

Written Answers to Questions Not Answered at Mayor's Question Time on 23 July 2014

Heatwave Preparedness

Question No: 2014/2766

[Onkar Sahota](#)

Is London prepared for a summer heatwave?

Oral response

Swift and Certain Sanctions

Question No: 2014/2678

[Tony Arbour](#)

What do you think of recent CSJ recommendations for a programme called Swift and Certain Sanctions, which mirrors my recent recommendations on the justice system, and has reduced re-offending by half in Texas? Can you ask the MPS to consider the implications of the report and/or lobby central Government to look at its recommendations?

Oral response

Estuary Airport Studies

Question No: 2014/2683

[Darren Johnson](#)

What is your response to the Airport Commission's 'Inner Thames estuary airport studies'?

Oral response

Oxford Street

Question No: 2014/2633

[Stephen Knight](#)

Given its high pedestrian-vehicle collision rate and dangerous levels of air pollution, is it now time to pedestrianise Oxford Street?

Oral response

Swiss Cottage Avenue Road Development

Question No: 2014/2655

[Andrew Boff](#)

Will you confirm that, contrary to views expressed by some people locally, Camden Council has a great deal of autonomy in determining this planning application, and should be expected to take full responsibility for any judgement that it makes on this planning application?

Oral response

Air Pollution

Question No: 2014/2765

[Murad Qureshi](#)

Why should Londoners have any confidence that you are competent to tackle air pollution?

Oral response

Tube Strikes

Question No: 2014/2661

[Richard Tracey](#)

Considering the Prime Minister's recent statement on strikes, would you encourage him to go further and ban strikes on the Tube, in favour of binding arbitration?

Oral response

Local Policing Model

Question No: 2014/2764

[Joanne McCartney](#)

What input will you and MOPAC be having in the MPS's review of the Local Policing Model?

Oral response

Estuary Airport

Question No: 2014/2759

[Onkar Sahota](#)

Given the findings of the Davies Commission's Thames Estuary Environmental Impacts study, will the Mayor reconsider his advocacy for his island airport?

Oral response

Democratic oversight of the police

Question No: 2014/2674

[Steve O'Connell](#)

Under the new system of Police and Crime Commissioners, the Met has reduced waste while increasing officer numbers and ensuring that crimes of importance to Londoners reduce significantly. Does the Mayor agree that the Local Government Innovation Taskforce's plans to scrap elected Police Commissioners and replace them with boards of local authority leaders would be bad for democratic oversight of policing and would weaken the role of the elected Mayor of London?

Oral response

Regrets re River Crossings

Question No: 2014/2758

[John Biggs](#)

You expressed regrets at the last MQT for not making quicker progress with a Thames River Crossing to replace the Thames Gateway Bridge proposal. What will you do in your remaining time in office to accelerate the development of a proposal and what position will we be in at the time of the next Mayoral election?

Oral response

Council Tax on 'Buy-to-Leave' Homes

Question No: 2014/2760

[Tom Copley](#)

You have said there should be strong sanctions on 'Buy-to-Leave' properties in London. Camden Council has proposed such a sanction through charging double the amount of Council Tax on empty properties, but has been told by the Government it cannot do this. What representations will you make to the Government urging them to allow Councils like Camden to tackle the problem of Buy to Leave homes in London through measures such as this?

Oral response

Solar Energy

Question No: 2014/2684

[Jenny Jones](#)

Will you consider the recommendations in my solar energy report 'London is ready for the brighter future'?

Oral response

Bakerloo Line extension

Question No: 2014/2592

[Caroline Pidgeon](#)

What is the timescale for producing route options for extending the Bakerloo Line south?

Oral response

London Rental Standard

Question No: 2014/2762

[Andrew Dismore](#)

How many Barnet landlords are signed up to your London Rental Standard scheme?

Oral response

Street Based Developments

Question No: 2014/2654

[Andrew Boff](#)

Would you consider amending the London Plan to give greater priority for street-based developments where possible?

Oral response

Affordable Housing Programme

Question No: 2014/2761

[Len Duvall](#)

Was the 2015/18 Affordable Homes Programme undersubscribed when the bidding process closed on 10 March 2014?

Oral response

Race claims against the police

Question No: 2014/2763

[Andrew Dismore](#)

I first raised race claims against the police by way of a mayor's question in February 2013. Despite repeated questions and correspondence, it has taken until June 2014 to get satisfactory answers as to how many claims, how much was paid in compensation, and to establish that just 1 of the 66 successful cases in the previous 3 years resulted in any disciplinary action whatsoever, and this was the equivalent of a mild ticking off.

Do you consider it satisfactory that I should have had to be so persistent and waited so long to get to the bottom of the story? What is your explanation for this? And what do you think this says about the Met's approach to racism in the police?

Oral response

Pay

Question No: 2014/2767

[Fiona Twycross](#)

Should employers pay the London Living Wage when they can afford to do so?

Oral response

London's relations with Europe

Question No: 2014/2768

[Fiona Twycross](#)

What, in your view, should be London's relationship with the European Union?

Oral response

Breakdown of cycling budget - Cycle Hire scheme

Question No: 2014/2586

[Caroline Pidgeon](#)

How much of the £107m allocated to cycling over 2014/2015 do you anticipate will be spent on the Cycle Hire scheme?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The budget for Cycle Hire in 2014/2015 is £26 million.

In delivering my Vision for Cycling, the key focus for TfL is achieving the optimum value for all activities, rather than meeting a spending target for a given fiscal year.

The interdependencies between the complex programmes taking place can mean rescheduling of works and financial slippage. Where this is the case funding is not lost, it is allocated to subsequent financial years.

Updates on the cycling budgets and spend will be included in TfL's quarterly operational and financial review report from quarter 1 this year.

Breakdown of cycling budget - Cycle Superhighways

Question No: 2014/2587

[Caroline Pidgeon](#)

How much of the £107m allocated to cycling over 2014/2015 do you anticipate will be spent on Cycle Superhighways?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

As the standards in my Cycling Vision are more ambitious and, the programme much larger than before, the programme has had to be extensively redesigned. This evolution of the programme means that it is not possible to give a precise forecast at this stage of the financial year.

Breakdown of cycling budget - Dangerous Junctions

Question No: 2014/2588

[Caroline Pidgeon](#)

How much of the £107m allocated to cycling over 2014/2015 do you anticipate will be spent on improving dangerous junctions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 17 October 2014

My Cycling Vision contains £100 million for the Better Junctions programme, which is part of a wider TfL investment of £300 million to improve junction safety across all 33 schemes.

In delivering my Vision for Cycling, the key focus for TfL is achieving the optimum value for all activities, rather than meeting a spending target for a given financial year.

Updates on the cycling budgets and spend will be included in TfL's quarterly Operational and Financial Review Report from Quarter 1 this year.

Faulty access ramps on buses (1)

Question No: 2014/2589

[Caroline Pidgeon](#)

How many buses are taken out of service each month due to faulty access ramps?

[The Mayor](#)

TfL obtains assurance on ramp reliability by independently checking a substantial proportion of the bus fleet each year and auditing the processes for recording lost mileage including those arising from any form of mechanical failure. The bus operators additionally undertake regular maintenance checks of equipment and drivers deploy the ramp prior to starting their shifts to make sure it operates properly.

The most recent ramp reliability figures for 2013/14 show only two vehicle ramps not operating properly out of more than 2,300 inspected. Defects found were referred to the operators for further maintenance and if the issues could not be resolved immediately by garage engineers the vehicles would not have gone into service the next day. Vehicles not available for service for mechanical reasons would be replaced by a substitute bus with a working ramp so operators can maintain the scheduled services they are contracted to provide.

Faulty access ramps on buses (2)

Question No: 2014/2590

[Caroline Pidgeon](#)

What performance indicators relating to fully operational access ramps are there in contracts with bus companies?

[The Mayor](#)

Please see my response to MQ 2014 /2589.

Safety linked bonuses follow up

Question No: 2014/2591

[Caroline Pidgeon](#)

In your response to question 2014/1725, you refer to the Scorecard used to calculate TfL Chief Officer bonuses. Do you think that more weight should be given in the Scorecard to KSI reduction targets?

[The Mayor](#)

The TfL Scorecard is required to reflect a range of priorities that span the wide collection of activities that TfL carries out.

KSI reduction targets are weighted at 5 per cent within the TfL Scorecard for 2013/2014. Only two measures have more significant weightings, the measures which assess our customer's satisfaction, of which safety is a key component, and the delivery of Budget milestones. Careful consideration is given to the weighting applied to each measure and their relationship to one another.

Memorial to transport campaigner Richard H. Pout

Question No: 2014/2593

[Caroline Pidgeon](#)

Given his many years of campaigning for improved rail services in London - particularly as Vice-Chair of the Barking-Gospel Oak Rail Users Group - will you consider naming an Overground train in memory of the recently deceased transport activist Richard H. Pout?

[The Mayor](#)

I was very sad to hear of Richard H Pout's passing. TfL does not customarily name trains. However, I have asked TfL to explore other ways of remembering him, such as the installation of a commemorative bench at one of the stations along the Gospel Oak to Barking route.

Congestion Charge Embassy Outstanding Debt

Question No: 2014/2594

[Caroline Pidgeon](#)

Please publish a table showing the current total amount in unpaid Congestion Charge and Penalty Charge Notices that is now owed for each Embassy or diplomatic mission in London.

[The Mayor](#)

My position has always been clear on this matter, that the Congestion Charge is a charge for a service and not a tax. This means that diplomats are not exempt from paying it. Around two thirds of embassies in London do pay the charge, but despite our consistent and repeated representations through diplomatic channels, there remains a minority who refuse to do so.

The Foreign and Commonwealth Office (FCO), Transport for London and I all continue to pursue unpaid Congestion Charge fees and related penalty charge notices.

Following the latest legal advice, we are pushing for the matter to the International Court of Justice. This requires Government support and has been raised with the FCO, who are considering this matter.

TfL regularly publishes a table showing outstanding debt by embassies and diplomatic missions, which can be accessed via the Finance, Operations and Performance link on the following webpage: <http://tfl.gov.uk/corporate/publications-and-reports/congestion-charge>.

Previous versions of this report listed embassies with an outstanding debt greater than £100,000; however the latest version contains details of all embassies which owe unpaid charges.

Cycle Hire availability

Question No: 2014/2595

[Caroline Pidgeon](#)

Given an answer to question 2014/1732 has not yet been provided, will you publish the same information for June 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

The answer for [MQ 1732 / 2014](#) has now been provided. Please see the Appendix 5 A & B for the months of May and June 2014. Please note that this data is in aggregate for each day, and as such may be comprised of a number of separate instances.

Overall for May, across all docking stations in the scheme, docking points were available for customers to return their bike 97.3 per cent of the time, and bikes were available to hire 94.1 per cent of the time. For June, across all docking stations in the scheme, docking points were available for customers to return their bike 96.3 per cent of the time, and bikes were available to hire 92.3 per cent of the time.

Guidance for drivers on vulnerable bus passengers

Question No: 2014/2596

[Caroline Pidgeon](#)

Given the unease felt by many people over the removal of cash fares on buses, will you provide reassurance by publishing the guidance given to drivers on how to deal with vulnerable passengers who are unable to pay for their journey?

[The Mayor](#)

A number of mitigation measures accompanied cash-free operation of the bus network including a new Oyster 'One more journey' facility, some additional Oyster Ticket Stops primarily in outer/outside London and a major public communication campaign. TfL has also worked with a range of organisations (including the Suzy Lamplugh Trust and the Alzheimer's Society) to review the procedure for dealing with vulnerable passengers. This has been incorporated into a revised version of the driver's handbook (Big Red Book) which was issued to all bus drivers in June. The relevant section of the Big Red Book on vulnerable passengers states:

"Do not leave anyone stranded if they are vulnerable or obviously in distress. For example:

- Young or older people
- People who could be at risk if left behind, including those in isolated places or at quieter times
- People who are disabled, injured, unwell or who have had an accident, assault or similar incident
- People who show you a travel support card and may have learning difficulties. Not all impairments are obvious."

Garden Bridge - Cycling (1)

Question No: 2014/2597

[Caroline Pidgeon](#)

Given your professed commitment to increasing and improving cycling provision in London, how do you justify spending £60m of public money on a river crossing that explicitly excludes cycling?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The Garden Bridge has been designed specifically for pedestrians and will help support proposals in the London Plan and my Transport Strategy for achieving a step-change in the quality of facilities for pedestrians in central London. It will be a dedicated facility for pedestrians, integrated with a high quality public space and garden. Whilst cyclists will not be able to cycle across the bridge (though they will be able to walk their cycles across the bridge) there will be substantial enhancements for cyclists on adjoining bridges as part of my Cycling Vision.

TfL has agreed to fund up to £30 million of the cost of the Garden Bridge, with a further £30 million coming from Government and the remainder being raised through private donations.

Garden Bridge - Cycling (2)

Question No: 2014/2598

[Caroline Pidgeon](#)

What work has been done to incorporate a cycle path into the Garden Bridge designs in such a way that retains its stated purpose, e.g. under or to the side of the pedestrian area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Please see my response to MQ 2597 / 2014.

Cycle storage provision in properties

Question No: 2014/2599

[Caroline Pidgeon](#)

A constituent has raised with me the lack of storage facilities for bicycles in Hackney properties, and highlighted the storage solution Cyclehoop. What work have you done in conjunction with boroughs to help increase secure bicycle parking and storage solutions, both in Hackney and across London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Significant progress is being made in delivering secure cycle parking across the capital. I have provided £6.36 million to the London boroughs over the next 3 years (2014/15 to 2016/17) to install nearly 22,000 secure cycle parking spaces, which includes secure provision at residential properties. Within the London Borough of Hackney alone, £300,000 has been provided to support the installation of 1,611 cycle parking spaces.

Please also see my response to MQ 2014 /2695.

Midtown Cycle Vault

Question No: 2014/2600

[Caroline Pidgeon](#)

I welcome the announcement of a public cycle storage facility in Bloomsbury Square. Are there plans for similar facilities in other areas of London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

In 2008, I committed to delivering an additional 66,000 cycle parking spaces between 2008-2012. This was delivered one year early, with 67,208 cycle parking spaces secured and delivered by TfL and its delivery partners by the end of March 2011. A new target was set to deliver an additional 80,000 cycle parking spaces in 2016 and TfL has a comprehensive cycle parking programme in place to ensure this target is met. Nearly 30,000 spaces have been delivered to contribute towards this target already.

TfL has allocated funding to InMidtown, one of the 25 Business Improvement Districts in London, to deliver a cycle parking hub in Bloomsbury Square through the Business Engagement programme.

Through this programme, funding is available to the 33 London boroughs, workplaces and other stakeholders, to increase the number of secure cycle parking spaces in Greater London. The cycle parking hub at Bloomsbury has been part funded by TfL and plans are currently being developed to deliver a number of cycle hubs similar to this facility at stations across London.

Crossrail 2 - Staff (1)

Question No: 2014/2601

[Caroline Pidgeon](#)

Your response to 2014/1722 does not answer the question. How many staff from a) TfL and b) other organisations are currently assigned to work on Crossrail 2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The work on Crossrail 2 is currently being taken forward jointly by TfL and Network Rail. There are a small number of individuals in both organisations currently assigned to work exclusively on Crossrail 2, within TfL this is 3-5 employees and a similar number at Network Rail. There are also a number of staff within TfL who are supporting Crossrail 2 as part of their substantive role at TfL, which is equivalent to approximately 5-10 full time equivalent employees.

A decision has recently been taken by TfL to commit additional resources, in the order of an additional 10 full time staff to establish a dedicated Crossrail 2 project team. At the same time, Network Rail is also looking at increasing the number of staff working on the project. This position is consistent with the current early stages of development for such a project.

In addition to this resource, TfL has also commissioned consultants to look at engineering feasibility, route option analysis, development potential along the route and possible options for funding and financing Crossrail 2.

The level of resource will be subject to review as the project progresses.

Crossrail 2 - Staff (2)

Question No: 2014/2602

[Caroline Pidgeon](#)

How many staff from a) TfL and b) other organisations were assigned to work on Crossrail three and a half years prior to the introduction of the Hybrid Bill for the project?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

Three and a half years prior to the submission of the Hybrid Bill for Crossrail there were approximately 50-60 staff working full time on the project. With Crossrail 2, TfL has made more efficient use of resources, utilising a smaller team to achieve similar rates of progress to date. Both TfL and Network Rail are currently scaling up the resources for Crossrail 2, in order to progress the next stage of work, subject to getting Government support in the autumn to take the scheme forward.

FPNs issued for roadworks (1)

Question No: 2014/2603

[Caroline Pidgeon](#)

Please provide the total value of Fixed Penalty Notices issued for roadworks offences to contractors since the introduction of the Permit System.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

Since the introduction of the London Permit Scheme on the Transport for London Road Network (TLRN) in January 2010, TfL has given a total of 4,556 Fixed Penalty Notices (FPN) for permitting and roadworks offences. This equates to a value of £720,040.

Under Streetworks legislation, the works promoter is responsible for undertaking streetworks and the FPN would be given to the relevant utility promoter and not the contractor.

Whilst I am pleased that there is a mechanism in place to issue FPNs to offending companies, I consider the amount that can be charged too low for it to have a sufficiently deterrent effect, which I have made clear to the Secretary of State for Transport.

In addition, the TfL Lane Rental Scheme was launched on the TLRN in June 2012. It has helped change the behaviour of works promoters by incentivising them to undertake works outside busy periods to minimise disruption at the most traffic-sensitive locations across London.

The first year report of the scheme showed that 99 per cent of TfL works and 89 per cent of utility works avoided incurring a TfL Lane Rental Scheme charge and there has been a 20 per cent increase in overnight works taking place.

FPNs issued for roadworks (2)

Question No: 2014/2604

[Caroline Pidgeon](#)

Please provide a list of the top 20 contractors issued with the most Fixed Penalty Notices for roadworks offences since the introduction of the Permit System.

[The Mayor](#)

The details of all Fixed Penalty Notices given by TfL to utility promoters for permitting and roadworks offences are as follows;

+1000 FPN	Thames Water Utilities, UK Power Networks
>100 FPN's	British Telecom, National Grid Gas, Virgin Media, Southern Gas Network,
>10 FPN's	Cable & Wireless, Sutton & East Surrey Water, Fulcrum, Vodafone
>0 FPN's	Network Rail, o2, Affinity Water, Abovenet, Gas Transportation Company, National Gas Electric, Veolia Water, City of London Telecoms, Southern Electric & European Union Networks

Under the Permit Scheme legislation, the works promoter is responsible for undertaking streetworks and the Fixed Penalty Notices would be given to the relevant utility promoter and not the contractor

K5 bus route

Question No: 2014/2605

[Caroline Pidgeon](#)

I have been contacted by a constituent who would like to see the K5 bus route extended to include a stop at the shopping area on Richmond Road, to provide greater incentive for residents to use the route and increased trade for the businesses there. Will you look into the possibility of altering the route in this way?

[The Mayor](#)

TfL has considered this request carefully. The Windsor Road stop is served by route 65, with a bus every 8 minutes, giving links to Ham, Richmond and Kingston. Route K5 was designed to serve areas between Richmond Road and Park Road. Given the road layout in the area, it would be difficult to also include the Windsor Road stop on this route. TfL therefore has no plans to alter route K5.

Colour and advertising on London buses

Question No: 2014/2606

[Caroline Pidgeon](#)

Recently, some London buses have been covered entirely in a black advert for Adidas. Will you give a commitment that this will not become standard practice, and that at any one time the majority of buses on London's roads will remain majority red in colour?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Yes. The commercial agreement with Exterior (who sell advertising space on behalf of bus operators) includes an allowance for up to 125 buses to carry commercial advertising 'wraps' at any one time, plus a further 25 buses for use by TfL, the GLA family or gifted to charities.

The maximum number of buses carrying this type of advertising is therefore 150 from a total of 8,700 vehicles that are in regular service, with the rest of the fleet remaining red; this is less than 2 per cent of the active fleet. There are currently no plans to increase this number.

London Underground lifts out of service (1)

Question No: 2014/2607

[Caroline Pidgeon](#)

How many London Underground staff have received training to deal with lifts which are out of service due to technical faults?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

Staff working at stations with lifts undertake lift training when they first transfer to that location. If lifts are being newly installed, existing staff at that location receive lift training. Training covers areas such as getting the lift in and out of service, lift operation and first level fault rectification. It provides station staff with an understanding of lift equipment, procedures and safety requirements when managing customer flow in the lift environment.

There are three types of lift on the Underground, each with its own training programme. In the past two years 1258 station staff have undertaken these courses. Attendees are provided with supplementary materials to ensure they are confident and able to carry out their duties.

London Underground lifts out of service (2)

Question No: 2014/2608

[Caroline Pidgeon](#)

How many London Underground staff will receive training over the next year to be able to deal with lifts which are out of service due to mechanical faults?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

Staff working at stations with lifts undertake lift training when they first start or transfer to that location. If lifts are being newly installed, existing staff at that location receive lift training. The number of staff to undergo this training in future is therefore not currently identifiable, but by way of indication in the past two years 1258 station staff have undertaken these courses.

