitored at TfL board level by the Safety and Sustainability Panel. This reviews the progress against investigations and London-wide plans to reduce deaths and injuries that occur in connection with TfL services. Improving safety is also a key component in the TfL Business Plan which is regularly developed and updated.

It is important to note that the underlying trend for fatalities and major injuries occurring on the bus network is downward. For every million bus journeys travelled in London, 0.05 pedestrians and cyclists were killed or seriously injured (KSI) in collisions involving a bus or coach in 2011.

MOPAC annual report - London Crime Prevention Fund

Question No: 2013/3483

[Caroline Pidgeon](#)

The MOPAC Annual Report 2012-13 states that information on the successful bids to the London Crime Prevention Fund will be available on the MOPAC website. Those details do not yet appear to be available. When will you publish details of the successful bids as soon as possible?

[The Mayor](#)

Summary information on each of the successful bids will be available on the MOPAC website within the next month. This will include an overview of outcomes as well as the amount of funding that has been distributed for initiatives across boroughs.

Rape Crisis Funding and the London Crime Prevention Fund (1)

Question No: 2013/3484

[Caroline Pidgeon](#)

Borough allocations of the London Crime Prevention Fund had been agreed based on the delivery of performance based outcomes for funded projects. Subsequent to the successful bids being agreed, some boroughs have been asked for a financial contribution to the funding of Rape Crisis provision (a pan-London Mayoral commitment) and told that if they do not contribute the requested amount it will be deducted from their LCPF funding. Do you agree that this was not an ideal way to go about agreeing Rape Crisis centre funding, and that it might have been simpler to top slice funding from the LCPF before going out to boroughs for applications?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I have already guaranteed funding of a total of £2.48 million to ensure Rape Crisis provision during my entire second term. This is an increase from £1.4 million between 2008 - 2012. As demand for Rape Crisis provision has increased it is only right that boroughs also contribute to this crucial service. We all have a shared interest in this agenda and boroughs have been asked to explicitly demonstrate their support with funding. I am delighted that many boroughs have chosen to do so. Regrettably, some boroughs have objected to this modest request even though they have residents using the service. Ultimately, I was not willing to let Rape Crisis provision in London suffer and consequently took the decision that should boroughs not contribute, then the requested amount would be deducted from the allocations to those boroughs under the London Crime Prevention Fund.

This small contribution must be seen in the context of wider sexual violence provision in the capital. Havens and Sexual Assault Referral centres also continue to play a key role in supporting victims across London boroughs.

Rape Crisis Funding and the London Crime Prevention Fund (2)

Question No: 2013/3485

[Caroline Pidgeon](#)

Given that the Rape Crisis centres will be partially funded by the London Crime Prevention Fund will you agree to publish details of the service that they will provide for that funding including figures about demand for their services and outcomes?

[The Mayor](#)

MOPAC has just joined forces with the Ministry of Justice to co-commission rape crisis provision in London. As part of this, we will commit to publishing data on the service to be provided and expected outcomes.

I have already guaranteed funding for London's four rape crisis centres during my entire second term.

Police Overtime - Ecuadorian Embassy

Question No: 2013/3486

[Caroline Pidgeon](#)

The MOPAC monthly report to the 19 September Police and Crime Committee set out that the full year forecast for Police Officer Overtime is £9.6 million of which £1 million was for policing the Ecuadorian Embassy (Operation Kudos). Further to MQ2887/2013 have you reviewed whether you will submit a claim to the Home Office for a reimbursement of some of these costs?

[The Mayor](#)

The MPS is currently exploring options for additional funding for operation Kudos from the Home Office.

Police Overtime - protection of the Royal Mews

Question No: 2013/3487

[Caroline Pidgeon](#)

The MOPAC monthly report to the 19 September Police and Crime Committee set out that the full year forecast for Police Officer Overtime is £9.6 million, of which £0.6 million is for the protection of the Royal Mews which is not DSP [dedicated security post] grant funded. Is it anticipated that the Royal Mews protection costs will be on-going? If so will you consider applying to the Home Office for additional DSP grant funding in future years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

It is not anticipated that the Royal Mews protection overtime costs will be ongoing in the next financial year.

MOPAC senior salaries

Question No: 2013/3488

[Caroline Pidgeon](#)

In line with GLA practice will MOPAC agree to publish senior employee salaries above £58,200 together with names, job descriptions, responsibilities and budgets?

[The Mayor](#)

The MOPAC website has been under review and the updated information about senior employees will be available on it shortly.

Publication of GLA ICM phone polling

Question No: 2013/3489

[Caroline Pidgeon](#)

Director's Decision 1070 authorised the expenditure of £75,000 for ICM to carry out periodic telephone polls to survey the views of a representative sample of 1,000 Londoners. I am aware that one such poll took place on 11 September 2013. Given that the polls are carried out with public funds, when will you publish the results of the polls on the GLA website?

[The Mayor](#)

We anticipate that data for the survey in question will be published at the end of November.

Childhood Lost campaign

Question No: 2013/3490

Caroline Pidgeon

Will you support the Childhood Lost campaign, which is calling for six steps to stop child sexual exploitation?

The Mayor

I support the principles of the campaign. I will explore each of the six steps with the MPS and other key partners as part of my second Violence Against Women and Girls strategy that will be launched by MOPAC later this autumn.

MPS Procurement - uniforms

Question No: 2013/3491

Caroline Pidgeon

The Public Accounts Committee report on Police Procurement published in September highlighted the wildly varying prices which police forces pay for very similar items. What progress is being made by the MPS in setting up a collaborative programme to buy police uniforms across forces?

The Mayor

On 26 September, the Deputy Mayor for Policing and Crime approved a decision (DMPCD 2013 144) to initiate procurement action for the engagement of a national managed service provider for the supply of uniforms for the forty three police forces and British Transport Police, UK Border Agency, Civil Nuclear Constabulary and MoD Police.

Details of the decision can be found at <http://www.london.gov.uk/priorities/policing-crime/how-we-work/mopac-decisions/dmpc-decisions-september-2013>.

Employment programmes for young offenders - GLA ESF Youth Programme 2011-2013

Question No: 2013/3492

[Caroline Pidgeon](#)

What outputs have been reported from the GLA ESF Youth Programme Resettlement of Young Offenders Leaving Custody projects since they started in October 2012? When did each delivery partner commence work? How many young offenders have been supported? Are the projects covering all London boroughs?

[The Mayor](#)

To date, 200 young people have been supported on the programme since October 2012.

There are two providers who will be delivering the Resettlement of Young Offenders leaving custody projects. Nacro started delivery in October 2012 and have been operating on a pan London basis whilst the second provider was being procured. A contract is in the process of being finalised and the second provider will then start delivery by January 2014.

Pan-London domestic violence service

Question No: 2013/3493

[Caroline Pidgeon](#)

What funding has been identified to fulfil your commitment to commission and fund a pan-London domestic violence service and maintain the number of Independent Domestic Violence Advocates?

[The Mayor](#)

Funding for victims' services will be allocated to MOPAC from October 2014. MOPAC has commissioned Baroness Newlove to lead a review of victim services, including domestic violence services, across London. This will inform future funding and commissioning arrangements around existing domestic violence services and the development of a pan-London domestic violence service.

Requests for police visits by victims of crime

Question No: 2013/3494

[Caroline Pidgeon](#)

In answer to my question about how many victims of crime have requested a visit and how many visits have been carried out you responded that "It is not possible to show the number of requested visits versus received visits as this data is not captured" [MQ 2821/2013]. How do the MPS monitor whether all victims of crime who have requested a visit then receive one?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The MPS is developing a simple way of recording visits that makes the distinction between visits requested and those scheduled for other reasons. Data should as a result be available in the New Year.

A&E data sharing

Question No: 2013/3495

[Caroline Pidgeon](#)

Further to MQ2830/2012, how many A&E departments in London are currently sharing data locally with their Community Safety Partnerships? Of those how many are providing high quality and complete data? What work has MOPAC done with the Department of Health to improve data sharing at the London level?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

Over three quarters of A&E departments in London are currently sharing data with the police and Community Safety Partnerships. However, because data sharing agreements are agreed locally, there are variations in the level of detail being shared between NHS Trusts and their local partners. MOPAC has engaged with all relevant partners including the Mental Health Partnership Board, NHS England (London Region) and the Department of Health to ensure appropriate data is collected, analysed and shared to meet our common objectives.

Decisions about Police Station Sales

Question No: 2013/3496

[Caroline Pidgeon](#)

In answer to MQ1825/2013 about the sale of police stations you said "details of all disposals are published on our website once they are agreed by the Deputy Mayor for Policing and Crime". Both Wealdstone and Barking police stations are currently listed for sale with estate agents, however the corresponding Deputy Mayor for Policing and Crime decisions do not appear to be available online. Why is this? When will you publish the decisions to market these properties for sale?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The Estates Strategy for 2013 / 16 includes the disposal of Barking and Wealdstone Police Stations, and formed part of a related decision to acquire leases in Barking and Harrow (DMPCD 2013-040 acquisition of leaseholds).

The final decision to dispose of the police stations will be made by the Deputy Mayor for Policing and Crime, with details published on the website.

MOPAC residential properties for ACPO officers

Question No: 2013/3497

[Caroline Pidgeon](#)

Further to my question MQ3381/2012 how many MPS ACPO officers use properties provided by MOPAC? How many of these are rented and how many have been purchased? Are any of these properties not in use? What is the current valuation of these properties? What is the annual cost of upkeep?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Nine properties out of MOPAC's residential estate are currently in use by ACPO officers. All nine of these properties were purchased on long leases. Three of these properties are being used by members of the MPS Management Board. A further three are being used by ACPO officers on a temporary basis and the remainder are flats which are used on an ad hoc basis for temporary overnight accommodation in lieu of booking a hotel room. These are all two-bedroom flats which officers are expected to share if necessary.

These nine properties are currently valued at £2,284,542 with annual maintenance costs of £31,538.72; £23,698.93 of which are planned service costs like waste management and building maintenance.

Lay members of Police misconduct hearings

Question No: 2013/3498

[Caroline Pidgeon](#)

Further to MQ 2830/2013, how many existing independent lay members of police misconduct hearings are there currently, and how many new members are going to be recruited?

[The Mayor](#)

MOPAC currently have 17 independent members of misconduct panels who are all used by the MPS on a regular basis to assist with misconduct hearings. Their terms expire on 31 December 2013. All existing independent members have expressed an interest in continuing for a further four year term and arrangements for their re-appointment is underway.

The planned recruitment of a further 3 or 4 new independent members will be taking place in 2014/15 to facilitate staggered contract start and end dates.

Training for lay members of Police misconduct hearings (1)

Question No: 2013/3499

[Caroline Pidgeon](#)

Your answer to MQ2831/2013 stated that independent lay members of police misconduct panels had been provided with one training session since January 2012, and that training provision is currently being reviewed. To what extent are panel members consulted on their training needs?

[The Mayor](#)

Arrangements for the reappointment of independent members of misconduct panels is ongoing and the new contract start date will be 1 January 2014 . The recruitment of a further 3 or 4 new independent members will take place in 2014/15. All reappointed members and the new members will be consulted to identify any knowledge gaps for the role and to ensure that all individual training needs are met.

Training for lay members of Police misconduct hearings (2)

Question No: 2013/3500

[Caroline Pidgeon](#)

Your answer to MQ2831/2013 stated that independent lay members of police misconduct panels had been provided with one training session since January 2012, and that training provision is currently being reviewed. Has MOPAC looked at what training is provided by other comparable forces as part of the review and when will the review be concluded?

[The Mayor](#)

The review of training has involved contacting other forces and court chambers to enquire about the availability of various training options. We are currently liaising with the MPS over the provision of the facilities used for misconduct hearings. We expect to have an agreed training package available for the commencement of the independent members new term of office on 1 January 2014.

Metropolitan Police Service - Cars and drivers (1)

Question No: 2013/3501

Caroline Pidgeon

Further to MQ2294/2013 how many officers have taken up their entitlement to the use of a car for personal use under ACPO terms and conditions?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

23 ACPO officers have been provided with cars for business and personal use in 2013 / 14.

Metropolitan Police Service - Cars and drivers (2)

Question No: 2013/3502

Caroline Pidgeon

Further to MQ2294/2013 what was the payment rate at which officers reimbursed the MPS for their private mileage before 1 June 2013? What was the total mileage and the total amount reimbursed for 2012/13?

The Mayor

Reimbursement is paid at HMRC advisory fuel rates. These rates change on a regular basis.

The current and historical payment rates can be found on the HMRC website:

http://www.hmrc.gov.uk/cars/fuel_company_cars.htm.

The total mileage declared for 2012/2013 was 464,528 miles and the amount reimbursed was £28,126.77.

ATOC Travel Concession for police officers (1)

Question No: 2013/3503

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime has recently agreed to spend £80million for the provision of a 4 year rail travel concession from the Association of Train Operating Companies (ATOC) for police officers (DMPCD 2013-131). How much was spent on providing the current scheme between the Metropolitan Police Service, the City of London Police and ATOC which commenced on 1 April 2008 and expires on 31 March 2014?

[The Mayor](#)

The current ATOC which is due to end 31 March 2014 has an estimated total cost of £90.15 million

ATOC Travel Concession for police officers (2)

Question No: 2013/3504

[Caroline Pidgeon](#)

The Deputy Mayor for Policing and Crime has recently agreed to spend £80million for the provision of a 4 year rail travel concession from the Association of Train Operating Companies (ATOC) for police officers (DMPCD 2013-131). Does this include payments to First Capital Connect and London Midland?

[The Mayor](#)

The terms and conditions of the new contract will be announced by the end of the year when commercial negotiations are concluded. It is intended to cover all major train operators in the London area, as it has in the past. It will provide the best value to the London taxpayer.

ATOC Travel Concession for police officers (3)

Question No: 2013/3505

[Caroline Pidgeon](#)

The website of the Hertfordshire Police Federation suggests that their police officers are entitled to free travel concessions on some First Capital Connect and London Midland routes. Why are MOPAC paying ATOC for these rail concessions when Hertfordshire are not?

[The Mayor](#)

MOPAC is currently negotiating the terms and conditions of a new 4 year contract with ATOC for the provision of a travel concession to Metropolitan Police Officers which will run from 1 April 2014. The contract will allow police officers to travel on National Rail services within an agreed area.

I cannot comment on any concessions provided to officers working for Hertfordshire Police by ATOC.

TfL free travel for Hertfordshire Police

Question No: 2013/3506

[Caroline Pidgeon](#)

The website of the Hertfordshire Police Federation suggests that their police officers are entitled to free travel on London Buses, London Underground, Tramlink, Docklands Light Railway and London overground services. Why does TfL provide free travel to Hertfordshire Police officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL values the support of police in helping to provide a safer and more secure transport network for staff and the travelling public. The services provided by the police are invaluable in targeting crime and anti-social behaviour and responding to incidents on TfL services. In addition to warranted police officers providing reassurance to staff and passengers, they also provide response capacity as they have a legal duty to intervene in a crime whether on or off duty. In recognition of this, TfL currently provides free travel to police forces in London and surrounding counties that have a role in policing the TfL transport network in their area.

Costs of vacating SNT base

Question No: 2013/3507

[Caroline Pidgeon](#)

Please outline the costs associated with:

- a) The renting and fitting out of the Safer Neighbourhood Team base on Trundle Street, SE1 in 2010/11; 2011/12; 2012/13.
- b) The costs of breaking the lease and vacating the SNT base on Trundle Street prior to the expiry of the Metropolitan Police Service's 10 year lease of this space.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The rent and fit out costs are:

Year	Fit Out	Rental
2009/10	£58k	nil
2010/11	£353k	£13k
2011/12	nil	£52k
2012/13	nil	£52k

The costs of exiting the building have yet to be finalised.

Source London - public partners

Question No: 2013/3508

[Stephen Knight](#)

How many London boroughs are currently members of the Source London consortium?

[The Mayor](#)

27 London boroughs are currently members of the Source London consortium. These boroughs are:

London Borough of Brent

London Borough of Camden
London Borough of Croydon
London Borough of Ealing
London Borough of Enfield
London Borough of Hackney
London Borough of Hammersmith and Fulham
London Borough of Haringey
London Borough of Harrow
London Borough of Hillingdon
London Borough of Hounslow
London Borough of Lambeth
London Borough of Lewisham
London Borough of Merton
London Borough of Newham
London Borough of Redbridge
London Borough of Southwark
London Borough of Sutton
London Borough of Wandsworth
London Borough of Barking and Dagenham
London Borough of Bexley
London Borough of Bromley
Royal Borough of Greenwich
Royal Borough of Kensington and Chelsea
Royal Borough of Kingston upon Thames
Westminster City Council
The City of London

Affordable Homes Programme 2015-18

Question No: 2013/3509

[Stephen Knight](#)

Further to reports that the Greater London Authority is considering funding the building of new homes for social rent in the 2015-18 affordable homes programme, by when do you expect to confirm the number, and tenure, of affordable homes proposed for London in 2015-18?

[The Mayor](#)

We expect to publish a funding prospectus in late November 2013 and make funding allocations in summer 2014.

Help to Buy

Question No: 2013/3510

[Stephen Knight](#)

What is your assessment of the number of homes currently on the London market that will be eligible for inclusion in the second phase of the Help to Buy scheme?

[The Mayor](#)

There is no single dataset which captures the homes currently on the market and their values

London Housing Market - supply and demand

Question No: 2013/3511

[Stephen Knight](#)

Further to your answer to MQ 1865/2013, do you accept that if the supply of new homes in London continues to be outstripped by demand then further rises in rents are likely, if not inevitable?

[The Mayor](#)

I would not attempt to predict the future course of prices or rents in London, but I have been very clear that we must substantially increase housing supply to meet London's rising housing requirements.

Custom Build Housing and Community Right to Build programmes

Question No: 2013/3512

[Stephen Knight](#)

How many applications have been received for the Custom Build Housing and Community Right to Build programmes since their launch in London on 17 July 2012?

[The Mayor](#)

The GLA has received two Custom Build and five CRtB applications since the programmes launch. Both programmes have received a steady amount of interest and we are anticipating new applications in the coming months.

Community Right to Build programme

Question No: 2013/3513

[Stephen Knight](#)

Of the £3m of revenue funding available to community groups in London through the Community Right to Build programme, how much has been allocated to date? For how long is this funding available?

[The Mayor](#)

The GLA has allocated a total of £347,958 across three CRtB projects since the programmes launch. The programme is currently intended to be open until March 2015. We will keep this under review.

Custom Build Housing programme

Question No: 2013/3514

[Stephen Knight](#)

Of the £5m of capital funding awarded to the GLA in 2012 to support custom build housing in London, how much has been allocated to date?

[The Mayor](#)

Thus far, the GLA has provisionally allocated a total of £2,385,000 of Custom Build loan finance.

New Bus for London - emissions (1)

Question No: 2013/3515

[Stephen Knight](#)

Please list the engine exhaust emissions (g/km) from the 2013 Euro V version of the New Bus for London for each of the following pollutants: PM10; PM2.5; and NO2.

[The Mayor](#)

These details have already been published for question 1243/2013. There is no size breakdown for particulate matter (PM) under air quality legislation so the figure given is for overall PM. Similarly, there is no separate figure for and NO and NO2 as a combined measure for NOx is used.

New Bus for London - emissions (2)

Question No: 2013/3516

[Stephen Knight](#)

When do you expect to publish details of the 'on road' emissions of the New Bus for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Please see my response to MQ 3439/2013. TfL does, however, intend to publish fuel consumption figures in 2014 when sufficiently statistically robust data has been collected and collated.

New Bus for London - green credentials

Question No: 2013/3517

[Stephen Knight](#)

As you may know, due to the uniqueness of the new bus - and the fact there is currently no second-hand market for these vehicles - TfL has been forced to purchase all 600 vehicles directly and operate them for their entire working life (of at least 14 years). How environmentally-friendly do you expect the New Bus for London will appear in 14 years' time compared with contemporary 2027 models?

[The Mayor](#)

TfL has purchased 600 vehicles in one large order as this will save money for London. It would be more expensive for bus operators to buy them in smaller batches at higher unit costs in relation to the route contracts they win, and then pass these on to TfL.

Buses in London operate up to two full contract terms which results in the oldest vehicles being up to 14 years. At any time there will be a range of technologies and engine generations.

I believe the New Bus for London will lead to an era of increasingly clean vehicles in the capital from now on. This will certainly be the case during 2014 when subsequent production vehicles are fitted with the latest ultra-low emission Euro 6 engine, making it cleaner still.

In my 2020 Vision I aspire to see the current 600 swell to 2000. Such a sizeable expansion would be linked to overall fleet replacement so that the best emissions profile can be achieved, with vehicles harnessing the latest engine generation and technology as it becomes available.

New Bus for London - vehicle weight

Question No: 2013/3518

[Stephen Knight](#)

Further to MQs 2885/2012 and 0941/2013, are you now in a position to confirm the kerb weight and maximum gross vehicle weight (GVW) of the New Bus for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Please see my response to MQ 2013 /3403.

Cleaner Air for Schools programme (1)

Question No: 2013/3519

[Stephen Knight](#)

How many schools are currently participating in the Cleaner Air 4 Schools programme?

[The Mayor](#)

Six schools in four boroughs are currently participating in the programme. In addition the GLA is working with a further seven boroughs to develop and deliver similar programmes in approximately forty schools.

Cleaner Air for Schools programme (2)

Question No: 2013/3520

[Stephen Knight](#)

How much GLA funding has been allocated to support the Cleaner Air 4 Schools programme in 2013/14?

[The Mayor](#)

The GLA allocated £100,000 in FY12/13 to the Cleaner Air 4 Schools programme, which was matched by £60,000 from Defra and £25,000 from each of the four participating boroughs.

Using EU funding a further £25,000 has been allocated in 2013/14 to support the roll out of the programme to the London Borough of Southwark.

Provision of newspapers, periodicals and journals for the GLA

Question No: 2013/3521

[Stephen Knight](#)

Please provide a list of the newspapers, periodicals and journals currently supplied to the Greater London Authority (GLA) under its contract with Willis News Distribution Ltd. Please also provide the annual cost of subscribing to each individual publication where known.

[The Mayor](#)

The corporate contract to supply newspapers, periodicals and journal to the GLA by Willis News Distribution Ltd expired on 31 August 2013. The GLA then exercised an option in the existing TfL contract with SWETS Information Services Ltd which commenced on 1 September 2013.

The total value of newspapers, as at the start of the new contract is £14,986.92 and for journals/periodicals it is £9,113.38, giving a total of £24,100.30. When journals and publications are due for renewal the continuing need for them is being reviewed.

Air Quality Initiative of the Regions

Question No: 2013/3522

[Stephen Knight](#)

Thank you for your answer to MQ2966/2013. The Air-quality Initiative of the Regions (AIR) position paper to which you refer also calls for a simplification of the limit value regime and flexibility over the current compliance assessment. In what ways specifically will your lobbying as part of the 'Year of Air' strengthen air pollution laws?

[The Mayor](#)

It is my understanding that the European Commission will not be proposing revisions to the Ambient Air Quality Directive this year. Instead the focus is now on the National Emissions Ceiling Directive and the Thematic Strategy on Air Pollution.

My response to the European Commission air quality consultation states:

"A stricter National Emissions Ceilings Directive (NECD) is clearly necessary to reduce background concentrations... A more ambitious NECD is vital for reducing air pollution to levels within the limit values of the air quality directive, especially for particulate matter, and to tackle the impact of transboundary pollution between member states."

My priorities for the Thematic Strategy are to ensure effective European standards to address emission sources and secure additional resources for cities to tackle local air pollution.

I believe that these changes would strengthen the action being taken across Europe to improve air quality.

EU Air Quality Policy Review

Question No: 2013/3523

[Stephen Knight](#)

What meetings have you or your officials had since 01 May 2013 concerning the European Commission's review of air quality policy?

[The Mayor](#)

My officials and I regularly discuss a range of topics, including air quality, with the European Commission and other European partners to achieve the best deal for London.

My priorities for the air quality policy review are to ensure effective European standards to address emission sources and secure additional resources for cities to tackle local air pollution.

I am committed to an open process and have published various documents, including the GLA's responses to European consultations on air quality, on the GLA website.

London Underground - Tunnel Cleaning Machine

Question No: 2013/3524

[Stephen Knight](#)

Further to MQ2315/2013, can you confirm that the new Tunnel Cleaning Train will begin testing in December 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

TfL needs to undertake some further tunnel infrastructure work to support the use of the Tunnel Cleaning Train. The project timetable is currently being re-assessed.

Air Quality on the Tube - information and advice

Question No: 2013/3525

[Stephen Knight](#)

Further to MQ2314/2013 can you confirm that you intend to publish information about the dust levels recorded on the underground on TfL's website by the end of the calendar year (i.e. 31 December 2013)?

[The Mayor](#)

As I said in that previous answer, TfL hopes to be able to publish this information on its website by the end of the year. You are correct that this means the calendar year 2013.

Ultra Low Emission Zone - consultation

Question No: 2013/3526

[Stephen Knight](#)

Further to MQ 2327/2013, what is the timetable and process for allowing stakeholders to submit their preliminary views on the Ultra Low Emission Zone (ULEZ) planned for central London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL has been undertaking feasibility work into an Ultra-Low Emission Zone (ULEZ) since February and will make recommendations for my consideration by the end of the year. TfL has already met a large number of stakeholders to discuss options and key issues. In November 2013, there will be a further workshop for key stakeholders from industry, business and the boroughs. The London Assembly was also briefed in July 2013. It is likely that further engagement with stakeholders will take place during 2014. Subject to this, more formal consultation on a potential ULEZ could take place in 2015.

London Atmospheric Emissions Inventory - NO2 and PM

Question No: 2013/3527

[Stephen Knight](#)

Please list the top five locations in London with the highest modelled annual mean concentrations of nitrogen dioxide (NO2) and particulate matter (PM10) in 2012 according to the latest London Atmospheric Emissions Inventory?

[The Mayor](#)

Rather than identifying the "top five" locations my officials have used the outputs of the London Atmospheric Emissions Inventory to identify 187 air quality focus areas where high concentrations of air pollution overlap with high levels of potential human exposure. A list of the areas as well as the methodology used for identifying them is available on the GLA website at: <http://www.london.gov.uk/sites/default/files/Cleaner%20Air%20for%20London%20-%20AQ%20Focus%20Area%20methodology.pdf>

Nitrogen Dioxide - public exposure

Question No: 2013/3528

[Stephen Knight](#)

According to the latest version of the London Atmospheric Emissions Inventory (LAEI), how many people in each London borough were exposed to concentrations of nitrogen dioxide exceeding the legal annual limit value in 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

This information, including a breakdown by borough, is available on the GLA website at:

<http://www.london.gov.uk/priorities/environment/clearing-londons-air/useful-documents>

Significant progress has been made reducing human exposure to air pollution in London since I became Mayor. This has taken place against a challenging backdrop, including underperforming Euro standards and dieselisation.

In 2008 around 3.6 million Londoners were estimated to live in areas exceeding the EU legal annual limit value for NO₂. However thanks to the measures I have implemented, including tighter low emission zone standards, cleaning up the bus fleet and retiring more than 3,000 of the oldest most polluting taxis, by 2012 this figure was estimated to have more than halved to 1.7 million Londoners (or about 20% of the population).

On current trends, by 2016 I expect the figure to further reduce to around 1 million people and by 2020 to be around 300,000, mainly in central London. Consequently, I have proposed a central London Ultra Low Emission Zone from 2020 and other measures to help address these remaining hotspots.

Mayor's Air Quality Fund

Question No: 2013/3529

[Stephen Knight](#)

How much funding has been allocated to 'greenwalls' or similar schemes from your Mayor's Air Quality Fund? Please provide a breakdown by scheme and grant.

[The Mayor](#)

Eleven out of thirty-four schemes provisionally funded by the Mayor's Air Quality Fund include an element of Green Infrastructure. These schemes include green walls, green screens as well as more informal tree and shrub planting. For all schemes green infrastructure is only one part of the full proposal, for example green infrastructure will be used as part of a broader set of activity at schools or to complement cycling infrastructure and urban realm improvements.

The total funding provisionally awarded to these eleven schemes is £1,680,000. This is based upon initial scheme estimates. More detailed scheme proposals will be received at the end of October from which the cost of green infrastructure elements can be more accurately estimated.

Please see the table attached in Appendix 1 for an outline on the schemes containing green infrastructure elements.

Urban Broadband Fund

Question No: 2013/3530

[Stephen Knight](#)

Where and on what has the Urban Broadband Fund been spent in London so far?

[The Mayor](#)

BDUK (an investment vehicle to drive UBF funding across UK) has provisionally allocated the GLA £25 million of UBF funding through the Growing Places Fund. This is in the process of being allocated.

Apprenticeship Target

Question No: 2013/3531

[Stephen Knight](#)

Can you specify how you intend to meet your target of creating 250,000 apprenticeship placements by 2016?

[The Mayor](#)

Over the last year we have worked hard, in partnership with the National Apprenticeships Service, to achieve this challenging target. Through the London Enterprise Panel we have brought even more resources to support the London Apprenticeships campaign. I have also written to companies in the capital that have not previously taken on apprentices as well as a direct mail campaign to SMEs.

London's Property Taxes

Question No: 2013/3532

[Stephen Knight](#)

What progress have you made in convincing the Treasury that London should retain its own Stamp Duty revenue streams to fund home building?

[The Mayor](#)

My officials have met with Treasury Ministers and officials, as well as those from other Government departments, to discuss the devolution of the full suite of property taxes to London government and to answer technical questions raised; they will continue to do so. The City Centred campaign, which represents London and the Core Cities, will continue to make the case to policy makers for city devolution.

New York Tourism Partnership

Question No: 2013/3533

[Stephen Knight](#)

By how much do you expect levels of tourism and business activity to rise between London and New York as a result of the New York Tourism Partnership?

[The Mayor](#)

The key objectives of the New York Tourism Partnership are to:

- 1) Boost tourism between both cities
- 2) Promote London's cultural offering to our No.1 tourist market
- 3) Share digital best practice between our respective promotional organisations

This activity is part of our goal to enhance London's reputation in key tourism markets, with the aim of generating GVA for the London economy through additional tourism visits. We cannot accurately predict the increase in levels of tourism this activity will produce, however as with all London & Partners' tourism campaigns a full evaluation will be completed.

European Language Teaching

Question No: 2013/3534

[Stephen Knight](#)

The recent Mayoral Decision 1271 on the teaching and learning of Arabic in London is welcome. However the poor knowledge and take-up of European languages has led to numerous well researched reports of the UK being seriously underrepresented in the EU institutions, which is detrimental to London's influence in Brussels and elsewhere. Londoners' knowledge of French, German, Spanish and Portuguese is also vital for this city's European and indeed global trade and business.

Do you have any plans to work with the British Council, or other institutions, to improve the uptake and teaching of European languages in London?

[The Mayor](#)

Modern foreign and ancient languages are a priority in my London Schools Excellence Fund. I am funding a number of projects focused on improving the teaching and uptake of languages, including European languages. At my first Education Conference 2013, there will be a panel session on the importance of modern foreign and ancient languages.