London Underground lifts out of service (3)

Question No: 2014/2609

[Caroline Pidgeon](#)

What plans does Transport for London have over the next year to minimise the number of hours that London Underground lifts are suddenly closed due to the absence of trained staff to deal with lifts which are unexpectedly closed due to mechanical faults?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 17 October 2014

Lift reliability is generally very good with lifts available for 99 per cent of the scheduled hours in 2013/14 (excluding planned works) and this is up from 97.2 per cent in 2012/13. Work to further improve lift reliability is underway, and over the next ten years TfL will be investing £75 million to install new lifts at around a dozen more stations. The new stations are in addition to the 28 LU and London Rail stations which TfL had previously committed to making step-free by 2024, and the 30 Crossrail stations in London that will now all be step-free which I recently announced.

All staff working regularly at stations with lifts are required to attend lift training.

TfL aims to ensure that the lift facilities are always available when the station is open. There are a small number of occasions when there is no staff member present with the necessary training for the lift to be in service, such as where a trained member of staff is called away to attend an incident elsewhere. In those circumstances, the lift would be taken out of service. Most of the time this occurs because of a local, isolated incident of a few minutes duration, which can be quickly resolved. Where a trend develops at any station, it is investigated.

There is a regular maintenance regime to ensure lifts are kept in optimum condition. Hydraulic lifts have routine maintenance checks every two weeks and the newer traction lifts now being installed across the network have routine maintenance checks every three months. TfL also carefully monitors the response to any faults that develop with lifts to ensure that response and fix times are as quick as possible.

London Underground lifts out of service (4)

Question No: 2014/2610

[Caroline Pidgeon](#)

Please state the expenditure by Transport for London in providing alternative transport to disabled passengers facing the situation of unplanned closures of lifts due to mechanical faults and where there is an absence of alternative fully accessible forms of transport provided by Transport for London.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

If step-free access is not available at a station which would normally have such provision, and in the absence of an alternative fully accessible form of transport, a taxi can be offered to the nearest available step free station en route, or to the customer's final destination if it is more practical.

The recorded cost of providing taxis in these circumstances for the financial year 2013/14 was £430.53.

Phone hacking

Question No: 2014/2611

[Caroline Pidgeon](#)

In light of the recent phone hacking trials, Operation Weetings findings and the MPS's previous claims that Operation Caryatid "left no stone unturned" isn't it time to commission an investigation into what went wrong within the MPS?

[The Mayor](#)

Legal proceedings arising out of these investigations are ongoing, so it would not be appropriate to comment further.

Procurement of fairtrade cotton for TfL and MPS work wear

Question No: 2014/2612

[Caroline Pidgeon](#)

The procurement standards set out for the Olympics and Paralympic Games set fairtrade as a baseline, will you commit to having this same standard for both TfL and the MPS, procuring fairtrade cotton for work wear items?

[The Mayor](#)

TfL

The current Tender for the new uniform :

TfL has included a requirement in their new uniform contract due to be let in January 2015 for suppliers to evidence that the cotton used in garments must be produced in compliance with the parameters of the European Parliament Resolution on Fair Trade and Development (A6-0207/2006). The uniform contract will provide uniform to TfL operational and maintenance staff.

Laundry Work Wear Contract:

The work wear contract provides for the supply of poly cotton garments. It does not specifically state the supply of Fairtrade Cotton, but does provide for compliance to the GLA's Responsible Procurement Obligations. The contract additionally includes an Ethical Sourcing clause (Ethical Sourcing aims to encourage a commitment to acceptable standards of labour and human rights practices within the Authority's supply chain, with reference to the Ethical Trading Initiative (ETI) Base Code as a means of describing the operational standards that suppliers will be required to meet).

The contractor additionally is required to provide an annual statement on the sourcing of its products.

MPS

The MPS' tender documentation already requests bidders to comply with the Ethical Trading Initiative Code, and includes mandatory compliance questions on ethical and environmental procurement policies.

Counterfeit currency in London

Question No: 2014/2613

[Caroline Pidgeon](#)

The Royal Mint reported that 3% of £1 coins in circulation in the UK are counterfeit. What work are you doing to prevent the production of counterfeit currency in London and to stop its circulation in the capital?

[The Mayor](#)

Counterfeit currency is identified as a priority threat in the UK's National Control Strategy for serious and organised crime. The main responsibilities for counterfeit currency are dealt with by the United Kingdom National Central Office (UKNCO) located within the National Crime Agency (NCA). As a result the MPS does not routinely undertake activity to target counterfeit coins.

The UK UKNCO works collaboratively with police forces and other partners across the country to tackle the production and distribution of counterfeit currency, including coins. In recent years there have been a number of successful investigations into counterfeit coin production, which have reduced the stocks of counterfeit £1 coins in the UK.

Fairness at Work advisors in the MPS

Question No: 2014/2614

[Caroline Pidgeon](#)

Given the reported cases of discriminatory behaviour within the MPS would you challenge their policy of not allowing fairness at work advisors to make assessments of discrimination within the workforce and of instructing officers to delete them when they do so?

[The Mayor](#)

It is essential that all MPS staff have full confidence in the MPS Fairness At Work (FAW) policy. Internal MPS staff policies are a matter for the Commissioner.

Current practice requires officers to record the facts of an event and the testimony of parties in a dispute and to leave assessments of discrimination to those who are legally qualified to make such judgments.

A full review of the MPS's Fairness at Work policy is underway.

MPS complaints framework review

Question No: 2014/2615

[Caroline Pidgeon](#)

When will you publish the review of the MPS complaints framework?

[The Mayor](#)

The MOPAC Directorate, Audit, Risk and Assurance review of the MPS Complaints Framework is due to be published by the autumn.

MPS Total professionalism programme

Question No: 2014/2616

[Caroline Pidgeon](#)

When will the Total Professionalism programme, including the new ethical framework, be rolled out across the MPS?

[The Mayor](#)

The Total Professionalism Programme is focused on developing the culture of the MPS through setting clear values and standards that guide the behaviour of officers and staff.

The programme incorporates a range of activities of which the College of Policing's Code of Ethics is a key component. The Code has been introduced to the Extended Leadership Team (approximately 800 officers and staff at Chief Inspector and above) at six events during 4-11th July.

By the end of October, leaders will have introduced the Code to their teams through locally held 'Met Conversations'. Comprehensive material has been provided to support leaders with this process, focusing on the importance of setting clear standards of behaviours and providing an opportunity to discuss examples of ethical dilemmas.

Streatham Police Station closure (1)

Question No: 2014/2617

[Caroline Pidgeon](#)

What valuations have taken place at the Shruberry Road site, and what were the results?

[The Mayor](#)

The property is valued on an annual basis for accounting purposes at a depreciated Replacement Cost basis and was last valued for this purpose as at 30 September 2013 at £2.217m.

In addition and in advance of the property being marketed for sale the property has recently been valued on an Open Market basis.

Streatham Police Station closure (2)

Question No: 2014/2618

[Caroline Pidgeon](#)

Was the valuation of the rear part of the Shruberry Road site undertaken separately, with consideration given to retaining the frontage of the existing building as a work space for Streatham-based officers?

[The Mayor](#)

The rear part of the Shruberry Road site has not been valued separately, as the whole site has been identified as surplus to operational requirements.

Streatham Police Station closure (3)

Question No: 2014/2619

[Caroline Pidgeon](#)

What are the most recent estimates of costs to a) refurbish and b) rent the unit at 326 Streatham High Road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The one off refurbishment costs for 326 Streatham High Road are currently estimated to be circa £497,000.

The annual rent for 326 Streatham High Road is £18,500. This will deliver on-going revenue savings estimated to be £274,000 per annum, saving £2,740,000 over the 10 year life of the lease once Streatham Police Station is closed and services transferred to the new location.

Streatham Police Station closure (4)

Question No: 2014/2620

[Caroline Pidgeon](#)

When are officers expected to move into the 326 Streatham High Road unit?

[The Mayor](#)

Streatham Police Station will remain open until the identified alternative facilities are in place. It is anticipated that the building will be fully occupied and operational in October this year.

Streatham Police Station closure (5)

Question No: 2014/2621

[Caroline Pidgeon](#)

When is the disposal of the Shruberry Road site expected to be complete?

[The Mayor](#)

Streatham Police Station will remain open until the alternative facilities are in place. It is anticipated that the sale will complete by December this year.

Cost of policing Julian Assange (1)

Question No: 2014/2622

[Caroline Pidgeon](#)

Further to MQ 2014/1746 and MQ 2014/2313 have you received a report from MOPAC?

[The Mayor](#)

This matter has been discussed with the MPS Commissioner and a full report is now being prepared by MOPAC on the basis of information from the MPS.

Cost of policing Julian Assange (2)

Question No: 2014/2623

[Caroline Pidgeon](#)

Further to MQ 2014/2313 do you intend to make representations to the government for national funding of the policing of Julian Assange?

[The Mayor](#)

MOPAC has constant discussions with the Government regarding a fair funding allocation for policing in London.

Footfall figures for police front counters

Question No: 2014/2624

[Caroline Pidgeon](#)

Please publish a table showing the total monthly footfall for each front counter since your front counter closure programme in 2013.

[The Mayor](#)

Where organisationally required, front counter usage is normally estimated using footfall surveys conducted over a number of weeks. The data produced is only ever considered indicative due to the complexities of measuring customer attendance accurately and consistently.

The most recent front counter footfall survey was self-commissioned by the MPS Public Access Team in February 2014. Indicative annual footfall was calculated to be in the region of 750,000, 42% less than 2010.

Public satisfaction with the ease of contact with the police is at an all-time high of 94%.

Suitable Custody vehicles for Metropolitan Police Traffic Commercial Vehicle Unit

Question No: 2014/2626

[Caroline Pidgeon](#)

Without suitable vehicles the Met Police Traffic Commercial Vehicle Unit cannot transfer a drink driving suspect to a custody suite. This has a knock on effect with the prosecution process as evidential specimens must be collected within a certain time frame. If the suspect is not transferred to a custody suite within that time the evidence will not be reliable. What are you doing to improve this process and ensure that suitable vehicles and personnel are available to all Commercial Vehicle Units?

[The Mayor](#)

Delays are not common place. The MPS Commercial Vehicle Unit is supplied with specially equipped vehicles for their role, these vehicles are not suitable for the majority of prisoner transport requirements and as such officers would receive support from borough station vans to assist with transporting detainees to custody.

Metropolitan Police Traffic Commercial Vehicle Units

Question No: 2014/2627

[Caroline Pidgeon](#)

How many Met Police Traffic Commercial Vehicle Units are there? How are these units distributed across the London Boroughs? Please provide a breakdown of officer numbers in each unit.

[The Mayor](#)

The Commercial Vehicle Unit is mainly based in three traffic garages.

The three sites are Alperton Traffic Garage which covers the West, Chadwell Heath Traffic Garage which covers the north east and Catford Traffic Garage which covers the south east.

Alperton currently has five officers, Chadwell Heath eight officers and Catford six officers.

Two further officers from the Commercial Vehicle Unit are working on secondment at a central London venue as part of a joint MPS, Driver and Vehicle Standards Agency, DfT and TfL project.

Metropolitan Police Traffic Commercial Vehicle Units roadside stops

Question No: 2014/2628

[Caroline Pidgeon](#)

How many commercial vehicles have been stopped by the Met Police Traffic Commercial Vehicle Unit from 2012-14? Please provide a break down by road and by year.

[The Mayor](#)

The MPS Commercial Vehicles Unit has completed a total of 12,635 vehicle stops since 2012 a breakdown of which is provided below.

- 2012 - 3,914
- 2013 - 6,374
- 2,347 - January to June 2014.

Due to the large volume it is not feasible to provide a breakdown of the stops by road.

Proposed Silvertown Tunnel (2)

Question No: 2014/2629

[Caroline Pidgeon](#)

Why did TfL decide to progress the Silvertown Tunnel separately from the other proposals relating to river crossings, even though you have been reported as stating on LBC Radio that building Silvertown alone will put "much more pressure" on roads near the tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

My Transport Strategy sets out a clear need for a package of river crossings in east London, to support the growth of the area and to address existing constraints with the transport network. Earlier consultations carried out by TfL on the river crossings package have yielded clear support for the Silvertown crossing but identified the need for further analysis and consultation to determine the proposals for crossing(s) to the east.

As a key part of this package, the Silvertown Tunnel is designed to address long-standing congestion and resilience problems at the Blackwall Tunnel and the surrounding roads. It achieves this by removing a substantial proportion of local traffic from Blackwall Tunnel and will also act as a diversion route when Blackwall Tunnel has to be closed for incidents, emergencies or essential maintenance. The proposal of a new tunnel at Silvertown has had strong support from the public and stakeholders at previous consultations and the Secretary of State for Transport has designated it as a Nationally Significant Infrastructure Project.

However, the Silvertown Tunnel alone cannot address the lack of crossings in east London. The fact is that London needs a package of new crossings to improve connectivity and resilience to the east of Tower Bridge and support the growth of this area. I was not referring to the Silvertown Tunnel specifically but making a wider point that there is a clear case for further crossings to be delivered east of Silvertown, in order to support the growth in jobs and homes across east London.

TfL is consulting now on these new crossing options, which are in addition to Silvertown Tunnel. The responses will guide the selection of an appropriate package and enable us to better understand the relationship and interaction between crossing options and Silvertown Tunnel. Any new crossings need to carefully consider their role in local and strategic traffic contexts so that all impacts are properly identified and understood.

Proposed Silvertown Tunnel (3)

Question No: 2014/2630

[Caroline Pidgeon](#)

What examination have you undertaken of the No To Silvertown Tunnel's studies on existing levels of air pollution in South East London (<http://www.silvertowntunnel.co.uk>)? Do you have any plans to carry out any further studies of air pollution as part of your proposals for a Silivertown Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL is aware of the work undertaken by 'No to Silvertown' and share their concerns about current air quality levels in the Royal Borough of Greenwich and the surrounding boroughs, many of which are Air Quality Management Areas.

To assess this in more detail, TfL has commissioned extensive air quality and other environmental monitoring work during 2014. NO₂ diffusion tubes have been installed at 75 sites across several eastern London boroughs. The data will be collected over a total 12 month period to ensure TfL has a robust understanding of current environmental conditions. This is complemented by a number of continuous automatic monitoring stations on the London Air Quality Network.

This data will be used to contribute to TfL's assessments of the impact of the Silvertown Tunnel on future air quality. Future levels of NO₂ and PM₁₀ for the opening year will be assessed using an air quality model. TfL plans further consultations on the proposals for the new tunnel from later this autumn, and these will include extensive information on its environmental impacts, traffic impacts and economic benefits.

More broadly across London significant progress is being made, in partnership with the Government's Office for Low Emission Vehicles (OLEV), to transform London's vehicles fleets.

This is underpinned by my vision for a central London Ultra-Low Emission Zone from 2020; halving road transport NO_x emissions and taking central London two-thirds of the way to compliance with EU limit values for NO₂.

Proposed Silvertown Tunnel (4)

Question No: 2014/2631

[Caroline Pidgeon](#)

How many meetings have (1) you, or (2) Transport for London, held with representatives or Berkeley Homes since January 2012 to discuss river crossings?

[The Mayor](#)

I have not met Berkeley Homes to discuss river crossings.

TfL has not met with Berkeley Homes to specifically discuss river crossings, however, the owner of Berkeley Homes Ltd is also the President of the London Chamber of Commerce and Industry, so it is very likely that he will have been present during meetings that TfL has had with them (see response to [MQ 2632 /2014](#)).

The consultation on river crossings commenced on 7 July and will run until 12 September and all representations are welcome. It is important to capture the views of as many stakeholders as possible and we would expect a major developer like Berkeley Homes to take an interest in this consultation.

Proposed Silvertown Tunnel (5)

Question No: 2014/2632

[Caroline Pidgeon](#)

How many meetings have (1) you, or (2) Transport for London, held with the London Chamber of Commerce since January 2012 to discuss river crossings?

[The Mayor](#)

The London Chamber of Commerce is a key stakeholder for TfL as it represents businesses across the capital. TfL officers meet regularly with LCCI representatives to seek their perspective on many issues affecting business including Tube investment, High Speed 2, Crossrail 2, roads investment, and river crossings. The wide-ranging nature of these meetings means it is not possible to give a precise answer dating back to 2012 but TfL's records suggest that over the last 12 months river crossings have been a specific agenda item for between five and ten TfL/LCCI meetings. My Deputy Mayor for Transport, Isabel Dedring, has also met with and spoken to them several times specifically on river crossings.

Responsibility for tackling London's air pollution

Question No: 2014/2634

[Stephen Knight](#)

Given the UK government's recent admission that it does not expect London to comply with legal nitrogen dioxide (NO₂) limits until "after 2030", together with the recent statement from a Kings College academic that Oxford Street has the highest level of NO₂ pollution in the world, whose responsibility is it to rid London's air of dangerous diesel fumes: the EU's, the UK government's or yours?

[The Mayor](#)

London does not have the highest levels of NO₂ in the world. Average NO₂ levels across monitoring sites near busy roads in Stuttgart, Paris, Munich, Rome and Milan are all higher than those recorded for London. Mexico City's levels are nearly double those of London, and Hong Kong, Istanbul, Beijing and Shanghai all have higher average readings as well.

It is the responsibility of all levels of government to take action to improve London's air quality.

Low Emission Zone (LEZ) - daily charges

Question No: 2014/2635

[Stephen Knight](#)

How many 'daily charges' were purchased in 2013 for vehicles which did not meet the Phase 3 emissions standard for vans and mini-buses or the Phase 4 emissions standard for lorries, buses and coaches?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

LEZ Charges Purchased*	23,805
Phase 3	5,963
Phase 4	17,842
* For travel between 1 Jan and 31 Dec 2013	

Low Emission Zone (LEZ) - warning letters

Question No: 2014/2636

[Stephen Knight](#)

How many warning letters were issued to owners of vehicles seen driving within the Low Emission Zone (LEZ) which did not meet the relevant emissions standards in 2013?

[The Mayor](#)

The aim of LEZ is to reduce air pollution in London by encouraging the most polluting vehicles to become cleaner. Currently more than 99 % of vans and minibuses and 96 per cent of HGVs impacted by the scheme meet the required standards.

Rather than unduly penalise operators of non-compliant vehicles, I have always sought to encourage them to take appropriate action to clean up their vehicles. When a non-compliant vehicle is first observed in the LEZ, rather than issue a PCN, TfL issues a warning letter advising the keeper that their vehicle is not compliant and what actions they can take to meet the required standards.

TfL issued 42,120 warning letters to non-compliant vehicles seen in the LEZ in 2013.

Custom Build Housing

Question No: 2014/2637

[Stephen Knight](#)

Further to your answer to MQ2013/3514, can you provide an update on how much of the £5m of capital funding awarded to the GLA in 2012 to support custom build housing has been allocated?

[The Mayor](#)

£2,780,000 has been allocated.

All London Green Grid

Question No: 2014/2638

[Stephen Knight](#)

How do you respond to the report produced by CPRE London and Neighbourhoods Green which found that only around half of London boroughs have made a specific policy commitment in relation to your 'All London Green Grid' (ALGG) which is intended to support a network of green spaces and river-based corridors throughout London? What more will you do to support boroughs in further integrating the ALGG into their relevant local policies?

[The Mayor](#)

The CPRE London/Neighbourhoods Green report finds that ALGG policy has been well received by London boroughs.

Half of boroughs have transposed ALGG policy into their Local Development Frameworks (LDFs) since the publication of the ALGG Supplementary Planning Guidance in March 2012. Most other borough LDFs predate the launch of the ALGG and, consequently, do not contain specific references to the ALGG, but it is expected that ALGG policy will be included during the cycle of LDF review and renewal.

The GLA co-ordinates the ALGG Steering Group and is proactively working with boroughs in developing policy and helping delivering projects through sub-regional partnerships such as the Wandle Valley Regional Park.

Riot Damages Act Payments

Question No: 2014/2639

[Stephen Knight](#)

Further to MQ2013/3734, can you provide an update on how many cases have now been settled, and how many are still outstanding, arising from the riots in 2011? Please also list the total value of settled claims and offers made to date?

[The Mayor](#)

Of the 3,500 initial claims there are now 10 claims outstanding where end claimants are still awaiting receipt of some money. A further 25 payments are still due to insurers who have paid out to their claimants in full.

The remaining claims are the most complex claims involving, for example, substantial, ongoing, building works.

£62,512,570 has been paid out and offers totalling £1,029,383 have been made which are awaiting the return of discharge forms from claimants.

2015-2018 Affordable Homes Programme

Question No: 2014/2640

[Stephen Knight](#)

Will you ensure that rented homes built under your 2015-2018 Affordable Homes Programme are charged at a London-wide average of 65 per cent of market rent, as you have sought to achieve under the current programme?

[The Mayor](#)

The affordable housing rents have been split equally between discounted and capped rents, with rents up to 80% of market rent for discounted and capped rents let at much lower levels with objective of 65% of market rent across programme.

Bellwin Scheme - emergency financial assistance

Question No: 2014/2641

[Stephen Knight](#)

What is the cost threshold that must be reached under the Bellwin Scheme in order for the London Fire Brigade to make a successful claim to the Greater London Authority (GLA) to recover the costs of any immediate actions taken to safeguard life or property as a result of a disaster or emergency within London?

[The Mayor](#)

This threshold for the GLA Group, as set by the Department for Communities and Local Government (DCLG), in the 2013/14 financial year was £6.0m.

London Fire Brigade - cost of Kenley incident

Question No: 2014/2642

[Stephen Knight](#)

Please provide a breakdown of the costs associated with the London Fire Brigade's deployment to Kenley in order to protect the Sutton and East Surrey Water treatment works and surrounding area from flooding at the beginning of the year?

[The Mayor](#)

During the LFB's deployment in response to flooding in Kenley and the surrounding area, total additional costs were incurred of £246k. This mainly consists of overtime costs at £194k and fuel costs at £52k.

World Expo 2025 London Bid (1)

Question No: 2014/2643

[Stephen Knight](#)

What criteria did Barking Riverside, the Royal Docks, Meridian Water in Enfield and Heathrow Airport (if it were to close) satisfy as possible locations for the London bid to host the World Expo in 2025?

[The Mayor](#)

In considering whether to bid for the honour of hosting Expo 2025 we are examining a number of potential locations using a range of criteria - for example, size, ownership and accessibility.

World Expo 2025 London Bid (2)

Question No: 2014/2644

[Stephen Knight](#)

What is the timetable for the bid and what work are you undertaking for it?

[The Mayor](#)

A bid to host a World Expo has to be made a maximum of nine and a minimum of six years ahead of its opening. Once one city has submitted a bid, however, all other candidate cities must submit their bid within six months.

The GLA is currently undertaking a feasibility study of London being the UK candidate to host the World Expo in 2025. This includes assessing the costs and benefits to London, as well as potential sites and suitable themes.

World Expo 2025 London Bid (3)

Question No: 2014/2645

[Stephen Knight](#)

Who is undertaking the study of the London bid's business case and when will it be published?

[The Mayor](#)

The programme of work is being led by a project team within the GLA.

A steering group has been established jointly chaired by my Deputy Mayor Munira Mirza and Harvey McGrath, co- deputy chair of the London Enterprise Panel.

A report will be available by the end of the year.

World Expo 2025 London Bid (4)

Question No: 2014/2646

[Stephen Knight](#)

Who from the GLA attended the fact-finding mission to Dubai and please provide a detailed breakdown of the costs of this mission?

[The Mayor](#)

No one from the GLA has attended a fact-finding mission to Dubai in relation to the World Expo 2025 and therefore no costs have been incurred in this regard. We supported a request from independent consultants to approach the Dubai Expo 2020 delivery team as part of the initial scoping work for a possible London Expo bid. The consultants undertook this work at their own cost.

Apprenticeships Marketing Campaign (1)

Question No: 2014/2647

[Stephen Knight](#)

DD1227 assigned £318,600 of the £1 million from the Growing Places Fund to deliver the London Apprenticeships Marketing Campaign to the Skills Funding Agency for an employer facing marketing campaign aimed at increasing the number of employers becoming a 'qualified lead' for apprenticeships opportunities in London. Can you tell me what a 'qualified lead' employer is and what the target of the Skills Funding Agency's campaign is, either by number of employers and/or number of apprenticeships?

[The Mayor](#)

The Apprenticeship Marketing Campaign will generate 'leads' i.e. employers contacting the Skills Funding Agency (SFA) to discuss potential Apprenticeship / Traineeship opportunities within their organisation. Each lead is then 'qualified' in order to identify those that are looking to recruit within a three month period. SFAs' Small Business Team will then provide support to each qualified lead.

SFA are targeted with promoting apprenticeships to 60,000 London based SME's via Direct Marketing / Telemarketing activity between June 2014 and March 2015.

Apprenticeships Marketing Campaign (2)

Question No: 2014/2648

[Stephen Knight](#)

What are your plans for the remaining £681,400 from the Growing Places Fund to deliver the London Apprenticeships Marketing Campaign?

[The Mayor](#)

The mode of the remaining Growing Places Fund budget is being used to fund a greater awareness campaign targeting SMEs on the range and quality of Apprenticeships. The GLA's London Engagement Team has contracted the services of specialist Marketing Agencies to develop a campaign with a view to:

- Raising awareness amongst London SMEs about the range and quality of the Apprenticeships available and how to find information.
- Raising awareness amongst London SMEs of Apprenticeships as a recruitment and/or development tool.

Enhanced Datastore

Question No: 2014/2649

[Stephen Knight](#)

In light of DD1179 which assigns up to £60,000 to procure a contract to deliver an enhanced London DataStore, what will be different about the enhanced London DataStore?

[The Mayor](#)

The DataStore has been highly successful. It is well regarded by London's data community and is well used. This small financial outlay represents the first investment in the platform since its launch four years ago. This is much needed to keep London in the vanguard of open data cities and to deliver on the ambitions of the Smart London Plan.

The new DataStore features a host of new tools for users and will be much more effective at gathering and sharing data with other data stores.

Full details can be found in the specification document.

Retail Representation on the LEP

Question No: 2014/2650

[Stephen Knight](#)

The recent House of Commons' Business, Innovation and Skills select committee report on the retail sector recommends that all LEPs should consider appointing a retail representative on their board. Will you do so?

[The Mayor](#)

A retail sector representative is due to be sought for the London Enterprise Panel's Skills & Employment Working Group. In addition, a wider review of the membership structure of the LEP is being undertaken and is due to report its conclusions in October 2014. This review will consider whether the membership structure of the LEP should specify specific sectors or types of business.

London Finance Commission Follow Up

Question No: 2014/2651

[Stephen Knight](#)

When can we expect the publication of the follow up to the London Finance Commission, as referenced in your answer to MQ 2014/2221?

[The Mayor](#)

This has now been published and can be found at:

<http://www.citycentred.co.uk/wp-content/uploads/2014/06/london-finance-commission-one-year-one.pdf>.

Business Rate Reform

Question No: 2014/2652

[Stephen Knight](#)

In your answer to MQ 2014/2221 you stated that, in the event that business rates are devolved to the GLA, "London's government would ensure that the organisation of business rates is simple, fair and transparent." Does this mean that following devolution you would reform business rates? If so, how?

[The Mayor](#)

Please see my response to MQ 2651 / 2014.

Amazon UK and the London Living Wage

Question No: 2014/2653

[Stephen Knight](#)

In view of the fact that TfL has now entered into a contractual relationship with Amazon - whereby customers can have orders delivered to lockers at Tube Stations - what representations have you made to Amazon UK to urge it to implement the London Living Wage for its London-based workforce?

[The Mayor](#)

TfL encourages organisations to pay the London Living Wage but does not believe in enforcing the LLW.

I remain a resolute champion of the LLW and believe that its success is related to its voluntary nature. I recently met Amazon's UK Managing Director and I encouraged him to implement the LLW.

Proactive policing and cost savings

Question No: 2014/2656

[Andrew Boff](#)

My report, Shadow City, proved in its Return on Investment model that proactive work would provide long term savings around trafficking and sexual exploitation and so avoid these huge inquiries. In Shadow City, I spoke to stakeholders who could name specific parks and schools in London where the sexual exploitation of children was taking place. Would the police be willing to proactively investigate these cases?

[The Mayor](#)

I would urge you to share any information regarding child sexual exploitation with the police. The MPS welcomes any information that stakeholders or the public can provide to assist them in their fight against sexual exploitation.

London Tourism Numbers

Question No: 2014/2657

[Andrew Boff](#)

I note the news that London received over 3.6 million overseas visits in the first three months of 2014, resulting in the highest ever first quarter visitor numbers in the city's history. What plans do you have to maintain these high levels of visitors to London, ensuring we maintain our place as one of the world's favourite tourist destination?

[The Mayor](#)

London & Partners (L&P) works to maintain and strengthen London's position as one of the world's most popular visitor destinations and they are continually seeking out new ways to build and grow the city's offer.

L&P is currently developing phase 2 of the highly successful marketing campaign, The London Story, which will bring a new twist to the campaign and bring the city to life through London's people and stories. The first phase of the campaign was picked up by 95 broadcasters across 55 countries and generated over 1000 UK and international articles and broadcast coverage pieces. The campaign achieved 1.63m visits to the campaign microsite, 240,000 competition entries and 135,000 new names were added to the [vistlondon.com](#) database.

L&P have been hosting regular meetings with London's leading cultural institutions, culminating in the creation of a new promotional campaign in partnership with the GREAT campaign which will be launched in August. The campaign will promote the autumn season of cultural activities and events taking place in London. A launch event is planned which will bring together leading figures from London's cultural scene and will highlight exhibitions throughout the autumn.

In the year ahead L&P will optimise the content of the flagship website, [visitlondon.com](#), which received 24 million unique visitors over the last 12 months, through the use of powerful new imagery and video content, more localised content, themed promotional campaigns and growing our social media audience.

We will also look to increase spend from business delegates by encouraging longer stays and greater spend in the capital.

Tottenham Regeneration

Question No: 2014/2658

[Gareth Bacon](#)

Following the much-delayed granting of the Compulsory Purchase Order, by the Department for Communities and Local Government, between Tottenham Hotspur and Archway Sheet Metal, what action will you be taking to help ensure that the large scale regeneration of the area can now proceed as quickly as possible?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

The GLA is continuing to work closely with Haringey Council on plans for regeneration in North Tottenham. The Council has recently agreed to consult on a final masterplan for the High Road West area and to consult its tenants on plans for rehousing as part of the regeneration scheme. The GLA has funded design work to take forward a new station at White Hart Lane. The Council and the GLA are continuing to talk to Tottenham Hotspur about their plans for a new stadium and associated development and are expecting further proposals on how these will be funded and implemented.

Interactive computer police kiosks

Question No: 2014/2659

[Gareth Bacon](#)

Would you consider piloting an interactive computer police kiosk, currently being piloted in Cheshire? This will make it easier for people to get in touch with the police and access information - members of the public can speak to a Force operator via telephone or web chat and are also provided with access to an A-Z database of frequently asked questions.

[The Mayor](#)

I am a supporter of the MPS making use of new technology, which is why I am championing the use of body worn video, greater mobile technology and the greater use of automatic number plate recognition.

I have asked AC Helen King, head of territorial policing, who brings experience from Cheshire, to meet with you on this matter.

Safer Neighbourhood Boards

Question No: 2014/2660

[James Cleverly](#)

I have heard local concerns about the new Safer Neighbourhood Boards related to the fact that some of those involved feel there is too much top-down coordination and that this will act as a disincentive to volunteers. Will you agree to examine these concerns and see how they can be rectified?

[The Mayor](#)

Safer Neighbourhood Boards (SNBs) operate in a locally determined manner and MOPAC is avoiding top-down rules on what SNBs should do or how they should discharge their functions, seeking only to provide support, guidance and a basic form.

To date, the feedback from SNBs is that while it may be a challenging role for some, many volunteers welcome the opportunity to be involved in a new mechanism for holding their local police to account. Volunteers who have agreed to serve on SNBs are preparing for an important role and MOPAC has been assisting them for several months including hosting them for a training event at City Hall on 26 June.

MOPAC is actively collating feedback from Safer Neighbourhood Boards and, once the boards are more fully established, will review any concerns and take action accordingly.

Airport Expansion (1)

Question No: 2014/2662

[Richard Tracey](#)

Were the Davies Commission to recommend a 3rd runway at Heathrow, how many years do you think it would take before the Government recognised that this was undeliverable?

[The Mayor](#)

The scale of opposition to expanding Heathrow is huge and I'm in no doubt that the Government would recognise immediately that it was undeliverable.

It is already clear that a 3rd runway at Heathrow will fail to meet our future aviation needs; it will be full to capacity as soon as it is opened, inflict greater levels of noise and disruption on Londoners and put an increased strain on West London's public transport.

A 3rd runway at Heathrow is not supported by the London Plan and plans to bring it forward would meet huge local and political opposition.

Airport Expansion (2)

Question No: 2014/2663

[Richard Tracey](#)

Were the Davies Commission to recommend a 2nd runway at Gatwick, how many years do you think it would take before it became clear that expansion was still necessary elsewhere in the South East?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

A second runway at Gatwick would not be in the interests of the UK. It would not deliver the hub capacity that is required to sustain the international route network that London needs to remain competitive as a global city.

Independent analysis undertaken on behalf of TfL shows that a four runway hub would enable London to serve 191 long haul destinations in 2050, this is 72 more than the 117 which would be served from London if Gatwick added a second runway (this is an optimistic estimate as the modelling for a Gatwick second runway also included a second runway at Stansted). Gatwick would not be able to compete with the hub nor build up the critical mass of origin/destination and transfer traffic. This limits both the number of long haul destinations and domestic routes it can serve, therefore a Gatwick second runway does little to improve access for regional cities to global markets.

In it short it would become clear very quickly after a second runway at Gatwick opened that it cannot solve the aviation hub capacity challenge, as the long haul flights unable to operate from the constrained hub at Heathrow would simply not materialise at Gatwick. Gatwick might seem like an easy option but in reality it will leave us in the worst possible situation, lagging behind the competition with no prospect of catching up.

Nine Elms Pedestrian and Cyclist Bridge

Question No: 2014/2664

[Richard Tracey](#)

What support is TfL giving to Wandsworth to help ensure that the bridge from Nine Elms to Pimlico is built with minimum delay?

[The Mayor](#)

Last year TfL did some feasibility work relating to this new bridge link and this has been shared with all of the key stakeholders, including the London Borough of Wandsworth.

Wandsworth has now agreed to examine the case for the scheme in more detail and this includes taking forward a design competition to identify imaginative ideas for potential bridge designs. TfL will also support the Borough by providing technical advice and sharing relevant experience.

Docklands Light Railway Franchise (1)

Question No: 2014/2665

[Roger Evans](#)

A constituent has contacted me raising concerns that a French firm (Keolis) has won the 7-year Docklands Light Railway franchise. Could you outline how this decision was made?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The Docklands Light Railway franchise was awarded to Keolis Amey Docklands Limited, a joint venture registered in England and Wales whose parent companies are Amey UK plc and Keolis SA.

All of the bids were evaluated across a range of technical, commercial and financial criteria. Keolis Amey Docklands' bid was the most economically advantageous when taking into account its solid operational commitments, high quality maintenance proposals and competitive pricing.

Keolis Amey Docklands is also committed to supporting my employment policies to provide support to people who are unemployed in the Docklands area. More specifically, they will aim to ensure that young people and people from under-represented and disadvantaged groups can pursue careers within engineering, project management and technical sectors, as well as investing in a highly skilled and trained workforce that includes apprentices, university graduates and hard-to-reach groups.

Docklands Light Railway Franchise (2)

Question No: 2014/2666

[Roger Evans](#)

Had Transport for London wished to do so, would it have been possible for it to insist that the DLR franchise could only be awarded to a British Company?

[The Mayor](#)

No. The award of the DLR Franchise is subject to EU Treaties and Directives on public procurement and the corresponding UK legislation, under which it is not permissible to discriminate against any potential operator from any Member State.

Met Police Lie Detector Training

Question No: 2014/2667

[Roger Evans](#)

Will the Metropolitan Police consider following the lead of South Yorkshire and Hertfordshire Police in training specialist officers to use lie-detectors alongside existing measures on sex offenders to help assess their risk to local communities?

[The Mayor](#)

I am aware that South Yorkshire and Hertfordshire are piloting Polygraph testing on behalf of NOMS (National Offender Management Service). These trials are ongoing and whilst the MPS and MOPAC watch the progress of these trials with interest there is currently no plan to introduce this form of testing in the MPS. These innovations are strictly controlled and governed by NOMS and the Home Office.

"fighting" dogs in Havering

Question No: 2014/2668

[Roger Evans](#)

How many cases of "fighting" dogs has the Met recorded in each of the last two years in Havering?

[The Mayor](#)

The MPS has received no reports related to organised dog fighting and three reports relating to incidents of dogs fighting dogs or other animals between April 2012 and March 2014 in Havering. These were not reported as crimes.

Empty Garages

Question No: 2014/2669

[Steve O'Connell](#)

Further to our discussion at the budget meeting, could you please let me know what progress has been made towards developing round three of the Outer London Fund, and what opportunities there will be for organisations to access funding to develop empty garage sites as small enterprises?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

In the lead up to launching a round of our High Street fund in the autumn, we are encouraging partners to develop workspace opportunities as part of bids to support growth. These bids will include existing housing estates where they adjoin Town Centres and High Streets. The 'Action for High Streets' publication, launched on 17th July, sets out themes like Diverse and Growing High Streets, which subject to consultation over the summer, will form the basis of assessing bids.

A prospectus and open bidding round will be launched in the autumn for partners (including boroughs) to propose projects. More information around bids and funding will therefore be made available in autumn.

Anti-social behaviour at T31 Bus Stand (1)

Question No: 2014/2670

[Steve O'Connell](#)

Residents of Courtwood Lane in Forestdale have long been plagued by anti-social behaviour perpetrated by bus drivers at the T31 bus stand. (The unnecessary running and revving of bus engines at anti-social hours, drivers talking loudly, bus panic alarms being set off and drivers urinating in woods close to local residents' homes).

Despite long-standing discussion with TfL, TfL have refused to move the bus stand; however in view of the isolated location, do you think it acceptable that bus drivers are forced to use the woods and would TfL agree to install toilet facilities at the bus stand?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL is keen to provide toilet facilities as soon as its current review of bus services in the wider New Addington area is complete. Subject to the conclusion of negotiations, this is expected to be completed in the autumn. The review process, which includes looking at passenger demand and travel patterns, will help ensure these facilities are in the right strategic location, not just for drivers on the T31 but those working on other routes too. In the meantime, I have asked TfL to conduct more monitoring in this location to combat any form of anti-social behaviour. I have also asked Leon Daniels, Managing Director of Surface Transport at TfL to write to Arriva London who operate this route and make their Managing Director aware of the situation.

Anti-social behaviour at T31 Bus Stand (2)

Question No: 2014/2671

[Steve O'Connell](#)

I refer to the T31 bus route, running daily from 4.30a.m. to 1.00a.m. and for the reasons outlined in my previous question causes a great deal of disturbance and distress to the residents of Courtwood Lane in Forestdale. Anecdotal evidence suggests that buses running from 10.00p.m. are empty so I would be pleased to learn what the rationale is for running buses through the night and how this can be cost effective. Would TfL agree to a commission a passenger loading survey for the route?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

As you are aware from recent meetings with TfL on bus services used by your constituents, there is currently a review of wider provision in the New Addington area which should be concluded in the autumn and this will take into consideration passenger demand and travel patterns.

Public land for free schools

Question No: 2014/2672

[Steve O'Connell](#)

Following your announcement that public land has been freed up to deliver 11 new free schools in London, when do you expect that these schools will be delivered, and what contribution will they make towards meeting the huge demand for school places in London?

[The Mayor](#)

We have freed up land for 9 Free Schools, one primary academy and one UTC.

One of the Free Schools opened in 2012, three opened in 2013, three open in September 2014 and one opens in 2015. All these schools are or will be accommodated in temporary premises while their permanent homes are constructed or converted over the next two years. One site has not yet been allocated to a school.

Both the Mossbourne Primary in Queen Elizabeth Olympic Park and the London Design & Engineering UTC on the old East Ham Police Station site will open in September 2015.

When full, these schools will provide places for 7,300 pupils.

Heritage planning guidance

Question No: 2014/2673

[Steve O'Connell](#)

How will your new "Character and Context Supplementary Planning Guidance" help to protect London's heritage from inappropriate development?

[The Mayor](#)

The Character and Context SPG provides guidance on implementing London Plan policies that protect local character, especially Policy 7.4. The SPG sets out the specific attributes of character which should be taken into account; identifies sources of information which can inform understanding of these; provides a framework for analysing different aspects of character and includes examples of how an understanding of character can be used positively to manage change and enhance places.

The SPG is targeted on boroughs preparing Local Plans and assessing development proposals; developers preparing planning applications and communities preparing Neighbourhood Plans.

Maintenance of Verges (1)

Question No: 2014/2675

[Tony Arbour](#)

What is the total cost of maintaining the 67.000m² of highway verge in Transport for London ownership?

[The Mayor](#)

Transport for London maintains around 2,379,000m² of grassed areas adjacent to the Transport for London Road Network. The annual cost of cutting the grassed areas is approximately £1,047,000. This includes the carriageway verges which make up the greatest proportion of the grassed areas on the network.

Maintenance of Verges (2)

Question No: 2014/2676

[Tony Arbour](#)

How many trees are along TfL's highway verges and what is the cost of maintaining them?