London Schools Excellence Fund

Question No: 2013/3535

[Stephen Knight](#)

In your own words, the London Schools Excellence Fund is spending £24 million on high performing schools. What are you doing to help schools which are not performing as well?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

The London Schools Excellence Fund will benefit schools in a wide range of circumstances, including those who are not performing as highly as we would hope. It is important that schools that are leading projects have strong capacity and leadership to deliver the project, but many other schools will benefit from their delivery.

Each funded project will work with a number of other schools to help improve teaching standards and academic results, including schools with lower attainment levels. Further help includes my Gold Club programme, which provides opportunities for schools which are not performing as well to learn from schools which are succeeding in achieving exceptional results in a range of circumstances. In addition, the London Curriculum will be available to all London secondary schools from September 2014 to support excellent teaching practice. My annual Education Conference this month will also focus on sharing good practice across London schools.

Childcare in the Education Inquiry

Question No: 2013/3536

[Stephen Knight](#)

The Health and Public Services Committee (as it was then known) recommended that early education and childcare be part of your Education Inquiry. Why did you reject this?

[The Mayor](#)

The Assembly's recommendation to include improving access to early years' education within the inquiry was drawn to the attention of the independent Education Inquiry Panel at its meeting on 14 March 2012. By then, however, the scope of the inquiry had been decided.

Parental Employment and Childcare Policies

Question No: 2013/3537

[Stephen Knight](#)

Do you have a specific set of policies aimed at parental employment and childcare in London? If not, why not?

[The Mayor](#)

I have tasked my London Enterprise Panel, which I personally chair, with increasing employment and skills in the capital for all Londoners, and specifically to look at this very issue to ensure that more parents are able to return to work with the skills they need to compete in London's economy.

In particular, my Panel are developing on the ESI Funds London strategy, which in consultation with the Child Poverty Action Group and London Councils has developed two priorities:

tailored support and advice for parents and carers returning to work on flexible and affordable childcare, benefits, debt, housing, skills, access to quality part-time and flexible jobs. In particular, lone parents who have not accessed the Work Programme, lone parents with children under the age of 5 claiming inactive benefits and non-working partners in low income working families; and

support for jobless households/ families furthest from the labour market to reduce child poverty through improving employability, particularly those affected by the benefit cap with problems of homelessness, rent arrears and housing overcrowding. Projects should link to the local authority 'Troubled Families Programme' where appropriate.

Childcare Assessment

Question No: 2013/3538

[Stephen Knight](#)

Will you consider commissioning the GLA's Data Management and Analysis Group to create a London-wide assessment of supply and demand for childcare?

[The Mayor](#)

No. I don't see the need for this as local authorities have the duty to assess the sufficiency of supply to meet the needs of working parents. Ofsted also publishes statistics on the number of registered places in London and all local authority areas in England.

Pupil Increase

Question No: 2013/3539

[Stephen Knight](#)

According to London Councils, pupil numbers in London will have increased by 90,000 by 2016. How have you been preparing for this?

[The Mayor](#)

Members of my Intelligence Unit presented in detail on this work at the Assembly's Education Committee meeting on 19 September. Please also see my reply to MQ 3903 / 2013.

Term Times

Question No: 2013/3540

[Stephen Knight](#)

Many educational leaders fear that the ability in 2015 for schools to set their own term times, instead of local authorities, will only add to parents' childcare difficulties. This is why the Welsh government has taken steps to harmonise school holidays in Wales. Do you agree London school term times should also be harmonised? If not, why not?

[The Mayor](#)

Allowing all schools to set their own term dates brings state maintained schools in line with academies. Schools will take the impact on parents into account in making decisions about term dates and will consider it alongside the educational arguments. All parents have an opportunity to express their views through their representatives on their school's governing body. It is in the interest of all parents and pupils for schools to have this flexibility and many parents see positive benefits to the change.

West End VIP Day

Question No: 2013/3541

[Stephen Knight](#)

On the 24th November 2012 you were quoted in the Metro newspaper as saying that "VIP Day has become an essential part of London's shopping calendar, and what better place to host it than the world's best retail district. This weekend showcases the best of shopping London has to offer, and builds on the momentum of the magnificent year London has had."

Following the decision not to hold a 'VIP Day' this year, can you clarify whether: (1) you were consulted before the decision was made for this regular event to not take place this year and if so what representations did you make, and (2) do you still stand by the view that you expressed last year that the event is an "essential" part of London's shopping calendar?

[The Mayor](#)

The decision on what events to hold in Oxford Street, Regent Street and Bond Street is a matter for the members of the New West End Company (NWECC) and I am guided by these businesses and their needs.

NWECC stage numerous events throughout the year, VIP Day is one of them. The organisers made a decision this year to focus on other events.

Maintenance of verges (1)

Question No: 2013/3542

[Tony Arbour](#)

How many miles of road verge, including hedges and ditches, does Transport for London maintain in London?

[The Mayor](#)

TfL's Network Asset Management System data does not record verges in a linear manner, but rather by surface area. It shows that TfL maintains a little over 67,000m² of highway verge. This from a total 'Green Estate' of 3,366,000 m² which ranges from suburban woodland through to planters including high profile locations such as the central reserve of Park Lane.

Maintenance of verges (2)

Question No: 2013/3543

[Tony Arbour](#)

How much does Transport for London pay to contractors to maintain these verges?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The cost of TfL's verge maintenance is included in a lump sum payment. This covers all routine maintenance of its green estate including grass cutting and the maintenance of planted areas and trees. It is not possible to separate out the costs for individual pockets of land.

Maintenance of verges (3)

Question No: 2013/3544

[Tony Arbour](#)

How does Transport for London ensure that work is carried out promptly and effectively by contractors in maintaining the verges, including hedges and ditches, on the TfL network?

[The Mayor](#)

TfL's contractors carry out maintenance of verges partially on a planned cyclical basis, for example carrying out a specified number of grass cuts per year, and partly on a reactive basis, such as cutting foliage which could obscure traffic signs. TfL sets a service standard for activities according to local considerations. For grass cutting this ranges from 'close mown' grass with frequent cuts in residential areas through to 'amenity' grass cut less frequently in more rural areas.

TfL agrees programmes of work for cyclical works with its contractors and monitors timeliness and quality through a combination of the contractors' site records and site inspections. Timely completion of works to the required quality contributes to performance indicators which measure the contractors' performance against a cross section of contract services. Stringent performance targets have been set and failure to achieve the required standards has commercial consequences.

If you have specific concerns, please let TfL know.

Section 136 suites

Question No: 2013/3546

Tony Arbour

ACPO research demonstrates that police officers are losing more than an hour a day managing mental health incidents that should be dealt with by healthcare professionals. (i) What percentage of mental health detainees are going straight to places of safety? (ii) How long on average do officers have to wait for a Section 136 suite? (iii) What, if any, agreements are there between local NHS trusts on transfers if Section 136 suites in one area are busy?

The Mayor

It is not possible to specifically calculate how long MPS officers spend waiting for a place of safety, although anecdotally officers on average spend less than an hour at the place of safety.

In those cases where a place of safety is unable to receive an individual the responsibility for locating an alternative remains with hospital staff. The London Mental Health Partnership Board is developing more consistent ways of working across London.

In addition, London has been chosen as a pilot area to develop a triage service which aims to:

- Reduce the number of detentions made under s136 of the Mental Health Act 1983.

- Reduce the amount of time police officers spend dealing with incidents involving people with mental illness.

- Ensure that people suffering from mental illness are referred to appropriate services that give them the support they need.

I will ask MOPAC meet with you to discuss this matter further.

Police acting as ambulances

Question No: 2013/3547

[Tony Arbour](#)

In medical emergencies, police transport is available to casualties as "a last resort" but in London there are reports that the police now regularly transport patients on the ambulance service's behalf because ambulances are delayed or fail to turn up. How many times have the police done this in the last measurable month?

[The Mayor](#)

The MPS and London Ambulance Service (LAS) share a working group looking at a variety of tactics to improve the service each agency provides to each other. On average the MPS sends 6,500 requests for LAS assistance per month, ranging from high to low acuity cases. The working group has been monitoring occasions of MPS officers conveying patients. In September 2013 there were 50 conveyances by MPS where ambulances were delayed, primarily due to ambulances being reassigned to more acute cases; this represents 0.77% of MPS demand to LAS.

Metropolitan Police's entrance exam

Question No: 2013/3548

[Tony Arbour](#)

Does MOPAC support the MPS's Diversity Health Check document which recommends weighting placed on the "Written Communication" section of the Metropolitan Police's entrance exam is lowered?

[The Mayor](#)

The MPS is currently considering whether and how to make its entrance requirement more appropriate to the needs of Londoners.

Notting Hill redevelopment

Question No: 2013/3550

[Andrew Boff](#)

What consideration will TfL be giving to cyclists in the redevelopment of the Notting Hill junction?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL and the GLA have had initial discussions with the Royal Borough of Kensington and Chelsea as well as key landowners about development aspirations for Notting Hill Gate, which forms part of the Strategic Road Network (SRN). Following on from these discussions the council is preparing a Supplementary Planning Document (SPD) and masterplan for the area which include streetscape improvements. The council is still working on its preferred designs and will consult with Transport for London as these evolve.

TfL will seek to ensure that the proposals include adequate provision for pedestrians and cyclists as well as having regard to wider operation of the bus and road network. The Royal Borough is working closely with TfL and my Cycling Commissioner on delivering my Vision for Cycling in London, including through the Quietways programme, and will look to ensure that the safety of cyclists is a priority.

Olympic Stadium

Question No: 2013/3551

[Andrew Boff](#)

What is the total value of contracts currently out to tender for the conversion on the Olympic Stadium?

[The Mayor](#)

The value of contracts currently out to tender for the conversion on the Stadium on Queen Elizabeth Olympic Park cannot be released as this may impact on the procurement process.

Chobham Manor (1)

Question No: 2013/3553

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have three bedrooms?

[The Mayor](#)

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval.

Of the 259 units in Phase 1, 146 are 3 bedroom homes.

Chobham Manor (2)

Question No: 2013/3554

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have four bedrooms?

[The Mayor](#)

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval.

Of the 259 units in Phase 1, 40 are 4 bedroom homes.

Chobham Manor (3)

Question No: 2013/3555

[Andrew Boff](#)

How many of the homes in the first phase of the Chobham Manor development will have five bedrooms?

[The Mayor](#)

Chobham Manor will be the first neighbourhood on Queen Elizabeth Olympic Park.

The whole development will deliver up to 850 units, comprising 28 per cent affordable housing and at least 75 per cent family housing.

Phase 1 will deliver 259 units and building commences 2014, subject to planning approval. Of the 259 units in Phase 1, 13 are 5 bedroom homes.

London Housing Targets

Question No: 2013/3556

[Andrew Boff](#)

From your new London Plan housing targets with London boroughs, what proportion do you expect will be family homes?

[The Mayor](#)

The SHLAA does not identify the type of units that will be delivered. Sites capacity is calculated on density assumptions based on defaults set from the 'Sustainable Development Quality' matrix. These densities assume that the mix of homes in locations with the highest PTAL scores will include more one and two bed units, whereas developments in lower PTAL areas will predominantly be family sized. The actual type of units delivered will depend on the site specific circumstances and a borough's identified housing need.

Sexual exploitation

Question No: 2013/3557

[Andrew Boff](#)

In my MQT Question 2013/0168 I was told that in 2010, 3% of cases involving sexual exploitation involved male victims and that this increased to 13% in 2012. What number of cases were there in total in each of these years in London?

[The Mayor](#)

The total number of cases of sexual exploitation identified by the police in London over the period 2010-2012 is as follows:

2010 - 67 (of which 97% were female victims and 3% were male victims)

2011- 167 (of which 97% were female victims and 3% were male victims)

2012- 146 (of which 87% were female victims and 13% were male victims)

Police Misconduct Cases

Question No: 2013/3559

Roger Evans

1. In the past year how much did it cost the Metropolitan police to fight misconduct cases?
2. How many of these cases took place in the past year?
3. What percentage of these cases were won by the Met?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05 February 2014

Misconduct hearings are an internal MPS process held when police officers/staff have been found to have a case to answer in respect of gross misconduct. As such, it is not possible to provide details of costs of misconduct cases as certain costs are opportunity costs met from within existing budgets within the MPS.

The tables below show the number of police officers/ staff that appeared at misconduct hearings, the number of cases that were proven and the percentage of cases proven.

Police Officers

Financial year	2011/12	2012/13	2013/14 (01/04/13 - 31/12/13)
Number of officers appeared on hearings	63	84	67
Proven	61	72	62
Percent Proven	96.8%	85.7%	92.5%

Police Staff

Financial year	2011/12	2012/13	2013/14 (01/04/13 - 31/12/13)
Number of officers appeared on hearings	76	90	74
Proven	74	87	71
Percent Proven	97.4%	96.7%	95.9%

Metropolitan Police Service - Cars and drivers

Police Misconduct Cases on Patrol

Question No: 2013/3560

[Roger Evans](#)

1. In the past year how much did it cost the Metropolitan police to fight misconduct cases which occurred when officers were on patrol?
2. How many of these cases took place in the past year?
3. What percentage of these cases were won by the Met?

[The Mayor](#)

It is not possible to answer the question as the MPS do not differentiate between misconduct cases arising from when officers were on patrol, and those which do not.

Seven Kings Station

Question No: 2013/3561

[Roger Evans](#)

Given your welcome confirmation at the recent Transport Plenary that, of the seven Crossrail Stations that do not currently have step-free access, Seven Kings is at the top of the list to be converted, when can my constituents expect to know a firm completion date?

[The Mayor](#)

I have made it clear that it is my aim to provide step free access at all Crossrail stations and work has already begun to look at technical solutions to make the remaining seven stations step free. These initial feasibility studies are expected to be completed by the beginning of next year, which will identify technical requirements as well as outline costs and timescales.

Struck Out

Question No: 2013/3564

[Richard Tracey](#)

Given that the Prime Minister has expressed support for the idea of banning tube strikes and replacing them with a system of binding pendulum arbitration, what steps will you take to help ensure that this reform, which in polls has consistently been shown to have the strong support of Londoners, is implemented?

[The Mayor](#)

As I have said in previous answers, I agree that Londoners need relief and protection from the disruptive impacts of threatened or actual strike action on the Underground, a course of action pursued too readily and with insufficient mandate by trades unions over many years.

As in my 2012 manifesto, I continue to believe that the way forward is to require unions to have a 50 per cent turnout threshold in order for strike action to be lawful. I have repeatedly made this case to the Government and will keep on doing so.

Crystal Palace Reconstruction & Tram Extension

Question No: 2013/3568

[Steve O'Connell](#)

What impact will the proposed development/reconstruction of Crystal Palace have on the business case and viability for the Crystal Palace tram extension?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As you would expect, the business case for the Tramlink extension to Crystal Palace would of course be strengthened by these exciting park proposals. We are exploring funding opportunities, including opportunities that occur as a result of developments such as the Palace reconstruction at the park.

TfL has been working with the local authorities to assess the potential for securing major funding contributions towards a potential Tram extension to Crystal Palace, from future development. This work is ongoing whilst TfL continues to assess the opportunities for securing funding.

Overcrowding on New Addington Tram route

Question No: 2013/3569

[Steve O'Connell](#)

You will be aware of the strength of feeling regarding the severe overcrowding issues on the East Croydon to New Addington tram route. Can you therefore please urge TfL to address this issue as a matter of urgency.

[The Mayor](#)

It is important, firstly, that we all recognise what TfL has achieved with Tramlink, and the important role it is playing in the regeneration of this part of London. Busy trams are a sign of this success.

Nonetheless, we need to respond to growing demand. Analysis shows that at the moment the most crowded section is the route to Wimbledon, so TfL is working to extend Line 4 from Therapia Lane to Wimbledon to increase capacity by 50 per cent by early 2016.

This is the second phase of Tramlink's capacity enhancement programme. The first phase was the launch of Line 4 in June 2012, to relieve crowding on the most heavily used section of the network, between Arena and Sandilands.

I appreciate that trams on the New Addington route can also be busy. TfL will of course keep demand levels under review and will in future look at what additional measures may be needed to meet rising demand, funding permitting.

London Plan Further Alterations

Question No: 2013/3570

[Steve O'Connell](#)

What areas of the London Plan are you looking to review as part of the Further Alterations process, and what are the current timetables for this?

[The Mayor](#)

I am considering a range of options for reviewing the London Plan including whether an alteration should focus on:

- adding substance to the principle set out in REMA and agreed by the Secretary of State that the London Plan is the 'London expression of the National Planning Policy Framework';
- providing London with a robust, interim planning framework to address the key housing and employment issues arising from a substantial increase in population and to support recession recovery, until the long term implications of these are clear ; and
- ensuring through minor changes that the Plan is updated and robust in terms of fact; changes in national policy; support for the Mayor's Housing and other strategies and where relevant addresses other advice to the Mayor such as that from the Outer London Commission.

Outer London Commission

Question No: 2013/3571

[Steve O'Connell](#)

When do you expect the Outer London Commission to make its next report and what issues will it be considering?

[The Mayor](#)

The Outer London Commission will conclude its third round of meetings in November 2013 and will report thereafter. The Commission is considering a range of issues including:

- the implications of reduced growth in comparison goods retail floorspace demand as a result of internet shopping and the effect of the recession on consumer expenditure
- approaches to realise the housing potential of outer London's town centre
- realising the potential and improving the offer of outer London's trading estates
- updating, and making more relevant to Outer London, guidance on improving and managing the night time economy.

Children on roads

Question No: 2013/3572

[Victoria Borwick](#)

What groups of children are considered at most risk on London's roads and at what times of the day is this the case?

[The Mayor](#)

I am pleased that in 2012 the number of child fatalities on London's roads dropped to five, the lowest since records began.

Analysis undertaken by TfL shows that as children grow up and undertake more independent travel, and travel for longer distances, the risk of them being injured on the road increases. There is a peak in the number of injuries experienced as a result of road collisions at the age of 11-12 when children start secondary school and their travel patterns often substantially change. Analysis also shows casualty peaks during the day at the start and end of the school day. Overall, more boys are injured than girls in London.

The peak in casualties for this age range has led to TfL providing road safety education to children in primary school, before they start secondary school, as well as to secondary school children. Recently, TfL has revamped its Junior Travel Ambassador programme. This programme builds on the success of the Junior Road Safety Officer initiative and aims to improve safety for primary school pupils before they make the transition to secondary school. TfL has also extended the Youth Travel Ambassador (YTA) project for 12-16 year olds and regularly runs marketing campaigns on child and teenager safety, to deliver further reductions in the number of children injured on London's roads.

Convictions for dangerous driving

Question No: 2013/3573

[Victoria Borwick](#)

1. How many bus drivers have received convictions following accidents with TfL buses?
2. What action do you think TfL should take when a bus driver receives a conviction for dangerous driving following an accident with a TfL bus?
3. Should TfL measure the number of convictions, related to any charges of dangerous driving by drivers of TfL buses, following an accident?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

(1) TfL does not hold data on bus driver convictions as has been previously stated in earlier answers. It should be noted, however, that following investigation the vast majority of incidents on the bus network are not attributed to the actions of bus drivers.

(2) Employment of drivers is a matter for individual operators. Drivers found guilty of dangerous driving would have their employment terminated by their employer, and would also face criminal prosecution through the courts. Drivers would additionally face the risk of action from the Traffic Commissioner, who might suspend or revoke their vehicle licence.

(3) No. There are already robust safeguards within health and safety management arrangements that govern the bus network such as disciplinary processes of the bus operators, incident investigation, bus driver training and routine route risk assessment updates.

Respecting Pedestrian victims

Question No: 2013/3575

[Victoria Borwick](#)

Could all pedestrians that have a fatal accident as a result of contact with a TfL vehicle, have their names mentioned and publicly acknowledged by TfL, as is the practice with cyclist fatalities?

[The Mayor](#)

Yes, if subject to the wishes of the individual's family.

TfL Bus driving

Question No: 2013/3576

[Victoria Borwick](#)

1. How many hours is a bus driver's shift and what are the permitted rest breaks?
2. Would TfL consider studying whether accidents are linked to gaps in the service or shift patterns? For example, when a driver tries to make up time to keep within a schedule, or when a bus driver is tired near the end of their shift?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

(1) Driver hours for buses in TfL service in London are covered by the Transport Act 1968 as amended by the Drivers Hours (Passenger Vehicles) Order (SI 1971 No818) which is highly prescriptive in the time allowed for layovers and rest periods.

The legal maximum for a single driving spell under British domestic rules is five hours 30 minutes before a break and the maximum daily duty is 10 hours although this top-end threshold is seldom reached in London. TfL undertakes audits of bus operators to ensure compliance with a range of regulations including driver duty hours.

(2) TfL can find no evidence to suggest that driver hours are a significant factor in collisions on the bus network and has strict assurance processes in place to ensure driver hour regulations are complied with.

TfL pension fund (1)

Question No: 2013/3577

[Gareth Bacon](#)

What would be the annual saving if the Government were to recognise the TfL pension scheme as a public, rather than private sector scheme, both in terms of paying off the pension deficit more slowly and no longer having to contribute to the pension protection fund?

[The Mayor](#)

TfL is in active discussions on a range of pension issues with the Government, including the provision of a Crown Guarantee. The savings from this have yet to be quantified precisely, as it depends on the changes we are able to agree.

TfL pension fund (2)

Question No: 2013/3578

[Gareth Bacon](#)

How much money would be saved by merging the TfL pension fund with the LPFA?

[The Mayor](#)

There are no current estimates of what savings may arise from closer working between the Pension Funds of LPFA and TfL as there has been no recent work undertaken on a merger.

King George V DLR station

Question No: 2013/3579

[Gareth Bacon](#)

What was the cost of new signage for the whole station when King George V DLR station was built?

[The Mayor](#)

The signage at King George V was funded through the Private Finance Initiative that built the City Airport extension. It is not possible to accurately extract these specific costs from the overall budget.

Kings Cross redevelopment

Question No: 2013/3580

[Gareth Bacon](#)

What was the cost of new signage associated with the redevelopment of Kings Cross St Pancras Underground station?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The direct signage costs for the redevelopment of King's Cross St. Pancras, including new and existing ticket halls and passageways, were approximately £1m. This included renewal and provision of all signage, including directional signage to particular lines and 'way out' signs, regardless of whether or not it bears the station's name. Of course, King's Cross St. Pancras is also one of the largest and most complex stations on the network, served by six lines. The station quadrupled in size as a result of the redevelopment.

This is not comparable to the figure provided for in-station signage in MQ 2910/2013, which related only to signage bearing the station's name.

Thames Garden Bridge

Question No: 2013/3581

[Gareth Bacon](#)

Are you looking into the opportunity of paying for the Thames Garden Bridge via commercial sponsorship?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

The prospective Trustees of the Garden Bridge Trust will be responsible for determining how best to fund the scheme.

Crossrail 2 consultation

Question No: 2013/3588

[Jennette Arnold](#)

Can the Mayor please update me on the outcome of the public consultation on Crossrail 2 that ended on 2 August 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Following the consultation, TfL has received almost 14,000 responses. TfL and Network Rail are now analysing the results and TfL will report the outcome to me in the coming months.

School Class Sizes

Question No: 2013/3589

[Jennette Arnold](#)

If classes in Free Schools that you have committed to set aside land for exceed more than 30 pupils, will this strengthen or weaken education standards?

[The Mayor](#)

Free Schools have to abide by the law on the maximum number of pupils per class, just like other schools do.

Unqualified teachers in schools (1)

Question No: 2013/3590

[Jennette Arnold](#)

Would you be happy for unqualified teachers to teach in the in Free Schools that you have committed to set aside land for?

[The Mayor](#)

Independent schools have always been able to hire brilliant people who have not sought to obtain QTS (Qualified Teacher Status). The Department for Education has given Free Schools and Academies the same freedom as independent schools to hire great teachers who can inspire their pupils.

SureStart closures

Question No: 2013/3591

[Jennette Arnold](#)

Between May 2010 and January 2013, 126 SureStart Children's Centres closed in London. Do you have any Mayoral plans to deal with the consequences of these closures?

[The Mayor](#)

Sure Start centres are the responsibility of local authorities.

Highbury Corner Gyrotory

Question No: 2013/3592

[Jennette Arnold](#)

Given that TfL have long had plans to redevelop the gyratory at Highbury Corner, can the Mayor update me on the situation here please?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL is in the final stages of preparing a business case to secure approval and funding. Design is being integrated with the bridge replacement and potential improvements outside Highbury and Islington Station, with improvements to the gyratory provisionally scheduled to commence once these have been completed.

The public consultation for the improvements at Highbury Corner, including outline plans for the bridge replacement, is scheduled for spring 2014. Prior to this consultation, TfL will undertake pre-engagement with borough officers, local councillors and yourself as the Assembly Member for Islington. If you would like an earlier briefing, TfL will of course facilitate this.

Cycle superhighway

Question No: 2013/3593

[Jennette Arnold](#)

The cycle superhighway that passes through Cable Street ends at Tower Hill with limited direction for cyclists on where to go should they wish to continue their journey into central London. This endangers cyclists in a very busy part of London. Why does this superhighway end at the city boundaries, rather than continuing into the centre of London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The proposed East-West 'Crossrail for the Bike' will link Cycle Superhighway 3 (CS3) to west London via the City on a new substantially segregated Cycle Superhighway. As part of this project TfL will connect the existing CS3 on Royal Mint Street to the new cycling infrastructure in Tower Hill and Lower Thames Street. These proposals will go to public consultation in summer 2014.

Cycle parking stands

Question No: 2013/3594

[Jennette Arnold](#)

Does the Mayor have plans to increase the number of cycle parking stands across London? And, if so, what is the timeframe for this and where will they be?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

In 2011, my target to secure 66,000 additional cycle parking spaces by 2012 was achieved a year early. As such, I have set a new target to secure an additional 80,000 spaces by 2016. This target equates to 20,000 additional spaces per year, and we are currently on track to achieve the target.

The specific areas to be targeted include: transport interchanges, residential areas, new developments, schools and educational establishments and along the Transport for London Road Network (TLRN).

Meetings with the Secretary of State for Health

Question No: 2013/3595

[Jennette Arnold](#)

At MQT on 17 July, I asked about your meetings with the Secretary of State for Health, Jeremy Hunt, in relation to London's A&Es being under considerable pressure during the summer.

You advised me that you saw "him a couple of weeks ago" but although your 11th Mayor's report lists a meeting with Jeremy Hunt on 27th March this year, your 12th, 13th and 14th reports (covering 9th May to 28th August) list no subsequent meetings with the Secretary of State for Health.

For clarification, would you please provide me with a list of all the meetings you personally have had with the Secretary of State for Health, any other Health Ministers, and any senior health officials during 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The meetings I attend in my role as Mayor of London are listed in my monthly Mayor's Report to the Assembly.

However, when I referred to seeing The Rt Hon Jeremy Hunt MP "a couple of weeks ago", this was not in my capacity as Mayor of London and was therefore not included in the Mayor's Report.

Air pollution

Question No: 2013/3596

[Jennette Arnold](#)

According to a recent report by Clean Air in London, the area around the North Circular in Walthamstow is one of the most air polluted areas in London. What are the Mayor's plans to remedy this?

[The Mayor](#)

I am committed to improving air quality across London and have allocated the London Borough of Waltham Forest funding through my Air Quality Fund to deliver measures to improve air quality in the borough. This includes £320,000 to improve air quality in Walthamstow Town Centre and £400,000 for a variety of partnership projects with other boroughs.

Building on the proposals and actions set out in my Air Quality Strategy, TfL is developing a Transport Emissions Action Plan which will look at ways and means to further reduce the Oxides of Nitrogen (NOx), particulate matter (PM) and carbon dioxide emissions from transport throughout London. This includes accelerating the introduction of hybrid buses, with 1,700 expected to be on street by 2016 including 600 of the New Bus for London. In addition TfL is spending £28m to retrofit 900 Euro III buses with Selective Catalytic Reduction (SCR) equipment to reduce their emissions and replacing a similar number with low emission Euro VI models. These buses will be targeted at pollution hotspots across London, including seven identified in Waltham Forest.

Alongside this work the GLA is taking action to address emissions from non-transport sources, including introducing minimum emission standards for construction equipment, retrofitting more than 90,000 homes and developing the "air quality neutral" approach for new developments.

Section 23 Stop and Search (follow up from question 2987/2013)

Question No: 2013/3597

[Jennette Arnold](#)

The report I referred to in my question submitted for September's MQT is 'The Numbers in Black and White: Ethnic disparities in the Policing and Prosecution of Drug Offences in England and Wales' (published by Release, August 2013). A white person in Hackney caught in possession of cocaine as a result of being stopped and searched is charged only 20% of the time, while a black person is charged 67% of the time. The report reveals this is the case; why do you believe this is so?

[The Mayor](#)

This report is based on data that pre-dates the introduction of the Stop-It initiative in January 2012, which has seen not only a fall in the number of stops and searches, but also a reduction in the disproportionality ratio in searches conducted on white and BME Londoners and an increase in the number of arrests. In Hackney for the period October 2012 to September 2013 the arrest rates from all stop and search encounters are 24.7 % for white people and 21.8% for black people.

The Equality and Human Rights Commission publication "Stop and Think Again" (May 2013) reported positive developments with regard to MPS use of Stop and Search. These included a reduction in race disproportionality in the use of Stop and Search.

I repeat the point made in the response to MQ 2987 that many factors influence a decision whether to charge or caution a person, and every decision is assessed on an individual basis and in accordance with Home Office guidelines.

Walthamstow Stadium redevelopment

Question No: 2013/3598

[Jennette Arnold](#)

In regards to the redevelopment which is going on around the site of the Walthamstow Stadium, what level of grant is being provided by the GLA to L&Q and on what unit mix is it based?

[The Mayor](#)

I am supporting this development with £2,190,000 of capital funding from the 2011/15 Affordable Homes Programme. This will allow for the provision of 73 homes for rent and 39 homes for shared ownership.

Old Street Roundabout (1)

Question No: 2013/3599

[Jennette Arnold](#)

Would you agree that the the Government been too slow to release funds for the £50m project to transform Old St and create a new "Open Institute"?

[The Mayor](#)

The GLA's working relationship with the Government is very good, with regular meetings and feedback. Significant attempts have thus been made to get the Treasury to give a formal assurance that the funding will be released and allow efficient progress of the project. We are working together to agree its scope.

Old Street Roundabout (2)

Question No: 2013/3600

[Jennette Arnold](#)

If the Government was to renege on its promise and deliver less than £50m are there contingency plans in place to make up any shortfall?

[The Mayor](#)

Please see my response to MQ 3599 / 2013.

Old Street Roundabout (3)

Question No: 2013/3601

[Jennette Arnold](#)

If the Government fails to deliver the funding on time, necessitating the allocation of £87,000 from the GLA's central contingency budget, will attempts be made to recoup these costs from central Government?

[The Mayor](#)

Please see my response to MQ 3599 / 2013.

Old Street Roundabout (4)

Question No: 2013/3602

[Jennette Arnold](#)

What was the outcome of the community consultation on the project that took place this summer? Have any changes been made to the project as a result?