[The Mayor](#)

Transport for London manages more than 23,000 trees adjacent to the Transport for London Road Network (excluding woodland areas). TfL pay an annual lump sum of £171,000 for reactive maintenance where there is an immediate hazard such as tree limbs obscuring traffic signals. Other non-urgent works are priced individually although the overall cost cannot be separately identified from other Arboriculture and Landscaping works such as shrub bed maintenance.

Maintenance of Verges (3)

Question No: 2014/2677

[Tony Arbour](#)

How often does Transport for London typically maintain its highway verges?

[The Mayor](#)

Transport for London maintains the grassed verges adjacent to the Transport for London Road Network according to the location and biodiversity value. Typical cutting regimes are 16 times per growing season for high frequency areas, 11 times for medium frequency areas, six times for low frequency areas and once annually for wildflower areas.

Provision of Moorings (1)

Question No: 2014/2679

[Victoria Borwick](#)

Following on from the recommendations of the Assembly's "Moor or Less report" would the Mayor encourage the London Legacy Development Corporation to consider provision of moorings and boating facilities in the Queen Elizabeth Olympic Park?

[The Mayor](#)

London Legacy Development Corporation and the Canal and River Trust are working together to secure a lasting legacy for the waterways of Queen Elizabeth Olympic Park. The plan for the Park's waterways is to host activities, including recreational boating and tour boats, for which the provision of moorings could be accommodated, to canoeing and rowing.

This is a long-term project as construction work in the Park and surrounding area means there are restrictions on the waterways that prevent boats from accessing certain areas at this time. For this reason the waterways have not yet been permanently reopened.

Provision of Moorings (2)

Question No: 2014/2680

[Victoria Borwick](#)

Following on from the recommendations of the Assembly's "Moor or Less report" to allow greater provision to be made of London's waterways, would the Mayor support the enumeration or mapping of moorings within the Greater London Area to help inform the London Plan?

[The Mayor](#)

I would be happy to work with partners to enumerate and map the potential of residential mooring provision on London's waterways, in appropriate locations that do not restrict or inhibit passenger or freight services on waterways or other uses, in order to inform the London Plan.

Common Purpose courses

Journey time reliability

Question No: 2014/2682

[Darren Johnson](#)

Journey time reliability on London's strategic road network has fallen to its lowest level since October 2010. Can you improve it without reducing the overall volume of traffic?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

Reliable road journeys are a key deliverable for me. Our overall target for Journey Time Reliability (JTR) on London's busiest roads this year is 89.2 per cent. Reliability does fluctuate across the strategic road network and you are right to highlight traffic flow as a contributing factor to these fluctuations.

We have had a positive impact so far in keeping journeys reliable through a range of activities. Traffic management will continue, for example our ongoing programme of signal timing reviews, which has so far achieved on average an 8 per cent improvement at every junction where adjustments have been made. Work to minimise disruption includes TfL's 24/7 traffic control centre, better coordination of road works through London's Lane Rental scheme and partnership with the MPS, helping to get roads reopened as quickly as possible after an incident. TfL is also engaging the freight industry and focusing enforcement activity at locations at risk of traffic disruption.

In the context of a city bouncing back from recession, growing and demanding more from the transport system, my Roads Task Force has set out an ambitious approach to manage demand and improve the operation of London's road network. Overall, investment in London's roads will double to £4 billion in the period to 2021, delivering transformational schemes on London's roads. This investment also includes a range of supporting measures to help ensure journeys remain reliable in line with our annual targets.

Greener buses for Streatham

Question No: 2014/2685

[Darren Johnson](#)

In March 2014, TfL confirmed through Members' Correspondence that none of the buses in the 255 fleet had automatic engine shut-off technology and stated that TfL were in talks with the operator about upgrading the fleet. What has been the outcome of these discussions? Will the fleet be upgraded to include shut-off technology? If not, why not?

[The Mayor](#)

Discussions between TfL and the operator to provide newer buses on route 255 are under way. As soon as they conclude, I will ask for progress to be passed on to you.

Greener buses for Streatham

Question No: 2014/2686

[Darren Johnson](#)

You previously assured me that you have made it a top priority to reduce the environmental impact of London's bus fleet (117/2013). What plans do TfL have to introduce hybrid buses on Streatham High Road? This stretch of road currently suffers from poor air quality and a high concentration of bus routes running along it.

[The Mayor](#)

Hybrid buses with the latest ultra-low-emission Euro VI engine will be introduced to route 109 in early 2015 following the recent award of a new operating contract. This will help improve air quality on Streatham High Road. When other routes come up for re-tender in this and other parts of London, they will be considered for new cleaner conventional diesel buses with the Euro 6 engine, hybrid buses or both. This is part of my wider commitment to Londoners to increase the current 830 hybrid buses in the fleet to 1,700 by 2016 to reduce emissions from public transport. As part of my proposals for ULEZ, all buses in central London will be hybrid or electric by 2020.

New Bus for London - inadequate cooling system

Question No: 2014/2687

[Darren Johnson](#)

Will you either review the commitment to purchase the remaining New Bus for London vehicles, or ask for a redesign which takes out the inadequate air cooling system and installs a more powerful air conditioning system?

[The Mayor](#)

The air cooling system on New Routemasters (NRM) is working properly and providing more comfortable travelling conditions on the upper deck. TfL took the precaution of conducting checks during June when summer temperatures rose sharply and these confirmed the system was working effectively on virtually all vehicles inspected in service and is comparable or better than other double-deck buses in the fleet. There is no change to my commitment to deliver 600 New Routemasters to London by 2016.

TfL does not advocate more powerful air cooling systems on the NRM or other types of buses as it is striking a balance between providing acceptable levels of comfort in normal summer conditions against higher emissions that would be associated with full air conditioning.

New Bus for London - overheating

Question No: 2014/2688

[Darren Johnson](#)

Will you publish the number of (a) complaints about overheating on the buses and (b) tests carried out by TfL into the customer experience of the heat on the new buses?

[The Mayor](#)

I understand you have already requested this from TfL, who are still collating the information. TfL will send this to you as soon as it is available.

Temperature on buses

Question No: 2014/2689

[Darren Johnson](#)

What is the health and safety target for temperatures on London Buses, and if it's breached often, what redress do passengers have?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The air-cooling system aims to strike a balance between providing acceptable levels of comfort for passengers in normal summer conditions and minimising exhaust emissions from the fleet.

Should bus passengers have concerns regarding the effective working of air-cooling systems on London buses, they should contact TfL customer services with either the vehicle's registration or running number. TfL follows up such complaints with the relevant bus operators to ensure air-cooling systems are working as intended.

Hybrid buses on Oxford Street

Question No: 2014/2690

[Darren Johnson](#)

Given the dangerous concentrations of Nitrogen Dioxide in Oxford Street and other central London locations, will you ensure that hybrid buses automatically switch to electric vehicle operation inside the congestion charge area?

[The Mayor](#)

The most effective available steps to reduce nitrogen dioxide in Oxford Street are already making a marked improvement to air quality with overall nitrogen oxides (NOx) emissions falling a third in the past two years.

TfL has achieved this through a series of improvements including:-

- * retrofitting older Euro 3 generation buses such as those on route 159, which serve Oxford Street, with selective catalytic reduction equipment which reduces NOx by up to 88 per cent
- * reducing the busiest bus flows on Oxford Street, particularly its western section, by 20 per cent in recent years.
- * Deploying the New Routemaster - which emits half the NOx of a comparable hybrid double deck - to routes 390, 148, 10 and 8 which pass through Oxford Street, Oxford Circus or Marble Arch.
- * Increasing the proportion of hybrid buses in Oxford Street at rush hour to around 50 per cent and raising this further to around 65 per cent by summer 2015.

Additional measures will be undertaken to reduce nitrogen dioxide further in areas with high road-side emissions such as:-

- * introducing new buses with the ultra-low emission Euro VI engine which cuts NOx by up to 95 per cent.
- * Diesel-electric hybrid buses have the potential to harness automatic engine switch-off technology and operate in pure-electric mode. TfL is investigating how it might make use of this feature in future.

Improving transport connections in Streatham

Question No: 2014/2691

[Darren Johnson](#)

Given that TfL has ruled out an additional stop at Streatham as part of Crossrail 2, will you ask TfL to carry out a feasibility study of the options for improving rail/tube links at Streatham, including a) extending the Victoria line b) extending the Overground from Crystal Palace and c) improving the frequency of additional national rail services?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

I share your objective of improving rail links in the Streatham area and indeed across the whole of south London. The best way to achieve the kind of step change in quality and service required is for TfL to have more responsibility for national rail services in the capital. This would allow TfL and the Mayor to play a more direct role in the day to day to service and the planning of improvements in future rail capability. This would include better stations, more frequent services and more services off peak and at weekends. These changes would deliver Overground levels of service across south London's rail network.

Although an extension of the Victoria line or the Overground might seem to offer a solution, TfL do not think this is the best option. The Victoria line is already at full capacity from Brixton, Stockwell and Vauxhall in the peak hours and an extension would therefore severely disbenefit existing users of the line and have a negative impact on reliability. Train length on the Overground is constrained to five cars (i.e. shorter than the current Southern trains) and again the Overground is already very well used. Greater benefits would therefore be derived from transforming existing national rail services across south London into Overground standards of operation.

Communicating information on how TfL is funded (1)

Question No: 2014/2692

[Darren Johnson](#)

On the TfL website page 'How We are Funded' could a graph or chart be added to portray the sums received from each of the six income sources? Also a chart or graph to show how the current year's split differs from previous years would be useful. At present this webpage is very general and inaccessible for those who interpret information more easily when it is presented pictorially rather than as a dense chunk of text.

[The Mayor](#)

TfL will add a web-accessible infographic showing the proportion of income that comes from: fares and the Congestion Charge; London's business rates; prudential borrowing; commercial development of its estate; and third-party funding for specific projects.

Pages in 'About TfL' are intended to be a general introduction to the organisation and its activities. These pages carefully balance the need for a digestible overview for the public with more detailed information for stakeholders, which we hope the infographic will provide.

A link to TfL's Business Plan and Budget documents will be added, which will include infographics and charts covering TfL's finances.

Communicating information on how TfL is funded (2)

Question No: 2014/2693

[Darren Johnson](#)

On the same webpage, under the sentence 'Fares make a contribution towards the cost of operating and investing in London's transport services. Decisions on fares are taken each year by the Mayor.' please could you include a link to "Decision on fares" now that the Mayor has agreed to publish them?

[The Mayor](#)

I have asked TfL to include this information on the website.

Tour de France

Question No: 2014/2694

[Darren Johnson](#)

Will you look at how small businesses in London can directly benefit from events like the Tour de France, rather than all the upsides going to the big corporate sponsors, especially when TfL are putting such large sums into supporting such events?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Events such as the Tour de France help to boost London tourism, which contributes £36 billion to the capital's GDP, supporting 700,000 jobs.

TfL work closely with event organisers to ensure London businesses both large and small maximise the opportunity presented by Mayoral events in the capital. This includes working with Business Improvement Districts (BIDs) or Chambers of Commerce to facilitate trade before, during and after the events. For example, TfL is working closely with the BID in Kingston to help the local SME business community prepare for the crowds expected in the town centre to watch the Prudential Ride London event in August.

Cycle parking

Question No: 2014/2695

[Darren Johnson](#)

What are you doing to ensure TfL install more cycle parking provision on the roads and they control and to encourage boroughs to do likewise, looking at innovative solutions such as the compact "Cyclehoop" provision where space is limited?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Working with London Boroughs, developers and other partners, TfL has successfully delivered in excess of 25,000 cycle parking spaces in London since 2012. They are now working to achieve my target of 80,000 additional cycle parking spaces by 2016.

TfL is increasing cycle parking provision across London through a number of delivery channels in areas of high demand, including on its main road network. To achieve this, cycle parking delivery programmes are in place to provide additional spaces on street, at stations, schools, and in residential areas and through encouraging new developments to include cycle parking within their proposal.

TfL is supportive of innovative solutions such as the compact 'Cyclehoop' provision and encourages boroughs to install cycle parking facilities in areas of high demand.

Hounslow Cycling Super Highway

Question No: 2014/2696

[Darren Johnson](#)

Why has there been no apparent progress on taking forward the Hounslow Cycle Superhighway, despite it being 18 months since councillors agreed designs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 October 2014

We are discussing with the London Borough of Hounslow a substantial investment to support delivery of a cycle route of equivalent standard to a Cycle Superhighway along the A315, which is the route followed by CS9. We have proposed to the Borough that its designs should be more ambitious, and progress is being made. We are also in discussions with the London Borough Hammersmith and Fulham about provision on its section of the A315. However, the Royal Borough of Kensington and Chelsea has made it clear that it does not support a segregated superhighway on its section of the route.

Advisory Board for the Crystal Palace Project

Question No: 2014/2697

[Darren Johnson](#)

Can you list the dates of all the meetings of this board to date, and any planned meetings in the future?

[The Mayor](#)

The Crystal Palace Advisory Board has met twice to date, on 30th January 2014 and 7th April 2014.

There is a future meeting being organised after the summer.

New Era estate (1)

Question No: 2014/2698

[Darren Johnson](#)

The investors who now own the New Era Estate are reportedly planning to increase their tenants' rents to market levels from near-social rent levels. They claim this is in order to pay for extensive refurbishments. What support can the GLA or other public agencies offer private landlords refurbishing housing in London so that they don't have to pass costs on to low income tenants?

[The Mayor](#)

The GLA does not provide public money for private landlords to refurbish their properties.

New Era estate (2)

Question No: 2014/2699

[Darren Johnson](#)

Will you make representations to the owners of the New Era Estate on behalf of our constituents, urging them not to raise rents to levels which either increase benefit dependency or make the homes unaffordable for the current tenants?

[The Mayor](#)

I have asked my Deputy Mayor for Housing to speak to the landlords.

Rough sleeping group minutes

Question No: 2014/2700

[Darren Johnson](#)

Further to your answer to question 2014/2344, what is the justification for not publishing draft minutes, when it is common practice for other groups, board and committees in the GLA to publish draft minutes soon after a meeting and then to publish agreed minutes following the next meeting?

[The Mayor](#)

This is intended to enable all members of the group to agree that the draft minutes provide an accurate record of meetings before minutes are made public.

Housing benefit discrimination (1)

Question No: 2014/2701

[Darren Johnson](#)

A constituent has written to me about her housing plight. She may soon be made homeless by her landlord, and is struggling to find a new home to rent because many of the local estate agents say the landlords on their books refuse to take tenants who claim housing benefit. Given the very high proportion of private tenants claiming housing benefit, will you include a clause in your London Rental Standard encouraging landlords and managing and letting agents to accept and support Londoners who claim housing benefit?

[The Mayor](#)

The next review of the London Rental Standard is due in December this year. At that point the steering group will discuss what amendments are needed and I will ensure that this is included in the discussions.

Housing benefit discrimination (2)

Question No: 2014/2702

[Darren Johnson](#)

Will you raise the problem of 'no DSS' landlords with the Government and work with ministers to increase the proportion of private rented properties owned by landlords willing to let to benefit recipients?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

What evidence there is shows that the number of private rented properties owned by landlords willing to let to benefit recipients has actually increased over recent years. However, I will continue to support measures to improve the private rented offer for households on lower incomes. As part of this I will monitor whether there is any evidence of this happening on a significant scale.

Faith Schools

Question No: 2014/2703

[Darren Johnson](#)

What are you doing as Mayor to ensure that state-funded faith schools in London are non-discriminatory in their admissions policy?

[The Mayor](#)

Statutory responsibility for enforcing the School Admissions Code rests with local authorities and the Department for Education.

Museum of London

Question No: 2014/2704

[Darren Johnson](#)

£25,000 is being spent to find four people to sit on the Museum of London board. What is the procurement process and was the contract tendered? Will Londoners be asked directly if they want to apply for these roles?

[The Mayor](#)

To help find high quality candidates to sit on the Museum of London board, GLA officers agreed to award a grant of £25,000 to the Museum of London for the Museum to procure a search and selection consultant. The Museum followed its own contracting processes in this regard.

The roles were publicly advertised and all candidates, whether identified by the search and selection consultant or not, received the same consideration by the shortlisting panel in terms of the extent to which they met the role profile.

Hybrid buses

Question No: 2014/2705

[Darren Johnson](#)

How many hybrid buses now operating in London received subsidy from the Government's Green Bus Fund in 2012/13 and 2013/14? How much was that subsidy? How much of that money from the Green Bus Fund went towards the New Bus for London?

[The Mayor](#)

The DfT website at <https://www.gov.uk/search?q=Green+Bus+Fund> can provide you with details of the separate tranches, awards and hybrid bus numbers. In total, this fund has contributed to around 250 hybrid buses in London. None of this money went towards New Routemasters (NRM) despite them being the cleanest double deckers in the fleet as the programme for 600 was fully funded in the TfL Business Plan.

New Bus for London

Question No: 2014/2706

[Darren Johnson](#)

What actions are TfL taking to test the claims that the New Bus for London meets the Euro 6 standards? Can you please publish the results of the tests?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Bus engine manufactures are required to have engines certified before they can be sold and introduced to European Union countries. They cannot come into service on buses in the UK without complying with EU legal emission standards.

New Bus for London sales

Question No: 2014/2707

Darren Johnson

Two prototypes of the New Bus for London were loaned to the UK government to take part in a global trade mission covering 16 countries in four continents over 12 months. In October 2013 a third was sent on a demonstration tour to Hong Kong and then to Singapore in February 2014. Have any orders outside of London been placed for the New Bus for London? Are those three prototype buses back in operation in London?

The Mayor

The purpose of the GREAT Britain tours was to promote UK technology and manufacturing excellence abroad. The New Routemaster has been supporting the Department of Business, Innovation & Skills as a popular paragon of innovation design to pull the crowds. No costs have been incurred by TfL from the use of these vehicles for these promotional purposes. However, raising its profile overseas can only benefit the vehicle in marketing and public awareness terms.

TfL Website facility

Question No: 2014/2708

Darren Johnson

Will you ensure that TfL provide a simple facility on their website that allows users to determine whether a road is a borough road or a TfL road, which would be a vital tool for residents working out which body to contact should they have any issues they wish to pursue?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

The TfL website already has a simple solution in place for members of the public to report or pursue any issues with a road, without putting them to the trouble of having to find out which authority is responsible for that road. The Report IT form on the website automatically directs all enquiries to the correct authority based on the street name submitted by the customer on the form. Members of the public can also track the status of their submissions. It can be accessed at www.tfl.gov.uk/roadworks.

However, I have asked TfL to explore whether a 'look up' function could provide these details by road.

Cycling superhighways (1)

Question No: 2014/2709

[Darren Johnson](#)

When will you be consulting on Cycling Superhighways CS1, CS4 and CS11 which are currently in the concept design stage?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL plan to publicly consult on CS1 in October 2014. This will be followed by consultations on CS11 in spring 2015. Consultation on CS4 will begin with the Deptford to Tower Bridge section however a confirmed date has yet to be agreed.

Cycling superhighways (2)

Question No: 2014/2710

[Darren Johnson](#)

Are you still developing plans for Cycling Superhighways CS6, CS9, CS10 and CS12? If so, what are the current timetables for each Superhighway?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 08 October 2014

The number of superhighways will be the same, but as we have said previously, they will not all be in the same places. For CS9 please see my answer to MQ 2014 /2696. We are currently consulting on the East-West superhighway. CS6 and CS12 have been deleted from the programme. There will be a new Superhighway in Waltham Forest as part of its mini-Hollands bid.

River Crossing (1)

Question No: 2014/2711

[Darren Johnson](#)

Can you explain why your public consultation on river crossings includes mention of a charge for the new Woolwich ferry, but no mention of tolls on the Silvertown Tunnel, the existing Blackwall Tunnel, or a Gallions Reach crossing? Will you amend your website and consultation documents to include an upfront mention of the tolls matching those of the Dartford Crossing, as that is what your traffic modelling is based upon?

[The Mayor](#)

The public information leaflet and website state explicitly that TfL proposes to charge for use of any of the new crossings set out in the consultation, and that detailed proposals would be the subject of further consultation. Proposals for charging in relation to the Silvertown Tunnel would be clearly highlighted in the materials for consultation on that scheme, which is due to take place later this year.

River Crossing (2)

Question No: 2014/2712

[Darren Johnson](#)

Your traffic modelling in support of the proposed river crossings includes big assumptions in the growth of traffic congestion throughout east London. Can you please provide a breakdown of the growth, or decline, in inter-peak (average hour) delays for journey times on roads in Newham, Bexley, Havering, Greenwich, Tower Hamlets and Barking and Dagenham during the period 2000 - 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Despite increasing modal shift toward public transport, London's growth means there will be more vehicles using the road network and as a consequence more delays in some locations. Unfortunately, TfL does not have information on inter-peak (average hour) delay for the boroughs named in your question for the period requested.

River Crossing (3)

Question No: 2014/2713

Darren Johnson

Your traffic modelling in support of the proposed river crossings assumes large increases in congestion throughout east London by 2021. Can you confirm that the decreases and increases in traffic in 2021 with the new river crossings are relative to the increased level under the business as usual scenario and not relative to current traffic levels?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Yes.

River Crossing (4)

Question No: 2014/2714

Darren Johnson

Can you provide figures for the level of traffic on roads around east London with the proposed tolled crossings, that compare it with the current actual figures?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

This information is contained within the "East of Silvertown: Traffic Impact Report" which is publicly available on TfL's website as part of the current consultation:

https://delib.s3.amazonaws.com/tfl/east-london-river-crossings_traffic-impact-report_july-2014.pdf

River Crossing (5)

Question No: 2014/2715

Darren Johnson

Your traffic modelling shows that with the Blackwall Tunnel being charged and the proposed Silvertown Tunnel being built and charged, there would be a slight decrease in congested hours across the highway network from 60,239 to 59,113 in the pm peak in 2021. Can you provide the equivalent current figure for congested hours across the highway network?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The modelled current figures (for 2012) are contained within the East of Silvertown: Traffic Impact Report which was published on 7 July as part of the consultation documentation.

This can be found at:

https://delib.s3.amazonaws.com/tfl/east-london-river-crossings_traffic-impact-report_july-2014.pdf

River Crossing (6)

Question No: 2014/2716

Darren Johnson

Your traffic model for the proposed new road river crossings 'demonstrate that the majority of trips using the proposed new crossings have changed their choice of crossing to complete their journey, rather than the new crossings encouraging significant numbers of new trips to cross the river'. Do you agree that very few people will make new, or additional trips, across the Thames in search of jobs, shops or leisure as a result of a new crossing at Gallions Reach or Belvedere?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Firstly, I would like to accommodate any increase in trips associated with growth by public transport - and so more public transport capacity has been provided. However, for business trips where public transport is not a viable alternative, then the city needs adequate new capacity.

Building new river crossings in east London will have a transformational effect on the accessibility of the area and lead to changes in patterns of land use that will lead to more individuals and businesses making cross river trips for a wide range of reasons that are not currently possible with the existing network of crossings.

Crossrail and Abbey Wood

Question No: 2014/2717

[Darren Johnson](#)

What proposals are being examined to improve access to and from Abbey Wood station by public transport when Crossrail arrives there?

[The Mayor](#)

As noted in my response to MQ 2014/1099, Crossrail services will start running from 2018. It is expected that there will be changes to bus services in the Abbey Wood area and TfL is examining both changes to capacity and the possibility of new links. No specific plans are available yet. TfL will continue to engage with affected boroughs as plans for changes are developed.

East Wick Community Land Trust

Question No: 2014/2718

[Darren Johnson](#)

Will you guarantee that the East Wick/Sweetwater community on the Olympic Park is developed as a Community Land Trust, perhaps writing it into the process as you did with the St Clements site?

[The Mayor](#)

Developing strong and lasting communities on the Park is one of the London Legacy Development Corporation's core ambitions and we strongly encourage our developers to engage in innovative and effective ways to engage with existing and emerging local communities.

The Legacy Corporation is committed to seeking to deliver a Community Land Trust at East Wick and Sweetwater and will be pursuing that objective in discussions with potential development partners.

Olympic Park Community Land Trusts

Question No: 2014/2719

[Darren Johnson](#)

Do you still aim to roll out the Community Land Trust model to other communities in and around the Olympic Park, following a successful pilot on the site?

[The Mayor](#)

London Legacy Development Corporation will review options for a Community Land Trust elsewhere on Queen Elizabeth Olympic Park once a successful pilot has been planned for East Wick and Sweetwater.

Local welfare provision funds

Question No: 2014/2720

[Darren Johnson](#)

The local welfare provision is discretionary funding which, in the hands of local authorities with good local knowledge, forms an essential part of our welfare safety net. Will you therefore join London Councils in lobbying the Government not to withdraw the funding from 2015/16?

[The Mayor](#)

This funding has enabled many local authorities to provide a valuable safety net for local households. However, I am concerned that 59% of the budget allocated to London boroughs for 2013/14 had not been spent by January 2014.

Welfare reform funding in London

Question No: 2014/2721

[Darren Johnson](#)

Recent work by the Child Poverty Action Group backs up a Housing Committee finding, that the Targeted Affordability Funding and Discretionary Housing Payments in London has been welcome but inadequate given the cost of renting in the capital. What recent discussions have you had with the Government about maintaining and increasing this funding?

[The Mayor](#)

I lobbied for an increase in this funding and secured £56.5m for London local authorities last year. The budgets for DHPs have now been settled up to March 2015.

Wonga

Question No: 2014/2722

[Darren Johnson](#)

The Financial Services Commission found Wonga guilty of sending letters from non-existent law firms to customers in arrears. Do you now agree it was a mistake to take sponsorship money from Wonga?

[The Mayor](#)

The deal with Wonga did not contravene any policies in place at that time and provided some revenue that helped to support the free travel programme. Much has changed since 2009 when the agreement with Wonga was reached. Not least, last year we published the GLA and TfL Sponsorship Policy, which outlines the principles that must be followed by the GLA and TfL when either organisation is contemplating entering into an arrangement for the sponsorship of services, facilities or activities. This policy will ensure any risks surrounding our future commercial partnerships is minimised.

Garden Bridge

Question No: 2014/2723

[Darren Johnson](#)

Will you ensure that there is a public right of way for pedestrians as part of the proposed Garden Bridge, so that there is a legal right for 24 hr access in perpetuity even if the Charity collapses and the bridge is sold onto a private company at a future date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

As set out in the planning application, it is proposed that the public will have free access to the bridge during the day and the early evening, but that the bridge is likely to close overnight for security reasons as agreed with London Borough of Lambeth and Westminster City Council. The planning conditions will include the means of agreeing the hours of access to the bridge between the Garden Bridge Trust and the local planning authorities.

TfL partnership with Amazon (1)

Question No: 2014/2724

[Darren Johnson](#)

TfL recently announced a partnership with Amazon to install its lockers at two London Underground stations. TfL has previously acknowledged that their strategy for commercial lettings should not just be to maximise upfront commercial return but also to consider broader CSR opportunities. By entering a commercial partnership with a company which does not pay its London-based staff the London Living Wage, do you consider that these opportunities were properly explored in this case?

[The Mayor](#)

Amazon is one of a number of click & collect providers that TfL is currently trialling across its network. Initial customer reaction to TfL's click & collect revolution has been very positive. More broadly, TfL has shown an ability to attract new retailers from major international brands to start-up businesses. TfL encourages organisations to pay the LLW but does not believe in enforcing the LLW.

TfL partnership with Amazon (2)

Question No: 2014/2725

[Darren Johnson](#)

You have previously stated that TfL "would encourage" all of its own tenants to pay the Living Wage (2346/2013). How will TfL be encouraging Amazon to pay the London Living Wage?

[The Mayor](#)

TfL encourages organisations to pay the LLW but does not believe in enforcing the LLW.

I recently met Amazon's UK Managing Director and I encouraged him to implement the LLW.

Government's Solar Energy Strategy

Question No: 2014/2726

[Jenny Jones](#)

Has the GLA met with the Department of Energy and Climate Change to discuss how London will contribute to the government's recent Solar Energy Strategy's commitment to install up to 1 GWp of solar PV on government land and buildings?

[The Mayor](#)

No as my RE:FIT, RE:NEW and London Plan policies and programmes are already supporting solar PV in London.

Since 2010, 230,000m² of solar panelling with a total of 22MW electrical of installed capacity has been committed to be installed across more than 300 large scale developments as a result of the policies in my London Plan.

Solar Energy and Mayor's High Level Electricity Working Group

Question No: 2014/2727

[Jenny Jones](#)

Has the potential for solar photovoltaics in London been reviewed in your High Level Electricity Working Group?

[The Mayor](#)

No, as it is the purpose of the High Level Electricity Working Group to focus on electricity distribution network connection issues for new developments.

Government's consultation on changes to financial support for photovoltaics

Question No: 2014/2728

[Jenny Jones](#)

Did the Mayor make a submission to the Government's public consultation on changes to financial support for solar photovoltaics and the deployment of mid-scale building mounted solar PV? Will you make any response publicly available?

[The Mayor](#)

No. My Decentralised Energy (DE) Capacity Study (2011) suggested that only about 5 per cent of London's energy could be generated from PV by 2031. The same study suggested that 22 per cent of London's energy could be supplied from larger Decentralised Energy schemes linked to heat networks and therefore I am currently focussing my resources in this area.

Rising electricity prices

Question No: 2014/2729

[Jenny Jones](#)

What electricity price increases does TfL expect in future years? Can you break any projections down by unit price and by total costs?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL's projected energy prices over the next five years are set out in the table below. Projection is based on the wholesale market rate as well as regulator charges (government and Ofgem).

Financial Year	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Estimated Total TfL cost based on 14/15 Consumption £millions	134.4	.9 139	.4 143	.5 156	.1 160	.2 162
Estimated Average Pence per kWh	8.49	8.83	9.05	9.88	10.11	10.24

World Mayors Summit on Climate Change

Question No: 2014/2730

[Jenny Jones](#)

Did any representative of the GLA attend this summit in Nantes in September 2013, and did you sign up to the 'Nantes Declaration' that resulted from the summit?

[The Mayor](#)

No. London is an active member of C40, which is driving real action on climate change.

Local Government Climate Roadmap

Question No: 2014/2731

[Jenny Jones](#)

What involvement has (a) the Mayor's office and (b) the rest of the GLA had in the Local Government Climate Roadmap initiative since your re-election in 2012?

[The Mayor](#)

My office and the wider GLA have had no direct involvement in this initiative but as members of Eurocities and the Covenant of Mayors in Europe, who are partners and supporters of this initiative, we have indirect involvement through these networks with the initiative.

I believe that cities have a very important role to play in mitigating and adapting to climate change. This is illustrated by the ambitions in my Climate Change Mitigation and Energy and Climate Change Adaptation Strategies and also through my involvement in C40, which is driving reduction on climate change.

IPCC conference in Paris (1)

Question No: 2014/2732

[Jenny Jones](#)

What activities are you planning in the lead-up to the next major UNFCCC Conference of Parties in Paris next year?

[The Mayor](#)

Please see my answer to MQ 2733/ 2014.

IPCC conference in Paris (2)

Question No: 2014/2733

[Jenny Jones](#)

Will the Mayor or any of his advisors be attending the UNFCCC Conference of Parties in Paris next year?

[The Mayor](#)

A decision on attending the conference in December 2015 will be made much nearer the time.

Carbon Emission targets - Mayor's energy supply programmes

Question No: 2014/2734

[Jenny Jones](#)

According to the latest GLA Business Plan, the target for CO₂ saved as a direct result of the Mayor's energy supply programmes was 156,000 tonnes between 2010 and 2020. In the previous plan, the target was 231,000 tonnes. Can you explain the reasons for this reduction?

[The Mayor](#)

The difference between the CO₂ saved as a direct result of the Mayor's energy supply programme and the target of 231,000 tonnes is due to forecasted projects not being realised as quickly as originally projected.

Artist communities in Hackney Wick

Question No: 2014/2735

[Jenny Jones](#)

Has the LLDC made any progress with the feasibility study looking at supporting creative workspaces, mentioned in your answer to question 2014/0023?

[The Mayor](#)

The London Legacy Development Corporation commissioned local regeneration agency Renaisi to conduct research into how creative workspaces within the Legacy Corporation's boundary can be supported.

The report is currently being finalised and will be published in August 2014. The Legacy Corporation is already implementing some of the recommendations in the report such as ensuring that creative workspaces are supported in the Local Plan and that they are considered in the forthcoming Hackney Wick masterplanning process.

Part-time jobs in the GLA Group

Question No: 2014/2736

[Jenny Jones](#)

How many of the 7,500 part-time jobs in the GLA Group that you promised in your manifesto have been created? Are you on track to meet your commitment?

[The Mayor](#)

My manifesto commitment was to create 20,000 jobs over this Mayoral term and I am confident that we are on track to meet this commitment.

City Hall as a Timewise employer

Question No: 2014/2737

[Jenny Jones](#)

Following the GLA's successful partnership with the Timewise Foundation to create more flexible jobs for parents, would you support the GLA taking the next step and joining their accreditation programme?

[The Mayor](#)

The GLA has recently become a corporate partner with Timewise. This is part of my commitment to increasing part time job opportunities in London. We will review the costs and benefits of the accreditation process that Timewise offers to determine whether this would be of benefit to the GLA.

Timewise in the GLA Group

Question No: 2014/2738

[Jenny Jones](#)

Following the GLA's successful partnership with the Timewise Foundation to create more flexible jobs for parents, will you encourage Transport of London, the Metropolitan Police Service and the London Fire Brigade to join the Foundation's partnership programme?

[The Mayor](#)

Wherever possible and subject to operational constraints flexible working is in place across the GLA group; it is up to the respective organisations within it to decide how best to deliver that.

Workfare pilot evaluation

Question No: 2014/2739

[Jenny Jones](#)

In answer to question 2013/0855 you told me that an evaluation of your 'Day One Support for young People' pilot would be published in late 2013, followed by a full impact assessment in late 2014. Have you now published this evaluation, and when do you expect to publish the impact assessment?

[The Mayor](#)

In order to ensure consistency between the two reports, the Department for Work and Pensions, who contracted the Day One Support Pilot, has decided to release the impact assessment and research report together.

Both are currently being drafted and DWP have timetabled release for autumn 2014.

Southwark going 20mph

Question No: 2014/2740

[Jenny Jones](#)

Will you support Southwark Council and other local authorities in going 20mph on all their roads by ensuring that the Met Police work with the local community to ensure compliance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

Through the Roads Task Force, I have made a major commitment to invest in London's road network, ensuring the capital remains a thriving international city that supports economic growth and provides safe and attractive spaces for all. TfL and I have long supported 20mph speed limits on borough roads where the boroughs choose to implement them. To date, TfL has helped boroughs at their request to deliver over 400 20 mph zones and limits across London. These cover 3,855 km of London's roads, close to one quarter of total length.

The preference for 20mph limits is always for compliance to be achieved through engineering as opposed to enforcement, although the MPS will enforce where collision data analysis shows that there is a problem.

The MPS is working with TfL to deliver a new Community Roadwatch scheme and Southwark is one of three boroughs which have been chosen to pilot the project. This is a partnership between the MPS, TfL and the local community which will conduct speed detection operations locally and send warning letters to those found to be exceeding the limit.

In addition, the MPS and TfL fund the Roads and Transport Policing Command (RTPC) who are focused on roads policing and road safety. The RTPC deploys Police Officers across the capital on an intelligence led basis to improve road user behaviour and through this the safety of those who use London's roads.

Criminal justice system and road crime

Question No: 2014/2741

[Darren Johnson](#)

It appears from your answers to my questions 2014/0100, 2014/1418 and 2014/0673 that you are not willing to investigate the failings of the criminal justice system to provide justice for the victims of road crime, even when one of those victims is a serving police officer. Given your recent statements linking the decline of road casualties with better enforcement by the police, do you think it is time to review the role of the criminal justice system in helping to deliver safer roads in London?

[The Mayor](#)

I am concerned about road crime. Currently HM Inspectorate of Constabulary and HM Crown Prosecution Inspectorate are conducting a joint review into road death investigations and prosecutions. Their final report is due in August. I await their findings to see what the implications are for the capital, and will consider further actions in that light.

Metropolitan Police discrimination complaints (1)

Question No: 2014/2742

[Jenny Jones](#)

The employment tribunal into the case of Metropolitan Police officer Carol Howard stated they were "very concerned that the Respondent's policy of not allowing Fairness at Work advisors to make assessments of discrimination and of instructing to delete them when they do so might mislead complainants and tribunals into believing the FAW Advisor has not found any discrimination when in fact he or she has done so." Please could you let me know when this policy was implemented, at what level it was agreed, and review all complaints of discrimination made during that period to assess if any were affected. Please will you also instruct the Met to drop this policy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Internal MPS staff policies are a matter for the Commissioner. Practice (based on legal advice) at the time of this Employment Tribunal was that Fairness at Work investigators were advised as follows 'Take great care not to make any assessment regarding discrimination - this is not an advisor's role'. The MPS considered the determination of discrimination to be the role of legally qualified personnel.

This practice has been in place for some time and standard internal forms carried this guidance for investigators as detailed above. Shortly after the Carol Howard tribunal had concluded, the MPS removed this guidance on corporate FAW forms as part of a full review of the FAW policy which is currently underway.

Metropolitan Police discrimination complaints (2)

Question No: 2014/2743

[Jenny Jones](#)

Following the findings on an employment tribunal that Metropolitan Police officer Carol Howard was discriminated against by her senior officer could you let me know what action will be taken against inspector Dave Kelly?

[The Mayor](#)

This matter is not yet fully resolved so it would not be appropriate to comment further.

Treatment of whistleblowers by the Metropolitan Police Service (1)

Question No: 2014/2744

[Jenny Jones](#)

Thank you for your answer to my question 2014/2366. Could you therefore confirm that there are no Metropolitan Police Service officers or staff who have exposed wrongdoing within the Metropolitan Police whose name is known publicly and is happy with the outcome of their action and how they were treated during the process?

[The Mayor](#)

Further to my answer to [MQ 2014 /2366](#), I continue to hold discussions with the MPS to encourage them to ensure a positive environment in which officers and staff feel confident to report wrongdoing.

The introduction of a new external reporting line and the relaunch of the internal reporting systems: 'right line' and 'right line on-line' are being implemented to ensure that the MPS arrangements for handling reports of wrongdoing are effective.

Information is not held on the general satisfaction levels of reporters of wrongdoing.

Treatment of whistleblowers by the Metropolitan Police Service (2)

Question No: 2014/2745

[Jenny Jones](#)

Thank you for your answer to my question 2014/2366. Could you provide me with the number of Metropolitan Police Service employees who have reported wrongdoing under the 'MPS Reporting of Wrongdoing Policy', in the last four years, broken down by year?

[The Mayor](#)

The MPS has received the following numbers of reports through its 'Rightline' system. We cannot say how many individuals may be involved.

2010 - 234 reports

2011 - 307 reports

2012 - 345 reports

2013 - 235 reports

Access to Metropolitan Police databases

Question No: 2014/2746

[Jenny Jones](#)

Thank you for your answer to my question 2014/2374. Please could you tell me how many Metropolitan Police databases are able to be amended, or have data entered onto them, by people outside the police or security services?

[The Mayor](#)

Further to 2014/2374, the MPS has numerous information sharing agreements both at a corporate and national level with agencies that have access to our systems. The MPS does not have a comprehensive list however; I am assured that where sharing takes place it is with a legal framework and in line with the MPS's policing purpose.

Domestic Extremism Database (1)

Question No: 2014/2747

[Jenny Jones](#)

Thank you for your answer to my questions 2014/2361, 2014/2362 and 2014/2363. Please could you specify which section of the Data Protection Act 1998 prevents you from providing me with the information requested?

[The Mayor](#)

The right of access to personal data is created by Section 7 of the Data Protection Act 1988, which provides for subject access disclosure to individuals about whom information is held.

Domestic Extremism Database (2)

Question No: 2014/2748

[Jenny Jones](#)

The Metropolitan Police has previously confirmed in response to question 2014/2364 that 'There are approximately 2,511 nominal records currently held within the NDEDIU, which are subject to continuous review with the view to deleting any records which bear no relevance to our policing purposes.' Please provide the working definition of 'nominal records' used by the NDEDIU and confirm from where this definition is derived?

[The Mayor](#)

A nominal record holds data that may indicate a person (nominal) is of interest to the NDEDIU for a policing purpose.

The word nominal is common police data recording terminology meaning, a record relating to a person.

Domestic Extremism Database (3)

Question No: 2014/2749

[Jenny Jones](#)

The Metropolitan Police has previously confirmed in response to question 2014/2364 that "There are approximately 2,511 nominal records currently held within the NDEDIU, which are subject to continuous review with the view to deleting any records which bear no relevance to our policing purposes." Please confirm what information is held by NDEDIU on an individual's 'nominal record'.

[The Mayor](#)

The MPS has previously received requests for details of the information which may be held on an individual's nominal record and have supplied the following headings (Appendix 1) as guidance to what data may sometimes be held.

This information has previously been released under the Freedom of Information Act which has been agreed by the Information Commissioner.

Domestic Extremism Database (4)

Question No: 2014/2750

[Jenny Jones](#)

The Metropolitan Police has previously confirmed in response to question 2014/2364 that 'There are approximately 2,511 nominal records currently held within the NDEDIU, which are subject to continuous review with the view to deleting any records which bear no relevance to our policing purposes.' For the avoidance of doubt, it is my understanding from the Court of Appeal proceedings in his case, that Mr John Catt is an individual about whom 'intelligence records' are retained. Please confirm how many other individuals have information about them retained by the NDEDIU in 'intelligence records'?

[The Mayor](#)

Under the Data Protection Act, the MPS does not comment on other individuals.

As of 17th July 2014, there were 2,509 nominal records retained by the NDEDIU.