[The Mayor](#)

The engagement process, which took place over three months this summer, reported back in September with eleven different content proposals for the Institute, together with draft spatial requirements and indicative annual programmes of events. These content proposals are now being tested and iterated over the next three months with key stakeholders and members of the business community. A response to the report is being created which will outline: the content proposals to be taken forward and in what timescale, the preferred location options for the physical space; and the proposed governance structure for the Institute.

Question: Lea Bridge station transfer to TfL

Question No: 2013/3603

[Jennette Arnold](#)

Do you have an update on whether it is intended that the stations south of Cheshunt, including the new Lea Bridge station, and the local stopping train service will transfer to TfL when track improvements have been completed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I am delighted to have secured funding for new tracks on the West Anglia Main Line between Coppermill Junction and Angel Road station. This will enable a more frequent stopping service to operate between Angel Road and Stratford, including a reopened Lea Bridge station. I believe TfL will be very well placed to assume responsibility for this service and the stations it serves, once the improvements have been made. I will be making a case for this to the Secretary of State in due course.

Question: Black History Month

Question No: 2013/3604

[Jennette Arnold](#)

I welcome the Mayor's collaborative work he's doing with Tim Campbell and it's great news that this year the Mayor will be celebrating Black History Month. Can the Mayor confirm that this will now be an annual event for the remainder of his Mayoralty?

[The Mayor](#)

Black History Month is a wonderful opportunity to acknowledge the myriad contributions that African and African - Caribbean Londoners have made to the capital.

I was delighted to host it this year at City Hall.

Question: MPS Recruitment

Question No: 2013/3605

[Jennette Arnold](#)

The £800-£1000 cost of the Certificate in Knowledge of Policing (CKP) which the MPS now requires recruits to complete before they can start as a new police constable will reduce the number of applicants from lower-income households. Making the MPS's workforce more reflective of London as a whole is a major priority, which will be adversely affected by this charge. What are you doing to provide financial support to those people from lower-income households who want to complete the CKP?

[The Mayor](#)

Making the MPS workforce more reflective of London is indeed a major priority. The MPS is aware that CKP funding may be a barrier for some potential applicants and is actively looking to create support, details of which are currently being worked on. This is part of a wider programme of work to advance our recruitment challenge and to create a force that looks more like London.

Overground Rail Routes

Question No: 2013/3606

[Jennette Arnold](#)

I have been asked by a constituent to put the following question to you:

On 2 July 2013, TfL announced that they will take control of overground rail routes that run from Liverpool Street station to Enfield Town and Cheshunt. In the press release, it states "no date has been fixed for the transfer, although TfL hopes that it will be during 2015". Can you provide me with a more accurate estimation of when much-needed works at the station will commence?

[The Mayor](#)

I am delighted that the Government has agreed to transfer responsibility for these routes to TfL. TfL is now working with the Department for Transport and the current operator to put in place detailed arrangements for the transfer, including confirming a transfer date (expected to be during 2015) as soon as possible. Station improvement works will commence once the transfer has taken place. TfL will provide more information once it becomes available.

I would like to thank the Assembly for its support in achieving this excellent decision, which will allow TfL to cut delays, refurbish stations, and put these lines on the Tube map for the first time.

Stamford Hill Train Station

Question No: 2013/3607

[Jennette Arnold](#)

I have been asked by a constituent to put the following question to you:

On 2 July 2013, TfL announced that they will take control of overground rail routes that run from Liverpool Street station to Enfield Town and Cheshunt from 2015. Stamford Hill has one of the highest birth rates in London, while a recent Hackney Council survey revealed that over 50% of the over-55 age group in the new Woodberry Down ward self-identify as having a disability. As a result, there are a disproportionate number of residents with prams or physical impairments that experience great difficulty with stairs and therefore cannot access the station. With this in mind, what reassurances can you provide with that TfL will make Stamford Hill overground station 'step free'?

[The Mayor](#)

I am delighted that the Government has recently announced a further £103 million in Access for All funding for England and Wales. TfL will be able to nominate for step-free access stations on the Overground, the future Crossrail route, and the lines out of Liverpool Street that will be devolved. TfL is already working to identify which stations it may nominate, and will provide more information once it becomes available.

Woodberry Down and Safer Neighbourhood Team structures

Question No: 2013/3608

[Jennette Arnold](#)

Following a Local Government Boundary Commission review, from 2014 local government boundaries will be re-drawn in parts of Hackney. One of the new wards will be Woodberry Down. Can the ward's residents expect their own Safer Neighbourhood Team and, if not, what kind of community policing are they likely to receive?

[The Mayor](#)

Safer Neighbourhood Teams across Hackney will be boosted by an additional 100 officers, meaning 154 Safer Neighbourhood Officers will be working across the borough. In accordance with the Local Policing Model, Woodberry Down Ward will have a named police officer and a named PCSO dedicated to working with local residents and businesses to address issues of concern to them. In addition, other officers across the neighbourhood will continue to work across all six wards to tackle crime and anti-social behaviour.

Youth unemployment on Woodberry Down

Question No: 2013/3609

[Jennette Arnold](#)

Other than handful of 'Well London' apprenticeships, what are you doing to tackle disproportionately high levels of youth unemployment on Woodberry Down estate?

[The Mayor](#)

Through the 2007-13 London European Social Fund programme around £76m has been invested to tackle youth unemployment. Of these programmes, three are delivering in the north London catchment area, which includes Woodberry Down. These projects are: Interg8, delivered by 3SC, Work Smart London, delivered by Leonard Cheshire Disability and Staying in Touch delivered by Nacro.

London will receive a further £678m EU funds to be matched domestically in 2014-2020. The draft European Structural and Investment Fund Strategy for 2014-2020 includes tackling youth unemployment as a key investment priority.

As Hackney residents the young people of Woodberry Down will also have been eligible to participate in my Host Borough Employment and Skills project which supported economically inactive people into sustained employment. More than 2,500 people across the Olympic Host Boroughs were supported into work through the project, of whom more than 1250 have already stayed in work over a year.

Woodberry Down, Stamford Hill and Barclays Cycle Hire

Question No: 2013/3610

[Jennette Arnold](#)

When can the people of Woodberry Down and Stamford Hill expect the cycle hire scheme to arrive in their area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

The TfL Cycle Hire team is currently delivering the south-western expansion of the existing scheme, as requested by me in July 2010.

This expansion will include substantial parts of Wandsworth and Hammersmith & Fulham, as well as additional areas in Lambeth and Royal Borough of Kensington & Chelsea. It is a geographic extension of around 35km² and will add around 2,400 bicycles to the scheme across some 5,000 extra docking points. Some of these docking stations will be placed within the existing Cycle Hire zone.

The Stoke Newington area is of considerable distance from the current scheme boundary, and while it is not in the current plans for expansion, I view the scheme as an expanding programme, subject to topography, operational considerations and future available funding.

Stamford Hill and the 73 Bus

Question No: 2013/3611

[Jennette Arnold](#)

Why did TfL decide to cut the 73 bus service from Stamford Hill?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

Route 73 was discontinued between Stoke Newington and Seven Sisters in 2011, and now runs between Victoria and Stoke Newington Common.

A detailed review of travel patterns in this area was carried out in January 2010. This showed that there was excess capacity north of Stoke Newington. This section is also served by high frequency routes 76, 149, 243 and 476, providing a wide range of options for passengers wishing to make this journey and adequate capacity.

This review showed that curtailing route 73 at Stoke Newington had the least impact and affected only 2.5 per cent of journeys. Those passengers affected can complete their journeys by transferring to high frequency routes 76, 149, 243 or 476.

Stamford Hill bus to Golders Green

Question No: 2013/3612

[Jennette Arnold](#)

When can the people of Stamford Hill and Woodberry Down expect you to fulfil your pre-election promise of a bus service to Golders Green?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10 March 2014

I remain sympathetic to this request, and TfL has met with councillors from both Hackney and Barnet to explore the potential to provide a direct bus service between Stamford Hill and Golders Green. The matter has been considered extensively, of which the two most viable options, an extension of the existing route 210 and a completely new route, were thoroughly investigated.

TfL must allocate its resources in a fair and consistent manner when planning the bus network across the whole of London, and in both instances, the options were properly assessed and costed to ensure they were considered using TfL's network planning criteria.

The results of these assessments showed that in the case of extending route 210, this would cost an additional £1.1m per year requiring a high level of public subsidy. It would also be difficult to overcome the physical constraints along the extended section such as low bridges and one-way systems - resulting in a much longer route that would be difficult to run reliably, with the associated knock on effect to passengers. This is not therefore considered to be a viable option.

A new off peak single deck route was also considered, which would help overcome some of the aforementioned physical constraints. Although its cost at £0.25m is significantly less than extending route 210, it still requires a disproportionately high level of public subsidy compared to other services. While TfL is not in a position to fund the whole service, it remains in dialogue with the respective borough councillors to consider trialling this proposal if match funding was available. Such a time-limited trial would enable a fuller consideration of the potential market for such a service.

In the meantime, journeys between these destinations can be made by changing services at Finsbury Park transport hub.

DLR Land on Cable Street (1)

Question No: 2013/3613

[John Biggs](#)

This land has been so neglected by SERCO/DLR that residents raised it with the London Borough of Tower Hamlets, who in turn cleaned it. Can you give an assurance to the Council tax payers of Tower Hamlets that the cost of these cleaning will be re-imbursed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

The maintenance of the TfL land behind Cable Street is the responsibility of the DLR franchisee, and was most recently cleared of vegetation and litter earlier in October. Unfortunately it is susceptible to fly-tipping despite measures being take to restrict access. TfL has now instructed the DLR franchisee to undertake weekly inspections.

TfL is now contacting the London Borough of Tower Hamlets to discuss any concerns regarding this land.

DLR Land on Cable Street (2)

Question No: 2013/3614

[John Biggs](#)

I have been contacted by residents of Cable Street who are frustrated by the total lack of cleaning by SERCO/DLR of this land near their homes. I am sure you will agree this is disrespectful to residents who care about their environment. Will you give a commitment to these Londoners that this area will be cleaned regularly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Please see my response to MQ 3613 /2013.

Illegal Hoardings

Question No: 2013/3615

[John Biggs](#)

Will you ensure, as Chairman of TfL that you investigate and report on alleged illegal advertising hoardings erected on land owned by the DLR on Cable Street between Cannon Street Road and Dock Street E1?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Thank you for bringing this to my attention. TfL will look into the matter and remove any illegal hoardings.

London Living Wage

Question No: 2013/3616

[John Biggs](#)

Do you know which members of the G15, London's largest affordable housing providers pay all their staff the London Living Wage. And if some do not, will you proactively encourage them to do so?

[The Mayor](#)

I refer you to the published list of accredited employers which will be launched alongside the announcement of the new figure on 4th November.

Housing providers work in an industry where sub-contracting arrangements are commonplace, which adds complexity to the accreditation process. I understand that the G15's policy agenda rightly includes due consideration of the impact of high living costs on working Londoners. I encourage all employers to commit to paying their staff the London Living Wage.

Safer Lorry Charge

Question No: 2013/3617

[John Biggs](#)

On 4th September you announced that consultations on your proposals for a "Safer Lorry Charge" will begin in early 2014. Two weeks later another cyclist fatality occurred in a collision with a tipper truck. It is clear that London's roads do not offer cyclists sufficient safety. Will you now agree to bring forward this consultation as a matter of urgency?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Three months is a reasonable time given the amount of preparatory work and evidence-building needed for a major consultation of this sort.

Barclays Bike Docking Stand 1

Question No: 2013/3618

[John Biggs](#)

I have been contacted by constituents and local Councillors who believe that a Barclays Bike Docking Stand at Orchard Place would benefit residents, workers and students from the Trinity Buoy Wharf Area. There is a stand at East India DLR station which leaves commuters with a long walk to Trinity Buoy Wharf. Will you ask TfL to look at plans for this with Tower Hamlets Council?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Currently there is not considered to be enough demand for the scheme in the Trinity Buoy Wharf area for TfL to justify placing a docking station there. Pending the completion of the development on the upper end of the peninsula, TfL will review the area again for future expansion.

There are a number of requirements that must be met in order for TfL to be able to introduce a docking station (including sufficient two-way demand, suitable land, technical and operational feasibility, the granting of planning permission, etc.) and so despite local interest it is not always possible to introduce a docking station in an area.

Barclays Bike Docking Stand 2

Question No: 2013/3619

[John Biggs](#)

Constituents who did not want a docking station near their homes at Old Ford Road in Bow, and thought they had seen this proposal off, found it was recently installed anyway. What light can you shed on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I'm aware that the site on Old Ford Road was planned for construction during 2012, however due to power supply installation problems the site was not ready at that time. As this left a significant gap within the network, this site was included in the current construction programme.

Each cycle docking station has been subject to a planning permission application and a Traffic Regulation Order application to the relevant highway authority. Following public consultation, the Local Planning Authority considers whether Barclays Cycle Hire (BCH) docking stations should be allowed, taking into consideration comments received from local residents /businesses and the Local Planning Authority's policies and guidance. The Wendon Street docking station on Old Ford Road received planning permission on 30 August 2012 and construction of the site has now begun.

A Traffic Regulation Order (TRO) must also be sought for each site and similarly, this process also provides an opportunity for local residents/businesses to comment prior to the Local Authority's decision. The TRO was granted on the 1 November 2011. In addition, several boroughs involved in the scheme gave a number of BCH presentations at Public Area Forums to raise awareness of the scheme and the proposed locations.

I can confirm that TfL carried out all the above listed processes, and gained all necessary approvals and permissions before progressing the site. As I made clear in my response to oral MQ 3562, I expect the relevant local authority, and TfL, to follow the correct planning procedures, including a full public consultation with residents/businesses, as part of the planning process for each docking station.

Fixed Odd Betting Terminals

Question No: 2013/3620

[John Biggs](#)

Do you agree there is a growing and parasitic presence of Fixed Odd Betting Terminals in many deprived areas of London, particularly in my constituency. Would you write to the Government in support of better regulation of Fixed Odd Betting Terminals?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 29 October 2013

I share the view that there is an need to enable local authorities to have greater control on local planning, including the proliferation of betting shops due to the implications this can have for maintaining the vitality and viability of town centres, and for protecting their amenity and safety. I have written to Government on this matter and raised it again in response to a recent consultation on greater flexibility for changes of use.

Cyclists' Safety

Question No: 2013/3621

[John Biggs](#)

When roadworks are taking place it often appears as though no thought has been paid to how cyclists and vehicles will get round the roadworks safely. There is normally just a sign that says 'Cycle Lane Closed'. For instance no provisions have been made for cyclists using the CS2 which is currently being built between Bow and Newham eastbound and their options are either to use the road with vehicles going very fast, where it is difficult to manoeuvre into the right space or to use the pavement and risk being fined by the police. What can you do to ensure that cyclists are not left stranded because of roadworks?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

At road works, highways authorities must legally abide by the 'Safety at Street Works and Road Works' code of practice. This sets out signage, lighting, guarding and safety requirements in line with section 65 of the New Roads and Street Works Act 1991 and section 174 of the Highways Act 1980.

The code of practice includes advice on providing for cyclists at roadworks. This is already done well in many cases, as with the long-term closure of part of Farringdon Road for Crossrail works.

I would like to see this level of provision become standard practice and TfL has prepared guidance on the subject for boroughs, contractors, developers and others. This includes best practice examples, and will be published for consultation later in the year. It has already been shared in draft with TfL's own contractors working on the extension to CS2 to help inform the traffic management at that site. During these works, off-carriageway facilities are available on the northern footway for a section of the route. Where it is not possible to provide cycling facilities, signage has been installed to alert traffic to the presence of cyclists.

Equalities and Ticket Offices

Question No: 2013/3622

[John Biggs](#)

What EIA has been carried out into proposals to close Underground Ticket Offices, and can you publish this?

[The Mayor](#)

At this point TfL is continuing to develop its plans for improving customer service on the Tube.

This work will include an equality impact assessment of any proposals that may be put forward, which of course will be publicly available.

Super-Cameras

Question No: 2013/3623

[John Biggs](#)

It has been reported that new Infra-red enforcement cameras will be able to 'catch' far more transgressing motorists than the more conventional photographic ones. And that these can be installed without advance warning notices. Will you support their use in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

My overriding focus is to keep London moving and reduce delays, and the use of cameras is a critical element of this.

TfL does not currently use this type of camera for traffic enforcement but will review the potential benefits of these cameras for traffic enforcement where appropriate.

Local Government Budget Cuts

Question No: 2013/3624

[John Biggs](#)

While London Councils face continuing massive budget cuts, the GLA is being relatively (but only relatively) lightly hit. What explanation, other than favouritism, can you give for this, and will you join London's councils in opposing the scale of their cuts?

[The Mayor](#)

I recognise the challenges which London boroughs will face in managing the reductions in funding they will face in 2014-15 and 2015-16. I am also committed to working with London Councils to ensure that we both maximise the share of the national cake which the capital's authorities receive and make the case for the devolution of additional tax revenues so that we can continue to invest in meeting our future infrastructure needs.

However, care must be taken in making comparisons between different types of local authorities, including the GLA.

Barking Police Station

Question No: 2013/3625

[John Biggs](#)

While the reprieve of Dagenham Police Station is welcome, why will the police office in Barking Town Centre only be open Monday-Fridays 9-5 (extended to 9pm on Thursdays and Fridays)? The footfall and night time economy issues in Barking Town Centre, which is the busiest public place in the Borough, suggest that this is a rather short-sighted decision. In addition, with a rapidly growing population and growing demand for services, and a higher level of crime reports per capita than most boroughs, and amongst the highest for Outer London, this seems doubly short-sighted. The local authority has written to your Deputy Mayor for Policing and Crime but he has not answered their concerns. Will you use your authority to ensure this matter is properly discussed and the strength of local opinion taken into account?

[The Mayor](#)

Following concerns raised through the Community Safety Partnership, the Borough Commander extended the opening to the Thursday and Friday evenings. He has also proposed that on moving to the new front office provision at the Barking Learning Centre the opening hours of the new standard front counter will be further changed to reflect footfall.

To reflect demand in Barking, the number of officers allocated to the Barking neighbourhood area under the new Local Policing Model represents a substantial increase and exceeds the numbers in the other areas.

This will allow more operations to be mounted under Operation Safer Streets, similar to the one carried out between June and September this year.

Euston Road

Question No: 2013/3626

[Tom Copley](#)

A constituent has got in touch to report that on the Euston Road, just below Euston Station and near to the Friend's House the road is in such a poor state it makes it almost impossible to cycle. Could you please look into this and, if it is a TfL road, ensure that it is made fit for purpose.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The section of the A501, Euston Road, which runs past Euston Station, is maintained by Transport for London and I can confirm that major resurfacing work has been undertaken in October. As such, the road surface is now greatly improved.

These works had been programmed to be carried out early this year but were postponed to allow utility works to take place first, in order to avoid the new carriageway surface being damaged. Whilst the main resurfacing work is complete, minor works to ensure ironwork is flush with the carriageway is continuing and will be complete by the end of October.

Question topic: Affordable housing conversions

Question No: 2013/3627

[Tom Copley](#)

Are you factoring the rents charged on converted social rent properties into your overall 65% average rent target for Affordable Rent in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Please see my response to MQ 2406 / 2013.

London Greeters

Question No: 2013/3628

[Tom Copley](#)

After the Olympics the London Greeters scheme was set up. This is staffed entirely by volunteers and run by the 5 Olympic Boroughs and Camden. The current funding for this scheme is coming to an end. Can you offer any assistance to ensure this scheme can continue its valuable work?

[The Mayor](#)

As you are aware, the London Greeters programme was launched in February 2011 in the five host boroughs, along with Camden who also joined the scheme. Initial funding of £40,000 was provided by the London Development Agency to support the launch of the scheme. The intention was that it would be handed over from the local authorities to be run locally by volunteer greeters, as per the original scheme in New York. To date, £24,000 of the original money remains unspent, as running costs are minimal and these funds are assigned to the programme going forward. I understand that meetings are taking place week commencing 21 October 2013 between the London Borough of Greenwich, who have run the programme through their Tourist Information team across the six boroughs since 2011, and an association of London Greeters. The purpose of these meetings is to begin the process of handing over management of the programme and the budget to the volunteers.

Blacklisting

Question No: 2013/3629

[Tom Copley](#)

You previously stated that 'Blacklisting is an unacceptable and illegal practice' and referred to GLA contractors needing to comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010. I now draw your attention to Leigh Day Solicitors document 'Blacklisting the blacklisters' which I ask you read. Will you now commit to the GLA taking a more proactive approach in checking whether contractors have been involved in blacklisting and follow the recent example of the Welsh Government to ensure companies that are blacklisted are excluded from GLA procurement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I reiterate blacklisting is an unacceptable and illegal practice and GLA construction contractors do need to comply with the Employment Relations Act 1999 (Blacklists) Regulations 2010. I am aware of the Leigh Day paper and believe GLA has been proactive in this matter.

For example, in its tender documentation the GLA already includes specific selection criteria on whether a potential supplier has committed criminal offences or gross misconduct in relation to the business or profession. This provides a mechanism to identify companies involved in blacklisting and where justified and proportionate, exclude them from bidding.

Further, all TfL's major Surface Transport and London Underground construction suppliers are required to confirm that they comply with the Blacklists Regulations.

Buses on Diversion

Question No: 2013/3630

[Tom Copley](#)

A constituent has got in touch about the spoken announcements and displays buses provide when there are persistent road works resulting in buses being on diversion. They referred specifically to long standing road works in Camden since last December. When there are long standing diversions could buses inform passengers of the revised route rather than just say "This bus is on diversion"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

For unplanned incidents on the network such as traffic accidents that require swift reactive measures, a general message is used to advise customers of the impact on their journeys. This should be accompanied with announcements from the drivers via the public address system.

However, TfL has a process in place to manage longer-term planned disruption lasting 12 weeks or more and resulting in a change to schedule. At this point, changes are made to the data that generates the visual and audible on-board messages to reflect what is actually happening on the route. For example, revised next stop and 'alight here for' information.

TfL is investigating the specific works that you mention took place in Camden and will write to you shortly on this.

Capital Towers (1)

Question No: 2013/3631

[Tom Copley](#)

What is the proportion of a) market, b) affordable housing for homeownership, c) Affordable Rent and d) social rent on the Capital Towers development on the Olympic Park? Please outline the reasoning for the amount that was agreed for each tenure. Please also state whether this housing was provided off-site.

[The Mayor](#)

The Capital Towers (2-12 Stratford High Street) scheme is not located on the Olympic Park. The site is located on Stratford High Street within the London Borough of Newham. It is a 100% market scheme.

The application fell within the ODA's planning boundary and it delegated the decision to LB Newham. LB Newham negotiated a s106 legal agreement which requires an initial Affordable Housing Contribution of £200,000 towards off-site Affordable Housing. A second payment will be subject to a viability review. Details of this will be held by LB Newham as the planning authority concerned.

Capital Towers (2)

Question No: 2013/3632

[Tom Copley](#)

What, if any, was the total public subsidy that went into the construction of the Capital Towers development on the Olympic Park?

[The Mayor](#)

This is a 191 private apartment scheme that did not attract any subsidy from the GLA.

Affordable Rent

Question No: 2013/3633

[Tom Copley](#)

You have agreed with Registered Providers a programme to deliver 55,000 affordable homes by the end of 2014/15. Can you please provide the forecast for how many homes will be delivered in each borough in each year, at what tenure and at what bedroom size?

[The Mayor](#)

The expected profile of delivery is 7,786 homes this year and 21,160 next year.

Affordable Rent levels

Question No: 2013/3634

[Tom Copley](#)

Please provide a breakdown of rent levels at 100%, 80%, 65% and target rent levels in each London borough as well as the household income required to afford those rent levels (assuming that the cost of rent does not exceed 40% of household income).

[The Mayor](#)

Data on target rents is publicly available via the, DCLG funded, Continuous Recording of Lettings and Sales (CORE) data source. A link to the DCLG CORE data website is available here: <https://core.communities.gov.uk/AnalyseCOREdataMain.aspx>.

Data on market rents is publicly available via the Valuation Office Agency. A link to the data is available here:

<http://www.voa.gov.uk/corporate/statisticalReleases/PrivateRentalMarketStatistics.html>

The assumed affordable income required to afford each of these rent levels should then be a simple calculation.

Draft Housing Strategy (1)

Question No: 2013/3635

[Tom Copley](#)

Why are you publishing another draft Housing Strategy, nearly two years after launching the consultation on a draft that you have never published?

[The Mayor](#)

Please see my response to MQ 3583 / 2013.

Draft Housing Strategy (2)

Question No: 2013/3636

[Tom Copley](#)

When will the Draft Housing Strategy be published and will there be a consultation period?

[The Mayor](#)

Please see my response to MQ 3583 / 2013.

Help to Buy (1)

Question No: 2013/3637

[Tom Copley](#)

What advice has Gerard Lyons given you on the impact of Help to Buy on London's housing market? If he has not yet given you advice on this topic, please outline his view on the likely implications of the second stage of Help to Buy on London's housing market.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I have briefly discussed Help to Buy with Gerard and his opinion is broadly in line with me and my Deputy Mayor for Housing, Land and Property. I have made my view on this policy quite clear in my response to oral MQ 3585.

Help to Buy (2)

Question No: 2013/3638

[Tom Copley](#)

Should the second phase of Help to Buy lead in London to a larger increase in housing demand over supply, would you expect any impact to have been felt in London before the Bank of England Financial Policy Committee (FPC) makes its first annual review of the scheme in September 2014?

[The Mayor](#)

It is too early to tell.

Capacity in the construction sector

Question No: 2013/3639

[Tom Copley](#)

What assessment have you made of current unutilised capacity in the construction sector? Furthermore, what is the total number of homes that could be built in London per year at current capacity levels?

[The Mayor](#)

No assessment of the level of capacity utilisation in the construction industry has been made recently. However, according to latest figures, the level of workforce jobs in construction in London remains below the level seen in 2008.

Housing completions vary from year to year. However there has been a constant pipeline of planning approvals well in excess of what is being delivered. My work on the Barriers to Housing Delivery does not suggest that the current capacity in the construction sector is the constraint on housing delivery, but wider market forces. Past levels of housing delivery suggest capacity in the sector could be increased.

Additional housing powers

Question No: 2013/3640

[Tom Copley](#)

What additional housing powers would you like devolved to the Greater London Authority?

[The Mayor](#)

I have called for the devolution of property taxation revenue streams to provide a stable and continuous revenue stream for housing and regeneration in London. This is vital for the long term effective planning and delivery of infrastructure, including housing in London.

Tax receipt devolution

Question No: 2013/3641

[Tom Copley](#)

What progress has been made in negotiating with government the devolution of certain tax revenues, such as Stamp Duty?

[The Mayor](#)

My officials have met with Treasury Ministers and officials, as well as those from other Government Departments, to discuss the devolution of property taxes to London government and to answer technical questions raised; they will continue to do so. The City Centred campaign, which represents London and the Core Cities, will make the case to policy makers for city devolution over the next months.

Private rented sector (1)

Question No: 2013/3642

[Tom Copley](#)

In response to question 2924/2013, you say "I have been very active in encouraging local authorities and Government to deal with" the problem of rogue landlords. What are you encouraging them to do?

[The Mayor](#)

I am encouraging them to make full use of their enforcement powers, as well as provide better advice for tenants. I have also secured additional funding to tackle beds in sheds and my Deputy Mayor for Housing, Land and Property also sits on the ministerial working group.

Private rented sector (3)

Question No: 2013/3643

[Tom Copley](#)

What experience do you have of living in London's private rented sector?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

To repeat my response to you earlier questions on this matter, I have a comprehensive understanding of the private rented sector in London and I am committed to helping improve rental standards through my London Rental Standard.

Fit and proper landlords

Question No: 2013/3644

[Tom Copley](#)

If landlords had to pass a 'fit and proper persons' test before operating, as they do within your London Rental Standard, would it help to reduce the number of rogue landlords in London's private rented sector? If not, why have you included the requirement in your London Rental Standard?

[The Mayor](#)

If tenants are genuinely at risk then there is a range of enforcement powers that local authorities can use to deal with the situation.

Empty homes

Question No: 2013/3645

[Tom Copley](#)

Can you confirm whether, in 2012/13, only 8 homes were brought back into use through your Empty Homes Programme, and that the programme spent just £39,000 of the £3.6 million allocated to it for the year (a near 99% underspend)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Long term empty homes are now at their lowest level since the 1970s. As has been made clear in previous extensive correspondence on this issue, the outturn for the empty homes programme in 2012/13 was 8 homes, with an expenditure of £39,000.

Rents

Question No: 2013/3646

[Tom Copley](#)

Thank you for your response to question 3012/2013, why is it more difficult to forecast increases in private sector rents compared to other housing prices, such as the price of homeownership, which many organisations consistently forecast?

[The Mayor](#)

It is just as difficult to precisely forecast house prices as rents.

Affordable housing data (1)

Question No: 2013/3647

[Tom Copley](#)

Following my written question you have recently published data of affordable housing completions by borough, financial year and bedroom size. Can you please provide this data for starts? Can you also differentiate between Affordable Rent and social rent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

This data is not currently routinely published by the GLA. By the end of the financial year we will be publishing this, alongside other new data items in a format which allows bespoke analysis. We will alert you when this becomes available.

Affordable housing data (2)

Question No: 2013/3648

[Tom Copley](#)

Following my written question you have recently published data of affordable housing completions by borough, financial year and bedroom size. Can you please reproduce the information with a separate figure for Affordable Rent and social rent (as has been done in the overall affordable housing outturn data published by the GLA to-date)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

This data is not currently routinely published by the GLA. By the end of the financial year we will be publishing this, alongside other new data items in a format which allows bespoke analysis. We will alert you when this becomes available.

Affordable housing data (3)

Question No: 2013/3649

[Tom Copley](#)

Please provide starts and completions data for the 2008/11 National Affordable Housing Programme by borough, financial year and bedroom size.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

This data is not currently routinely published by the GLA. By the end of the financial year we will be publishing this, alongside other new data items in a format which allows bespoke analysis. We will alert you when this becomes available.

First Steps (1)

Question No: 2013/3650

[Tom Copley](#)

What was the average deposit paid by those purchasing homes through the First Steps programme last year?

[The Mayor](#)

This figure is not collected directly by the GLA.

First Steps (2)

Question No: 2013/3651

[Tom Copley](#)

What was the average amount paid on legal and other fees (additional to deposits) by those purchasing homes through the First Steps programme last year?

[The Mayor](#)

This figure is not collected by the GLA.

Pocket homes

Question No: 2013/3652

[Tom Copley](#)

Will the 'pocket homes' you've just invested £21.7 million in conform to the minimum space standards set out in the London Plan?

[The Mayor](#)

Yes.

Overcrowding (1)

Question No: 2013/3653

[Tom Copley](#)

You have a target to halve severe overcrowding in London by the end of 2016. Is the 'bedroom tax' likely to lead to a significant reduction in overcrowding and, if you believe so, how many households will it lift out of overcrowding?