Domestic Extremism Database (5)

Question No: 2014/2751

[Jenny Jones](#)

The Metropolitan Police has previously confirmed in response to question 2014/2364 that "There are approximately 2,511 nominal records currently held within the NDEDIU, which are subject to continuous review with the view to deleting any records which bear no relevance to our policing purposes." Please confirm how a 'nominal record' differs from an 'intelligence record' held by the NDEDIU?

[The Mayor](#)

A nominal record holds data that may indicate a person (nominal) is of interest to the NDEDIU for a policing purpose.

An intelligence record may also hold information about for example an event, a threat, an area, interest or an organisation etc.

Metropolitan Police units that deploy undercover police

Question No: 2014/2752

[Jenny Jones](#)

Thank you for your answer to my question 2014/2369. How am I able to ask questions about the oversight and policies in place around the deployment of undercover police officers if I am not allowed to be told which units within the Metropolitan Police Service deploy them?

[The Mayor](#)

Information about the deployment of undercover officers is operationally sensitive. MOPAC is preparing to publish regular high-level updates on a range of current intrusive tactics undertaken by the MPS, which will improve transparency and help inform Londoners.

Metropolitan Police contractors

Question No: 2014/2753

[Jenny Jones](#)

Is it regular behaviour for a Metropolitan Police contractor to be given a £285,000 additional payment because they have under-estimated the work on an ICT contract? What is to stop other contractors from under bidding for contracts and then asking for additional top up payments to cover 'excess' work?

[The Mayor](#)

MPS contracts are let in accordance with normal public sector contract practice. They are awarded on the basis of best price for the work as scoped. No contractor is ever given a payment because they have under-estimated the work or under bid.

From time to time, unforeseen works will arise (in any, not just MPS contracts) where it is better value for the public purse to ask an existing contractor to undertake additional work rather than to re-tender (with the consequent cost of time, money and effort). This happens in only a small number of circumstances and is carefully monitored and controlled when it does.

Water cannon (1)

Question No: 2014/2754

[Jenny Jones](#)

Why was it that the Metropolitan Police refused to confirm the receipt of water cannon because of 'security reasons' but the German Federal Police were able to inform the media that the handover of the cannon had taken place? Please could you elaborate on what the 'security reasons' were and what risk, if any, was created as a result of the German Federal Police's confirmation?

[The Mayor](#)

The MPS has not refused to confirm the receipt of water cannons and they are now in this country.

Water cannon (2)

Question No: 2014/2755

[Jenny Jones](#)

Will you give a commitment that in the event that the Home Secretary refuses to license water cannon you will not sell them onto a repressive regime with a poor record on human rights?

[The Mayor](#)

Yes.

A large number of European jurisdictions use water cannon and there is an active market for second-hand devices for a range of policing and non-policing uses.

Pan-London domestic violence service

Question No: 2014/2756

[Jenny Jones](#)

Could you update me on the progress establishing a pan-London domestic violence service? Has the Mayor's Office for Policing and Crime feasibility study into this issue finished and has commissioning of services begun?

[The Mayor](#)

The VAWG Panel recently had a focused session on domestic abuse service provision and demand across London. It was agreed that the pan London domestic violence service should address gaps in Independent Domestic Violence Advocate (IDVA) provision and to drive consistency in the quality of provision. MOPAC is currently refreshing information on IDVA service provision across London and from there will build a commissioning and funding model ready for the autumn. MOPAC plans to commission services so that they are in place for early in the next financial year.

Confirming the identity of undercover police officers

Question No: 2014/2757

[Jenny Jones](#)

In the light of the comments made by the judge in the case involving claims made by women deceived into relationships with undercover officers (Mr Justice Bean in *Dil and others v CPM*), that relying on the policy of NCND (Neither Confirming Nor Denying the identity of undercover officers) in the case of Jim Sutton/Boyling is "simply unsustainable", and in the case of Bob Lambert/Robinson 'NCND can no longer be relied on.' Is it not absurd that you cannot answer the following question: Please can you confirm that Jim Sutton/Boyling and Bob Lambert/Robinson were undercover officers employed with the Metropolitan Police Service?

[The Mayor](#)

It would not be appropriate for me to comment on this subject outside of the Court proceedings as this case is still ongoing.

The MPS do not comment on which units are engaged in the deployment of undercover operatives.

Black, Asian and Minority Ethnic Graduates - 1

Question No: 2014/2769

[Jennette Arnold](#)

Thank you for your comments at Mayor's Question Time on 2 July 2014, where you agreed with my concerns about young, ethnic minority graduates having a harder time finding employment than their white British peers. Can you detail exactly what steps you have taken each year from when you became Mayor in 2008 to the present day to assist ethnic minority graduates find employment - across London in general and across all the organisations that you have statutory oversight of?

[The Mayor](#)

The employment gap between BAME graduates and their white counterparts is unacceptable. However, the barriers young people face are often complex and my approach is to provide support for all disadvantaged young people, many of whom are BAME. For example, BAME young people, whether graduate or not, featured prominently in my initiatives to encourage entrepreneurship - 4,300 BAME businesses have been supported through the European Regional Development Fund; £700,000 has also been allocated with a primary focus to support up to 200 BAME SMEs and micro-enterprises. On apprentices, 40 per cent of starters in 2012/13 being people from BAME communities - roughly the same as the proportion of all Londoners who are BME. The GLA has had a number of internships over the last year for which BAME applicants were encouraged to apply - 30% of the appointments were BAME individuals.

Black, Asian and Minority Ethnic Graduates - 2

Question No: 2014/2770

[Jennette Arnold](#)

Can you detail exactly what steps you will take between now and May 2016 to assist ethnic minority graduates find employment - across London in general and across all the organisations that you have statutory oversight of?

[The Mayor](#)

My approach is to provide support for all disadvantaged young people, many of whom are BAME, whether they are graduates or not. I am working closely with the National Careers Service provider in London to ensure good quality careers advice and guidance for young adults. My HeadStart London programme will see up to 5,000 young people gain valuable experience. My Team London Young Ambassadors programme will continue to improve young people's employability skills. Through the London Enterprise Panel's European Structural and Investment Funds 2014-2020, I will invest around £502million on employment and skills, engaging businesses to take on young people with particularly high levels of worklessness. The GLA Group will continue to offer apprenticeships, internships and targeted promotion of employment opportunities for underrepresented groups.

Green Belt

Question No: 2014/2771

[John Biggs](#)

Do you have any sympathy with the argument, for example used by RIBA recently, that some Green Belt land could be released (or perhaps reconfigured without net loss) to make some available for house-building. The argument is premised on the fact that much green belt was designated as a cordon but is of poor quality and has little intrinsic landscape, heritage or conservation merit.

[The Mayor](#)

The Strategic Housing Land Availability Study, which informs the proposed 2025 housing targets in the Further Alterations to the London Plan, shows that there is capacity to meet London's housing needs without drawing on the Green Belt.

TfL Office Accommodation

Question No: 2014/2772

[John Biggs](#)

How transparent was the decision to not proceed with an office lease at Canary Wharf but instead lease an as yet unbuilt office at Stratford? While confidentiality was clearly necessary at the time of decision, will you now release all (or most) of the figures and background arguments?

[The Mayor](#)

The benefits of relocating to Canary Wharf or Stratford were set out and carefully considered by the TfL Board. The Heads of Terms are still subject to approval, and some elements of the specification are still subject to negotiation. It would not be appropriate to release details of the proposed transaction while negotiations are still ongoing. However once it is signed, we will publish the contract and background information (with appropriate redactions) in line with our normal approach to transparency.

Stratford as an Office Location

Question No: 2014/2773

[John Biggs](#)

I am delighted that office construction will be progressing at Stratford, although naturally a little perturbed that it may have been primed by a decision that disadvantages Canary Wharf (both sites are in my constituency). I note that office proposals seem to be appearing elsewhere as part of outer London regeneration projects. While I clearly want both Canary Wharf and Stratford to succeed, and am optimistic that they will, how are you going to ensure that through planning policy we do not create too many 'satellite' locations, not all of which will succeed?

[The Mayor](#)

In the London Plan I recognise the unique and dynamic clusters of world city and other specialist office functions of the central London office market including Canary Wharf (Policy 4.2Ab) and the need to encourage the modernisation and renewal of offices in viable locations elsewhere in the capital including the strategic office centres at Croydon and Stratford (London Plan policy 4.2b,c and paragraph 4.12). Implementation of this strategic policy in Local Plans and through development decisions should ensure that office development at these and other locations is complementary and realises their full potential.

American Citizenship

Question No: 2014/2774

[John Biggs](#)

While a London Mayor, do you still maintain dual nationality?

[The Mayor](#)

Yes.

Convention Centre

Question No: 2014/2775

[John Biggs](#)

What is the current London thinking on our offer as a venue for Conventions, and what missing elements require further work to maintain a good competitive position?

[The Mayor](#)

London is currently very successful at attracting international conventions. The city offers convention organisers a diverse range of venues, event expertise, accessibility, strong propositions in several key sectors and a global business reputation.

The Olympic and Paralympic Games reinforced London's reputation as a host city for conventions and brought city stakeholders together to work more collaboratively with London & Partners. London is hosting some prestigious events coming up such as the European Society of Cardiology conference in 2015 (35,000 cardiologists) and another 2 large congresses are about to be confirmed for 2016 (with 20,000 and 12,000 delegates respectively). London & Partners also have multiple corporate events in the pipeline.

Many international destinations are beginning to recognise the value of conventions to the economy and offer subvention, free venues and free transport as part of their bid, making bidding for conventions highly competitive. High hotel occupancy across London can also make it difficult find suitable accommodation capacity for large convention bids.

The work London & Partners is doing to target large scale congresses and high profile corporate meetings will ensure London maintains a global reputation as a convention destination and host city in the years ahead.

ESOL Provision

Question No: 2014/2776

[John Biggs](#)

What is your current assessment of London's ESOL offer and in what areas is this deficient? What steps are you taking to address this?

[The Mayor](#)

The London Strategic Migration Partnership brings together many ESOL stakeholders, which has led to joint working with the Skills Funding Agency, JobCentrePlus and Association of Colleges to make ESOL provision for jobseekers more effective. I have commissioned a number of research reports into ESOL in London which can be found on London.gov. Through my London Schools Excellence Fund and the European Integration Fund I am supporting schools to deliver ESOL to mothers, while also helping them to become more engaged in their children's education. I recognise that demand exceeds supply and am continuing to seek other innovative ways of helping meet demand.

Bromley by Bow Step Free Access

Question No: 2014/2777

[John Biggs](#)

Given the false start on this scheme, what are your current proposals and timelines? Does step free access remain a firm objective?

[The Mayor](#)

I remain firmly committed to providing step-free access from street to train at Bromley-by-Bow, and to making improvements for congestion relief. In April 2014 TfL appointed designers to take forward a scheme including two lifts, platform humps, remodelling of the ticket hall, and provision of two wide-aisle gates.

The aim is to achieve planning consent by the end of 2014, for a start on site by early 2016, and completion by the end of 2017.

New Bus with no conductor

Question No: 2014/2778

[John Biggs](#)

The number 8 has been converted to a 'new bus' route, albeit with no conductors. This is true for other routes. Clearly that represents a revenue saving. My concern is that with open access through 3 entrances, the control on single person operation that is secured by all passengers being expected to walk past the driver position is lost, and that it was this absence of control that was one of the greatest perceived deficiencies of the 'Bendy-Bus'. What thought have you and TfL given to this matter?

[The Mayor](#)

Three-door operation of the vehicle and its two stair-case design is a significant advantage when it comes to clearing busy stops of passengers at rush hour. Like other vehicles in the fleet, it will be monitored for issues such as fare evasion and anti-social passenger behaviour, and if necessary revenue protection officers will be deployed to provide additional control.

Twin Tracking Pudding Mill Lane

Question No: 2014/2779

[John Biggs](#)

I welcome the new DLR station, and extended double track. When will double tracking be extended to the entire route between Bow Church and Stratford DLR stations?

[The Mayor](#)

TfL is currently undertaking a feasibility study for the next phase of double-tracking work. Further information on the feasibility of the scheme, including expected timescales, will be available upon completion of the study. I have asked TfL to keep you informed of further developments with this scheme, implementation of which would of course also be subject to the necessary funding being available.

Step Free Waterloo and City

Question No: 2014/2780

[John Biggs](#)

Albeit as only a two station line, with Step Free access at Bank will the Waterloo and City become the first fully step free line? If not, what are the barriers to this being the case?

[The Mayor](#)

TfL will continue to seek opportunities which might unlock the possibility of introducing step-free access to the Waterloo & City line at Waterloo station. This would require close working with Network Rail as any works would impact the mainline station too. Although there are no firm plans at present, TfL will continue to liaise with Network Rail on this and to consider potential schemes which could be progressed as part of the wider Network Rail Waterloo station plans.

In the meantime, TfL has taken the opportunity to include step-free access as part of the plans for provision of a new entrance to the Waterloo & City line at Bank station, facilitated by a third party commercial development at the site.

Betting Shops & the Cumulative Impact Policy Statement

Question No: 2014/2781

[John Biggs](#)

In your reply to 2456/2013 you advised you were waiting for the CIPS to be concluded and that 'this should provide a valuable evidence base in making the case for changes to the law'. What urgency do you attach to the need for change?

[The Mayor](#)

I have made clear that there is an urgent need to enable boroughs to control the proliferation of betting shops. I have called on Government for a change to the planning Use Classes Order and I welcomed the announcement that councils will be given new planning powers to restrict betting shops. DCLG has indicated that it will be consulting on the detail of these proposals as part of a wider consultation on change of use in summer 2014.

Devolution

Question No: 2014/2782

[Tom Copley](#)

What is your response to the Communities and Local Government Select Committee report on fiscal devolution?

[The Mayor](#)

I very much welcome the House of Commons Communities and Local Government Select Committee report following their recent inquiry into 'Fiscal devolution to cities and city regions'. As you will be aware, I submitted written evidence to the committee and I also appeared before them to give evidence. Their detailed and considered report echoes many of the recommendations of the excellent London Finance Commission report, for example, by calling for the devolution of property taxes from Whitehall to London's government and other English cities, as well as concluding that English cities should be given greater control over how money is raised and spent in their areas.

House builders

Question No: 2014/2783

[Tom Copley](#)

Do you believe the 'market' among house builders in London is functioning in the way that a competitive market should? If not, what reforms do you believe are necessary to ensuring that the market functions in a way that adequately meets the housing needs of Londoners?

[The Mayor](#)

The market for house builders is competitive, but I would like to see a wider range of organisations building housing and a greater supply of developable sites coming forward. My draft London Housing Strategy sets out a number of measures to achieve this, including the creation of the London Housing Bank and 20 Housing Zones; encouraging new entrants into the market for custom build and self-build; supporting the UK's first community land trusts; regenerating existing estates; creating twenty-first century garden suburbs; densifying housing supply in town centres and around transport hubs; and using GLA and other public sector landholdings and the London Development Panel to accelerate housing delivery.

Welfare reform (1)

Question No: 2014/2784

[Tom Copley](#)

What assessment have you made of the impact of welfare reform in London?

[The Mayor](#)

There are a wide range of assessments being undertaken, which the GLA reviews, including those commissioned by the Government, the Local Government Association, the National Housing Federation, London Councils, Crisis and the Joseph Rowntree Foundation.

Welfare reform (2)

Question No: 2014/2785

[Tom Copley](#)

Would you agree that the government's welfare reform agenda has caused increased hardship and financial difficulties for many residents in London?

[The Mayor](#)

No and it is difficult to isolate the impacts of welfare reform on individual households from other factors. All mainstream political parties recognised the need to reduce spiralling spending on welfare benefits and all have committed to a future cap on overall spending on welfare.

Section 106

Question No: 2014/2786

[Tom Copley](#)

Is it an acceptable use of the planning system to reduce section 106 obligations on developers to secure new build privately rented homes at the expense of affordable housing?

[The Mayor](#)

The delivery of any housing scheme needs to be assessed for viability to understand the extent to which it can contribute to affordable housing provision as set out in policy 3.12 of my London Plan. Viability will vary considerably between locations and types of housing schemes. If you have a particular scheme in mind my Deputy Mayor would be happy to discuss it.

Kidbrooke Village

Question No: 2014/2787

[Len Duvall](#)

In response to your answers to MD 1089 - if an overage agreement concerns deferred financial returns to the Greater London Authority, why can't you outline the financial costs associated with this deferral of cash the GLA should be receiving as part of the return on its subsidy?

[The Mayor](#)

The MD1089, dealt with changes to the timing of the overage payment. Following an assessment of the project's viability, the changes enabled the pace and delivery of the development to be maintained.

Earls Court

Question No: 2014/2788

[Len Duvall](#)

Can you elaborate on whether TfL are not accepting 'best consideration' in divesting its assets at the Earls Court site and if not, why?

[The Mayor](#)

TfL is not divesting its assets. TfL has restructured its landholdings in order to allow it to take a long-term stake within the development. Over time this should see a significant increase in public receipts, which TfL will reinvest to improve the transport network. TfL has received external independent advice on commercial matters throughout the negotiations, and this advice confirms that this deal has delivered best value for TfL.

Earls Court redevelopment #1

Question No: 2014/2789

[Nicky Gavron](#)

Do you agree that the demolition plans of the size and scale for Earls Court, a C Howard Crane designed building of the type that even embattled cities such as Detroit are retaining, but which includes significant levels of asbestos particulates, poses a serious public health hazard to West Londoners? Given that to date, no health and safety measures have been put in place by Capco which match the level of risk to the public, it is also important to bear in mind that as landowner, TfL will be the responsible party should there be any resulting legal claims. With this in mind, do you agree that the demolition of the Earl's Court Exhibition Centres should be postponed at least until decisions have been taken on the West Kensington and Lillie Bridge aspects of the Masterplan, and concerns regarding the hazardous asbestos at the site are properly addressed.

[The Mayor](#)

Three 'Drop-In' public events were held on 1, 2 and 3 July to explain the process of deconstruction to the local community and the measures being put in place to minimise impact. The display boards from these sessions are available to view on the myearlscourt.com website.

There is a clear framework and set of controls and procedures within which the environmental aspects of the decommissioning, removal of hazardous materials (including asbestos) and demolition works will be managed on site. Capco's contractor, Keltbray, is a respected provider within the environmental support services sector. Keltbray has an HSE asbestos licence, is ISO accredited for Quality, Environmental and Health and Safety standards, and has its own licensed transfer stations under Environment Agency Guidelines.

On the wider issues you raise, it is neither commercially practical nor desirable to defer the development of Earls Court Village pending decisions on other, separately-held land that will in any event be subject to subsequent phases of development.

Earls Court redevelopment #2

Question No: 2014/2790

[Nicky Gavron](#)

Do you agree that the Earls Court Masterplan should not be delivered in such a way that public safety on the capital's transport system is compromised? As well as safety on the Tube being put in jeopardy, roads and underground water and sewage channels will be subject to damage and potential flood due to heavy construction traffic in constant transit through a densely populated residential area. Can the Mayor explain how the duty to prevent this foreseeable situation from occurring - in line with the Flood and Water Management Act 2010 - might be implemented under the current plans?

[The Mayor](#)

The Earls Court Masterplan is being implemented in a way that is safe and sustainable. TfL is satisfied that, whilst there inevitably will be disruption given the scale of development, the proposals will not unduly impact the transport network, and safety will always be the primary concern. Documentation is being prepared that will set out the proposed method of construction and will demonstrate how impacts on the transport network and environment will be mitigated. The development will be required to have regard to the Flood and Water Management Act 2010, and the final design and method will respond to this.

Earls Court redevelopment #3

Question No: 2014/2791

[Nicky Gavron](#)

In view of the housing crisis in the capital, do you support Hammersmith & Fulham Council's request to Capco that the Earls Court Masterplan allow for a much greater proportion of affordable and social housing and a restraint on overseas sales?

[The Mayor](#)

At the outline planning application stage for the Earls Court redevelopment, the applicant (Capco) submitted a financial viability appraisal in support of the affordable housing offer, which was subject to independent assessment on behalf of the Royal Borough of Kensington and Chelsea, London Borough of Hammersmith and Fulham and the GLA. The independent assessment concluded that the overall affordable housing provision (including the re-provision of the Gibbs Green and West Kensington estates) was the maximum reasonable amount that the scheme could provide, in accordance with the planning policy requirements of the Development Plan, including the London Plan Policy. Any proposal to change the affordable housing offer (no such request has yet been made) would require the application to be referred back to myself, and I would take a decision on the appropriateness of the offer at that stage.

Capco, the developer of the Earls Court Masterplan, is a signatory to the Mayor's Concordat on New Homes for Londoners. This commits Capco to market homes in their developments first or first equal to Londoners. New homes will therefore be available for sale to Londoners before, or at the same time as they are available to buyers from other countries.

Mayor's Mentoring Programme Figures

Question No: 2014/2792

[Joanne McCartney](#)

Following MQ 2014/2084, you state that figures are not recorded by borough. However, in MQ 2013/4889, you managed to provide me with this information. Have you stopped collecting this information since December 2013? If so, why? If you still collect them, can you answer the previous question?