[The Mayor](#)

The rules around housing benefit and under occupation came into force in April 2013. As yet there is insufficient data to indicate how many homes will be freed up for overcrowded households in London.

Overcrowding (2)

Question No: 2013/3654

[Tom Copley](#)

You have a target to halve severe overcrowding in London by the end of 2016. How many households live in (a) overcrowded and (b) severely overcrowded households today compared to when you were elected in 2008?

[The Mayor](#)

My target is to halve severe overcrowding in social housing by the end of 2016. The latest data indicates that we are on the way to meeting this target, with an estimated rate of severe overcrowding in social housing of 1.6% in the three years to 2011/12, compared to 2.0% in the three years to 2008/09.

Family size housing

Question No: 2013/3655

[Tom Copley](#)

You have reduced your target for family-sized (defined as having 3 bedrooms or more) rented affordable housing from 42% in the February 2010 Housing Strategy to 36% in the Draft Revised Housing Strategy (published for consultation in December 2011). Why did you reduced this target?

[The Mayor](#)

This was the target for the 2011-15 investment round, which was agreed at the Homes for London Board to ensure we continued to deliver family sized housing in the new affordable housing programme.

Overseas investors (1)

Question No: 2013/3656

[Tom Copley](#)

In your view, is it a bad thing that overseas investors are adding significant levels of demand to London's housing market - pricing many Londoners out of homeownership and forcing them into prolonged stays in London's bulging private rented sector?

[The Mayor](#)

Overseas investment in new build London housing also helps support new housing supply and thus acts to reduce upward pressure on housing costs. It is however important not to overstate the scale of overseas investment in London.

Overseas investors (2)

Question No: 2013/3657

Tom Copley

Have you undertaken an assessment of the impact that demand from overseas investors has had on (a) London house prices and (b) housing supply relative to what could be expected if there was nil demand from overseas? Given the importance of this issue, if you have not yet undertaken such an assessment can I have a commitment from you to do so?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

It is not possible to robustly estimate the impact of overseas investment on prices and supply in London, given the number of different factors at work on both supply and demand. But since overseas buyers are estimated to account for no more than 6.5% of sales in London, it is likely that any upward impact is relatively small compared to factors such as the rapid growth in London's population and employment levels. It is important not to overstate the scale of overseas investment in Greater London.

GLA land (1)

Question No: 2013/3658

Tom Copley

What is (a) the current amount of land held by the GLA and its functional bodies, (b) what proportion of this is currently suitable for housing development and (c) what is the total housing capacity for this land?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

The GLA website lists land held by functional bodies, and the status:

<http://www.london.gov.uk/priorities/housing-land/land-assets/land-and-property-database>

GLA land (2)

Question No: 2013/3659

[Tom Copley](#)

What is the current value of the GLA's land holdings?

[The Mayor](#)

The property portfolio was valued in March 2013 at £441m

London Bridge Redevelopment and the Greenwich Line (1)

Question No: 2013/3660

[Len Duvall](#)

How can TfL contribute to mitigating the effects of the non-stopping of Greenwich line trains at London Bridge during its redevelopment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I understand from Network Rail that the changes to service patterns on the Greenwich line will facilitate Network Rail's major improvement works at London Bridge rail station as part of the £6.5bn Thameslink project.

TfL is working closely with Network Rail and the affected train operators in order to provide the best possible support for customers whose journeys will be affected. TfL will utilise its extensive experience and knowledge of managed travel demand gained during the 2012 Games to help Network Rail to minimise the impacts on the travelling public.

London Bridge Redevelopment and the Greenwich Line (2)

Question No: 2013/3661

[Len Duvall](#)

What estimates have TfL made for extra demand for Underground services at North Greenwich and increased bus use to that station during the non-stopping of Greenwich line trains at London Bridge?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I understand from Network Rail that the changes to the operation of the Greenwich line will enable Network Rail to implement their improvement works at London Bridge station as part of the £6.5 billion Thameslink project.

Network Rail is currently undertaking analysis using TfL's Railplan model which will provide estimates of the displacement of users onto other services, including Underground and bus services. The first focus of this analysis will be the partial closure of London Bridge station in August 2014, after which the changes in later phases of the Thameslink project will be assessed using the same processes.

TfL will perform secondary analysis on these estimates in order to support operational planning of TfL services and customer advice for the affected periods.

The Greenwich Line and Charing Cross

Question No: 2013/3662

[Len Duvall](#)

From 2014 Southeastern Trains via Greenwich and Deptford will no longer terminate at Charing Cross following the redevelopment of London Bridge. Will you instruct TfL to waive this new cost of interchange for season ticket holders?

[The Mayor](#)

Railway season tickets generally permit travel to all the London terminals.

When Southeastern trains terminate at London Bridge, onwards travel to Waterloo, Charing Cross or Blackfriars will therefore continue to be available.

The Greenwich Line and Opportunity Areas

Question No: 2013/3663

[Len Duvall](#)

Southeastern's Greenwich line provides vital, direct connections to five of London's Opportunity Areas: Deptford Creek/Greenwich Riverside, Charlton Riverside, Thamesmead & Abbey Wood, Woolwich and Bexley Riverside. What representations have the Housing & Land directorate made to Southeastern as increasing amounts of housing at these sites is due for completion as the line loses its central London connections?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

The Housing and Land directorate hasn't made representations to Southeastern on this matter. Southeastern's Greenwich line will not lose its central London connections to London Bridge and Cannon Street, although some stations will lose direct links to/from Charing Cross from January 2015. This is as a result of the Thameslink programme which in aggregate will massively add to capacity and connectivity in the capital, which is something I strongly support.

Greenwich & Woolwich Foot Tunnels

Question No: 2013/3664

[Len Duvall](#)

What learning has the GLA gained from issues surrounding the Greenwich and Woolwich foot tunnel refurbishment?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As I have made clear previously, the Royal Borough of Greenwich is the authority responsible for the foot tunnels, and therefore led on the refurbishment work.

The completed refurbishment of the Greenwich foot tunnel has ensured that this valuable pedestrian and cycle route will continue to serve Londoners for many years to come. Once complete, the refurbishment of the Woolwich foot tunnel will provide the same benefit.

I am sure that the Royal Borough would be more than happy to discuss this with you.

Greenwich & Woolwich Foot Tunnels 2

Question No: 2013/3665

[Len Duvall](#)

With the refurbishment of Greenwich foot tunnel due for completion early next year, will the GLA remain in dialogue with the Royal Borough of Greenwich and other stakeholders until the upgrade of the Woolwich foot tunnel is complete?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

As my answer to you for MQ 3664/2013 says, the Royal Borough of Greenwich is the authority responsible for the foot tunnels, and is managing the refurbishment work. The GLA is in dialogue with the Royal Borough on a range of transport matters, and this dialogue will continue.

Run to the Beat.

Question No: 2013/3666

[Len Duvall](#)

Would the Mayor outline the lessons for TfL and the Metropolitan Police Service from this year's Run to the Beat?

[The Mayor](#)

There was a change to the route this year to address some issues from previous years. This included removing the route from parts of the Woolwich Town Centre and starting and ending the event in Greenwich Park.

TfL worked with the planning officers from the Royal Borough of Greenwich and the event organisers to find solutions to access issues for residents and commercial businesses.

The stakeholder debrief is arranged for 29 October. Until all the information has been collated from the debrief, it would be difficult to comment on specific issues or lessons learnt.

A small Traffic Police provision is used for the event to assist with any issues on the network. This is paid for by the organiser. This Police provision was in contact with TfL's London Streets Traffic Control Centre (LSTCC) throughout the event.

Cycle Superhighway 5

Question No: 2013/3667

[Len Duvall](#)

Do TfL have plans to revisit attempts to terminate Cycle Superhighway 5 at Lewisham?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Yes. We are currently working on a scheme to extend CS5 east of New Cross Gate to Lewisham town centre as well as other destinations east of New Cross Gate. Various route options are being investigated, and proposals will go to consultation in 2014.

Cycling Connections to North Greenwich

Question No: 2013/3668

[Len Duvall](#)

Will TfL look at improving cycling connections to and storage facilities at North Greenwich ahead of disruptions to the Greenwich Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

This is an interesting idea which the Cycling Commissioner has raised with the Royal Borough of Greenwich. It will be discussed at an upcoming meeting between the Cycling Commissioner and the Royal Borough of Greenwich.

Connecting Charlton to North Greenwich

Question No: 2013/3669

[Len Duvall](#)

Will TfL look at improving cycling and pedestrian facilities between Charlton and North Greenwich ahead of disruptions to the Greenwich Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

This is an interesting idea which the Cycling Commissioner has raised with the Royal Borough of Greenwich. It will be discussed at an upcoming meeting between the Cycling Commissioner and the Royal Borough of Greenwich.

TfL and National Cycle Route 1

Question No: 2013/3670

[Len Duvall](#)

What input to TfL and the GLA Housing & Land Directorate place into the management of National Cycle Route 1? Will TfL look at improving the capacity of this link in face of disruptions to the Greenwich Line?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Discussion of routes in Greenwich will take place at a forthcoming meeting between the Royal Borough of Greenwich and the Cycling Commissioner.

Eco Buses in South East London

Question No: 2013/3671

[Len Duvall](#)

TfL currently prioritise central London for greener buses. There are a number of residential, hilly roads in my constituency that are key roads for bus routes, e.g. Jerningham Road, Telegraph Hill and Westcombe Hill. Could TfL look at prioritising routes with large residential stretched for greener buses?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Hybrid vehicles are currently focused on those areas where the greatest number of people can benefit from improved air quality. My aim is to raise the number of hybrid buses in the fleet to 1,700 by 2016. This will result in many large residential areas being served in the later part of the programme.

Greenwich has already had 13 hybrid buses on route 188 for over a year, and recent tender awards include the introduction of new ultra-low emission Euro 6 engine hybrid buses to south-east London routes 54 and 75. This process will continue from now to 2016.

TfL is also currently retrofitting 900 Euro 3 engine buses as part of a pan-London approach to cutting NOx emissions across the capital. These retrofitted buses will be targeted at some of the 187 focus areas in London where buses are a significant source of local emissions. As a result 80 buses operating in Lewisham will be retrofitted with SCR equipment.

Greener Single Deck Buses: 108 & 286

Question No: 2013/3672

[Len Duvall](#)

TfL have recently told me hybrids are largely double decker buses, but some Hydrogen Cell Buses are in use on the RV1. Are TfL considering rolling these out beyond the RV1 or examining alternative 'green' single decker technologies for other routes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

TfL is firmly committed to an ultra-low emissions bus fleet, and will continue to trial new technologies on both single and double deck vehicles.

I am keen to see the potential of pure-electric buses explored with the introduction of single deck BYD vehicles to routes 507 and 521 this year, and single deck Optare vehicles to the fleet in 2014. The success of these vehicles will determine potential wider use of this technology in London.

The hydrogen fuel-cell vehicles in use on route RV1 are intended solely for that route. While these vehicles are performing well, their further rollout is limited by the high costs associated with the technology at present.

Greenwich Peninsula Ecology Park: Development, Shade and Biodiversity

Question No: 2013/3673

[Len Duvall](#)

Will the Housing & Land Directorate meet with myself and campaigners concerned by the threat to biodiversity created by new developments around Greenwich Peninsula Ecology Park?

[The Mayor](#)

Yes.

Tunnel Approach: Noise Reduction

Question No: 2013/3674

[Len Duvall](#)

As the Mayor may know, Tunnel Approach lost its motorway designation with the re-creation of regional government in 2000. As such, it is not held to the highest national standards of noise reduction barriers. TfL have no funding for such measures, but given the dense local population, and the large number of tunnel users whose journeys begin beyond the Greater London boundary, will the Mayor lobby the Department of Transport for funding to improve this vital quality of life issue for residents in Greenwich?

[The Mayor](#)

The Department for Environment, Food and Rural Affairs has identified what it calls 'Important Areas for Noise' on major roads in London and across the country, including motorways. These 'Important Areas' relate to areas where the greatest numbers of people are exposed to the highest levels of road traffic noise.

In fact, there are three 'Important Areas' on the A102 Tunnel Approach between the A2 and the Blackwall Tunnel, indicating that there are fewer people exposed to road traffic noise from the A102 than other roads in London. One of the 'Important Areas' (combined with Greenwich Council's Woolwich Road to the west) includes the Woolwich Road flyover.

As part of Defra's noise action planning, TfL has provided information on all the 128 'Important Areas' containing 'First Priority Locations' on the TfL road network so that Defra has a record of noise reduction measures undertaken, planned and possible should funding become available.

TfL will continue to use lower noise surface materials on the TfL road network and sees flyovers in 'Important Areas' as a high priority for noise barriers. TfL is therefore commissioning a feasibility study to understand the benefits and drawbacks of replacing or retrofitting parapets on flyovers with noise barriers. This should be concluded by next summer.

Woolwich Dockyard

Question No: 2013/3675

[Len Duvall](#)

Will the Mayor lobby Southeastern in support of a technological solution to ensure trains can continue stopping there when services are upgraded to twelve carriages

[The Mayor](#)

I understand that the platforms at Woolwich Dockyard cannot be extended beyond 10 cars, and that the rolling stock used on this line is not capable of selective door opening. However Southeastern has committed to TfL that it will continue to run enough 10-car trains on this route to provide a sufficient service at Woolwich Dockyard, even once the upgrade is completed.

Race claims against the police

Question No: 2013/3676

[Andrew Dismore](#)

Why is it that you have persistently failed to answer substantively since it was first asked in February 2013, answer Question No: 532/ 2013, repeated as Question No: 2043 / 2013, and as Question No: 2519 / 2013, and as Question No: 3055 / 2013:

"How much compensation has the Metropolitan Police paid in respect of race claims in each of the last 3 years in respect of each of i) claims settled out for court, ii) as a result of court awards, iii) as a consequence of tribunal claims; to a) members of the public; and b) Metropolitan Police staff c) police officers d) PCSOs ; and in relation to each of these categories, how many cases were involved?" Your answers in similar terms to all these was to repeat "Officers are drafting a response which will be sent shortly." Is a wait for an answer from February to now "shortly"?

Is it that the answer is very embarrassing to the Metropolitan Police on your watch? If not, why not? And will you answer the question substantively now?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Please see my response to MQ 532 / 2013.

Police Uniform 1

Question No: 2013/3677

[Andrew Dismore](#)

Further to your answer to Question No: 3064 / 2013

"Do you think that, at a time when you are cutting the police budget by 20%, it was right to spend £660 on DAC Maxine De Brunner's Napoleon style ceremonial hat?"

Your written response being:

"The MPS is very proud of its long-standing history of riding in Royal ceremonial events and the police contribution has long been appreciated by the public and other participants such as the military. At all times the MPS has a duty to deliver value for money to the taxpayer",

do you really believe that this expenditure of £660 on a hat meets the duty you identify of "delivering value for money to the taxpayer" ?

[The Mayor](#)

Yes.

Police Uniform 2

Question No: 2013/3678

[Andrew Dismore](#)

Why have you still not answered substantively Question No: 3065 / 2013:

"How much did the Metropolitan Police spend on full dress, ceremonial, evening and dinner uniforms for senior officers above the rank of commander in the last year, and how much to date in the current year?"

Is it that the answer is very embarrassing to the Metropolitan Police on your watch? If not, why not? And will you answer the question substantively now?

[The Mayor](#)

Please see my response to MQ 3065 / 2013.

Police station queues 1

Question No: 2013/3679

[Andrew Dismore](#)

How long do you think it is reasonable for a member of the public to have to wait in a police station queue before being seen?

[The Mayor](#)

The Metropolitan Police Service has made a clear offer to Londoners that all victims of crime who want a visit from the police can have one at a time and place convenient for them. In many cases this will be more appropriate for members of the public than visiting front counters.

When people do visit counters, the police aim to assist people as soon as possible after they arrive.

Where queues build up stations are advised to operate a triage system and prioritise people with more immediate needs. Where appropriate they can also guide people to alternative access points, for example ringing 101 to make an appointment for an officer to visit them.

Police station queues 2

Question No: 2013/3680

[Andrew Dismore](#)

What are you doing about the long queues at the front offices in Barnet and Colindale police stations, a consequence of your closures of police stations. Are you aware that people are regularly walking out in despair? What are you doing about it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The Barnet Borough Commander has monitored footfall at Barnet and Colindale since the implementation of the Local Policing Model and there has not been an increase in visitors since its roll out. Data suggests that numbers of visitors to front counters continues on the downward trend seen over recent years.

The take up of the 'we come to you' offer to visit all victims of crime who want a visit at a time and place convenient to them has increased dramatically recently. In many cases this will be the most appropriate way for victims of crime to meet with officers.

Front offices were recently 'mystery shopped' by volunteers, and this identified that generally staff were prompt and effective when dealing with members of the public. It did however highlight that a triage system was not being effectively operated in all cases and this is now being more effectively implemented.

Hampstead police station 1

Question No: 2013/3681

[Andrew Dismore](#)

When will you answer substantively Question No: 3066 / 2013:

"Further to your answer to Question No: 2504 / 2013, As the Royal Free Hospital has been discounted as a possible police "contact point" as officers staffing the contact point might be called away to A and E incidents, what are you now doing to provide a contact point for this area?"

Is the delay because the best you have come up with is a stall in Starbucks?

And are you aware the reports in the local press of the disquiet of local police officers about using Starbucks because of local hostility to that company due to their tax avoidance practices, which the officers believe will put people off from going there?

[The Mayor](#)

We are committed to improving public access in Hampstead and are actively looking for a new location for a contact point. Four potential sites have been identified, Starbucks; Hampstead Town Hall; the Royal Free Hospital and Premier Inn.

One site is being trialled each week finishing on 27 October 2013, with local media engaged to better publicise the trials and seek public views. The local community, the Neighbourhood Ward Panel meeting, officers and the venues themselves will all be consulted in deciding which one, if any, is suitable.

Hampstead police station 2

Question No: 2013/3682

[Andrew Dismore](#)

Potential purchasers of Hampstead Police Station had until 19 July 2013 to submit their bids. How many bids were submitted? Is there a preferred purchaser? Who is it, if so? What is the timetable now for its sale? why will you not answer these questions, bearing in mind your avoidance of doing so in your response to Question No: 3067 / 2013?

[The Mayor](#)

As I stated in my response to MQ 3067 / 2013 the disposal of Hampstead Police Station is being progressed and is now in the hands of MOPAC's solicitors.

Details of this and all other police stations with former front counters that are sold will be published on the MOPAC website once a sale is complete.

Hampstead police station 3

Question No: 2013/3683

[Andrew Dismore](#)

Will you undertake not to dispose of Hampstead Police Station until an alternative and suitable base reserved for police officers has been identified in the locality?

[The Mayor](#)

In accordance with what was set out in the public access documents for Camden in March 2013, the station has now closed and the disposal is currently being finalised. There continue to be a number of bases throughout Camden at which Police Officers are based. In line with my public access promise and commitment to put bobbies before buildings, Police Officers now spend the majority of their time out in their local community and not stuck behind a desk.

Local contact points are being identified as per my response to MQ 3682 / 2013.

Report from London Communities and Police Partnership (LCP2)

Question No: 2013/3684

[Andrew Dismore](#)

I assume you saw the report from London Communities and Police Partnership (LCP2). What is your response to their serious criticisms of the new policing model?

[The Mayor](#)

I have received feedback from a range of partners on the local policing model, as has my Deputy Mayor for Policing and Crime, who has discussed it with the Assistant Commissioner for Territorial Policing, Simon Byrne. MOPAC is aware of the LCP2 e-bulletin, which recognises that the transition has largely gone smoothly, and there are others who have particularly welcomed both the increase in total resource and the flexibility of that resource associated with the new model. This is a new approach to policing, which will be evaluated. MOPAC is working with the MPS to ensure that the evaluation is robust.

Police car parks 1

Question No: 2013/3685

[Andrew Dismore](#)

Should there not have been a more complete look at the Police estate to include Police car parks and how lucrative commercial car parks in London can be, before station closures?

[The Mayor](#)

MOPAC have reviewed the estate with the MPS to assess operational requirements, including car parking provision. Facilities with car parking have been retained only on the basis of operational need, as set out in the Estates Strategy published in May 2013.

Police car parks 2

Question No: 2013/3686

[Andrew Dismore](#)

Please list the police car parks in London

[The Mayor](#)

The attached spread sheet in Appendix 2 contains details of all car parking spaces, some of which are available to the public, and numbers per borough including those that are rented externally.

Police car parks 3

Police car parks 3

Question No: 2013/3687

[Andrew Dismore](#)

What rules apply to officers using police car parking facilities for their own private cars and other vehicles?

[The Mayor](#)

Car parking provision is based on operational needs as determined by the Borough Commander.

101 number and police stations

Question No: 2013/3688

[Andrew Dismore](#)

Further to your answer to Question No: 2502 / 2013, and to Question No: 3069 / 2013 about The 101 number to contact the Metropolitan Police for non-emergency calls, will you ensure that the 101 number will operate at normal charging rates for Metropolitan Police calls in future? Further, your suggestion that as an alternative to calling 101, crime can also be reported online or by attending a local police station, would you acknowledge that recent closures of police stations have made this difficult for many Londoners.

[The Mayor](#)

The Home Office and ACPO agreed the National 101 rate (which is per call and not per minute) and the MPS subscribes to this service. Calls to 101 will cost 15 pence for the entire call, no matter how long the call or what time of day it is. This applies to both landlines and mobile phones.

My public access strategy published in March 2013 sets out how I am improving public access to make it easier and more convenient for the public to access the police. The public will have a range of options for contacting the police, these include the telephone, online services, front counters, contact points, face to face through appointments and directly in the street or at community locations such as schools and community events. Online access remains free to all Londoners.

Camden Police Numbers

Question No: 2013/3689

[Andrew Dismore](#)

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

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 August 2012	31 August 2013	31 August 2014
Police Officers	886.76	772.57	671.69	Not currently known
Sergeants	135.16	117.79	101.47	
PCSOs	123.20	75.62	54.81	
MSC	180.00	239.00	200.00	
Police Staff	164.04	110.50	70.56	

At present there are no confirmed target strengths for 2014. However, under the Local Policing Model, Camden will have 751 police officer posts overall by 2015 with 157 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 will put in place new neighbourhood policing structures, but does not afford a direct comparison in terms of overall numbers with current structures at Borough or Ward level. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Barnet Police Numbers

Question No: 2013/3690

[Andrew Dismore](#)

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

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 August 2012	31 August 2013	31 August 2014
Police Officers	595.18	524.60	525.23	Not currently known
Sergeants	98.73	85.48	73.68	
PCSOs	176.76	97.02	75.30	
MSC	133.00	147.00	158.00	
Police Staff	105.28	86.75	65.13	

At present we have no confirmed target strengths for 2014. However, under the Local Policing Model, Barnet will have 564 budgeted police officer posts overall by 2015 with 135 posts in Safer Neighbourhood teams.

The new Local Policing Model rolled out during 2013 will put in place new neighbourhood policing structures, but does not afford a direct comparison in terms of overall numbers with current structures at Borough or Ward level. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the above figures.

Safer Neighbourhood Panels 1

Question No: 2013/3691

[Andrew Dismore](#)

In your response to Question No: 3075 / 2013 you said yet I understand that ward panels are to be abolished and will be replaced by more remote cluster based panels. In Barnet, at a recent Barnet Community Safety Engagement Group we were told that this means instead of 21 locally based panels, there will be just 4 cluster based ones. is this correct? And if so how can you say "Ward Panels continue to be the bedrock of police and community engagement", when they are going to cease to exist?

[The Mayor](#)

I refer you to my response to MQ 3075/2013 in which I assured you that Ward Panels will continue to be the bedrock of police and community engagement. There are no plans to abolish ward panels. The 21 Barnet ward panels will continue to exist and will run alongside the four Barnet Neighbourhood cluster panels.

Safer Neighbourhood Panels 2

Question No: 2013/3692

[Andrew Dismore](#)

After your local policing model is fully in effect how many ward based Safer Neighbourhood Panels will there be in Camden? Will there be just one per cluster as in Barnet?

[The Mayor](#)

Under the local policing model there continues to be one ward panel for every ward in London. In Camden there are 18 in total and these will run alongside three Neighbourhood cluster panels. There will also be a Safer Neighbourhood Board.

Contact Points 1

Question No: 2013/3693

[Andrew Dismore](#)

Please list the locations of the police contact points in Camden; the date each of them started; and the number of people who have used each of them for each month since they began.

[The Mayor](#)

There are five contact points in Camden, one more than originally promised in March 2013. These are at Greenland Road, Highgate Road, Station House, West End Lane and West Hampstead Police Station. Use by the public will be looked at as part of the evaluation of the Local Policing Model.

Contact Points 2

Question No: 2013/3694

[Andrew Dismore](#)

Please list the locations of the police contact points in Barnet; the date each of them started; and the number of people who have used each of them for each month since they began.

[The Mayor](#)

There are four contact points in Barnet. These are at High Road, Cat Hill, Golders Green Road and Friern Barnet Road. Use by the public will be looked at as part of the evaluation of the Local Policing Model.

New policing model

Question No: 2013/3695

[Andrew Dismore](#)

Further to your answer Question No: 3071 / 2013, that an average of 77 per cent of officers were actually on operational duty under the new policing model ward clusters shift pattern, is it correct to say they were all on duty all at the same time throughout all the shifts as your answer infers, or is the correct position, that they were shared between the various shifts the officers work; and if the latter will you therefore please answer the question in an honest and not misleading way, by indicating what percentage of officers will be on shift and actually working? Is it not the case that the figure I originally suggested to you of 20% is correct?

[The Mayor](#)

As was stated in my previous answer: of all officers rostered to work, an average of 77% were actually on operational duty - remaining officers were abstracted through leave, sickness, training or court. Police officers will be on duty at different times in accordance with the roster.

Peel Centre 1

Question No: 2013/3696

[Andrew Dismore](#)

Will you now answer substantively Question No: 3076 / 2013, repeating Question No: 2034 / 2013, "Further to your answer to question No: 1446 / 2013 and the review MOPAC is undertaking of the development for the remaining site and preparing a planning brief in support of the LB Barnet Colindale Area Action Plan when will this work be completed and published?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Please see my response to MQ 2034 / 2013.

Edgware tube station public conveniences

Question No: 2013/3697

[Andrew Dismore](#)

Will you reopen the Edgware tube station public conveniences, and if not why not?

[The Mayor](#)

They are not available to "reopen". These toilets were removed over twenty years ago, to facilitate the creation of a new station entrance.

There are no plans to install new toilets, due to the cost of installation and the limited space available.

Accessible public toilets are available at the nearby Broadwalk Shopping Centre.

Stirling Corner

Question No: 2013/3698

[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 your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question No: 2039/2013 and Question No: 2497 / 2013 referring back to your non- answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer "I have nothing to add to MQ 4161/2012.", and your answer to Question No: 3083 / 2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; 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 cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report.

Emirates cable car contract

Question No: 2013/3699

[Andrew Dismore](#)

Will you now answer substantively Question No: 3092 / 2013:

"Will you now review all contracts that the GLA and TfL are engaged in to ensure that the GLA is in full compliance with the Race Relations Act, Equality Act, and EU Trading agreements; and what is being done to review all other GLA and TfL contracts, to see if a similar Israel boycott wording has "slipped through"?"

[The Mayor](#)

Please see my response to MQ 3092 / 2013.

Edgware town centre

Question No: 2013/3700

[Andrew Dismore](#)

I understand Barnet council has applied to you for funding for a grant towards the greening of Edgware town centre, including tree planting. What progress with this application is being made?

[The Mayor](#)

Barnet Council applied for funding from my Street Tree Initiative. Their application was approved subject to confirmation of match-funding.

Israel visit

Question No: 2013/3701

[Andrew Dismore](#)

Further to your answer to Question No: 3096 / 2013

"I am not travelling to Israel in 2014",

Why did you previously give the impression you were, to the Jewish press; and when do you now intend to travel to Israel for an official visit, if you still do?

[The Mayor](#)

I have given no indication that I will travel to Israel in 2014, merely that I would visit during my Mayoralty. The timing of that visit is still to be confirmed.

Beds in sheds

Question No: 2013/3702

[Andrew Dismore](#)

Further to your answers to Question No: 2498 / 2013 and Question No: 3086 / 2013 that you " will ask my Deputy Mayor for Housing, Land and Property to raise this issue at the next meeting of the Beds in Sheds Ministerial Taskforce, of which he is a member" and that the meeting was likely to be in November or December, has this meeting been scheduled yet, and if so when for?.

[The Mayor](#)

There is still no date for this meeting. The Department for Communities and Local Government advise that this meeting is unlikely to take place until early in 2014, subject to the wishes of the new Parliamentary Under Secretary of State for Communities and Local Government with responsibility for housing.

Shop conversions

Question No: 2013/3703

[Andrew Dismore](#)

Will you now answer substantively Question No: 3059 / 2013

"Do you agree with the Government planning minister that shops should be able to be converted to housing without planning permission?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

I have responded to Government on this matter and raised concerns that government's proposed approach is likely to lead to un-managed, 'pepper potted' release of shop units to low density housing. This is likely to cut across the more comprehensive, planned approach being considered by the Outer London Commission to deliver substantial, high density, retail/residential led mixed-use redevelopment in town centres to support their vitality and viability. If Government were to proceed with this proposal, I have suggested that any permitted development relaxations are not available within primary retail frontages in designated town centres proposed or identified in Local Plans.

GLA owned playing fields

Question No: 2013/3704

[Andrew Dismore](#)

You have pointed out the increased infrastructure and leisure facilities needed for our expanding London population, which you have estimated to be 10 million by about 2030. For that reason, is it your policy to protect all existing publicly-owned playing fields and running tracks under your control in the GLA portfolio? Are you allowing any to be sold for housing?

[The Mayor](#)

My London Plan strongly supports development proposals that increase or enhance the provision of sports and recreation facilities and resists proposals that result in a net loss of these facilities, including playing fields (Policy 3.19 on sports facilities). Policy 7.17 on Metropolitan Open Land (many playing fields are often designated as MoL) also gives strong protection to preventing loss of MoL as does Policy 7.18 on Protecting Local Open Space.

The only sport facility owned by the GLA is the National Sports Centre at Crystal Palace. The future of the NSC is under review as part of a comprehensive review of the park in conjunction with LB Bromley and others. More can be found here:

<http://www.bbc.co.uk/news/uk-england-london-24375547>

Finchley Memorial Hospital bus service

Question No: 2013/3705

[Andrew Dismore](#)

What estimate have you and TfL made of passenger demand for a bus service for Finchley Memorial Hospital?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL has requested this data from Finchley Memorial Hospital but has not yet received it.

Peel centre 2

Question No: 2013/3706

[Andrew Dismore](#)

In selecting Redrow as the preferred bidder for the police training centre site at Hendon what requirements have you asked of them as to the number of social and affordable homes on the site and as to preserving the open space, including the running track?

[The Mayor](#)

The Planning Parameters document sets out relevant considerations and development principles for the developer regarding both housing and open space at the Peel Centre site. The document is available at: <http://peelcentresite.co.uk/>.

London Health Board

Question No: 2013/3707

[Andrew Dismore](#)

Why does the London Health Board meet in secret? will you now commit to having meeting held in public in the future?

[The Mayor](#)

When the London Health Board was first established it agreed that its meetings would be held in private. At the Board's inaugural meeting on 20 May 2013 it was agreed that a review of the Board's activity, impact and remit would be undertaken in one year's time. As part of this review a decision on whether to hold any future meetings of the Board in public or private session will be taken. In the meantime the minutes and related papers for the Board are available on the London Health Board's website: www.londonhealthboard.org.uk.

Mill Hill circus and Apex corner traffic lights

Question No: 2013/3708

[Andrew Dismore](#)

Are you aware of the serious traffic problems at Apex Corner N.W.7 since the re-phasing of the traffic lights. The phasing at Mill Hill Circus and Apex Corner have recently been changed and they seem to be out of synchronisation creating mayhem for most of the day. There are constantly long queues of traffic going down to Mill Hill Circus and the roundabout is gridlocked. This occurs at various times during the day including outside of rush hour. Will you have the phasing urgently reviewed?

[The Mayor](#)

TfL is aware of the congestion issues occurring in September at Apex Corner and the Mill Hill Circus area, caused by both faulty equipment and road drainage repairs. The equipment has been replaced and the works are now complete. The area is currently operating as expected and will continue to be monitored.

Strategic Housing Market Assessment (1)

Question No: 2013/3709

[Nicky Gavron](#)

You are currently undertaking a new Strategic Housing Market Assessment. Will this assessment be monitoring the need for social rented housing and Affordable Rent housing as two distinctive tenures, as they are defined in your newly revised London Plan?

[The Mayor](#)

The government intends that Affordable Rent should be targeted at the same client group as social rented homes, and the SHMA will treat the two products accordingly.

Strategic Housing Market Assessment (2)

Question No: 2013/3710

[Nicky Gavron](#)

Is there any evidence emerging from the Strategic Housing Market Assessment that you are currently undertaking to suggest that the 40,000 new homes a year you call for in your 2020 Vision is the actual level of housing need in London?

[The Mayor](#)

The level of housing need depends on judgements regarding demographic projections, the timescale of provision and the scale of backlog need. These factors are being considered as part of the SHMA and the results will be published in early 2014.

Strategic Housing Market Assessment (3)

Question No: 2013/3711

[Nicky Gavron](#)

How is the Strategic Housing Market Assessment you are currently developing factoring in the various rent levels that can be charged for Affordable Rent? Will the final publication outline the evidence in a way that presents the need for Affordable Rent at various rent levels (for example, at 40% of market rent, 65% of market rent and 80% of market rent)?

[The Mayor](#)

The government intends that Affordable Rent should be targeted at the same client group as social rented homes, and the SHMA will treat the two products accordingly.

Public land

Question No: 2013/3712

[Nicky Gavron](#)

You have previously asked London Boroughs to put forward the land they own for procurement through the London Development Panel. How much land has thus far been put forward by which boroughs? Please provide details of the amount of land by borough.

[The Mayor](#)

This is one of the KPI's for the London Development Panel which are collected bi-annually. The first set of KPIs will be collected at the end of October 2013 and the results will be available before the end of the year. Active discussions are taking place with London boroughs and the functional bodies including LB Westminster, Lewisham, Southwark, Greenwich, TfL and the LFB.

Green Belt

Question No: 2013/3713

[Nicky Gavron](#)

I have still not received responses to two previous questions regarding planning applications on Green Belt (3104 / 2013 and 3105/2013). Can you please provide me with this information?

[The Mayor](#)

Since my re-election I have been consulted on 48 applications for development on land designated as Green Belt. Of these 22 were granted consent by the local planning authority; I did not direct refusal or take over any of these applications. Five were refused by the local planning authority. In ten cases my officers, acting under delegated authority, issued a notice that the application did not raise any strategic issues. Eleven applications remain undetermined.

Metropolitan Open Land

Question No: 2013/3714

[Nicky Gavron](#)

I have still not received responses to two previous questions regarding planning applications on Metropolitan Open Land (3106 / 2013 and 3107/2013). Can you please provide me with this information?

[The Mayor](#)

Since my re-election I have been consulted on 37 applications for development on land designated as Metropolitan Open Land. Of these 17 were granted consent by the local planning authority; I did not direct refusal or take over any of these applications. One was refused by the local planning authority. In sixteen cases my officers, acting under delegated authority, issued a notice that the application did not raise any strategic issues. Three applications remain undetermined.

Village Greens

Question No: 2013/3715

[Nicky Gavron](#)

Recent Government changes prevent communities from registering local land as a village green if it is subject to a development proposal. Are you monitoring what impact will this have on London's open spaces?

[The Mayor](#)

Yes. The London Plan Annual Monitoring Report monitors change in open space and sites of importance for nature conservation. Loss of village greens would be picked up by one of these indicators.

Parking enforcement (1)

Question No: 2013/3716

[Nicky Gavron](#)

What are your reactions to the Government consultation on reforming parking rules?

[The Mayor](#)

Any consultation which allows for clearer rules and regulation of parking regulations should be a positive move for the local authorities and users of kerb side parking.

Parking enforcement (2)

Question No: 2013/3717

[Nicky Gavron](#)

Do you believe that there is a right to park a car outside of a local shop or parade?

[The Mayor](#)

Local shops and parades form an integral part of our communities and gaining access to them is vitally important for their business. With this in mind I have proposed an increase in TLRN parking bay times, from 20 minutes to 30 minutes.

I anticipate that the implementation of the 'Stop & Shop' policy, which was one of my manifesto pledges, will help revitalise high streets, provide a boost for small businesses across the capital and provide more flexibility for people who wish to park and shop, pay a bill or run an errand.

Parking enforcement (3)

Question No: 2013/3718

[Nicky Gavron](#)

Government appears minded to relax parking restrictions outside of local shops. What impact do you think such a move would have on sustainable communities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

The Roads Task Force report provided a clear message that competition for space on London's roads cannot be addressed with a 'one size fits all' approach. In response, TfL has identified a range of road types within its 'street family' and will use the most appropriate tools to achieve the highest performing balance for all road users and to support sustainable communities.

Parking restrictions are just one tool TfL and the boroughs can apply to encourage the efficient use of highly contested curb space in London and that needs to be applied in a balanced and proportionate manner based on local priorities and issues.

In terms of parking on the TLRN, TfL is seeking to balance the efficient movement of people and goods that are vital to London's economy, with the need to sustain viable local communities through accessible high streets and local shops.

An example of this is my Stop and Shop manifesto commitment, which gave London boroughs that have 20 minute TLRN parking bays within their boundaries the option to extend these by 50 per cent to 30 minutes, in order to promote shopping on the high street. I am delighted that 19 boroughs have opted to adopt this change, which has recently been implemented and will help to revitalise high streets and provide a boost for small businesses.

Parking enforcement (4)

Question No: 2013/3719

[Nicky Gavron](#)

Do you agree with Eric Pickles statement denouncing councils for enforcing parking regulations? Will you now be asking TfL to strengthen its enforcement regime?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

I am in full support of measures that tackle enforcement activities that focus on revenue raising rather than delivering a more reliable road network and supporting communities.

As such, I recently gave London boroughs that have 20 minute TLRN parking bays within their boundaries the option to extend these by 50 per cent to 30 minutes, in order to promote shopping on the high street. I am delighted that 19 boroughs have opted to adopt this change, which has recently been implemented and will help to revitalise high streets and provide a boost for small businesses.

The TLRN makes up just 5 per cent of London's road but carries 30 percent of London's traffic. TfL is determined to keeping these vital arteries of the London economy moving safely and reliably, and its enforcement regime of cameras and on-street officers works to achieve this goal.

Regional planning (1)

Question No: 2013/3720

[Nicky Gavron](#)

Following the inter-regional session with 70 planning authorities from London and the South East in March, what actions has the Cross Boundary Steering Group taken?

[The Mayor](#)

The Steering Group has been engaged in:

identifying the policy issues on which strategic spatial planning cooperation is most important;

considering the potential mechanisms which could be built with mutual support to foster co-operation between London and the wider metropolitan area, and their resource implications; and

developing recommendations on key topics and mechanisms for cooperation, and their relative priority.

Regional planning (2)

Question No: 2013/3721

[Nicky Gavron](#)

What issues is the Cross Boundary Steering Group tasked with discussing?

[The Mayor](#)

The Steering Group is engaged in identifying a range of issues including the optimum development of growth areas and corridors; common policies and procedures between different plan areas; jointly owned policies to help rationalise commuting patterns; understanding strategic growth options and opportunities and mechanisms to cooperate on these issues.

Regional planning (3)

Question No: 2013/3722

[Nicky Gavron](#)

When is the next meeting of the Cross Boundary Steering Group?

[The Mayor](#)

On the 6 December 2013.

Waste

Question No: 2013/3723

[Nicky Gavron](#)

How much waste does London currently export?

[The Mayor](#)

Around 47 per cent, equal to approximately 9.5m tonnes per year. However, I want London to retain the value of its waste and become more self-sufficient. The London Waste and Recycling Board is investing in new waste infrastructure including two anaerobic digestion facilities each in Barking and on the Enfield-Hertfordshire border, a plastic film recycling plant in Greenwich, and a gasification facility also in Barking.

My London Plan sets a target for London to manage the equivalent to 100% of its waste by 2031. This will be achieved through new infrastructure and local authorities identifying and safeguarding sufficient sites to manage their waste locally.

Beddington Incinerator (1)

Question No: 2013/3724

[Nicky Gavron](#)

The planning report (D&P/2600/01) state that the Beddington incinerator must be "CHP ready" as soon as construction is done. Does that mean the facility will not be able to commence operations if a heat network is not yet operable?

[The Mayor](#)

No, it will be able to operate in the absence of a heat network being available in the area however, the applicant is obligated and committed to maximising the efficiency of the system by connecting to nearby developments/heat users when they become available.

Beddington Incinerator (2)

Question No: 2013/3725

[Nicky Gavron](#)

If you "expect incineration to play a decreasing role in the management of London's waste" (response to 3111 / 2013), why will you not strengthen your waste policies (3112 / 2013) to ensure that this is the case?

[The Mayor](#)

My Waste Strategy and London Plan policies apply an outcome-based approach achieving the greatest economic and environmental benefits, as opposed to prescribing waste management methods and technologies. The London Waste and Recycling Board supports the development of new and innovative waste infrastructure in London, including a gasification facility in Havering, a plastics reprocessing facility in Greenwich, and two anaerobic digestion facilities each in east and north London. Loan repayments from LWARB-funded waste projects will then be used to invest in more waste facilities across London.

Beddington Incinerator (3)

Question No: 2013/3726

[Nicky Gavron](#)

You responded to a previous question (3119 / 2013) by noting that "I did not require [Beddington developer] Viridor to consider alternative technologies" to incineration. Does this not run counter to your waste hierarchy?

[The Mayor](#)

No. The proposed facility has been chosen by South London Waste Partnership as it provides a waste management solution to deal with residual waste that is not able to be re-used, recycled or composted. Energy recovery through incineration does form part of London Plan waste hierarchy, to deal with waste that has not been reused or recycled.

Illegal money lending

Question No: 2013/3727

[Joanne McCartney](#)

Enfield Council last month won the National Stop Loan Sharks Award in recognition of the work it has been doing to stop illegal money lenders in their tracks. Loan sharks prey on the most vulnerable in society. Can you tell me what you are doing to tackle this problem, and will you congratulate Enfield Council?

[The Mayor](#)

I do not have any statutory powers to prevent illegal money lenders from operating in local boroughs. I continue to promote credit unions and free debt advice services in the capital. My advice to Londoners is that they should always be careful when borrowing money and to be particularly cautious of punitive interest rates.

Pedestrian crossings in Enfield

Question No: 2013/3728

[Joanne McCartney](#)

Further to MQ 0935/2012, there are still ten pedestrian crossings in Enfield which do not have an audible signal or other device to help blind or partially sighted people cross the road safely. I understand that TfL aim to have all signalised pedestrian crossings fitted with either tactile or audible indicators fitted by the end of the financial year 2015/16, but it appears that no work has been carried out in Enfield in the past 18 months. Can you please tell me what action has been taken and when you expect all crossings to have appropriate warning signs in Enfield as this is a matter of urgency?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

At present 94 per cent of signalised pedestrian crossings in London include facilities for visually impaired pedestrians. TfL is working to meet my commitment that by spring 2016, the remaining 276 signalised pedestrian crossings will be upgraded to include rotating cones and/or audible signals and tactile paving.

In September 2013 TfL engineers carried out investigation into seven sites in Enfield which our records showed did not have tactile cones or audible signals.

Two sites have had work completed this year to upgrade the equipment, including the addition of tactile cones.

There are now five remaining sites in the borough which have neither tactile cones nor audible signals. These will be upgraded and made accessible by spring 2016.

Pedestrian crossings in Haringey

Question No: 2013/3729

[Joanne McCartney](#)

Further to MQ 0936/2012, can you provide me with an update on how many of the fifteen pedestrian crossings without either tactile or audible indicators in Haringey have now been fitted? If they have not all yet been completed, when do you expect the works to be completed in Haringey?

[The Mayor](#)

Of the 15 pedestrian crossing sites in Haringey, 3 have already been upgraded, a further 10 are programmed to be upgraded by April 2014 and the remaining 2 sites are scheduled for completion by our April 2016 overall compliance target.

Priority access for wheelchair users at Edmonton Green

Question No: 2013/3730

[Joanne McCartney](#)

I recently met a resident in Edmonton who is a wheelchair user and has been having difficulty with bus drivers from the Edmonton Green bus station who have been wrongly informing him that once a pushchair is on the bus, a wheelchair user does not have priority and cannot get on the bus. Drivers have been refusing to ask pushchair owners to fold their pushchairs and have informed him that the "rules have changed" and that they do not need to make this request. When he has complained to the drivers' supervisors (on a number of occasions) they have stated to him that the drivers are right and that the rule has changed. The Big Red Book given to all bus drivers clearly state that wheelchair users have priority and pushchairs should be folded so both passengers can ride the bus. What are you doing to ensure all managers at bus garages are enforcing this regulation? What action will you take ensure that managers and supervisors at Edmonton Green bus station are informed that they must give priority to wheelchair users?

[The Mayor](#)

The policy is clear; wheelchair users have priority access to the wheelchair area when needed, as stated in the Big Red Book. Drivers should use the PA system to explain this if necessary.

TfL continues to remind all front line staff of the importance of this policy. This will be further reinforced in a new training film called "All Aboard!" produced in collaboration with Transport for All and Age UK London. All bus drivers will participate in this interactive training session by December 2014 as part of their annual training.

As always, if any customer believes that the policy has not been applied in practice then they are encouraged to report this to TfL.

Unresolved bus complaints

Question No: 2013/3731

[Joanne McCartney](#)

An Edmonton resident has recently informed me that he has submitted four complaint forms to the bus kiosk/office at Edmonton Bus Station on between 2011 and 2013, but has not received an acknowledgement or response to any of these. Transport for London later stated that these complaints were never received from Edmonton bus garage. What are you doing to ensure that all complaints are taken seriously with and responded to as this is simply not acceptable? What process should be followed once a complaint form is submitted and will you ensure that those responsible for such a process at Edmonton bus station are reminded of the correct procedures to be followed?

[The Mayor](#)

If you can provide TfL with contact details for the resident concerned, I will ask its Customer Services team to contact them directly. In the meantime, TfL will make staff aware of the process for passing original complaint forms internally to its customer services team so they are despatched from Edmonton Bus Station quickly and securely for a more rapid response.

GLA apprentices' pay

Question No: 2013/3732

[Joanne McCartney](#)

Can you confirm whether the apprentices within the GLA family of organisations are receiving a London Living Wage?

[The Mayor](#)

The GLA family is committed to paying apprentices the London Living Wage (LLW) and each of the organisations is now working towards obtaining the LLW accreditation.

MPS - BOGOF

Question No: 2013/3733

[Joanne McCartney](#)

If boroughs enter into "buy one get one free" contracts for PCs or PCSOs with the Metropolitan Police Service, can you guarantee that these officers will be additional to those already promised under your local policing model?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23 January 2014

Any neighbourhood officer purchased under the "buy one get one free" scheme is in addition to the neighbourhood officers set out in the Police and Crime Plan.

Hampstead Safer Neighbourhoods Panel

Riot Damages Act Payments

Question No: 2013/3734

Joanne McCartney

Can you please provide details of how many cases have been settled and how many are still outstanding, including headline amounts paid or claimed, arising from the riots in 2011?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 February 2014

As at 24 January 2014 the position is as follows:

	Claims	Rejected	Discontinued/ Inactive	Settled	Ongoing
Uninsured ¹	428	102	46	280	0
Insured ²	2,389	1,232	222	808	127
Insured (other) ³	718	301	75	340	2
Total	3,535	1,635	343	1,428	129

1 Uninsured - where the claimant has no insurance cover

2 Insured - claims from insurance companies for re-imburement

3 Insured (other) - where the claimant has insurance but has not claimed under their policy (e.g. claim falls below the claimant's policy excess or where the claimant has defaulted on their insurance policy)

To date MOPAC has settled claims to the value of £49.4M, and made further offers of £13.5M. All costs have been met by the Home Office.

The outstanding insured claims are now in the main the larger more complicated claims. Typically they may involve comprehensive site redevelopment and planning issues. In all cases the insurer should have at least made interim payments to the insured under the terms of their insurance policy.

MPS First Class/Business ClassTravel

Station ticket office closures in Enfield & Haringey?

Question No: 2013/3735

[Joanne McCartney](#)

Please can you give full details of all ticket offices you are planning to close or reduce hours at in Enfield & Haringey?

[The Mayor](#)

At this point TfL is continuing to develop its plans to improve customer service on the Tube and keep pace with customers' changing expectations.

Londoners want and deserve the best possible service from their Tube and should to be able to buy a ticket quickly and easily. That is what we aim to give them, alongside many other improvements to customer service.

Any proposals will be underpinned by the clear and unequivocal commitment that all stations will be staffed, so that all customers can get help and assistance quickly and easily.

TfL will of course discuss any firm proposals with Assembly Members and other stakeholders across London.

Crossrail 2

Question No: 2013/3736

[Joanne McCartney](#)

What case have you made to HM Treasury in relation to the future funding of Crossrail 2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I continue to develop what I believe is an overwhelming case to Government as to why London needs Crossrail 2, primarily to underpin the rapid growth of London, which by 2031 is currently forecast to reach 9.65 million.

In response to my call for support, in June 2013 the Government confirmed £2m would be allocated to TfL to explore funding and finance options for Crossrail 2.

TfL has been working with the DfT and National Rail to agree the scope of this work with a view to completing the study by the end of 2014. When this work has concluded, I will be making a more detailed case to Government on the level of funding required, and my proposed funding package.

In addition, London First is also leading a working group to consider funding opportunities, and both TfL and Network Rail are involved in supporting this work.

MOPAC - Crime Prevention Fund (1)

Question No: 2013/3737

[Joanne McCartney](#)

In the recent round of applications for MOPAC's crime prevention fund, London Boroughs had some bids rejected, yet have not had adequate (or any) feedback as to why those bids were unsuccessful. Will MOPAC please give such feedback to bidders?

[The Mayor](#)

MOPAC has provided feedback on rejected bids to boroughs when requested. Borough engagement leads continue to work closely with each borough and there is regular dialogue. I would urge boroughs to continue discussions and request further information if this is required.

MOPAC - Crime Prevention Fund (2)

Question No: 2013/3738

[Joanne McCartney](#)

I understand that London Boroughs are concerned as to whether funding for their projects will be available after the current financial year and that this is causing a great deal of uncertainty? What assurances can you give on this issue?

[The Mayor](#)

Previous community safety funding was provided to boroughs on an annual basis. As part of the London Crime Prevention Fund, MOPAC offered boroughs the opportunity to bid for funding of up to four years. Where boroughs have bid for initiatives of more than one year and have been successful, funding will be made available to projects for the duration (subject to successful outcomes being delivered and on wider Government funding being available to MOPAC in future years). Of the approved bids, 92% were multi-year initiatives.

Leadership Clubs (1)

Question No: 2013/3739

[Joanne McCartney](#)

Can you provide me with an overall update on your Leadership Clubs programme since its launch in May 2012? How many young Londoners has this scheme supported so far and how are you measuring its success? Do you plan to expand this scheme further?

[The Mayor](#)

In their first academic year my Leadership Clubs supported over 800 pupils from 14 schools across London. Success is being measured by looking at the impact on improving both pupil's behaviour and academic attainment. An external evaluator has been commissioned to support the funded organisations to track and monitor this impact. The programme will continue to be rolled out over the next 2 academic years and reach an additional 500 pupils across 30 schools.

Leadership Clubs (2)

Question No: 2013/3740

[Joanne McCartney](#)

How many young Londoners have taken up the regular teaching sessions on Saturday mornings and the week long summer school that the SHINE Trust offer as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

[The Mayor](#)

The "SHINE in Secondaries" project commenced in January 2013, with the first cohort of 68 students attending a programme in LB Waltham Forest. From September 2013 an additional 288 pupils have attended based in four schools, including Summer Schools in 2013:

LB Waltham Forest: regular Saturday sessions (from January - July 2013) with 68 students

LB Waltham Forest: Summer School with 59 students

LB Haringey: Summer School and the start of Saturday sessions with 80 students

LB Waltham Forest: Summer School and the start of Saturday sessions with 71 students

LB Brent: Summer School and the start of Saturday sessions with 78 students

Over the lifetime of the project SHINE will engage with 12 schools and 630 pupils in the boroughs of Waltham Forest, Haringey and Brent.

Leadership Clubs (3)

Question No: 2013/3741

[Joanne McCartney](#)

How many young Londoners have enrolled in the Eastside Young Leaders Academy: 'Eastside in school Academy' as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

[The Mayor](#)

The Eastside In-School Programme commenced in November 2012. From November 2012 - July 2013 the programme has supported 183 pupils from four schools in the following Boroughs:

LB Newham: 140 pupils

LB Barking & Dagenham: 43 pupils.

Over the lifetime of the project, the programme will engage with 14 schools and 420 pupils in the boroughs of Newham, Barking and Dagenham, Hackney, Islington and Tower Hamlets.

Leadership Clubs (4)

Question No: 2013/3742

[Joanne McCartney](#)

How many young Londoners have taken up the activities provided by the City Year London programme as part of your Leadership Clubs Programme? How are you measuring its success?

[The Mayor](#)

The City Year London project commenced in September 2012. The project has supported 80 pupils from two schools in the borough of Hackney from September 2012 to July 2013. Over the lifetime of the project City Year will engage with 5 schools and 360 pupils in East London. The success of the project will be measured by the impact on pupils academic achievement and behaviour.

Leadership Clubs (5)

Question No: 2013/3743

[Joanne McCartney](#)

How many young Londoners has the Ark Schools 'ARK Inclusion' supported as part of your Leadership Clubs Programme? Could you provide me with a breakdown by London Borough for the years 2011, 2012 and 2013?

[The Mayor](#)

The ARK Inclusion programme commenced in February 2013, so far 210 pupils have been supported across four schools in the following Borough's:

LB Southwark: 101 pupils

LB Croydon: 15 pupils

LB Lambeth: 94 pupils

Over the lifetime of project ARK Schools will engage with 10 schools (six ARK schools and four non-ARK feeder schools) and 400 pupils in the boroughs of Croydon, Lambeth and Southwark.

Resettlement support for young offenders

Question No: 2013/3744

[Joanne McCartney](#)

Further to MQ 1554/2013, please can you update me on any current and upcoming pilots the MOPAC is involved with which deal with the resettlement of young offenders?

[The Mayor](#)

I am committed to drive down reoffending rates for young people leaving custody by 20%, as set out in my Police and Crime Plan. I am currently providing up to £3.5 million (of European Social Fund matched funding) to provide resettlement brokers and support to young offenders leaving custody up until 2015.

MOPAC are currently in discussions with the Youth Justice Board and the Ministry of Justice about a strategic resettlement model for London.

Project Brodie

Question No: 2013/3745

[Joanne McCartney](#)

Please can you provide me with an update on Project Brodie?

[The Mayor](#)

Project Brodie focused on activity to raise school attainment and reduce the risk of offending by keeping young people in education. One of its initiatives, "Safer Learners", aimed to improve safety for learners, families, communities, schools and colleges by a pan London partnership of key agencies. This work improved the use of data intelligence and this work to keep young learners safe in London is now been taken forward locally by the MPS and boroughs. Please refer to my reply to MQ 3746 on the other main initiative, the parent advocacy project.

Project Brodie (2)

Question No: 2013/3746

[Joanne McCartney](#)

Please can you update me on the Parent Advocacy Project since the budget was increased in February 2012? Can you detail the evaluations that have been made so far by each participating London Borough?

[The Mayor](#)

Project Brodie focused on activity to raise school attainment and reduce the risk of offending by keeping young people in education. One area of activity was work with Pupil Referral Units (PRU) to support parents through the parent advocacy project. The approach was piloted with five PRU in London with promising results. The evaluation and toolkit is published on the London PRU Network website site at: <http://londonprus.co.uk/workstream/parent-advocacy-project-in-prus>.

Apprenticeships for children in care

Question No: 2013/3747

[Joanne McCartney](#)

What action are you taking to support children in care who would like to apply for an apprenticeship?

[The Mayor](#)

We are committed to increasing the diversity of apprentices and a range of initiatives to encourage more applicants from diverse backgrounds are underway. For example, the National Apprenticeship Service has been working closely with local authorities to engage children and young people in care into apprenticeships.

Project Oracle

Question No: 2013/3748

[Joanne McCartney](#)

Can you provide me with an update on Project Oracle including information on how many people use the Project Oracle website each month and what information they look for?

[The Mayor](#)

At the end of Project Oracle's first year of delivery (August 2013) 150 providers had been engaged; 22 research placements had taken place; 16 Evidence Champions had been trained; there had been 54 Evidence Competition entrants and 120 providers had been trained.

On average there are about 850 unique users every month with an average of 1,500 hits and the top three most popular pages are: Validated Projects, About PO, and About Providers.

Good example to young people

Question No: 2013/3749

[Joanne McCartney](#)

A resident has contacted me to ask you whether you believe your bad language at September's Mayor's Question Time sets a poor example of how to behave to London's young people?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I have apologised for my use of bad language during September's MQT.

Mayor's Mentoring Scheme and schools

Question No: 2013/3750

[Joanne McCartney](#)

You recently wrote a letter to schools in the participatory London Boroughs of the Mayor's Mentoring Scheme to encourage referral numbers. Could you tell me how many schools responded: a) positively, b) negatively and c) did not respond?

[The Mayor](#)

I wrote to over 50 schools across London at the request of the local delivery parents on my Mentoring Programme, the majority of which responded positively. Exact figures are unknown as delivery partners are still in conversation.

New mentoring panel

Question No: 2013/3751

[Joanne McCartney](#)

Can you please provide details of your new mentoring panel launched September 2013? Can you explain the function of the new panel and list the members, along with the details of any specific roles members have been asked to perform?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

My Senior Advisor-Mentoring convened a one-off meeting at City Hall of individuals who have expertise in a variety of mentoring approaches. Attendees included Peter Reed, British Olympic Gold medallist rower, Cecil Martin, former NFL star and Andrew Bone, a senior de Beers executive.

There was a discussion about mentoring in general and how valuable it can be to both mentee and mentor; those present discussed the various experiences they had had of mentoring (either professional or personal) and all participants gave their thoughts on how City Hall could improve future youth programmes. There is no further role envisaged for this group of individuals.

Unanswered question

Question No: 2013/3752

[Joanne McCartney](#)

Please can you answer MQ 2565/2013 below which was submitted in July 2013.

"When a member of the armed services is killed in the service of their country, quite rightly, the MOD pays for the funeral but when a police officer is murdered on duty serving the people of London the funeral expenses are paid for by the Police Federation out of the officers own subscriptions. Do you agree that this arrangement should be reassessed?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Please see my response to MQ 2565/ 2013.

Countdown information at bus shelters (1)

Question No: 2013/3753

[Joanne McCartney](#)

I have now had numerous complaints and concerns from residents in both Enfield and Haringey regarding the replacement of bus shelters without countdown information boards. Not everyone has access to smartphone technology or are able to check the internet for bus times with ease, and therefore relied on the countdown information boards. Can you tell me why bus stops previously with countdown information boards are being replaced without them?

[The Mayor](#)

To enable shelter upgrade work to take place it is required that the Countdown signs are temporarily removed. Once the shelter work is fully completed, including the electrical connection and final wiring, arrangements are made to have the Countdown signs reinstalled within five working days. There is no programme underway to permanently remove Countdown signs in your boroughs or across the network.

Due to the complexity of the works required, it may take some time to reinstall the sign. Therefore TfL has made it possible for customers to be able to see which bus stops have temporarily had their Countdown signs removed due to shelter work or other issues via a regularly updated spreadsheet at www.tfl.gov.uk/Countdown.

TfL will be happy to provide progress updates on these bus stops and investigate other stops not included on the list. Your residents should contact Customer Services on 0343 222 1234 or via www.tfl.gov.uk/contact.

Countdown information at bus shelters (2)

Question No: 2013/3754

[Joanne McCartney](#)

Can you provide me with the criteria for the decision on which bus shelters to replace, and how decisions are made whether to replace existing countdown signs?

[The Mayor](#)

In general, bus shelters are selected for replacement simply on the basis of their age. There may be exceptions to this, for example shelters might be replaced with new models in support of a highway scheme or other development schemes.

Each bus shelter that has its Countdown sign temporarily removed to enable the shelter upgrade work to take place has its sign reinstalled following completion of the works. As explained in MQ 2013/3753, there is no programme underway to permanently remove Countdown signs.

Countdown information at bus shelters (3)

Question No: 2013/3755

[Joanne McCartney](#)

Do you intend to make all bus stops in London free from countdown displays?

[The Mayor](#)

TfL has no intention of making London free from Countdown signs. In fact, the Countdown II on-street upgrade project, which was successfully completed in July 2012, delivered a total of 2506 signs across the London network, bringing a significant increase from the previous estate of 1900 sites.

Please refer to MQ 2013/3753 for more details on the shelter upgrade programme that is currently underway, which requires the temporary removal of some Countdown signs whilst the associated shelter work is carried out.

Question: Contact Points (1)

Question No: 2013/3756

[Joanne McCartney](#)

Please list all contact points in London that are (or are planned to be) situated in SNT bases.

[The Mayor](#)

Please see attached as Appendix 3 a list of contact points situated in SNT bases. Additional contact points are located in existing police stations and some external organisations premises.

Question: MOPAC Properties**Question No: 2013/3757**[Joanne McCartney](#)

In answer to my question 3130/2013 you said that currently there are 8 properties that are set aside for the use of ACPO Officers in the MOPAC Estate. Please share the most up to date valuation of these properties.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Since my answer to MQ 3130 / 2013, a further property out of MOPAC's residential estate is now being used by ACPO officers (please also see MQ 3497). The total valuation of these nine properties is £2,284,542.

Question: Contact Points (2)**Question No: 2013/3758**[Joanne McCartney](#)

Please list all contact points in London, broken down by borough, that are currently operational and give a timeline for those still to be opened.