[The Mayor](#)

The Mayor's Mentoring Programme is delivered by local partners and most are working exclusively in one borough as set out in the list below:

- Salmon Youth Centre, Southwark
- Kori, Haringey
- The Soul Project, Waltham Forest
- Track Academy, Brent
- Bang Edutainment, Brent
- Hackney Council for Voluntary Service, Hackney
- Croydon BME Forum, Croydon
- SE1 United, Westminster

However, two projects are delivering in more than one borough: South London YMCA covers Croydon and Lambeth and Tottenham Hotspur Foundation covers Haringey and Waltham Forest.

The data on borough delivery previously made available was based on the project delivery area rather than mentee address. We can further analyse the mentee data by borough for the two projects (as above) and this will be made available in quarter 2.

Legacy of the Mayor's Mentoring Programme

Question No: 2014/2793

[Joanne McCartney](#)

Further to MQ 2014/2087, will you continue to provide oversight, support or funding to mentoring when the LDPs take over in March 2015?

[The Mayor](#)

Although the funding for the Mayor's Mentoring Programme ends in March 2015, I will continue to provide my support for mentoring by sharing the lessons learnt following the completion of the evaluation report in spring 2015.

Cleanliness of West Anglia Line

Question No: 2014/2794

[Joanne McCartney](#)

Following residents' concerns I have visited West Anglia stations in my constituency and have noticed the poor state of cleanliness. With TfL taking over this line, will you assure me that improvements to the cleanliness, look and feel of the stations will be improved?

[The Mayor](#)

TfL will take responsibility for services on the West Anglia inner suburban routes in May 2015 and will implement a programme of improvements at the stations managed by its concession operator. All stations will be re-painted and deep cleaned, help points, CCTV and an improved customer information system will be installed, and staffing levels will be increased to ensure there is always a staff member available when trains are running.

Improvements will be phased, commencing from the date of transfer and continuing over subsequent years. Progress will be similar to the introduction of the London Overground in 2007.

In the meantime, any specific cleanliness issues at West Anglia stations should of course be taken up with Abellio Greater Anglia.

CCTV at pedestrian underpass Silver Street Station/North Middlesex Hospital

Question No: 2014/2795

[Joanne McCartney](#)

Residents have again raised with me the issue of crime and fear of crime at the underpass between Silver Street station and North Middlesex Hospital. This is used particularly by hospital staff and visitors. As this falls under TfL's jurisdiction, would you again consider installing CCTV?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

Thank you for bringing the concern of the users of this underpass to my attention.

TfL is the owner of the subway and is responsible for the maintenance of both the structure and its lighting. CCTV cameras are already installed in the subway with the camera output monitored and responded to by the London Borough of Enfield.

TfL is aware of difficulties experienced by the London Borough of Enfield with the CCTV monitoring equipment and the screens not functioning. These are now programmed to be replaced in September.

TfL is working with LB Enfield to review CCTV provision in the subway and determine the most effective manner to operate and maintain it in the future.

Buses idling

Question No: 2014/2796

[Joanne McCartney](#)

I have received a number of complaints of buses idling, particularly at Wood Green and Enfield Town. After my previous complaints, bus drivers were reminded to turn off their engines whilst at bus stands to prevent noise and air pollution. However, I have been informed that route 521 has a stop/start button to prevent buses idling. Will you consider rolling this out to all future bus purchases? Can this be fitted to the current fleet?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

All new buses entering the fleet have an automatic shut-off feature that cut engines off after a minute or so if the vehicle is not moving. Through the regular re-tendering of routes across London and maintenance of a relatively young fleet, this will become the norm over time and provide a technological solution to engine idling. As many routes come up for replacement with new buses, it would not make financial sense to retrofit older vehicles with this feature.

Measures to tackle engine idling on buses without the automatic shut-off feature include routine inspections of bus stations and stands, marketing material, information notices and guidance to bus drivers. Other measures to reduce emissions include retrofitting around 1,000 Euro 3 buses with nitrogen oxides (NOx) reduction equipment, which cuts their NOx by up to 88%. TfL is also rapidly introducing hybrid buses to the fleet which reduce most types of tailpipe emissions significantly. There are currently 830 of these in the fleet, and the total will rise to 1,700 by 2016.

HGV safety measures

Question No: 2014/2797

[Joanne McCartney](#)

Following the tragic death of the cyclist hit by a Crossrail lorry whose side safety side panels were not working correctly, what steps are taken to ensure that safety measures are working correctly before the vehicle goes onto the road?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Crossrail is fully committed to minimising the impact of its work on Londoners. As part of this commitment, Crossrail has implemented industry leading safety standard requirements for all HGVs working on the Project. The HGVs themselves are operated by contractors who must of course comply with the relevant operating and driver's licence conditions.

On the vehicles, there are five key pieces of equipment in particular required by Crossrail which are:

- Blind spot mirrors:
- Fresnel lens or front mounted, rear facing camera
- Rear warning signs for cyclists
- Side under-run guards; and
- Sidescan detection and warning system

Crossrail has also signed up to CLOCS (www.clocs.org.uk), the new industry-wide road safety standards developed by TfL.

Since this incident, Crossrail has introduced additional consequences for drivers and hauliers that arrive at site with a vehicle that does not meet their vehicle safety requirements. This now includes the immediate suspension of the vehicle until the defects are rectified and the immediate suspension of the driver and the removal of their Crossrail driver's card. The card is only reinstated when the driver attends and successfully completes the Crossrail Lorry Driver programme together with a senior manager/director.

All vehicles are checked upon arrival at Crossrail sites by the Tier 1 contractor and Crossrail conducts random checks to enforce and monitor these measures. Prior to this incident, a non-compliant vehicle would be turned away at the cost of the haulier. It remains the responsibility of the haulier and the individual drivers to check their safety measures before embarking on their journey.

Bus overcrowding in Edmonton

Question No: 2014/2798

[Joanne McCartney](#)

Further to MQ 2014/2093, could you tell me when you expect the review for a new schedule on routes 279 and 349 to be completed?

[The Mayor](#)

The review has recently been completed and showed that additional resource is required to improve reliability. TfL has asked the operator to prepare new schedules and subject to satisfactory costs is aiming to implement them in September.

Electric Buses

Question No: 2014/2799

[Murad Qureshi](#)

Following the Commissioner's report at the last TfL Board Meeting on the trialling of electric buses, what steps will be taken to increase their use ahead of the introduction of an Ultra-Low Emission Zone

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The pathway towards more electric buses will be finalised and made clear as part of the ULEZ consultation and supporting materials.

RE:NEW (1)

Question No: 2014/2800

[Murad Qureshi](#)

Can the Mayor confirm whether further funding has been secured for his RE:NEW home energy efficiency programme? If so, how much, for what period of time, and what targets has he set in relation to this next phase of RE:NEW?

[The Mayor](#)

RE:NEW has been awarded funding of €3,016,440 (£2,513,700), subject to contract, from the European Investment Bank European Local Energy Assistance facility under the CIP-Intelligent Energy Europe Programme. A 10% match has been provided by the GLA, taking total funding for the three year RE:NEW Support Team to €3,351,600 (£2,793,000).

The RE:NEW targets set in relation to phase III, to be delivered through the RE:NEW Support Team, are to support the procurement of £352 million capital expenditure that retrofits 175,000 homes and saves 93,000 annual tonnes of carbon.

RE:NEW (2)

Question No: 2014/2801

[Murad Qureshi](#)

Did the Mayor place the contract for the management of the next phase of the RE:NEW programme to competitive tender? Has the contract been awarded?

[The Mayor](#)

Yes. An OJEU compliant competitive procurement exercise for a service provider to deliver the RE:NEW Support Team was conducted using TfL's Engineering and Project Management Framework (EPMF) TfL 90001. Capita Symonds has been selected, subject to contract.

RE:NEW (3)

Question No: 2014/2802

[Murad Qureshi](#)

Evidence given recently to the London Assembly Environment committee stated that local authorities are not getting the benefit of the RE:NEW programme resources, which are mostly being directed to funding Capita. How will the next phase of the RE:NEW programme address these concerns?

[The Mayor](#)

RE:NEW III will provide local authorities with a free support service for the next three years through the RE:NEW Support Team.

RE:NEW (4)

Question No: 2014/2803

[Murad Qureshi](#)

Are homes surveyed through the RE:NEW energy efficiency programme provided with either an Energy Performance Certificate or a Green Deal Assessment? If not, why not?

[The Mayor](#)

The GLA will encourage EPC and if funded through ECO it will be mandatory.

RE:NEW (5)

Question No: 2014/2804

[Murad Qureshi](#)

Reporting to the Assembly on progress under the RE:NEW programme has been beset by delays over the past two years. The RE:NEW evaluation report was over a year late in being submitted to the Assembly, and the Assembly is still awaiting Capita's latest progress report originally stated to be delivered in December 2013. Can the Mayor commit to quarterly reporting of progress under the next phase of RE:NEW?

[The Mayor](#)

Yes.

Corporate Buildings and Energy

Question No: 2014/2805

[Murad Qureshi](#)

Can the Mayor provide an update to [MQ 2013/4993](#) which stated that work was underway to create greater transparency of the energy use of London's high consuming and large corporately-owned buildings?

[The Mayor](#)

I am currently writing to businesses across London encouraging them to participate in my Business Energy Challenge. Businesses taking part in the initiative will provide data on their energy usage from which we will be able to establish how effective they have been in reducing energy consumption and the associated carbon emissions.

Changes to the ECO (1)

Question No: 2014/2806

[Murad Qureshi](#)

The Mayor's recent response to the Department of Energy and Climate Change's consultation on the Energy Company Obligation (ECO) set out a number of concerns around the Government's latest proposals. What commitment has the Mayor received from DECC that Londoners will not be further disadvantaged under the revised programme?

[The Mayor](#)

As I set out in my response to MQ 2159 /2014 last month, my officers are currently working with DECC officials in respect of the concerns raised in our consultation response; in particular exploring how London can benefit further from the Energy Company Obligation framework to ensure it receives its fair share in the future.

Changes to the ECO (2)

Question No: 2014/2807

[Murad Qureshi](#)

Further to MQ [2014/0091](#) can you list insulation projects in London which have been stalled as a result of, what I consider, the Government's disastrous changes to the ECO?

[The Mayor](#)

When the new RE:NEW Support Team contract commences, the team will be tasked with reviewing the project list and supporting clients to move projects forwards.

MOU with Energy Suppliers

Question No: 2014/2808

[Murad Qureshi](#)

MQ [2013/2593](#) in July 2013 stated that the Mayor's Memorandum of Understanding with energy suppliers would be made available to the Assembly by Autumn 2013. One year on, is it now possible to see the detail behind this MoU?

[The Mayor](#)

My Memorandum of Understanding with energy suppliers will be published shortly.

Local Energy Efficiency Targets

Question No: 2014/2809

[Murad Qureshi](#)

Can the Mayor provide an update on where discussions now are with the Department for Communities and Local Government (DCLG) in relation to their proposed changes to restrict planning authorities ability to set local energy efficiency targets?

[The Mayor](#)

LP policy on improvements in energy efficiency beyond Building Regulations is intended to provide a smooth transition in London to zero carbon housing by the Governments proposed deadline of 2016.

The GLA and CLG have had positive discussions regarding transitional arrangements relating to the implementation of the Housing Standards Review and the introduction of standards for zero-carbon homes but we do not know the final transitional arrangements.

We are expecting an announcement in the latter half of July from CLG that will give further information on the implementation of the Housing Standards Review.

TfL Energy Strategy

Question No: 2014/2810

[Murad Qureshi](#)

Further to MQ [2571/2013](#) can the Mayor provide details of Transport for London's energy strategy, which were to have been presented to the TfL Board earlier this year?

[The Mayor](#)

Information about TfL's energy strategy was included in the most recent TfL Business Plan, which was discussed by the TfL Board on 11 December 2013 and is available at <https://www.tfl.gov.uk/corporate/publications-and-reports/business-plan>.

DfT HGV Task Force

Question No: 2014/2811

[Murad Qureshi](#)

How will Transport for London be responding to the Department for Transport's recent Low Emission HGV Task Force Recommendations on the use of methane and biomethane in Heavy Goods Vehicles (HGVs)?

[The Mayor](#)

The Department for Transport's Low Emission HGV Task Force Recommendations have three key themes - facilitating implementation and delivery; removing financial and legislative barriers; and improving the evidence base.

TfL has recently established a Low Emission Commercial Vehicle (LECV) programme with the following objectives:

1. Increase the availability and affordability of viable low emission commercial vehicles and retrofit vehicle technology suitable for use in an urban environment
2. Establish alternative fuel and supply chain infrastructure to support an increase in the number of low emission commercial vehicles
3. Encourage widespread uptake of low emission commercial vehicles by giving better information to those buying vehicle fleets, initially focused on public sector planning and procurement activities

The LECV programme will also improve the evidence base to determine the suitability of a range of cleaner road transport fuels as at this stage using methane and biomethane in HGVs is not suitable for urban operations.

TfL is also developing proposals for an Ultra-Low Emission Zone (ULEZ). Subject to public consultation, the ULEZ would set emissions requirements for all vehicles entering the Congestion Charging Zone in Central London.

District Heating Schemes

Question No: 2014/2812

[Murad Qureshi](#)

Further to MQ [2127/2013](#) from June 2013, can the Mayor provide an update on work being undertaken to assess the opportunities for the Whitehall District Heat Scheme to connect to the Pimlico District Heating Undertaking and expand into an area-wide heat network?

[The Mayor](#)

My Decentralised Energy Project Delivery Unit has supported Westminster City Council and the Whitehall District Heating Scheme owner, now Crown Commercial Service, to develop a commercial offer for the Council to take-over and invest in the Scheme and connect to the Pimlico District Heating Undertaking. The offer was submitted late last year and negotiations are continuing.

Greenwich Power station

Question No: 2014/2813

[Murad Qureshi](#)

Can the Mayor provide an update on work being undertaken to assess the potential for Greenwich Power station to switch to becoming a low carbon energy generator?

[The Mayor](#)

The GLA and TfL are working with the Royal Borough of Greenwich to assess the potential to supply low carbon, affordable heat from the power station via a district heat network. The output of this will be a decentralised energy masterplan for the Borough.

This work is also informing a detailed feasibility study for the power station itself which will provide TfL with a business model to determine the appropriate technology, size and cost of generation that could be installed on the site.

Climate Change

Question No: 2014/2814

[Murad Qureshi](#)

Can the Mayor provide an update on work being undertaken to assess the economic impact to London as a result of climate change?

[The Mayor](#)

Building on the knowledge gained from developing my climate change adaptation strategy, my officers are undertaking work on four fronts to understand the economic impact to London as a result of climate change:

1. Improving our understanding of the impacts of climate change - more detailed assessments of who and what is likely to be impacted and how will they be affected.
2. Identifying climate resilience measures and using our improved understanding on the costs of the impacts gained through 1. to refine the cost-benefit analysis and therefore the business case for the measures.
3. Undertaking research to understand the value of the 'adaptation economy' and therefore the opportunities it presents to growth and job creation.
4. Working with the London Climate Change Partnership to raise awareness and build capacity of organisations to identify and respond to climate risks and opportunities.

Camden's biomethane gas refuelling station

Question No: 2014/2815

[Murad Qureshi](#)

Has the Mayor's Energy and Environment Advisor visited Camden's biomethane gas refuelling station?

[The Mayor](#)

No.

Pension Funds and Low Carbon

Question No: 2014/2816

[Murad Qureshi](#)

Will the Mayor ask the London Pension Fund Authority to research the potential for directly investing in London low carbon projects?

[The Mayor](#)

LPFA is a responsible long term investor and has a £147m commitment to renewable and low carbon projects. These are chosen based on their return to the fund, rather than their geographical location. However one particular fund, Foresight Environmental 1, includes a £10m commitment to renewable energy and recycling assets in London.

LPFA's investments are governed by an approved Statement of Investment Principles. This states how and what needs to be considered when making an investment. One of LPFA's stated beliefs is that investments incorporating environmental, social and governance factors provide the best long term returns to pay pensions and we encourage environmental, social and corporate governance best practice in the companies in which we invest.

Energy Efficiency in London

Question No: 2014/2817

[Murad Qureshi](#)

The latest June 2014 statistics from DECC highlight that London has the second lowest level of energy efficiency measures installed (per 1,000 households) across all UK regions - less than one third the levels of installation observed in the highest region over the same time period. Why is the RE:NEW programme, after so many years of operation and over £22m of funding over your period of office, failing to reverse London's dismal domestic energy efficiency record?

[The Mayor](#)

Over 100,000 homes have been retrofitted through my RE:NEW programme. Despite this success London faces specific challenges including a high proportion of hard to treat properties, a high proportion of private rented properties, higher costs associated with installing measures, and a high number of properties in conservation areas.

A further €3,351,600 (£2,793,000) is being invested in phase III of RE:NEW to provide support through the RE:NEW Support Team to scale up delivery in the capital and help to address these challenges.

Staffing levels at Edgware Road station (Bakerloo branch)

Question No: 2014/2818

[Murad Qureshi](#)

What is the recommended level of staffing at Edgware Road station (Bakerloo branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Edgware Road station (Bakerloo branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

There have been no instances between April and June this year where staffing numbers at Edgware Road (Bakerloo) station fell below the minimum levels.

Staffing levels at Edgware Road station (Hammersmith & City branch)

Question No: 2014/2819

[Murad Qureshi](#)

What is the recommended level of staffing at Edgware Road station (Hammersmith & City branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Edgware Road station (Bakerloo branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

While Edgware Road (Circle, District and Hammersmith & City line) station is assessed as safe to operate without any staff, London Underground's policy is to have staff rostered at all stations during opening hours and I can confirm that there were no instances between April and June where there was not at least one member of staff present.

Staffing levels at Blackfriars station

Question No: 2014/2820

[Murad Qureshi](#)

What is the recommended level of staffing at Blackfriars station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Blackfriars station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

There have been no instances between April and June this year where staffing numbers at Blackfriars station fell below the minimum levels.

Staffing levels at Sloane Square station

Question No: 2014/2821

[Murad Qureshi](#)

What is the recommended level of staffing at Sloane Square station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Sloane Square station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

While Sloane Square station is assessed as safe to operate without any staff, London Underground's policy is to have staff rostered at all stations during opening hours and I can confirm that there were no instances between April and June where there was not at least one member of staff present.

Staffing levels at Embankment station

Question No: 2014/2822

[Murad Qureshi](#)

What is the recommended level of staffing at Embankment station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Embankment station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

There have been no instances between April and June this year where staffing numbers at Embankment station fell below the minimum levels.

Staffing levels at Farringdon station

Question No: 2014/2823

[Murad Qureshi](#)

What is the recommended level of staffing at Farringdon station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Farringdon station on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

While Farringdon station is assessed as safe to operate without any staff, London Underground's policy is to have staff rostered at all stations during opening hours and I can confirm that there were no instances between April and June where there was not at least one member of staff present.

Staffing levels at Paddington station (Hammersmith & City branch)

Question No: 2014/2824

[Murad Qureshi](#)

What is the recommended level of staffing at Paddington station (Hammersmith & City Branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Paddington station (Hammersmith & City Branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

There have been no instances between April and June this year where staffing numbers at Paddington (Hammersmith & City) station fell below the minimum levels.

Staffing levels at Paddington station (Bakerloo, Circle and District line branch)

Question No: 2014/2825

[Murad Qureshi](#)

What is the recommended level of staffing at Paddington station (Bakerloo, Circle and District line branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

What is the actual level of staffing at Paddington station (Bakerloo, Circle and District line branch) on weekdays from the start of the morning service to the end of the morning rush hour at 9.30am? Please provide figures pertaining to the period April 2014 to June 2014.

[The Mayor](#)

I am aware that TfL has provided the Labour Assembly Group with detailed information for each Tube station showing minimum and rostered staffing levels.

There have been no instances between April and June this year where staffing numbers at Paddington (Bakerloo, Circle and District lines) station fell below the minimum levels.

Pedestrians killed and seriously injured (KSI) in the City of Westminster

Question No: 2014/2826

Murad Qureshi

In 2012, the City of Westminster had the highest number of pedestrians killed and seriously injured; why does Transport for London not publish information about borough controlled areas of high risk to pedestrians and will it commit to do this in the future?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

All information on collisions and casualties in London is now published on the TfL website, including data back to 2005. <http://www.tfl.gov.uk/corporate/publications-and-reports/road-safety>

In February 2014, TfL published a document entitled the 'Road Risk and Vulnerable Road User Working Paper' (<http://www.tfl.gov.uk/cdn/static/cms/documents/road-risk-and-vulnerable-road-user-working-paper.pdf>) which contains new analysis that enhances our understanding of casualties and risk in London for each borough. This includes specific analysis on pedestrian casualties in London and its findings underpin the recently published Pedestrian Safety Action Plan (<http://tfl.gov.uk/cdn/static/cms/documents/pedestrian-safety-action-plan.pdf>).