[The Mayor](#)

Please see attached as Appendix 4 a table of all the contact points broken down by borough and the date they opened.

Question: MOPAC Diversity Taskforce

Question No: 2013/3759

[Joanne McCartney](#)

Can you please provide a link to the agendas and minutes of the meetings of the MOPAC Diversity Taskforce?

Question: Police Involvement in Blacklisting

Member: Joanne McCartney

[The Mayor](#)

These are internal meetings with no formal minutes or agendas.

However the remit of the Taskforce is to:

Advise and inform the positive action initiatives being developed by the MPS;

Work with the MPS to understand why some communities are under-represented and identify the barriers to entry;

Establish a programme of work to ensure the MPS can reach those communities and seek to address the issues identified;

Actively engage as ambassadors for MOPAC within London's diverse communities; and

Propose further options for increasing interest in the MPS as a viable career option amongst every community of Londoners.

Involvement in Blacklisting

Question No: 2013/3760

[Joanne McCartney](#)

A recent Independent Police Complaints Commission report has identified that it is "likely that all special branches were involved in providing information" to a Blacklist that kept certain individuals out of work.

What discussions have you had with the MPS Commissioner regarding this?

Will you be seeking further clarification from the MPS as to the extent of these allegations?

[The Mayor](#)

In November 2012 the MPS received a public complaint regarding the practice of 'black listing'. This complaint is currently being investigated by officers from Operation Herne.

The Deputy Mayor and I receive regular updates on the progress of Operation Herne, and discuss these with the Commissioner.

RE:NEW (1)

Question No: 2013/3761

[Murad Qureshi](#)

Can the Mayor please explain why MQ [2137/2013](#), submitted in early June, asking for clarification on the very low energy bill savings achieved by 97% of Londoners going through the RE:NEW programme, remains unanswered?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Please see my response to MQ 2137 / 2013.

RE:NEW (2)

Question No: 2013/3762

[Murad Qureshi](#)

With the RE:NEW full evaluation report now some 9 months behind schedule in being published, will the Mayor commit to more regular reporting to the Assembly on the progress of the second phase of the RE:NEW programme? Could the Capita Symonds Group, who are now managing RE:NEW, provide brief monthly reports on progress?

[The Mayor](#)

The Capita Symonds Group are managing the RE:NEW Support Team on an interim basis, I will provide a short progress summary in December, at the end of their current contract.

Once the full RE:NEW Support Team is in place, progress summaries will be provided quarterly through the Budget Monitoring Sub-Committee.

RE:NEW (3)

Question No: 2013/3763

[Murad Qureshi](#)

How did CO2 savings achieved by the RE:NEW roll-out phase compare against savings measure targets for 2011/12 savings in your Climate Change Mitigation and Energy Strategy projections?

[The Mayor](#)

My Climate Change Mitigation and Energy Strategy sets carbon reduction targets for 2025; the first interim target is 2015. Achievement of these targets is dependent on provision by Government of committed policies and programmes as well as secondary impacts of my programmes catalysing the retrofit market.

Previous Government schemes have prioritised cavity wall insulation; less than 30 per cent of London's homes have un-insulated cavities and more than half of these are flats. In accordance with my Climate Change Mitigation and Energy Strategy, my RE:NEW programme has increased its targets for carbon reductions to continue catalysing the market, align with and maximise changes in Government policy, such as ECO, and maximise investment and savings for London homes.

RE:NEW (4)

Question No: 2013/3764

Murad Qureshi

How much private sector funding from did the £5.7m RE:NEW programme leverage in?

The Mayor

The roll-out phase of my RE:NEW programme levered in at least £1,087,500 from energy suppliers, water suppliers, government (through Warm Front) and boroughs.

RE:NEW (5)

Question No: 2013/3765

Murad Qureshi

The consumer organisation Which? reports that average savings to homes switching energy supplier is £217. The RE:NEW evaluation summary report stated that energy bill savings of only £28.81 were achieved by 97% of the households that went through the RE:NEW programme. Did RE:NEW provide supplier-switching advice to homes that went through the programme? If not, why not? If advice was supplied, how many homes switched their supplier?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

My RE:NEW programme did provide homes with energy switching advice. It isn't possible to determine how many of these households subsequently switched provider. Programmes supported by RE:NEW, such as London Council's Big London Energy Switch, provide this service to an excellent standard and have systems in place to facilitate and record impacts of switching.

RE:NEW (6)**Question No: 2013/3766**[Murad Qureshi](#)

How many Benefit Entitlement Checks did the RE:NEW programme undertake? What was the average level of benefit increase achieved as a result of these checks?

[The Mayor](#)

During the roll-out phase of my RE:NEW programme, over 5,000 homes were referred for income maximisation. The results of income maximisation are available from six participating boroughs, in which 1,704 homes received a total additional income of £216,493.

RE:NEW (7)**Question No: 2013/3767**[Murad Qureshi](#)

Did the RE:NEW programme check if households that went under assessment were on the best electricity and gas tariffs? Was switching suppliers suggested to households?

[The Mayor](#)

Please see my response to MQT 3765 /2013 for information how my RE:NEW programme supports energy switching.

Energy Bill**Question No: 2013/3768**[Murad Qureshi](#)

Will the Mayor publish online his recent House of Lords briefing note sent to peers prior to the ' Second Reading of the Energy Bill?

[The Mayor](#)

I am happy to provide a copy to the Assembly.

Energy Supply (1)

Question No: 2013/3769

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear' - with new nuclear power stations taking 10 years to construct, and with no deal as yet agreed by the Government on the future of such plant, how are you, as Mayor, proposing nuclear will help solve London's energy security of supply concerns, all of which are in the next few years?

[The Mayor](#)

I am delighted that on 21 October the Government came to an agreement to begin construction on the UK's first new nuclear reactor for a generation.

You are absolutely right to point out that it takes a decade to construct a nuclear reactor. That is why it was so foolish and irresponsible of the former Labour government to rule out new nuclear a decade ago when it was already predicted that this country would face an energy capacity crunch mid this decade.

Energy Supply (2)

Question No: 2013/3770

[Murad Qureshi](#)

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', do you, as Mayor, believe the 40-year contracts Government is proposing to sign to subsidise new nuclear stations represents good value to Londoners?

[The Mayor](#)

Please see my response to MQ 3769/ 2013.

Energy Supply (3)

Question No: 2013/3771

Murad Qureshi

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', can you please clarify if - after visiting Abu Dubai earlier this year, and congratulating Masdar on their significant investment in the world's largest offshore wind farm, the London Array - you, as Mayor, are now suggesting that Masdar's support in such projects is worthless to London?

The Mayor

No.

Energy Supply (4)

Question No: 2013/3772

Murad Qureshi

Your September 2013 publication '[London's Low Carbon Market Snapshot - 2013](#)' calculated that London benefitted from sales of £2.5 billion in 2011/12 alone linked to new wind farm projects. With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', at a time of continued financial uncertainty, are your statements not creating significant risk to the future potential of this key growth sector of London's economy?

The Mayor

No.

Energy Supply (5)

Question No: 2013/3773

Murad Qureshi

With reference to your 15 September article in The Sun 'Turbines won't do job.. let's go nuclear', would the Mayor like to see a moratorium on all future wind farm development in the UK?

The Mayor

No, I would not argue for a moratorium. However, the Government must focus its attention on a technology that can deliver the UK reliable low and zero carbon energy. That technology is nuclear.

Visit to Dagenham Wind Power Project

Question No: 2013/3774

Murad Qureshi

Has the Mayor or his Energy Advisor visited the Ford Dagenham wind power project and talked to Ford about the benefits the generation of onsite renewable energy brings?

The Mayor

No.

London Decentralised Energy Capacity Study

Question No: 2013/3775

Murad Qureshi

What potential for wind energy was identified in the Mayor's London Decentralised Energy Capacity Study?

The Mayor

The London Decentralised Energy Capacity Study identified a potential wind energy capacity in London of 2208MW. The report can be found online at:

www.london.gov.uk/sites/default/files/de_study_phase1.pdf.

Supporting datasets can be found on the London Datastore:

data.london.gov.uk/datastore/package/decentralised-energy-capacity-study

Shale Gas

Question No: 2013/3776

Murad Qureshi

The Government's current guidance on shale gas states "No-one knows at this point what proportion, if any, of the gas in the ground will ever be practically and commercially producible." Why then is the Mayor so confident that shale gas can positively contribute to securing future energy supplies for London's homes and businesses?

The Mayor

I am of the view that where shale gas can be practically and commercially produced, subject to normal planning and environmental regulation, that opportunity should be permitted to be exploited in order to help Londoners.

Recycle for London Budget Underspend

Question No: 2013/3777

Murad Qureshi

What plans are there for the £1 million that was allocated to the Recycle for London Campaign and left unspent when the programme closed this spring?

The Mayor

LWARB through its Efficiencies Committee reconfigured its Efficiencies Programme at the start of 2013 and launched a number of new programmes. LWARB has used the underspend from Recycle for London to support these programmes that include a £800,000 Borough Communications Fund, a £1.2m Driving up Performance Fund and a £400,000 Textile Reuse and Recycling Fund. More information can be found at:

<http://www.lwarb.gov.uk/page/?identity=efficiencies-programme->

Capital Clean Up (1)

Question No: 2013/3778

Murad Qureshi

Please provide more details on the level of financial contribution and other material support provided by McDonalds for the Mayor's Capital Clean Up Programme?

The Mayor

In 2013 McDonald's is providing 60 clean-up kits to community groups to the value of £10,000.

McDonald's will be contributing £50,000 per year to the Capital Clean-up initiative in 2014, 2015, and 2016.

Capital Clean Up (2)

Question No: 2013/3779

Murad Qureshi

How many applications for Community Clean Up grants were received and how many were successful?

The Mayor

We received 24 applications, 17 were successful.

Capital Clean Up (3)

Question No: 2013/3780

[Murad Qureshi](#)

Have yearly targets been established further to the Mayor's aim of attracting 10,000 "clean up local champions" by summer 2016 and if so please provide details?

[The Mayor](#)

Yes, targets for capital clean-up volunteers have been set as follows:

2013- 1700

2014 - 2500

2015 - 2800

2016 - 3000

Climate Week

Question No: 2013/3781

[Murad Qureshi](#)

Following on from New York's successful hosting of its 5th annual "Climate Week" event, does the Mayor believe London is being left behind in showing leadership on climate change and will the Mayor consider a London "Climate Week" event?

[The Mayor](#)

London has been a supporter of Climate Week and on the contrary to being left behind, it is showing significant climate leadership. For example, my innovative RE:FIT programme which retrofits public buildings with energy efficiency measures has been adopted by other cities and rolled out in UK schools, and my innovative decentralised energy programme model is being replicated nationally in the UK.

Biodiversity Strategy (1)

Question No: 2013/3782

[Murad Qureshi](#)

Please provide details of the total financial cost of the biodiversity strategy including all monies spent on its production and publication.

[The Mayor](#)

There is no detailed breakdown of the costs of the Biodiversity Strategy per se. The Strategy provides a framework for delivery for the biodiversity and green space sector in London. It includes delivery mechanisms (such as influencing and shaping land-use policy) which have no easily identified cost, as well as projects delivered by others where the cost is an embedded cost of another programme or initiative

The document itself was published in 2002 and therefore there is no record of the publication cost.

Biodiversity Strategy (2)

Question No: 2013/3783

[Murad Qureshi](#)

Please provide details of the budget for the team tasked with implementing the biodiversity strategy from the point at which the strategy was published.

[The Mayor](#)

Please see my response to MQ 3782/ 2013.

Biodiversity Targets

Question No: 2013/3784

Murad Qureshi

Please provide an update on progress against the 13 targets set out in the Biodiversity Action Plan and incorporated into the London Plan.

The Mayor

A full breakdown, based on best available information, is given under 'Indicator 20: Sites of Importance for Nature Conservation' in London's Environment Revealed: State of the Environment report for London, June 2011 which I published in partnership with the Environment Agency, Natural England and the Forestry Commission.

See: <http://data.london.gov.uk/documents/SOE-2011-report.pdf>

Business Food Waste Solutions Project (1)

Question No: 2013/3785

Murad Qureshi

Please outline how this project will engage with SMEs in reducing their food waste and associated costs?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

FoodSave (previously called Business Food Waste Solutions) is contracting two organisations to deliver the project. The Sustainable Restaurant Association will work with restaurants, hotels, pubs, quick service restaurants and canteen and Sustain will work with SMEs involved in food retail, food manufacturing and preparation, food growing, catering, street food/market stalls and wholesale markets.

Engagement will include carrying out food waste audits, one to one training and advice provision, networking events and brokering relationships with charities that redistribute surplus food and food waste collection companies. These interventions will support SMEs to achieve a reduction in the amount of food waste sent to landfill and reduce the costs associated with food waste disposal.

Business Food Waste Solutions Project (2)

Question No: 2013/3786

[Murad Qureshi](#)

Have any delivery targets been established for the roll out of this project? If so please provide details.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Delivery targets have been established for the FoodSave project. By March 2015 the project aims to support 240 SMEs to achieve quantifiable improvements in their environmental performance (in terms of food waste), 100 of which will receive at least 12 hours support, resulting in a total of:

1020 tonnes of food waste diverted from landfill

180 tonne reduction in food packaging waste

Waste disposal cost savings of £379,000

It is expected that these outcomes will be achieved by the end of the project in March 2015, annually beyond the lifetime of the project.

Source London (1)

Question No: 2013/3787

[Murad Qureshi](#)

Please provide a breakdown of how many Source London electric charging points have been taken out of service due to technical problems and for how long they were inoperable

[The Mayor](#)

TfL manages the charge point network on behalf of Source London's partners, however the charge points themselves are owned by the relevant partners. Faults and other issues raised via the Source London contact centre are therefore forwarded to the relevant partner for resolution.

The information available to TfL indicates that, since the scheme launched in May 2011, customers have contacted Source London to raise queries regarding 354 of the charge points on the network. This figure represents all queries raised which are not categorised in such a way that identifies whether or not a charge point has been taken out of service, and for how long.

Source London (2)

Question No: 2013/3788

[Murad Qureshi](#)

Please provide figures for how many members Source London has had for each year that it has been in operation?

[The Mayor](#)

Research within the EV industry indicates that EV drivers primarily charge their vehicles at home or in the workplace. For this reason, the Source London scheme launched on 26 May 2011 has always been intended as a 'top up' facility to extend the range of an EV, rather than its primary source of charging.

The below table shows the number of unique members registered as at 31 July for each year since the scheme was launched, and the number registered as at 15 October 2013. As each member may register more than one card, the table also shows the number of unique cards registered.

As at date	Unique Active Members	Unique Active EVID Cards
31-Jul-11	51	78
31-Jul-12	518	647
31-Jul-13	911	1,173
15-Oct-13	1,030	1,338

Smart London Demonstrator Programme (1)

Question No: 2013/3789

[Murad Qureshi](#)

What role will the programme play in attempts to combat air pollution and have any targets been set to achieve this?

[The Mayor](#)

The programme is under development. One of the planned demonstrator projects, working with the light freight sector, will aim to monitor and model the impact of the tested solutions on air pollution.

Smart London Demonstrator Programme (2)

Question No: 2013/3790

[Murad Qureshi](#)

What long term effects will this programme have on reducing air pollution and making London a "smarter city" after its completion in 2016?

[The Mayor](#)

An objective of the programme is to understand the potential impact of its tested solutions on air pollution. The solutions to be tested will make use of data and information technologies. Long-term potential and potential to scale up will be assessed.

London Schools Hydrogen Challenge

Question No: 2013/3791

[Murad Qureshi](#)

How many schools have so far applied to be part of the challenge?

[The Mayor](#)

The first challenge in 2012/13 involved 18 schools from 14 boroughs, 600 participating students, and 1,237 downloads of challenge related lesson plans. So far 11 schools have signed up for the 2013/14 challenge, with 22 workshops scheduled to take place - more schools and workshops than this time last year.

Big Green Fund

Question No: 2013/3792

[Murad Qureshi](#)

What criteria were established for selecting recipients of funding from the "Big Green Fund"?

[The Mayor](#)

Applicants to the Big Green Fund were asked to demonstrate project delivery on the following criteria:

- All projects should already be identified as a project or project cluster in one of the 11 All London Green Grid (ALGG) Area Frameworks.**
- Applications should be made by a representative of one of the ALGG Area Groups, or a similar partnership operating at a similar geography.**
- Match funding of at least half of the total project cost is identified (i.e. every pound of GLA funding must be matched by at least pound of additional funding).**
- Projects must be deliverable by March 2015 at the latest.**

Ten applications were assessed against the core aims of the ALGG including improvement of green space and public realm, improvement of linkages and connections to existing green spaces, neighbourhoods, increase in visitor numbers and so on. Funding has been provided to six of these projects.

Removal of Diesel Particulate Filters

Question No: 2013/3793

[Murad Qureshi](#)

Following your answer to MQ 3177/2013 I have been advised by a constituent that the removal of Diesel Particulate Filters is illegal under Reg: 61A Road Vehicles (Construction & Use) Regulations) (2001). I am also advised that the Greater Manchester Police Force has mounted five prosecutions last year.

Please clarify if it is a criminal offence, in the view of the Mayor, to remove factory fitted diesel particulate filters from cars?

[The Mayor](#)

On 24 September 2013, the Department for Transport published new guidance clarifying the legal status of removing manufacturer installed diesel particulate filters on their website. This states:

"It is an offence under the Road vehicles (Construction and Use) Regulations (Regulation 61a(3))1 to use a vehicle which has been modified in such a way that it no longer complies with the air pollutant emissions standards it was designed to meet. Removal of a DPF will almost invariably contravene these requirements, making the vehicle illegal for road use."

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/240222/diesel-particulate-filters-guidance.pdf

While a very welcome move, given that diesel particulate filter removal services are currently being advertised I continue to believe further action is required in this area. Consequently I have asked my Environment and Energy Adviser to write to the Chief Executive of the Vehicle and Operator Services Agency (VOSA) to confirm how the regulations are currently being enforced. I will ensure you receive a copy of any reply.

Removal of Diesel Particulate Filters

Question No: 2013/3794

[Murad Qureshi](#)

If the removal of Diesel Particulate Filters is already a criminal offence under Reg: 61A Road Vehicles (Construction & Use) Regulations) (2001) who is the lead agency for enforcement, the Police or the Vehicle and Operator Services Agency?

[The Mayor](#)

Please see my response to MQ 3793 / 2013.

Fuel Poverty - Know Your Rights

Question No: 2013/3795

[Murad Qureshi](#)

Can the Mayor provide details on how many Londoners have been helped out of fuel poverty by his Know Your Rights helpline?

[The Mayor](#)

Know Your Rights is the name of my annual campaign to help disadvantaged groups claim benefits to which they may be entitled and seek advice on managing their money. The Autumn 2011/2012 campaign focused on helping people pay their fuel bills and keep warm during the winter months. For details of outcomes, please see my response to MQ 3757 /2012.

Fuel Poverty- Know Your Rights

Question No: 2013/3796

[Murad Qureshi](#)

How much funding has gone to the Know Your Rights helpline in the years 2012/13 and 2013/14? How effective has the service been in helping Londoners?

[The Mayor](#)

Know Your Rights is the name of my annual campaign to help disadvantaged groups claim benefits to which they may be entitled and seek advice on managing their money and not the name of a helpline.

The January 2013 campaign, which focused specifically on helping older people claim Pension Credit and other benefits, cost £25,000. The campaign generated over 3,700 enquiries and an estimated £794,000 in additional benefit income for older Londoners, who were missing out. The 2014 campaign is in its planning stage.

Mayoral Advisor Visits (1)

Question No: 2013/3797

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to San Francisco in April of this year?

[The Mayor](#)

My Environment and Energy Advisor is a member of the C40 Climate Leadership Group Board of Directors. The Board was holding an in-person meeting, the outcomes of which included final round interviews for its new Executive Director.

Mayoral Advisor Visits (2)

Question No: 2013/3798

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to New York in May of this year?

[The Mayor](#)

My Environment and Energy Advisor was representing me at the C40/Clinton Global Initiative Executive Roundtable on "Building Resilient Cities" chaired by President Clinton.

Mayoral Advisor Visits (3)

Question No: 2013/3799

[Murad Qureshi](#)

What actions and outcomes resulted as a consequence of the Mayor's Environment and Energy Advisor's trip to Rio de Janeiro in June 2012?

[The Mayor](#)

London is a member of the C40 Climate Leadership Group's Steering Committee and my Environment and Energy Advisor is my nominee on the Committee. The Steering Committee had an in-person meeting on the margins of the Rio+20 Conference. He also represented me at the Mayor's meeting chaired by Mayor Bloomberg.

Mayoral Advisor Visits (4)

Question No: 2013/3800

[Murad Qureshi](#)

Can you please provide details of all international flights undertaken by Mayoral advisors over the past year? What CO2 offsetting programme is used in relation to these flights?

[The Mayor](#)

Flight details attached in Appendix 5.

We have yet to calculate the carbon offsets relating to these flights and our Environment Team are currently considering whether a London Offsetting Scheme could be set up which would fund London-focused projects.

Community Energy and Planning

Question No: 2013/3801

[Murad Qureshi](#)

How is the Mayor taking forward his proposal in the London Plan Revised Early Minor Alterations to "promote community led initiatives for renewable and low carbon energy being taken forward through neighbourhood planning"?

[The Mayor](#)

The draft Sustainable Design and Construction SPG, in paragraphs 2.4.13 and 2.4.29, sets out examples of measures that communities could identify in their detailed neighbourhood energy plans. Measures could include community energy generating projects and retro-fitting schemes.

Switching Energy Supplier

Question No: 2013/3802

[Murad Qureshi](#)

How has the Mayor encouraged Londoners to switch their energy supplier? According to Which?, switching suppliers can save an average of £141 and London has one of the lowest levels of supplier switching in the UK. Londoners could be saving five times the amount of money as that observed by 97% of the households that went through the RE:NEW programme with a simple phone call.

[The Mayor](#)

Please see my response to MQT 3765/2013 for information how my RE:NEW programme supports energy switching.

Clean Air Act

Question No: 2013/3803

[Murad Qureshi](#)

Has the Mayor responded to Defra's call for evidence to support a policy review of the Clean Air Act 1993 and if so will the Mayor publish that response?

[The Mayor](#)

The deadline for responses is 29 October. I will be responding and I will publish my response in due course.

Affordable Warmth and Health Action Plan (1)

Question No: 2013/3804

[Murad Qureshi](#)

With reference to MQ 3375/2013 I'm glad you have confirmed that as part of your programme of tackling fuel poverty in London, you have finalised a new 'Affordable Warmth and Health Action Plan'. Can you outline the key actions in the Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The London Affordable Warmth and Health Action Plan was developed by the London Network of the Home Energy Conservation Associations (HECA), at the time London Carbon Action Network (CAN). London HECA has confirmed they are happy for the Plan to be shared with the Assembly.

My officers will make the document, which lists key actions, available to the Assembly.

Affordable Warmth and Health Action Plan (2)

Question No: 2013/3805

[Murad Qureshi](#)

How much budget has been allocated by the Greater London Authority and London Councils to your new Affordable Warmth and Health Action Plan over 2013/14?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The London Affordable Warmth and Health Action Plan was developed by the London Network of the Home Energy Conservation Associations (HECA), at the time London Carbon Action Network (CAN).

No additional staff time or budget, outside my existing programmes, has been allocated solely to deliver the London HECA Affordable Warmth and Health Action Plan. My 2013/14 budget for policies and programmes that support delivery of the Plan's aims and objectives will be over £182,000 (costs for my Know Your Rights campaign are not finalised). I have leveraged an additional £4 million from DECC specifically to fund installation of energy efficiency measures in fuel poor homes.

I cannot comment on London Councils budget.

Affordable Warmth and Health Action Plan (3)

Question No: 2013/3806

[Murad Qureshi](#)

What targets have been set for alleviating fuel poverty in London in your new Affordable Warmth and Health Action Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The London Affordable Warmth and Health Action Plan was developed by the London Network of the Home Energy Conservation Associations (HECA), at the time London Carbon Action Network (CAN). Please see my response to MQ 3804/2013 confirming that London HECA are happy for the Plan to be shared with the Assembly and that my officers will make the document available to the Assembly for further information on what is included in the Plan.

Affordable Warmth and Health Action Plan (4)

Question No: 2013/3807

[Murad Qureshi](#)

How many GLA officers will be working on the delivery of your new Affordable Warmth and Health Action Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The London Affordable Warmth and Health Action Plan was developed by the London Network of the Home Energy Conservation Associations (HECA), at the time London Carbon Action Network (CAN).

No additional staff time or budget, outside my existing programmes, has been allocated solely to deliver the London HECA Affordable Warmth and Health Action Plan. At least four Greater London Authority staff are working on my policies and programmes that help to support the aims and objectives of the Plan.

Affordable Warmth and Health Action Plan (5)

Question No: 2013/3808

[Murad Qureshi](#)

Can you confirm when your new Affordable Warmth and Health Action Plan was agreed and what actions have taken place since its completion?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The London Affordable Warmth and Health Action Plan was developed by the London Network of the Home Energy Conservation Associations (HECA), at the time London Carbon Action Network (CAN).

The Plan was agreed by London HECA in January 2013. Actions referred to in the Plan that I have taken since it was agreed include:

- Promoting seasonal health interventions as evidence-backed and effective, through my soon to be published 'Better Environment, Better Health' report;

- Lobbying for a regional energy company obligation target;

- Mapping opportunities for ECO Carbon Saving Community Obligations;

- Maximising take-up of Warm Home Discount through my annual Know Your Rights campaign;

- Providing guidance and working with stakeholders to overcome energy efficiency retrofit planning barriers, including solid wall insulation, through my Toolkit for Maximising Energy Efficiency Retrofit.

Affordable Warmth and Health Action Plan (6)

Question No: 2013/3809

[Murad Qureshi](#)

Can you make available to the London Assembly a copy of your new Affordable Warmth and Health Action Plan?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

Yes. Please see my response to MQ 3804/2013 to answer your question.

Automatic Rollover Contracts

Question No: 2013/3810

[Murad Qureshi](#)

Following your answer to MQ 3153/2013 will the Mayor lobby the big six energy companies to cease this practice which ties struggling SMEs into long and expensive contracts?

[The Mayor](#)

No. The role of regulating energy companies lies with the Office of Gas and Electricity Markets (Ofgem) who is the independent National Regulatory Authority in the UK responsible for protecting the interests of consumers.

However, some energy companies are already taking the initiative of ending this practice, will not roll over contracts and will be negotiating individual contracts.

Rainwater Harvesting

Question No: 2013/3811

Murad Qureshi

Following your answer to MQ 3167/2013 please detail how much the pilot cost, how many schools were involved and how the success of this project was measured?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The GLA provided £6k towards the £16k total cost of the pilot (with the Environment Agency and Thames Water providing the remaining funding). Four schools participated in the pilot.

The aim of the pilot was to a) raise awareness of water and the benefits of water efficiency and b) determine the potential of rainwater harvesting as a technology to help schools save water and money.

The lessons learnt from the pilots were that schools were keen to save water and participate in water-saving programmes, that a combined approach of installing physical measures in parallel with engaging the pupils was successful in raising awareness and that rainwater harvesting technology is best implemented as part of a wider water efficiency retrofit programme.

London Energy Efficiency Fund

Question No: 2013/3812

Murad Qureshi

Following your answer to MQ 3161/2013 can the Mayor provide a redacted version of the papers produced for the Advisory Committee to allow greater scrutiny of this important project?

The Mayor

LEEF is involved in the provision of debt finance - a commercial activity. The Advisory Committee's Papers are therefore commercially confidential, as previously advised. However, information concerning the Fund's history, management, investment criteria, application process, contact details and FAQ can be found at www.leef.co.uk

Climate Change Strategy

Question No: 2013/3813

[Murad Qureshi](#)

Following your answer to MQ 3169/2013 it is clear that a great deal of information has been learnt through these work streams. However it is not clear how this information will be used practically. Please detail how the information learnt will be used in making London more resilient to heatwaves?

[The Mayor](#)

The London Climate Change Partnership has analysed the various information and actions resulting from these work streams and is convening a cross-sectoral working group on heat risk, which will meet in November. This group will look at how the learning from these work streams can be implemented across the sectors responsible for action.

Responding to Heatwaves

Question No: 2013/3814

[Murad Qureshi](#)

Following your answer to MQ 3173/2013 what steps will you be taking to ensure other parts of London are able to respond to heatwaves at a community level?

[The Mayor](#)

Further to my response to MQ 3813/ 2013, my officers are working with the London Climate Change Partnership to understand how to complement the actions set out in the National Heatwave Plan and support community level responses.

Health Building

Question No: 2013/3815

[Murad Qureshi](#)

Following your answer to MQ 3174/2013, you state that as the GLA was not the lead applicant it is not possible to publish the TSB's response. However as it was a joint bid for funding was there any attempt to solicit feedback and will you please consider obtaining and sharing such information?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

The feedback from our partners was that, despite being able to jointly develop the bid within the timescales given by TSB, the lead applicant was not able to upload the bid onto TSB's system by the deadline due to a technical problem.

Energy Efficiency

Question No: 2013/3816

[Murad Qureshi](#)

Following your answer to MQ 3183/2013 how do these costs compare to other comparable materials produced for similar schemes?

[The Mayor](#)

The costs for delivering this project are comparable with other schemes. The competitive procurement for the project was carried out in accordance with the Greater London Authority's procurement strategy, which ensures best practice and value for money.

London Underground Electricity Supply

Question No: 2013/3817

[Murad Qureshi](#)

Following your answer to MQ 3185/2013, what proportion of London Underground's electricity supply is derived from renewable sources and what targets have been set in this regard?

[The Mayor](#)

London Underground currently contracts nine per cent of its electricity supply from renewable sources.

TfL's strategy is to diversify its energy supply to mitigate against the risk of higher prices, deliver CO2 reductions, and provide a level of security of supply.

As well as looking at opportunities via the National Grid, a key focus is on sourcing low carbon and renewable energy from local generators in London.

As set out in my answer to MQ 281/2012, TfL is working with the market to develop a solution for converting its existing emergency power station at Greenwich into a low carbon source.

New Substations

Question No: 2013/3818

[Murad Qureshi](#)

Following your answer to MQ 3197/2013 will the Mayor be lobbying for the two further substations that are omitted from UKPN's Business Plan submission to Ofgem?

[The Mayor](#)

I will lobby for the two further substations, in conjunction with the interested London boroughs and as part of my on-going discussions with the Government and Ofgem, to ensure that London's electricity infrastructure is fit for purpose and cost competitive.

Welfare Reform

Question No: 2013/3819

[Murad Qureshi](#)

Following your answer to MQ 3157/2013 please direct me to the precise section (s) of the Government's impact assessment that references fuel poverty in London.

[The Mayor](#)

As set out in response to MQ 2570 / 2013 "Welfare reform will lead to more people entering work. Taken with the Government reducing the tax burden on the lowest paid as the personal allowance is raised these measures will mean that fewer people are in danger of entering fuel poverty". The impact assessment referenced in MQ 3157/2013 provides evidence of how welfare reform is expected to affect the levels of people entering work.

Jubilee Sports Centre, Queens Park Ward

Question No: 2013/3820

[Murad Qureshi](#)

The London Plan states in 3.19b that proposals which result in a net loss of sports and recreation facilities, including playing fields should be resisted. On these grounds, will you consider calling in the proposal in Westminster for the loss of the Jubilee Sports Centre in the Queens Park Ward?

[The Mayor](#)

Based on the information publically available it does not appear that either of the applications for the re-development of the Moberly or Jubilee sports centres will be referable to me. Therefore I have no statutory power to intervene.

Works at Edgware Rd tube

Question No: 2013/3821

[Murad Qureshi](#)

Are there any other works planned to Edgware Rd (Bakerloo line) tube station apart from the lift works already proposed?

[The Mayor](#)

Along with the lift replacement currently underway at Edgware Road (Bakerloo line) station, TfL is also improving the ambience in the station by refreshing the existing tiling, ceiling and wall finishes, improving lighting and upgrading the ventilation. TfL will also carry out structural repairs to external walls and refurbish the roof. This will be complete by the end of this year.

City Hall crane costs

Question No: 2013/3822

[Murad Qureshi](#)

How much does the GLA spend annually on hiring cranes in order to service and maintain the exterior of City Hall?

[The Mayor](#)

The GLA does not hire cranes to service and maintain the exterior of City Hall.

Under the terms of the GLA lease a mobile elevating work platform crane is provided with the building for the duration of the lease.

Badger cull in London

Question No: 2013/3823

[Murad Qureshi](#)

With over 500 farms in Greater London (reference Mayor's Question 1899/2008), has there been a badger cull in London during the last year and to what extent?

[The Mayor](#)

No.

ITU Triathlon World Championships

Question No: 2013/3824

[Murad Qureshi](#)

Did TFL undertake any consultations to assess the impact on the transport network prior to London hosting the Triathlon events grand final?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Major events in London are hugely popular and contribute much to the vibrance and culture of the city. They generate positive impacts for London's image and for its economy.

Events are required to be licensed by the relevant local authority which makes its decision following consultations with the other agencies affected which includes TfL. When events are licensed by the local authority, TfL then works with the organisers and other stakeholders to balance the objectives and requirements of the event with the need to keep London moving.

Whilst TfL uses all of its communication channels (including social media, website, customer database, poster sites and variable message signs) to give advance warning to all who use London's transport networks, it is doing so to assist them. It is not actually responsible for the event itself, nor the licensing of it.

Every effort is made to minimise the effect on London's transport networks and TfL works hard to get roads re-opened as soon as it is practical after the event has passed through or is over.

I remain committed to ensuring London retains its status as the world capital for sport. I am also very conscious of the impact that major events on London's road network have on London's residents, businesses and the travelling public. In that context, I want to reassure you that we will be straining every muscle to keep any disruption from future major events to an absolute minimum. We will be using all available communication channels to ensure that people are aware of the event well in advance, and to help them make alternative travel plans if necessary.

We already say no to many events on London's strategic roads to ensure the volume of events is kept at a manageable level; in addition I have also recently set up a high-level Major Events Oversight Board at the GLA. This will have responsibility for ensuring that all major road events continue to be carefully considered and tightly managed to ensure that we get the full benefit from the event without undue impact on Londoners and London's transport.

Burial space in London

Question No: 2013/3825

Murad Qureshi

When do you expect London to run out of burial spaces and in which boroughs are there the most acute shortages?

The Mayor

The link below takes you to the audit of burial provision I commissioned in 2011. It contains information on which boroughs are facing the most acute problems. Boroughs have powers to re-use burial space and can extend provision in their existing cemeteries by doing so.

<http://www.london.gov.uk/priorities/planning/publications/audit-of-london-burial-provision>

London Plan & burial space

Question No: 2013/3826

Murad Qureshi

Section 3D.19 of the London Plan relating to burial space states:

"DPD policies should ensure that provision is made for London's burial needs, including the special needs of certain religious or cultural groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities" and..... "The Mayor will promote the policies for sustainable cemeteries published by London Planning Advisory Committee (LPAC) in 1997"

What has the Mayor done during his tenure in office to achieve this?

The Mayor

Policy 7.23 of the London Plan sets out my approach to burial provision. I have no powers for burial provision, there are powers on re-use available to boroughs. I commissioned the 2011 study to provide a more up to date picture on provision. Working with the Institute of Cemetery and Crematorium Management I have raised the issue of burial provision with the boroughs via the Association of London Borough Planning Officers.

Exporting congestion charging to China

Question No: 2013/3827

[Murad Qureshi](#)

Will you be promoting the concept of a congestion charge when you next visit China?

[The Mayor](#)

No.

Dredging the Thames

Question No: 2013/3828

[Murad Qureshi](#)

Can you clarify how dredging along the Thames are scheduled and prioritised and further, what are the PLA's statutory duties in relation to keeping the navigation ways along the Thames clear?

[The Mayor](#)

The Port of London Authority is the Navigation/Conservancy Authority of the River Thames and my officers have asked the PLA to respond to you directly as Chair of my London Waterways Commission on this question by the next LWC meeting (18th November).

Dredging at Brentford

Question No: 2013/3829

[Murad Qureshi](#)

When was the last time the Thames was dredged at Brentford?

[The Mayor](#)

The Port of London Authority is the Navigation/Conservancy Authority of the River Thames and my officers have asked the PLA to respond to you directly as Chair of my London Waterways Commission on this question by the next LWC meeting (18th November).

Cycling infrastructure on TfL's roads through Chiswick (1)

Question No: 2013/3830

[Murad Qureshi](#)

Can you confirm whether the Sutton Court Road/A4 junction is being assessed under the junction review scheme for safe cycling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

TfL, with my cycling commissioner, is currently re-evaluating the Better Junctions programme to reflect the priorities outlined in my Vision for Cycling in London. The revised list is currently being finalised and TfL aim to announce it shortly. The development of options for cycling improvements at specific locations has continued and TfL are still committed to making improvements for cyclists and all road users at this junction. Any proposed changes will be subject to public consultation including key stakeholders.

Cycling infrastructure on TfL's roads through Chiswick (2)

Question No: 2013/3831

[Murad Qureshi](#)

With regards to the Hogarth roundabout, representatives from Hounslow Cycling Campaign agreed with TfL engineers, at a site meeting in March 2013, that signalised crossings were necessary in order to provide a safe, continuous cycle route through the junction. However, a subsequent email (June 2013) from TfL's North & West region Senior Regional Planner; Laura Dyett claimed that TfL were working on plans for 'informal crossings'. The cycle lanes at the junction are currently a mess and are closed as they are so unsafe. Can you please confirm what the current proposals for this scheme are?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Proposals for this site are still under consideration.

Cycling infrastructure on TfL's roads

Question No: 2013/3832

[Murad Qureshi](#)

What are you doing to improve the state of road surfaces for cyclists? I've noticed the area of road nearest to the pavement and which happens to be used by cyclists the most, is often in the poorest state with uneven surfaces. Are you doing anything to address this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

TfL's maintenance arrangements include bespoke inspection regimes and defect categorisation for cycle routes on the Transport for London Road Network, so that maintenance activity closely reflects the intensity of cycle activity upon them. TfL also supports boroughs through the provision of maintenance funds for Cycle Superhighways on local roads to ensure that maintenance standards can be commensurate with the high level of use by cyclists.

It falls to each of London's 34 authorities determine their own priorities and service levels for maintaining cycle facilities. Highway 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 individual maintenance plans.

Study to boost river travel capacity

Question No: 2013/3833

[Murad Qureshi](#)

TfL has commissioned a new study to look at boosting capacity at three central London piers, aiming to unlock further growth in River Bus and River Tour Services. The piers being looked at are Bankside, Embankment and Westminster. Will you consider extending the study to areas like Hounslow where there is no river stopping service at all?

[The Mayor](#)

The study is one of many items included in the River Action Plan, which aims to bring about a substantial increase in the annual number of passenger journeys on the River Thames to 12 million by 2020.

The particular study you refer to focuses on existing piers, where the growth of river services is currently being constrained by berthing capacity limitations. The extension of Bankside, Embankment and Westminster Piers will unlock additional commercial river bus, river tour and charter services to and from these locations, leading to improvements on the wider river network.

The situation at Hounslow is rather different. The issue here is not inadequate pier capacity, rather the commercial viability of regular boat services. I will ask TfL to brief you on this issue.

Hounslow East tube station-footpath from Kingsley Road to The Orchard/North Drive

Question No: 2013/3834

[Murad Qureshi](#)

Does TfL have any responsibility for the maintenance of the footpath and adjoining land between Kingsley Road and The Orchard/North Drive near Hounslow East tube station?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09 December 2013

No. The footpath leading to Hounslow East station is owned by LB Hounslow. TfL is aware of some customers' concerns about it and have drawn these to the attention of the Council.

Old Lodge Lane (1)

Marylebone Police Station

Question No: 2013/3835

[Murad Qureshi](#)

Can you please update me about the status of Marylebone police station. Is the station now closed and is it up for sale or do you intend to offer it for sale in the foreseeable future?

[The Mayor](#)

As we set out in the public access documents for the City of Westminster in March 2013, the station has now closed. MOPAC hold a leasehold interest in the property and are in discussions with the landlord in regard to future arrangements.

Health impacts of cold homes

Question No: 2013/3836

[Onkar Sahota](#)

Living in a cold, damp home leads to a higher risk of poor health outcomes, including cardiovascular and respiratory diseases and mental health problems among all age groups, but also has indirect negative health impacts on children's dexterity and educational attainment. Alarming, as Winter approaches, about 560,000 London households are in fuel poverty and take-up of the Government's Green Deal remains low. The ONS said excess winter mortality for 2011/12 was highest in London. What will you be doing this Winter to reduce the negative health impacts for those Londoners living in cold homes?

[The Mayor](#)

I am taking a number of actions to reduce the impacts of living in cold homes:

- To make London's homes warmer and less costly to heat, my RE:NEW programme has acted early to deliver £4 million of energy efficiency measures, funded by DECC, to London's fuel poor homes already this year.**
- My RE:NEW Interim Support Team works directly with social housing providers and boroughs to secure investment from energy suppliers and their delivery agents to catalyse energy efficiency at scale.**
- I am continuing my annual Know Your Rights campaign, working with Age UK to promote awareness of benefits and financial support available to older people to help keep their homes warm through the winter.**

My 'Better Environment, Better Health' guide, which will be published shortly, highlights environmental health determinants, including fuel poverty, and recommends actions for boroughs.

I am continuing to fund those boroughs that did not reach the Decent Homes Standard 2010 through the Decent Homes Backlog Fund.

London Health Commission I

Question No: 2013/3837

[Onkar Sahota](#)

What is Lord Ara Darzi's remit for your London Health Commission?

[The Mayor](#)

Lord Darzi will chair the independent London Health Commission.

Please see my response to MQ 3838/ 2013.

London Health Commission II

Question No: 2013/3838

[Onkar Sahota](#)

What are the terms of reference for your London Health Commission?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Lord Darzi is putting together an expert team and will be presenting his terms of reference to me imminently. The GLA will be creating an appropriate reference group and the Commission will be initiating a call for evidence

The Commission will focus on three areas:

To establish whether the specific needs of London's diverse population are adequately understood and reflected in allocation formula

To assess the sustainability of healthcare services in the capital

To identify how the three Academic Health Science Networks (AHSNs) can effectively support the continued development of London's biomedical research and life sciences capability, specialist service provision.

Walk-in Centres

Question No: 2013/3839

[Onkar Sahota](#)

Knowing very well that A&Es are under pressure in the summer months and things will only get worse in the winter months will you , as part of your work to reduce health inequalities in London, ask the NHS to stop the closures of walk-in centres that the most vulnerable rely on until we have a proper solution for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

London's dedicated Walk-in Centres are commissioned and paid for by Clinical Commissioning Groups (CCGs). I understand from NHS England (London) that London's CCGs are reviewing and refreshing their urgent care strategies to make sure that they take a joined up approach to A&E, primary care, GP-led health centres and dedicated Walk-in Centres and that Londoners therefore receive high quality urgent care services in the most appropriate settings.

I understand that these urgent care strategies are driving CCGs' decisions on the way forward for Walk-in Centres as well as decisions about other unscheduled care services which lie within their commissioning remit.

I recently announced that I have asked Lord Ara Darzi to lead an independent commission to look at how the health care system, including urgent and emergency care services, can best operate to meet the needs of London and improve health outcomes for all Londoners. The Commission will report its findings in autumn 2014.

NHS underspend

Question No: 2013/3840

[Onkar Sahota](#)

Given your duty to reduce health inequalities in London, do you think that underspend in the NHS should be used to provide greater social care for elderly Londoners in their own home, and do you think this would reduce health inequalities?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

In discussions with NHS England, I have been informed that, as underspend is non-recurrent, it cannot be used to fund recurrent services. However, I am aware that NHS England recently announced a material expansion of the joint health and social care fund for 2014/15. NHS England (London) and Clinical Commissioning Groups are currently formulating plans to invest these monies for the benefit of patients in London.

Calls to 111

Question No: 2013/3841

[Onkar Sahota](#)

To ensure that all Londoners have access to appropriate care, do you think calls to NHS 111 should be handled by nurses?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

I understand from NHS England (London) that NHS 111 uses a clinical assessment system based on clinical algorithms which were developed by NHS clinicians, and have been used in urgent and emergency care settings for many years, with good clinical outcomes. I am further assured by NHSE (L) that all NHS call advisors are fully trained and refer calls to nurses where their clinical skills are needed.

I do not believe it is appropriate for me to comment on the clinical systems which have been established. My health team will of course continue to seek assurances from NHS England (London) concerning NHS 111 on behalf of Londoners.

Review A&E closures

Question No: 2013/3842

[Onkar Sahota](#)

In light of the rising pressure on London's A&Es, which serve some of the most deprived communities in the country, do you agree there should be a strategic review of the piecemeal A&E closure programmes currently under way in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Please see my response to MQ 2391/2013.

Shadow Secretary of State for Health's rescue plan for A

Question No: 2013/3843

[Onkar Sahota](#)

Do you support the Shadow Secretary of State for Health's plan to rescue A&E departments? Do you think its implementation would be beneficial to Londoners?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

I have addressed the points raised by the Shadow Secretary of State's plans elsewhere, in my response to the following questions:

MQ 2391 /2013

MQ 3839 /2013

MQ 3840 /2013

MQ 3841 /2013

As you know, I have asked Lord Ara Darzi to lead an independent London Health Commission to assess the sustainability of healthcare services (including A&E) to meet the specific health care needs of Londoners. The Commission will report its findings in autumn 2014.

London Health Board meetings

Question No: 2013/3844

[Onkar Sahota](#)

At the last MQT you promised me that you would look into whether the meetings of the London Health Board can be held in public. At September's Health Committee meeting both Ruth Carnall and Anne Rainsberry said that there is no reason why they cannot be held in public. Will you please confirm whether the future meetings will be public or not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

Please see my response to MQ 3707/ 2013.

Food banks

Question No: 2013/3845

[Onkar Sahota](#)

What are you doing to support the food banks that Londoners increasingly rely onto feed themselves and their children?

[The Mayor](#)

My food team are working on a range of initiatives to help alleviate food poverty in London.

Audit of 'Bedroom Tax

Question No: 2013/3846

[Navin Shah](#)

Have you carried out an audit of the impact of the 'Bedroom Tax' on a Borough by Borough basis in London and do you have any estimates of how many households will have to move out from their current accommodation as a result? If not, do you have any plans to undertake any such research?

[The Mayor](#)

The GLA does not collect this data.

'Bedroom Tax' (1)

Question No: 2013/3847

[Navin Shah](#)

Do you think the 'bedroom tax' is likely to lead to a significant reduction in overcrowding? Can you indicate the level of reduction in overcrowding across London resulting from this policy?

[The Mayor](#)

Any reduction in the level of underoccupation is likely to lead a reduction in overcrowding, however the GLA does not make any projections about this trend.

'Bedroom Tax' (2)

Question No: 2013/3848

[Navin Shah](#)

Do you know what the implications of the 'bedroom tax' in the incomes of low-income Londoners and for Registered Providers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

It is too early to assess the impacts of the spare room subsidy policy.

London's Affordable Homes Target (1)

Question No: 2013/3849

[Navin Shah](#)

With only 43 starts in the first quarter of this year - can you guarantee that you would meet your target of building 55,000 affordable homes for London by 2015?

[The Mayor](#)

I am currently on track to achieve the 55k affordable housing target to March 2015, however this is a challenging target and my teams continue to work with partners to ensure scheme completions remain on track. There were 3,018 starts achieved to the end of September 2013.

London's Affordable Homes Target (2)

Question No: 2013/3850

[Navin Shah](#)

Can you confirm the percentage of family size affordable homes you plan to deliver for London by 2015?

[The Mayor](#)

My target is that 36% of rented homes delivered in the 2011-15 period will have three-bedrooms or more.

Affordable Homes in Brent

Question No: 2013/3851

[Navin Shah](#)

Can you please tell me how many affordable homes will be delivered in Brent by 2015 and indicate the percentage proportion of units e.g. how many Studio, 1, 2, 3 and 4 bedroom units have you targeted for?

[The Mayor](#)

Within the 2011-15 period 1,125 affordable homes have been delivered in the London Borough of Brent up to the end of September 2013.

We do not forecast future completions by Borough, tenure and bedroom size.

Affordable Homes in Harrow

Question No: 2013/3852

[Navin Shah](#)

Can you please tell me how many affordable homes will be delivered in Harrow by 2015 and indicate the percentage proportion of units e.g. how many Studio, 1, 2, 3 and 4 bedroom units have you targeted for?

[The Mayor](#)

Within the 2011-15 spending review 698 affordable homes have been delivered in the London Borough of Harrow up to the end of September 2013.

We do not forecast future completions by Borough, tenure and bedroom size.

Homeless Families (1)

Question No: 2013/3853

[Navin Shah](#)

Figures from Shelter show that 2,090 homeless families across England have been placed in B&Bs after losing their homes, an eight per cent rise on the same period last year, and the highest since September 2003.

Overall homeless figures also rose by more than five per cent in the last year. This includes 8,790 families with children - the equivalent of one family losing their home every 15 minutes.

What are you doing to provide support available to families who face losing their homes, and to provide the safety net that gives families who fall on hard times the advice and support they need to rebuild their lives?

[The Mayor](#)

Any use of B&B for homeless families is of concern. That is why the Department for Communities and Local Government has allocated an additional £1.9m to help councils find better options for homeless families. Recipients of this funding include five London authorities: Barking and Dagenham, Croydon, Hounslow, Redbridge and Westminster.

Local authorities' work to provide alternatives to temporary accommodation for homeless families is also supported by Homelessness Prevention Funding from the Department of Communities and Local Government. The Mayor helped to secure a substantial allocation of this funding for London authorities.

Homeless Families (2)

Question No: 2013/3854

[Navin Shah](#)

Can you give evidence of dates and times you have met with relevant officers ie. local authorities about the number of homeless families living in bed & breakfast accommodation?

[The Mayor](#)

My Deputy Mayor for Housing and Land regularly meets with the local authorities that have the highest levels of homelessness in the capital.

Payday loan bans

Question No: 2013/3855

[Navin Shah](#)

A ban on payday lenders advertising in public spaces in Leeds is to be examined by the City Council. Birmingham City Council is thought to be considering similar plans. It has also teamed up with 8 other local authorities such as Liverpool, Newcastle, Sheffield, Leeds, Tower Hamlets and Islington, to draw up proposals for a bylaw to stem companies which charge annual interest rates of up to 5,000% on short-term loans.

- 1) When will the Mayor stop accepting pay day loan adverts on GLA property and businesses such as TFL buses?

- 2) Do you have a strategy to work with Borough Councils in London towards introducing initiatives against proliferation of Payday Loan companies locally and provide support and advice to those who have succumbed to the horrific short-term loans?

[The Mayor](#)

Please see my response to MQ 1959 / 2012 at:

<http://mqt.london.gov.uk/mqt/public/question.do?id=41715>.

1. As this response makes clear, only legitimate, regulated credit providers are entitled to purchase advertising for their products on public transport from TfL's advertising contractors.

2. This is a matter for local authorities. I continue to promote credit unions and free debt advice services in the capital. My advice to Londoners is that they should always be careful when borrowing money and to be particularly cautious of punitive interest rates.

Ramps on the Underground

Question No: 2013/3856

[Navin Shah](#)

As you will know, LU recently announced the roll out of ramps at 19 more stations on the Tube, which is great news. However, I have been contacted by Transport for All who are less thrilled by the fact that there are 40 stations where there is still a gap or step between platform and train. This includes Kilburn Station, where there was a ramp which was taken away.

The ramp at Kilburn Station was working safely before but for unknown reasons it was removed six months, forcing wheelchair users in the area to go from 20minute journey on the Tube to 2 hours by bus.

I would really appreciate if TfL could bring the ramp back to Kilburn Station without any delay? If this can't be done, I'd like to know why not.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

TfL is actively seeking a way to achieve this which would be acceptable to the Department for Transport (DfT) and the Office of Rail Regulation (ORR), as the DfT and ORR must agree the safety of any boarding solution in order for it to be introduced. The ramp was not approved as safe for use at stations where the train is lower than the platform. It has never been officially introduced nor was it advertised as an available service during the 2012 Games. However, as I say, TfL is working hard to find a permanent solution to this problem that will be acceptable to DfT and ORR.

Metropolitan Police and a new cadet scheme aimed at teenagers

Question No: 2013/3857

[Navin Shah](#)

I have been contacted by a Harrow constituent, who says that he has become aware through Twitter, that the Metropolitan Police are heavily promoting a new cadet scheme aimed at teenagers. He would like to know how much money is being spent on this scheme by the Met Police and would like to know why they are inventing their own cadet force instead of working closely with the existing cadet forces which already receive government money. What is your response to this?

[The Mayor](#)

The Volunteer Police Cadets (VPC) is not a new scheme, but has existed for 25 years.

The VPC scheme and its expansion is a key part of my Police and Crime Plan. It is an excellent scheme that gives young Londoners opportunities to support the police and realise their full potential. There are currently over 2700 cadets in the scheme, half of which are from a Black & Minority Ethnic (BME) background. The scheme also focuses on supporting vulnerable young people and a third of its membership is recruited from those who are vulnerable to crime and/or social exclusion.

Whilst the VPC programme works closely with other uniformed youth organisations, it operates differently with specific aims around youth engagement and diversion; supporting policing; and the reduction of youth crime.

Total expenditure for the programme in the most recent completed financial year (2012/13) was £363,964.

Step Free Access for Outer London Stations

Question No: 2013/3858

[Navin Shah](#)

What strategy there is in TfL's business plan to prioritise step free access for Outer London stations which seem to have been neglected?

[The Mayor](#)

It is not, in fact, the case that outer London stations have been neglected - the majority of the 66 stations on the Tube that currently have step-free access are in zones 3-6. This is one reason why investment in step-free access schemes on the Tube is currently focused on key interchange stations where such schemes can provide the greatest benefit for the largest numbers of customers.

Of course I want to see step-free access introduced at additional outer London stations too. As set out in its 'Your Accessible Transport Network' document, TfL is committed to providing step-free access at a further 27 Overground and Underground stations by 2021/22, and many of these are Outer London stations. TfL is continuing to look for other opportunities and to identify affordable step-free schemes.

One such opportunity in terms of National Rail stations is the further £103 million the government has recently announced in Access for All funding for England and Wales. TfL is already working to identify which of its stations it could nominate, and will provide further information once it is available. Details of the step-free access schemes that are being delivered by Network Rail with previous rounds of Access for All funding are available on the Network Rail website.

Of course, TfL's accessibility improvements go beyond making stations step-free, and other infrastructure improvements have been made across the network. There are now 370 wide aisle gates installed across 184 stations, whilst manual boarding ramps have been rolled out at 35 stations, including many in 'Outer London'. Tactile paving has also been installed on the vast majority of Tube station platforms.

Step Free Access for Rayners Lane Station

Question No: 2013/3859

[Navin Shah](#)

I support local residents and commuters using Rayners Lane station who are concerned about lack of step-free access to this vital station in South Harrow area. Please indicate what plans you have to provide this critical amenity?

[The Mayor](#)

Currently 66 Tube stations have step-free access and TfL already has plans to make 27 more Tube and Overground stations step-free in the next eight years through installing measures including lifts, platform humps and manual boarding ramps. However, funding is limited and current investment in step-free access schemes is therefore focused on locations where the improvements will benefit the most passengers.

TfL is continuing to look for other opportunities and to identify affordable step-free schemes. Although there is no current plan to provide step-free access at Rayners Lane station, where the restrictive layout of the station adds further difficulty, TfL will continue to look for other opportunities to tackle this, here and elsewhere.

Accessibility on Public Transport (1)

Question No: 2013/3860

[Navin Shah](#)

A local disability group has contacted me to ask you when there will there be access improvements e.g. provision of lift at Harrow on the Hill and Stanmore stations?

[The Mayor](#)

Currently 66 Tube stations have step-free access and TfL plans to make 26 more Tube and Overground stations step-free in the next eight years through installing measures including lifts, platform humps and manual boarding ramps. However, funding is limited and current investment in step-free access schemes is therefore focused on key interchanges such as Bond Street, Tottenham Court Road and Victoria where the improvements will benefit the most passengers.

TfL is continuing to look for other opportunities and to identify affordable step-free schemes. This includes examining options across the Tube, including at Harrow-on-the-Hill, to see how stations and nearby property might best be used to generate the funding required to make more stations step-free.

Stanmore already offers a step-free access route - although I am aware it is not ideal. Future editions of the Tube map will make it clear that the route is not suitable for everyone.

Accessibility on Public Transport (2)

Question No: 2013/3861

[Navin Shah](#)

A local disability group has written to me stating that even though some of the tube and train stations on the Jubilee Line are advertised as being accessible, this is not the case for people with electric wheelchairs.

They have asked whether something can be done about the gap between platforms and tubes/trains?

[The Mayor](#)

TfL is making significant improvements across the network to provide better platform to train access.

Of the platforms that are currently accessible step-free from the street, 76 per cent (149 out of 195) now have level access to the train through the use of ramps, permanent raised platform sections, low floor trains and other improvements.

All stations on the Jubilee line extension (Westminster to Stratford) were built within a maximum step of 50mm and gap of 85mm, which is suitable for most wheelchair users.

At some stations, factors such as the historic design of the platforms and track - particularly where there is a step down from the platform to the train - mean that the use of boarding ramps has not been possible. Work by LU to find solutions in these cases is now underway.

Accessibility on Public Transport (3)

Question No: 2013/3862

[Navin Shah](#)

A local disability group has stated that some buses have enough space for wheelchairs, but would like to know whether all buses will be made accessible for wheelchair users?

What will you do about this and have you had many complaints of this kind?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

All London buses are fitted with wheelchair bays that meet or exceed the minimum legal dimensions required and are fully accessible.

I am proud that London offers one of the most, if not the most, accessible bus fleets in the world and TfL stand ready to address any particular complaints relating to routes or bus types that you are kind enough to pass on.

London Transport Bus Blinds

Question No: 2013/3863

[Navin Shah](#)

I write further to your answer to Question No: 3231/ 2013. Thank you for the explanation but you have not answered question B) which asks 'Who did TfL consult about the change?' Isn't consultation required to meet the Equalities Act you refer to in your response? In addition, the concern surrounding the change of destination blinds was about better contrast/visibility afforded by the yellow and black blinds during the daytime compared to the new ones. Any comments?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

White on black fully complies with the Discrimination Disability Act and meets legibility standards. It has always been used on Heritage routes 9 and 15, as well as the New Bus for London, and has the advantage of being less prone to fading which makes the contrast less subject to change. As the blinds already meet DDA and legibility standards, no consultation exercise was required or carried out.

2020 Vision - Harrow

Question No: 2013/3864

[Navin Shah](#)

I write further to your answer to Question No: 3240 / 2013. I note that you have not answered my question about the exclusion of Intensification Areas in your vision document. However, I'm glad that the Outer London Commission is investigating the further potentials for the Intensification Areas. Can you please advise when would the investigation results / report be published? Would you be consulting on the outcome of OLC's findings / recommendations?

[The Mayor](#)

The Outer London Commission will conclude its third round of meetings in November 2013 and will report as soon as possible thereafter. This report will inform potential Further Alterations to the London Plan which would be issued for public consultation.

Free Schools at Fire Station Sites

Question No: 2013/3865

[Navin Shah](#)

I write further to your answer to Question No: 3241 / 2013. You state that LFB had 'early' discussions with GLA officers. When do you expect to announce the findings of these joint discussions?

[The Mayor](#)

Discussions are still in early stages.

Change of use from Office to Residential (1)

Question No: 2013/3866

[Navin Shah](#)

I write further to your answer to Question No: 3242 / 2013. Can you give evidence of dates and times you have met with boroughs and others to monitor the impact of this policy carefully?

[The Mayor](#)

London Councils were approached on 13th August to investigate the scope to register prior approvals for office to residential conversions as an interim measure with a view to seeking borough sign up to changing the London Development Database (LDD) to record them in the longer term. An interim monitoring form was sent by London Councils to the Association of London Borough Planning Officers (ALBPO) on 21st August. The revised Information Scheme for the LDD, including provision to monitor the fields in the interim form, was sent to boroughs by post on 28th August and 18 signed copies have been received back to date.

Change of use from Office to Residential (2)

Question No: 2013/3867

[Navin Shah](#)

I write further to your answer to Question No: 3242 / 2013. Harrow Council's application for exemption was for a small geographical area only e.g. limited to the 'Intensification Area'. Why did you not support Harrow's application which met your criteria of 'strategic overview' and small 'geographical area'? As a consequence of your failure to support Harrow's pleas for exemption there will be detrimental impact on the economic regeneration proposals made in their area action plan.

[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 such as Harrow were best placed to make authoritative, detailed representations for these and other locations in light of their local knowledge.

Accessibility on the new London Buses

Question No: 2013/3868

[Navin Shah](#)

I write further to your answer to Question No: 3237 / 2013. You state 'TfL is investigating to further improve the accessibility and usability of wheelchair bay...' Can you indicate the timetable for this and how will the findings of the investigation be announced to the relevant bodies / users and the members of public as a whole?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Usability of the wheelchair bay area was thoroughly tested during the development phase of the vehicle when all wheelchair users that took part in stakeholder engagement were able to manoeuvre into the bay area following initial modifications. The subsequent changes are aiming to make it easier still to reverse into the bay. These are being integrated into the manufacture of production vehicles as part of continual enhancements.

Conversion of Shops into Flats

Question No: 2013/3869

[Navin Shah](#)

Will you be opposing the Government's plans to reverse the conversion of shops into flats without requiring planning permission across London? Please advise your policy / strategic approach to this ill-conceived deregulation.

[The Mayor](#)

Written response to the Mayor

Please see my response to MQ 3703/ 2013.

Closure of Jubilee/Met Line

Question No: 2013/3870

[Navin Shah](#)

Why do you persist on weekend closure of Jubilee/Met Line Services on major event days like Ashes Test Match and at Wembley Stadium.

[The Mayor](#)

I do not recognise your assertion and TfL is not aware of any recent major events at Wembley Stadium or Lord's Cricket Ground having taken place at the same time as a closure of the Jubilee or Metropolitan lines in their respective areas.

In planning necessary closures, TfL works extremely closely and has a continuous dialogue with the major sporting, music and event organisers - including Wembley Stadium and Lord's Cricket Ground. This ensures that when closures are necessary they do not affect major events with large attendances. Through this dialogue, TfL has for example been able to avoid impacting all but one London Premier League fixture (out of the possible 114 matches throughout the 2013/2014 season).

Although some closures will always be necessary in order to maintain a safe and reliable service on the Tube, TfL has worked successfully to reduce their number and impact in recent years and always seeks to keep disruption to the travelling public to a minimum.

Broadband in Rotherhithe

Question No: 2013/3871

[Valerie Shawcross](#)

Are you prepared to take steps as Mayor of London, working with BT and other relevant agencies, to progress the roll out of improved broadband speeds in the Rotherhithe area?

[The Mayor](#)

Officers at the GLA are working very closely with all the relevant agencies to deliver a step-change in the London connectivity to drive economic growth and jobs.

My office will be happy to help facilitate any discussions between the Rotherhithe communities and Broadband providers to ensure their views are taken into account.

The Super Connected Cities Plan (SCCP) is largely focussed on a demand led voucher scheme to encourage the take up of ultrafast broadband amongst high growth SMEs across all London boroughs including SME's in Rotherhithe area.

Transport works co-ordination

Question No: 2013/3872

[Valerie Shawcross](#)

I have received a complaint from a Londoner who was forced to pay for a minicab for part of a necessary weekend journey recently, because not only local tube services, but also local rail services were both suspended for works. While I - and the resident in question - fully appreciate the need for works to be undertaken at weekends, what steps do TfL currently take to try to co-ordinate closures with Network Rail, and what can be done in future to ensure that at least some services remain available?

[The Mayor](#)

The London Area Closures Co-ordination meeting, which takes place every three months, looks at future closures for both TfL and Network Rail. This meeting helps to jointly plan closures more than two years in advance, and is used to minimise the impact on the travelling public as far as possible.

There are also additional meetings between TfL, Network Rail and the Train Operating Companies to deal with specific major works - for example around the Christmas period.

At Director level the Travel Demand Board meets on a regular basis to discuss significant works planned by both TfL and Network Rail, assess their possible impact, and put in place mitigation where appropriate.

TfL is working with Network Rail to develop a joint planning tool which will allow it to co-ordinate works more accurately, and this is scheduled to have been fully implemented by the end of the next financial year.

Crystal Palace Park

Question No: 2013/3873

[Valerie Shawcross](#)

Please outline what involvement Transport for London and Network Rail have had so, in the proposals to rebuild the Crystal Palace, with regard to public transport capacity in the area.

[The Mayor](#)

My officers have briefed TfL colleagues on the proposals to rebuild the Crystal Palace.

Crystal Palace Park 2

Question No: 2013/3874

Valerie Shawcross

Please indicate how Transport for London and Network Rail will be engaged in the discussions regarding the proposals to rebuild the Crystal Palace.

The Mayor

A meeting is in the diary between Transport for London and Mr Ni's team to scope out the work required to assess and develop mitigations for any transport impact of the proposals. Network Rail will then be pulled in to this impact assessment work.

Barclays Cycle Hire problems

Question No: 2013/3875

Valerie Shawcross

I have received several complaints from constituents over the past couple of months about sums of money being erroneously deducted from their bank accounts, apparently by the cycle hire scheme. Sometimes the deductions seem to be for no reason and in some cases the sums involved have been significant, causing distress and inconvenience for those affected. Has a systemic problem with the system been identified and what is being done to prevent further erroneous deductions?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

I can confirm that TfL is not aware of any problems with the billing system for the cycle hire scheme. This said, TfL encourage customers to contact them directly in the first instance for resolution of any queries. This can be done via telephone on 0343 222 6666 or the website at:

<http://www.tfl.gov.uk/roadusers/cycling/14808.aspx>.

If there are any examples of charges believed to be erroneous, TfL have assured me that they will look at these cases as a priority. Constituents should contact barclayscyclehire@tfl.gov.uk and these will be investigated.

255 bus extension

Question No: 2013/3876

[Valerie Shawcross](#)

Please give an update on the delayed plan to extend this bus route.

[The Mayor](#)

TfL is ready to extend the service from 7 December, subject to alterations to parking restrictions by the London Borough of Lambeth.

Bus blinds

Question No: 2013/3877

[Valerie Shawcross](#)

Neither your answer to my question 3256/2013 nor your answer to my question 3257/2013, nor indeed your answer to my colleague Navin Shah, number 3231/2013 made any attempt to answer my actual questions about the new 'white on black' bus blinds, which I have continued to see appearing on more and more buses, apparently at random. So I ask again:

1. How are buses selected for installation of the new blinds?
2. How much has this change cost to date and what will the final cost of changing all the bus blinds in London be?

And additionally

3. How many buses out of the existing fleet have now had their bus blinds changed to the new ones?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

1. Blinds are only being introduced with new vehicles and to those where the blinds have become life expired and are due to be refurbished.
2. For these reasons no additional cost has been incurred.
3. TfL estimates that a few hundred buses now have black and white blinds out of a fleet of around 8,700.

Non-TfL Congestion Charge payment websites

Question No: 2013/3878

[Valerie Shawcross](#)

What are TfL doing to alert customers to the issue of private companies who are running websites charging significantly higher fees for payment of the congestion charge? Are TfL taking any action against these companies?

[The Mayor](#)

I share customers' frustrations with the problems caused by these unofficial websites offering to pay the Congestion Charge, often at an inflated price. Customers paying online should use the official TfL website [www.tfl.gov.uk/cclondon], which is a quick and easy way to pay and avoids any unnecessary charges. TfL is doing everything it can to minimise the risk of these websites or advertisements misleading customers into paying more than they need to, including talking to Trading Standards, the Office of Fair Trading, the Advertising Standards Authority, and search engine providers.

Universal Free School Meals

Question No: 2013/3879

[Fiona Twycross](#)

Can you confirm that you support the provision of universal free school meals for all primary school children?

[The Mayor](#)

As I have said in the past, I agree with the idea of school meals as an effective way to ensure London's children enjoy a healthy and nutritious hot lunch every day. However, I do not support a universal scheme as I believe that those who can afford to pay for school meals should do so.

Through my Food Team I am currently supporting the implementation of the School Food Plan. Through the London Flagships for the School Food Plan boroughs will be encouraged to look at creative ways of increasing the uptake of healthy school meals.

Food banks

Question No: 2013/3880

[Fiona Twycross](#)

With reference to your answer to question 3288/2013, you referred me to a discussion at a Plenary meeting when you said you would "discuss with my team whether or not I will go on a trip" to a food bank. What decision resulted from this discussion? Will you visit a food bank?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 17 February 2014

Please see my response to MQ 417 /2014.

Public transport fares

Banking Reform Bill (1)

Question No: 2013/3881

[Fiona Twycross](#)

With relation to your answer to question 3282/2013, please provide (a) any written representations you received and any meeting agendas and (b) a list of meeting attendees.

[The Mayor](#)

HSBC meeting (January 2012)

Attendees: Stuart Gulliver, CEO, HSBC; Naina Kidwai, Country Head, HSBC India

Agenda: 1. London's competitiveness; 2. Olympics; 3. Apprenticeships

I also met with Peter Sands (CEO of Standard Chartered) on 24 November 2010 (there was no agenda). There was no written representation from Standard Chartered.

Banking Reform Bill (2)

Question No: 2013/3882

[Fiona Twycross](#)

With relation to your answer to question 3281/2013, who in government have you (a) met and/or (b) written to regarding the Banking Reform Bill? Please provide any correspondence and meeting agendas.

[The Mayor](#)

Since my recent comment from the release of the Banking Reform Bill, I have not met nor written to Government. As stipulated before, I believe over-regulation of the UK banking sector could make it unable to compete internationally and I continue to defend London's vital financial services sector.

Zero-hours contracts (1)

Question No: 2013/3883

[Fiona Twycross](#)

With reference to your answer to question 3289/2013, I was asking for your opinion on zero hours contracts, which is relevant to your position as Mayor given your role as a champion for London, your statutory responsibility for economic development across the city and your responsibility for funding and delivering a range of capital projects. Do you believe the use of zero-hours contracts in London is acceptable?

[The Mayor](#)

To repeat what I have said previously, this is a matter of national policy rather than for City Hall.

Zero-hours contracts (2)

Question No: 2013/3884

[Fiona Twycross](#)

With reference to your answer to question 3292/2013, will you commit to including provisions within future agreements with contractors, including for capital funding projects such as the Affordable Housing Programme, that ensure no zero-hours contracts are used?

[The Mayor](#)

No. The GLA does not stipulate that companies that receive GLA funding use zero-hours contracts.

The use of these contracts is a matter of national policy rather than for City Hall.

London Living Wage (1)

Question No: 2013/3885

[Fiona Twycross](#)

What research have you undertaken of the macroeconomic benefits that would be generated from the London Living Wage becoming the "norm"?

[The Mayor](#)

Some research has been conducted into the impact of the London Living Wage on those implementing it. A 2009 report by London Economics (published by GLA Economics) - "An independent study of the business benefits of implementing a Living Wage policy in London" - pointed to, amongst others, benefits in the areas of recruitment and retention of staff; absenteeism and sick leave; productivity; morale and motivation; and ability to attract high quality employees. More recent research by Queen Mary University - "The costs and benefits of the London living wage", September 2012 - found that the cost increase of introducing the London living wage was mitigated through savings such as in working practices, lower management overheads and reducing working hours.

London Living Wage (2)

Question No: 2013/3886

[Fiona Twycross](#)

You have said that you want the London Living Wage to become the "norm" in London by 2020. Would you support an initial introduction of a mandatory London Living Wage for certain sectors in the capital that are deemed most able to afford it?

[The Mayor](#)

No. A key element of the success of the LLW is the voluntary nature of the scheme.

As you are aware I am very supportive of the Living Wage and I set out in my 2020 Vision that I think that it is right that as many London businesses as possible should pay the London Living Wage in order to reflect the exceptional cost of this city to those on low incomes.

Over my time in office I have continued to encourage private sector employers to take up the London Living Wage and my officers work closely with London Citizens to encourage more to do so.

London Living Wage (3)

Question No: 2013/3887

[Fiona Twycross](#)

What will be the additional cost to the GLA of ensuring all employees of the GLA, its functional bodies and contractors are paid the London Living Wage?

[The Mayor](#)

All GLA employment contracts and those of the functional bodies are already compliant with the London Living Wage.

As part of the ongoing accreditation process, each functional body commits to taking reasonable and legal measures to ensure that all contractors also pay their staff the London Living Wage.

The only cost associated with accrediting each of the GLA Group employers as Living Wage Employers is the £400 annual licence fee, which covers the right to use the Living Wage Employer trademark and administrative costs.

London Living Wage (4)

Question No: 2013/3888

[Fiona Twycross](#)

Please list all the companies and trade bodies your office has engaged with to promote the London Living Wage.

[The Mayor](#)

Please see my response to MQ 3431/2013.

Regional growth

Question No: 2013/3889

[Fiona Twycross](#)

With reference to your answer to question 3296/2013, have you given the government any advice on regional policy outside of London, particularly on the key factors of economic growth, governance, planning and housing?

[The Mayor](#)

No. I regularly advise government on regional policy in relation to London and its role in the United Kingdom.

Devolution

Question No: 2013/3890

[Fiona Twycross](#)

Which economic powers would you want devolved to the Greater London Authority?

[The Mayor](#)

In May 2013 I accepted the argument made by the London Finance Commission that:

'London government should have the freedom to make appropriate investments in its own infrastructure both to cater for the growth already forecast for its population and economy, and to promote additional economic growth. Relaxing restrictions on borrowing for capital investment within prudential rules and devolving revenue streams, including from the full suite of property taxes, will afford London government the autonomy to invest in the capital and increase its accountability to London's residents and businesses, without affecting the financial settlements of other parts of the country.'

High Speed 2

Question No: 2013/3891

[Fiona Twycross](#)

In your view, would cities outside of London gain greater economies of agglomeration from HS2 over other regional projects - a range of which were proposed in a recent publication by the New Economics Foundation - that could be funded for similar amounts of money?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

It is critical to the future success of the UK economy to ensure that efficient, fast and reliable international, national and inter regional links are provided.

Foreign visits (1)

Question No: 2013/3892

[Fiona Twycross](#)

Will you be taking/have you taken Lynton Crosby on either of your planned trade trips to China and Kuwait?

[The Mayor](#)

No.

Childcare (1)

Question No: 2013/3893

[Fiona Twycross](#)

What are you doing to bring down the cost of childcare in London?

[The Mayor](#)

In July I met Elizabeth Truss MP, the Minister for Childcare, to discuss what might be possible within my powers to make childcare more available and affordable in London. Following that meeting, GLA and Department for Education officials are together exploring potential further action.

Childcare (2)

Question No: 2013/3894

[Fiona Twycross](#)

What actions are you encouraging from the government to bring down the cost of childcare in London?

[The Mayor](#)

Please see my response to MQ 3893 / 2013.

Jobs

Question No: 2013/3895

[Fiona Twycross](#)

In 2012 you pledged to create 200,000 jobs by 2016. How many have you created so far?

[The Mayor](#)

As outlined at IPB on 6th August, I have created and supported 60,250 jobs in London. These published figures are available in the IPB paper:

<http://www.london.gov.uk/moderngov/documents/s27817/11%20Measuring%20Jobs%20cover%20paper.pdf>

"Bedroom Tax"

Question No: 2013/3896

[Fiona Twycross](#)

Please can you provide an answer to the question 1728/2013 I asked you about the 'bedroom tax' in May this year - 'Do you welcome the decision by councils such as Islington that those affected by the 'bedroom tax' policy will not be evicted if they have nowhere else to go. Do you think other London Council's should also adopt this policy?'

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

Please see my response to MQ 1728 / 2013.

Sale of Fire Stations (1)

Question No: 2013/3897

[Fiona Twycross](#)

Are you planning to put free schools in any of the ten fire stations which are planning to close? If so, which stations and on what basis?

[The Mayor](#)

Please see my response to MQ 3241 /2013.

Sale of Fire Stations (2)

Question No: 2013/3898

[Fiona Twycross](#)

Are you able to assure Londoners that any money from the sale of the fire stations up for closure will be used by the London Fire Brigade to reinvest and help to improve safety for Londoners, or, like in previous years, will you take that money to shore up other GLA projects - such as the £50m that you took from the London Fire Brigade to shore up one of your police election commitments in previous years.

[The Mayor](#)

Any funds raised from the sale of fire stations will be capital receipts and can only be used to repay debt or to fund future capital investment.

These capital receipts will accrue to LFEPA to support their future capital spending plans and I have no plans to direct them to release these funds to support other projects within the GLA Group.

London Fire Brigade Museum

Question No: 2013/3899

[Fiona Twycross](#)

With Southwark fire station up for closure, what reassurance can you give to those that are concerned about the London Fire Brigade Museum, currently based on the Southwark site?

[The Mayor](#)

In June 2012, the London Fire and Emergency Planning Authority Strategy Committee agreed to keep the Museum open until a permanent home could be found. Since then, an informal group has been established to explore funding opportunities, property and governance for the permanent Museum. An in-depth feasibility study is currently underway to examine whether the governance of the Museum collection can be transferred to charitable status. The study is expected to report early next year and, where appropriate, GLA will work with the Fire Authority to take forward its findings.

London Fire Brigade ranking in Stonewall Index

Question No: 2013/3900

[Fiona Twycross](#)

Between 2005 and 2009, the London Fire Brigade was ranked top fire and rescue service by Stonewall as an LGBT employer yet are now not even in the top 100. Do you think it is important that the London Fire Brigade returns to being a leading employer for the LGBT community and demonstrating that by getting back on to the Stonewall list for 2014?

[The Mayor](#)

LFB has not entered the Stonewall Index since 2009. I am sure this is something that the 8 Assembly Members who sit on the Authority can discuss.

Fire Fighters Pension Age

Question No: 2013/3901

[Fiona Twycross](#)

Do you agree with the findings of the government review into the normal pension age of firefighters that stated that a majority would not meet the normal pension age and, in light of that report, do you support firefighters who are arguing for the Government to understand the specific issue facing firefighters? Or do you believe that the government are right, and if a firefighter fails a fitness test between 55 and 60, than they should be out of a job and unable to claim their pension until they reach 60?

[The Mayor](#)

I am aware that detailed discussions are currently proceeding between the national employers and the Fire Brigades Union on this issue as part of the discussions on the wider FBU trade dispute over firefighter pensions. I believe it would be sensible to allow those discussions to proceed, which will hopefully assist in the resolution of the wider dispute.

I am sure this is something that the 8 Assembly Members who sit on LFEPA can look into.

Fire Appliances

Question No: 2013/3902

[Fiona Twycross](#)

Can we have your assurance that when the firefighters strike action finishes, all appliances will be returned to their base stations?

[The Mayor](#)

The temporary removal of 27 fire engines is part of the Brigade's contingency arrangements in response to the FBU's decision to ballot for strike action. If the General Secretary of the FBU formally withdraws the FBU's mandate for strike action, the 27 fire engines will be restored to their original condition, after which, arrangements will be made to return the fire engines to their base fire station, subject to LSP5 implementation decisions. The Commissioner will ensure that this is done without any unnecessary delay, as he did following the last dispute. However, this is not a matter for me; this is purely a matter for LFEPA on which 8 Assembly Members sit.

School Places

Question No: 2013/3903

[Fiona Twycross](#)

Given your announcement that you would set aside land for 12 Free Schools and in light of research by the NUT showing that by 2016 one in four children may not have a school place, and that there is already a 10% shortage of places in some areas, do you believe that Free Schools will fill that vacuum?

[The Mayor](#)

Please see my response to MQ 1585 /2013.

Tuberculosis in London

Question No: 2013/3904

[Fiona Twycross](#)

In answer to MQ 3265/2013 you advised that: " Public Health England will be working with key partners to make concerted efforts to significantly reduce the level of TB in London in the coming years" In addition to the work led by Public Health England, do you feel you can do anything to tackle TB in London?

[The Mayor](#)

Written response to the Mayor

Dr Yvonne Doyle, is looking into the current strategy for tackling tuberculosis in London and has chaired the first pan-London TB board.

Women in the workforce

Question No: 2013/3905

[Fiona Twycross](#)

London has the lowest parental employment rates in the country. What action will you take to reduce barriers to work for women with children?

[The Mayor](#)

Please see my response to MQ 3537 / 2013.

Pay Day Lenders

Question No: 2013/3906

[Fiona Twycross](#)

I note your answer to Question 3260/2013, please tell me if you support plans to block websites providing pay day loans in the GLA.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

This matter is being reviewed by the Governance Steering Group later this year.

Pay Day Lenders (1)

Question No: 2013/3907

[Fiona Twycross](#)

In light of the number of Londoners forced to resort to payday lenders, do you think the recent measures announced by the Financial Conduct Authority go far enough?

[The Mayor](#)

I await the outcome of Financial Conduct Authority's consultation into its proposals for a new regime to provide better protection for consumers, which will be published in February 2014.

Co-Operative Councils

Question No: 2013/3908

[Fiona Twycross](#)

Do you welcome Lambeth Council's move towards becoming a co-operative council?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 01 November 2013

I welcome any move aimed at improving services, while also reducing public spending in order to address the appalling deficit the previous Labour government left behind.

Air Quality

Question No: 2013/3909

[Fiona Twycross](#)

You have said in the past you think you will be able to meet your target on Air Quality in advance of the deadline set out in your 2020 vision. However, it is still predicted 45% of the main road network will have harmful and illegal levels of nitrogen dioxide by 2020.

Can you now provide a definite answer on timescale, and are you confident London will avoid being fined by the European Commission for being in breach of air quality rules?

[The Mayor](#)

By 2020 I expect London to have the best air quality of any major world city.

Responsibility for reporting and forecasting compliance with EU limit values for air pollution is a matter for the Department for Environment, Food and Rural Affairs (Defra).

Vladimir Putin

Question No: 2013/3910

[Fiona Twycross](#)

On behalf of London's LGBT community, and given that London is twinned with Moscow, will you join me in condemning Vladimir Putin's nomination for the Nobel Peace Prize, in the light of his record on LGBT rights?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 22 November 2013

I notice that Mr Putin did not win.

Transport Information

Question No: 2013/3911

Fiona Twycross

When getting around London I find that the best source of information is the 'City Mapper' app. It seems to me this offers a superior level of information than the TfL website. Will TfL be looking into improving its transport information to match other providers?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 19 November 2013

City Mapper, in common with hundreds of other mobile applications providing information about transport in London, has been made possible through TfL's 'Open data' policy which is provided free of charge.

The data is made available through the developers' area on the TfL website and via the London Datastore. This has fostered a community of over 5,000 application developers, building hundreds of apps, which are all 'powered' by TfL.

In addition to applications developed by third parties, TfL has also developed core transport information services for mobile, tablet and desktop; and has launched a beta website at <http://beta.tfl.gov.uk>, which continues to be enhanced and will eventually replace the existing and very popular TfL mobile and desk based websites. This will be made live next year, enabling all customers to get the benefits of travel information tailored to their local and personal needs across all types of transport and on any device.

According to the International Association of Public Transport, TfL's website is the highest rated among transport authorities anywhere in the world. However we are seeking to go much further and deliver digital services which are as good as the best retail and service organisations anywhere, putting the needs of customers at the centre of everything we do.

Young People

Question No: 2013/3912

[Fiona Twycross](#)

An increasing number of Londoners are living in shared accommodation further into their adult lives. In the week where the Government has suggested removing benefits for under 25 year olds, I would be interested to hear at what age you think people should be able to live independently in London?

[The Mayor](#)

The ability to live independently will depend on the very specific circumstances of the individual.

Stamp Duty

Question No: 2013/3913

[Fiona Twycross](#)

You recently appealed to the Chancellor to reduce stamp duty as it was stamping on the hands of Londoners trying to buy a house. What representations have you made to the Chancellor about this?

[The Mayor](#)

My officials have met with Treasury Ministers and officials, , as well as those from other Government Departments, to discuss the devolution of property taxes to London government and to answer technical questions raised; they will continue to do so. If property taxes were devolved, London government itself could reform stamp duty.

Single Parents

Question No: 2013/3914

[Fiona Twycross](#)

Is the Mayor concerned that while nationally 60% of single parents are in work, the rate in London is scandalously low at just 48%. Does he agree this is a factor in the unacceptably high levels of child poverty in London? What are you doing to address low levels of employment among single parents?

[The Mayor](#)

Please see my response to MQ 3537 / 2013.

Childcare

Question No: 2013/3915

[Fiona Twycross](#)

Given the Mayor's general responsibility to promote economic development and wealth creation, what level of household incomes (by percentage) does the Mayor think is acceptable for families to spend on childcare in London?

[The Mayor](#)

It is not possible to identify a single percentage figure. Many factors influence the amount families spend on childcare, including the level of support from employers and through the tax and benefits system.

Youth Unemployment

Question No: 2013/3916

[Fiona Twycross](#)

Shockingly half of 18 to 24-year-old black men in the UK are unemployed compared to the national average of a quarter of 18 to 24-year olds. What are you doing to tackle this in London?

[The Mayor](#)

The London European Social Fund programme, which I am responsible for, supports a minimum of 56 per cent black and ethnic minorities in skills and employment provision aimed at moving workless groups into sustainable employment opportunities in London. Black and ethnic minorities will continue to be a priority in the 2014-2020 European and Structural Funds programme in London.

Minimum Wage

Question No: 2013/3917

[Fiona Twycross](#)

You previously stated your disagreement with one London Assembly Member's proposal for a Minimum Wage holiday when responding to my question (2725/2013). Another London Assembly Member has reportedly called for the minimum wage to be scrapped. Can you clarify your position on his statement, and clearly state your position on the minimum wage in London?

[The Mayor](#)

I do not support the proposal for a minimum wage holiday. The minimum wage is a matter for the Government and the London Living Wage is calculated entirely separately from it.

I am fully committed to the London Living Wage and encourage all employers to pay it. The Living Wage is entirely voluntary and I welcome the leadership shown by those employers who already pay it

Crystal Palace Park

Question No: 2013/3918

[Fiona Twycross](#)

Will the Mayor make sure that despite his own personal publically stated enthusiasm for the plans to build of a replica of Crystal Palace in Crystal Palace Park, residents and local businesses are consulted extensively on the plans and will he provide assurances that their views will be fully taken in to account in any final decision on whether the project should go ahead in the form proposed?

[The Mayor](#)

The project is in its early stages and many of the details and design propositions still need to be worked out with local communities and other stakeholders but I expect Mr Ni's team to begin a public engagement process well in advance of Christmas. We have suggested this is modelled on the engagement process for the Masterplan (which has received very positive feedback).

In addition to on-going dialogue over the coming year, there will also be a formal consultation as part of the planning application process.

Apprenticeship minimum wage

Question No: 2013/3919

[Fiona Twycross](#)

The Apprenticeship Pay Survey published by the Department for Business, Innovation and Skills in October 2013 shows that 29 per cent of apprentices were not paid the minimum wage in 2012 and the number of apprentices paid below the minimum wage has increased by 45 per cent from 2011. What action are you taking to ensure that apprentices are being paid at least the minimum wage in London?

[The Mayor](#)

We are committed to ensuring that all GLA family apprentices receive the London Living Wage and at least the minimum wage across the rest of London. In October, the National Apprenticeship Service instructed providers to inform all new apprentices of their rights under the minimum wage legislation.

Apprenticeship data

Question No: 2013/3920

[Fiona Twycross](#)

Following on from MQ 2227/2013, when do you expect to release your first set of completions data? Would you be able to provide me with the latest completion figures?

[The Mayor](#)

The provisional data release from the National Apprenticeship Service shows that in London there were 13,160 completions from August 2012 to April 2013. Data for 13/14 is not available at present.

Apprenticeship campaign

Question No: 2013/3921

[Fiona Twycross](#)

Following on from MQ 2230/2013, can you provide me with an update on your campaign which you state will increase the number of apprenticeships starts in London? Has there been an evaluation of your campaign, and if so could you please provide me with a copy?

[The Mayor](#)

I have already committed £1.5 million to double the AGE Grant Incentive for SMEs to £3,000. I am committing £1 million for a London Apprenticeships Marketing Campaign. This will build on the most recent spring 2013 Marketing Campaign. A copy of the spring 2013 campaign evaluation will be shared with you. I have also written to over 150 companies in the Capital that have not previously taken on apprentices as well as a direct mail campaign to SMEs. To date, this has generated around 270 pipeline apprenticeship starts.

Apprenticeship loans

Question No: 2013/3922

[Fiona Twycross](#)

Do you believe the introduction of loans for apprentices over 24 to pay for on the job training will discourage people from taking up apprenticeships?

[The Mayor](#)

At present there are no data available on the regional take-up of loans and as the scheme has only recently started, the impact on Apprenticeships numbers is not clear.

We will continue to promote apprenticeship starts in London through my Apprenticeships Campaign.

Remittances to Somalia

Question No: 2013/3923

[Fiona Twycross](#)

Will you make representations to the Government to step in and provide a solution to ensure the Somalian diaspora in London can continue to use money transfer services to send money to Somalia?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21 January 2014

Please see my response to MQ 4111/ 2013.

Drugs and a victim-focused response

Remittances to Somalia (2)

Question No: 2013/3924

[Fiona Twycross](#)

There are estimated to be 70,000 Somalis living in London. The removal of the remittance service will impact on businesses in London which rely on the commission this generates. What will you do as Mayor to stand up for these Londoners?

[The Mayor](#)

Please see my response to MQ 2923 / 2013

Primary School Places Crisis

Question No: 2013/3925

[Jennette Arnold](#)

Given your announcement that you would set aside land for 12 Free Schools, does the Mayor think that the government should hand back responsibility for opening new schools to local authorities to tackle the primary school places crisis rather than trying to tackle the problem centrally?

[The Mayor](#)

No. I fully support the Free Schools policy. Boroughs, the GLA and Government all need to work together to tackle the pupil places crisis, with Free Schools forming part of the solution.

Mayor's Oral Update

Question No: 2013/3932

Darren Johnson

The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his report.

The Mayor

Since the publication of that report, obviously, there has been quite a lot of activity. We went on a big trade mission to China, which you will have seen, championing not just exports from the United Kingdom and from London but also having considerable conversations and indeed negotiations with Chinese partners about investment in London. You will be aware, Chair, and the Assembly will be aware that billions are already coming into our city and I expect there will be many more billions to come in the next few years. I do think that that trip will be seen to have been a good use of our time and of taxpayers' money.

Members of the Assembly will know that we have set up an Ethics Panel for the Mayor's Office for Policing and Crime (MOPAC) and this is something that I think is important in view of the issue of police confidence, which is absolutely vital for Londoners. Confidence in the Metropolitan Police Service is actually now at a three-year high, I am proud to say, in London and that is very largely because I think the police are doing a fantastic job of bringing crime down across all types and the results are very clear. There has been a 7% or 8% fall in one year alone in crime in this city.

That is very encouraging, but Alex Carlile, Lord Carlile [Queen's Counsel], will be chairing the Ethics Panel of the MOPAC to give a public face to that question and to make sure there is a point of reference for the city when these issues of ethics and the handling of sensitive questions by the police do come up. I think he will do a first-class job.

There is a terrific report out by the Greater London Authority (GLA) Economics unit that says that older people contribute far more to the London economy than they receive by way of payment, so I think that is a very important point to get across. I was stunned to see that they not only contribute £47 billion in paid work to the London economy, but only 0.2% of London burglars are over 60, I was delighted to see, which shows what a fantastic bunch of senior citizens we have, ladies and gentlemen.

The Assembly has asked briefly for updates on the Chinese visa issue which came up whilst we were in China. I think that is a good step forward. Obviously, we are looking at the detail. The question is could it be rolled out to other countries. Could you simplify it for other countries? That is, in my view, a very good question. What we want to do is to make sure that London and the United Kingdom gets its share of the massive Chinese tourist market. It is absurd at the moment that we are underperforming when you consider the large numbers of Chinese visitors who go to other European Union countries when they could be enjoying London, which is the number one tourist destination for overseas visitors in the world. Chinese tourists should be coming in greater numbers.

Finally, the Assembly has asked for an update on the casualties and the fatalities on the

Cycle Superhighways. I really do not want to go much beyond what I have been able to say in the last few days, except to say that obviously the sympathies of everybody, I am sure - of Transport for London (TfL), of me, of everybody involved in promoting cycling in London - will be with the victims and with their families after what has taken place. Just to repeat, we continue with a massive programme of investment in cycling and in cycle safety measures in the order now of £1 billion and we are determined to make all those routes as safe as we possibly can. If there is stuff that we can learn from the reports of the various coroners, then of course we will do so.