TfL is making more information available to the London boroughs in order to help them inform and target their own road safety programmes. The London boroughs already have access to the casualty analysis tool Accstats, allowing them to scrutinise road safety data to determine the priority locations for pedestrian safety. The locations on borough roads that pose the highest risk to vulnerable road users, including pedestrians, are shared regularly with the boroughs, most recently in July 2014. TfL is currently looking at how it can best make this information more widely accessible.

Thames Estuary Town Planning

Question No: 2014/2827

[Onkar Sahota](#)

Given that the Mayor has recently appointed architects to draw up redevelopment plans for the site of a closed Heathrow Airport, which his advocacy of the Thames Estuary Airport would necessitate according to the Davies Commission, will the Mayor also confirm which architectural firm he is appointing to draw up plans for the large scale development that would be required in either Essex or Kent in order to service the airport?

[The Mayor](#)

In line with my statutory responsibilities as the spatial planning authority for London, I asked Transport for London to consider the redevelopment potential of the Heathrow site after the airport has been relocated to the eastern side of the city. Leading architectural practices Maccreanor Lavington, Rick Mather Architects and Hawkins\Brown were commissioned to help illustrate the scale of opportunity offered by the Heathrow site. Earlier work by Jones Lang LaSalle showed that the site could deliver 80,000 new homes, 90,000 new jobs and a £7.5 billion boost to the economy.

The scale of opportunity presented by the Thames Gateway area has been long understood but without an economic anchor progress across the whole of the area has been slow. A new airport will be that anchor, allowing Kent and Essex to unlock the full potential of sites such as Ebbsfleet and deliver huge numbers of new homes. Set alongside the other significant schemes that will be outlined in my upcoming Infrastructure Investment Plan, the regeneration and development that we can expect to see taking place up to 2050 throughout east London and along the Thames Gateway is an opportunity that we cannot afford to miss.

Southall Station Deaths

Question No: 2014/2828

[Onkar Sahota](#)

Given the most recent tragic death at Southall Station, can the Mayor confirm what action will be taken by Crossrail in order to ensure that as part of the plans for station re-design, similar instances can be avoided in the future?

[The Mayor](#)

Crossrail is working closely with Network Rail on the delivery of infrastructure at Southall station in preparation for the Crossrail route becoming operational.

Network Rail is currently rolling out a scheme across its stations to assist in the prevention of people taking their own life. At Southall station fencing is in place on the island platforms between the fast and slow lines, which is where the majority of these incidents occur. The fence will remain in place once Crossrail services commence. Network Rail work closely with the British Transport Police and the Samaritans to look at ways of reducing such loss of life at stations.

As part of the delivery of station improvements at Southall station, the Crossrail Train Operator will provide staff whenever the station is open. The introduction of ticket gates will help to provide a more visible presence in the station entrance and staff will patrol the station regularly. A new station management system and enhanced CCTV is also being installed at the station by the Crossrail Project. This will enable local staff to monitor the platforms from within the station offices. TfL's new control centre at Romford will also be undertaking targeted surveillance for signs of unusual behaviour by customers in areas where the suicide risk profile is high.

Heathrow Public Transport (2)

Question No: 2014/2829

[Onkar Sahota](#)

In reply to MQ 2014/2186 you made clear that there are many parts of London that are poorly served by public transport connections to Heathrow Airport, yet suggest that the solution is for Heathrow to encourage modal shift. What measures are you putting in place to ensure Londoners have better access to Heathrow airport in order to increase the public transport mode share?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

A number of TfL schemes including Crossrail, Piccadilly Line upgrades and enhancements to bus services will see an increase in the proportion of people travelling to Heathrow by public transport in the short term.

To provide the level of public transport mode share at Heathrow that would enable a step change reduction in road congestion would require considerable investment in public transport beyond what is planned.

In the event that Heathrow is identified for expansion, TfL estimate that £10-20 billion worth of investment would be required to deliver a long-term sustainable surface access solution, the same level of investment as would be needed to serve a brand new four runway hub airport in the Thames Estuary.

E8 Overcrowding (2)

Question No: 2014/2830

[Onkar Sahota](#)

Given that the Mayor promised to review the overcrowding of the E8 bus (MQ 2014/1578), can he confirm if this review has been carried out, and what measures TfL are taking to relieve congestion particularly during peak hours?

[The Mayor](#)

TfL has reviewed this service and consider that there is currently sufficient overall capacity. They will continue to monitor this, and in particular will be carrying out fresh surveys in the new school term.

The Oaks Development, Acton

Question No: 2014/2831

[Onkar Sahota](#)

Given that the Mayor found the The Oaks Shopping Centre redevelopment plan in Acton acceptable in strategic planning terms, is he happy that the High Court have now dismissed the judicial review that sought to overturn the project, considering it will deliver much needed regeneration of Acton's town centre?

[The Mayor](#)

I did support the scheme and consider it a good example of town centre regeneration and intensification. I welcome the fact that the scheme will now be able to proceed having been subject to the scrutiny of the courts.

Physical ill-health at City Hall (1)

Question No: 2014/2832

[Onkar Sahota](#)

What were the main three reasons for physical ill-health among staff at City Hall last year, how many working days were lost to each, and what was the financial cost to the GLA for each of these?

[The Mayor](#)

In the year 1 April 2013 to 31 March 2014 the top three known reasons for physical ill health were infections, musculo skeletal problems and stomach problems and there were 1009 days as a result of these illnesses. Using the average daily rate of pay the financial cost to the GLA was £ 177,933. The breakdown is as follows:

Physical illness	No of days lost	Cost
Infections (including colds & flu)	519	£91,523.73
Other musculo skeletal problems (not back or neck)	266	£46,908.12
Stomach, liver, kidney & digestion	224	£39,501.57
Total	1009	£177,933.42

Mental ill-health at City Hall (2)

Question No: 2014/2833

[Onkar Sahota](#)

How many staff at City Hall have suffered mental ill health in the past year, how many working days were lost as a result & what was the financial cost to the GLA?

[The Mayor](#)

In the year 1 April 2013 to 31 March 2014 there were 293 days lost to sickness as a result of mental illnesses. Using the average daily rate of pay the financial cost to the GLA was £51,669.47. The GLA records mental illness under only one category as follows: "Stress,depression,anxiety,mental health,fatigue".

GLA Impact on Public Health

Question No: 2014/2834

[Onkar Sahota](#)

What are the various components of the GLA family doing to improve the health of Londoners and reduce health inequalities, and how do you measure the impact of the GLA family on public health?

[The Mayor](#)

All the work of the GLA and wider GLA family impacts on the health and health inequalities experienced by Londoners. The GLA Act asks that all strategies have regard to the effects on health and health inequalities.

Specific GLA activities to improve health and reduce inequalities include:

Delivering the Healthy Schools Programme, the Well London programme and the Healthy Workplace Charter to encourage healthier lifestyles

Mainstreaming health considerations into all mayoral strategies and policies, for example the London Plan, supplementary planning guidance, and air quality and climate change policies.

Raising awareness about the Mayor's health efforts, and those of external partners, to maximise the benefit for Londoners, for example through the London Health Board and through the London-based Change 4 Life programme.

Supporting pan London programmes, for example the Safe Sociable London Partnership on alcohol.

The Public Health Outcomes Framework provides some measures of the health of London's population which can be tracked over time. Specific GLA projects are evaluated formally and informally as appropriate to the nature and scale of each project. Formal evaluations include the Healthy Schools London evaluation in collaboration with the National Institute for Health Research (NIHR), and the Well London programme evaluation by the University of East London.

Metropolitan Police's impact on Public Health

Question No: 2014/2835

[Onkar Sahota](#)

What is the Metropolitan Police force doing to monitor its impact on and to improve public health in London?

[The Mayor](#)

The MPS works in partnership with health agencies to deliver a range of services to positively impact on public health. Examples of services in police custody suites to improve health outcomes include liaison and diversion services, which aim to identify mental health needs in offenders and divert them into appropriate treatment; and drug testing on arrest which aims to identify substance misuse needs and refer offenders into treatment.

The MPS is also delivering an innovative street triage pilot which gives police access to support from mental health nurses to improve their response when faced with people with mental health needs. The MPS is committed to improving other health outcomes through initiatives such as the alcohol sobriety pilot to address alcohol related crime and disorder.

London Fire Brigade's impact on Public Health

Question No: 2014/2836

[Onkar Sahota](#)

What is the London Fire Brigade doing to monitor its impact on and to improve public health in London?

[The Mayor](#)

The London Fire Brigade's core activities involve working with the public and partner agencies to prevent fires. The Brigade delivered 83,000 Home Fire Safety Visits to London homes in 2012/13. The Brigade are hosting a Public Health England led illegal tobacco strategic event (which has GLA and MOPAC involvement) this month and held a successful social care seminar held in May 2014. This type of activity ensures that the impact of fire on public health are significantly lowered. We are currently reviewing options to introduce NOx abatement technology on frontline appliances to reduce vehicle emissions.

TfL's impact on Public Health

Question No: 2014/2837

[Onkar Sahota](#)

What is Transport for London doing to monitor its impact on and to improve public health in London?

[The Mayor](#)

In February 2014, TfL published 'Improving the health of Londoners: transport action plan' <https://www.tfl.gov.uk/cdn/static/cms/documents/improving-the-health-of-londoners-transport-action-plan.pdf>.

This document sets out the main ways in which TfL is contributing to improving public health in London and how TfL is monitoring its impact on public health.

Active travel (walking, cycling and using public transport) is the main way that Londoners stay physically active. As physical inactivity is one of the biggest public health threats in London this is a significant benefit of London's transport system.

My transport strategy is estimated to produce £250 million in health benefits each year from increasing physical activity. In addition to supporting more people to walk, cycle and use public transport regularly, TfL is also working to improve London's air quality through measures such as cleaning the bus fleet and the Low Emission Zone. I am also proposing an Ultra-Low Emission Zone in central London which would deliver two thirds compliance with EU emission requirements.

NHS consultation

Question No: 2014/2838

[Onkar Sahota](#)

In the absence of a London-wide strategic health authority, does the NHS consult you when it proposes to make service changes of any size and if so, on what basis?

[The Mayor](#)

The NHS does not have a statutory obligation to consult me regarding health service reformation. NHS England (London) does regularly engage with me and other pan-London stakeholders, interested parties and national representatives on the services for which it is responsible such as primary care and specialised commissioning.

Through my Health Inequalities Strategy, I have a duty to have regard for health inequalities in London. My concern in all changes to health services is that Londoners continue to have access to the best healthcare possible and that the effects of any changes reduce health inequalities.

Matching healthcare to housing developments

Question No: 2014/2839

[Onkar Sahota](#)

London is currently undergoing a huge population increase, with large essential housing developments planned or underway in many boroughs, at the same time as the NHS nationally and different segments within the NHS across London are reconfiguring a whole range of services both locally and regionally. As all housing developments of 50 units or more in London are required to be referred to the GLA to ensure that they comply with the London Plan, how are you ensuring that new housing developments are matched with adequate provision of healthcare facilities?

[The Mayor](#)

Co-ordination of development proposals and health services is mainly a task for the strategic plan-making process carried out by the boroughs rather than through individual applications. Engagement with infrastructure providers underpins all Infrastructure Delivery Plans and I support this process with the draft Social Infrastructure SPG setting out methodologies, data sources and contacts useful in assessing demand for all of the main infrastructure types. Furthermore the need for health infrastructure, particularly acute care, is far more closely linked with demographic factors such as age than it is with overall population numbers.

Co-ordination of planners, developers and health care providers

Question No: 2014/2840

[Onkar Sahota](#)

What formal consideration do you give to healthcare provision when making planning decisions? What co-ordination role do you assume or insist upon between the Borough, the NHS and the developer?

[The Mayor](#)

Co-ordination of development proposals and health services is mainly a task for the strategic plan-making process carried out by the boroughs rather than through individual applications. Although I will consider social infrastructure implications when preparing Opportunity Area Planning Frameworks and assessing borough plans for general conformity with the London Plan. Also in line with policy 3.7 of the London Plan, large residential schemes (more than 500 units) should be progressed through a plan led process to coordinate the provision of social infrastructure

Consideration of healthcare in planning decisions

Question No: 2014/2841

[Onkar Sahota](#)

As part of your deliberations on the planning applications you have reviewed since 2008, to how many have you given formal, documented consideration to the development's proposed healthcare provision, or to its impact on existing healthcare facilities?

[The Mayor](#)

I don't have a record of all the cases on which health issues have been commented on. However in the majority of large housing schemes seen by me, local authorities will seek contributions to social infrastructure, including health provision through the S106 or CIL system. Such schemes will sometimes include the provision of health facilities on site or contributions to their provision in the locality. The details are usually negotiated between the developer, the local authority and local NHS providers.

Refused planning because of healthcare provision

Question No: 2014/2842

[Onkar Sahota](#)

Of the planning applications you have formally considered since 2008, how many have you directed refusal because of insufficient healthcare provision included in the scheme?

[The Mayor](#)

I haven't refused any schemes because of a lack of health care provision.

However many of the larger housing schemes that I have considered do make a S106 contribution towards health care as the majority of the boroughs seek such contributions.

Number of GPs in London

Question No: 2014/2843

[Onkar Sahota](#)

What influence do you have over the number of GPs and location of GPs' surgeries in London? As part of your role in reducing health inequalities across London do you think you, or another body, should be taking a strategic overview of GP provision in London?

[The Mayor](#)

I do not have influence over the number of GPs and location of GPs' surgeries in London. However through the London Health Board I have a role in supporting Londoners access to improvements in GPs across the capital, for example through the establishment of an improving primary care estates programme and supporting NHS England's programme to establish a set of development standards for London's General Practice. In addition the London Health Commission is reviewing how health and healthcare can be improved for Londoners. The Commission will report to me in the autumn.

Cross-borough provision of health-care facilities

Question No: 2014/2844

[Onkar Sahota](#)

As part of your duty to promote the reduction of health inequalities across London, are you confident that individual London boroughs are able to ensure adequate healthcare facilities are provided to support new housing developments, or do you think that some strategic body should take a London-wide overview? Who is responsible for co-ordinating adequate local and cross-borough provision of health facilities with new residential or work-place developments?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus speeding - Chamberlayne Road

Question No: 2014/2845

[Navin Shah](#)

I have been approached by local Councillors and residents about buses speeding along Chamberlayne Road NW10. Brent council has introduced a new 20mph zone. How does TfL ensure that bus drivers do not exceed local speed limits?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The volume of traffic on public highways and need for buses to frequently stop to pick up and drop off passengers makes it difficult for bus drivers to achieve speeds approaching the limit most of the time in London.

Bus drivers are not only at risk of prosecution if they exceed speed limits, they also face the additional deterrent of disciplinary action and losing their livelihood, if driving is judged to be significantly below the standard expected.

All London Bus drivers undergo extensive training, which includes speed awareness. They are also subject to scrutiny in the form of independent quality monitoring of their driving with the results fed back to the operators concerned for action where appropriate. While TfL is not the enforcement authority for bus speeds along Chamberlayne Road, it works with the police and other authorities if evidence of non-compliance were brought to its attention.

All reports to TfL customer services regarding driver speeding are followed up with the operator concerned.

More broadly TfL is also currently taking forward a trial of intelligent speed adaptation equipment on buses.

Queens Park Station (1)

Question No: 2014/2846

[Navin Shah](#)

I am delighted that Queens Park Station is included in the latest step free access programme for stations. Please can you advise in which year you expect the lifts to be in operation?

[The Mayor](#)

Please see my response to [MQ 2014 /2196](#).

Work is still continuing on the detailed design. TfL officers will keep you informed of further developments.

Queens Park Station (2)

Question No: 2014/2847

[Navin Shah](#)

Will you ensure that Queens Park Station has tactile platform edges ?

[The Mayor](#)

It is TfL's aspiration to install tactile paving at Queen's Park station, and a detailed survey is due to be carried out this year which will determine the feasibility and costs of this work.

There is currently no funding in place for tactile paving as it is not included within the scope of Access for All funding, which is specifically for the provision of step-free access from street to platform.

TfL bike hire to South Brent and North Westminster

Question No: 2014/2848

[Navin Shah](#)

What plans do you have for bringing TfL bike hire to South Brent and North Westminster? In particular do you not think that station car park at Queens Park would make an excellent bike hire location?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The focus for the Cycle Hire scheme at present is to identify locations for more 'intensification' sites with our borough partners within the footprint of the current scheme. By increasing the density of docking points, particularly in central London, users will have greater opportunity to hire and dock bikes and the redistribution operation will be more efficient.

This is a great location however, and TfL will of course keep your suggestion in mind.

Cashless Buses (1)

Question No: 2014/2849

[Navin Shah](#)

I met with disabled service users in my constituency who expressed serious concerns about the negative impact these changes will have on disabled and vulnerable people. Can you please tell me how many complaints you have received from disabled and vulnerable people that haven't been able to travel on buses?

[The Mayor](#)

I am determined to improve disabled Londoners' public transport experience. People with disabilities should have Freedom Passes, which means this policy should not cause any issue.

Following the introduction of the new 'one more journey' Oyster facility on Sunday 8 June, cash use dropped to around 0.7 per cent of all bus journeys before cash-free operation commenced on Sunday, 6 July.

Over a third of bus passengers have concessionary tickets for bus travel including children and younger people, older and disabled people and the unemployed.

In the first week since its introduction on Sunday, 6 July, TfL received 71 complaints that mentioned cash-free operation. None of the complainants specifically identified themselves as disabled or vulnerable.

Cashless Buses (2)

Question No: 2014/2850

[Navin Shah](#)

How are you monitoring such incidents and what plans do you have to mitigate the impact?

[The Mayor](#)

The response to MQ 2014 /2849 sets out the number of complaints TfL has received in the first week of cash-free operation. TfL will be monitoring the number of customer complaints on a daily basis during the initial weeks of cash-free operation to ensure that the mitigation measures put in place are working effectively. TfL also plan to review cash-free operation in the late autumn, including holding a further stakeholder meeting with the organisations who provided input to a review of the vulnerable passenger procedure (including the Suzy Lamplugh Trust and Alzheimer's Society).

Alternative new police front counter for Kilburn

Question No: 2014/2851

[Navin Shah](#)

Is an alternative new police front counter provision being made by police in the vicinity of Kilburn before Kilburn Police Station is closed? You gave a commitment that there would be new and better front counter provision made before the police station was closed. May I have full details of the provision made at Kilburn please?

[The Mayor](#)

Kilburn Police Station will remain open until there are alternative facilities in place. Alternative provision for the front counter is currently being sought in the area.

TfL Countdown - Neasden Shopping Centre

Question No: 2014/2852

[Navin Shah](#)

I was informed a year ago that TfL were conducting a review, following a request for an electronic bus stop timer at Neasden Shopping Centre.

Is there an update on the outcome of the review and will the bus stop at Neasden Shopping Centre be getting an electronic bus timer?

[The Mayor](#)

A review into how, when and why passengers access bus arrival information across various channels showed that service updates are not always proactively looked for and that customers are generally unaware of the broader range of sources provided by TfL, including fixed and mobile web, through the TfL website and via text messaging. There is significant potential to grow usage as awareness increases.

There are no current plans, nor funding in place, to increase the number of Countdown signs at stops. However, London boroughs have been offered the option of leasing new signs through secured S106 agreements or alternative private funding streams.

"Digital Sign" and live bus arrival data subscription have also enabled third parties to display on-screen real-time bus arrival information on their own infrastructure at locations such as shopping centres, schools, libraries and health centres. Interested organisations which wish to explore these options can contact Digisign.countdown@tfl.gov.uk for further information.

Lowlands Road - Harrow, Project Funded by OLF

Question No: 2014/2853

[Navin Shah](#)

The project at the rear of Harrow-on-the-Hill Station has been seriously delayed. Can you give assurance that there will be ongoing support from the GLA to Harrow Council to implement this scheme speedily?

[The Mayor](#)

LB Harrow and the GLA continue to work closely together to ensure delays are kept to a minimum and that the project is completed to a high standard. The carry-forward of GLA and LB Harrow funding has been agreed.

It was decided to review the structure of the delivery team and appoint new contractors, via competitive tender, to construct the Lowlands café and performance building. This has caused the delay referred to but will ensure delivery to expected high quality and guarantee greater cost competitiveness.

Accessibility of Stanmore Station

Question No: 2014/2854

[Navin Shah](#)

I welcome the availability of the new style manual ramp. However, this does not solve the major problem of accessibility at the station. May I have an update of any plans you may have to resolve this problem for this important station that links with RNOH?

[The Mayor](#)

A step-free access route at Stanmore station already exists, albeit TfL acknowledges this is difficult for some wheelchair users to use. I regret there is currently no funding available to change the existing provision at the station. Indeed, any funds which may become available would be prioritised for those stations with no step-free access at present - especially central London interchange stations - which could unlock the greatest number of journeys for the greatest number of passengers.

However, TfL is always looking at ways to make the transport network easier to use and more accessible, and this effort will continue. In addition to introducing the new manual boarding ramps at Stanmore this summer, TfL has also made improvements to accessibility information and connectivity in the area in recent years, including new wayfinding signage in and around Stanmore station and the improved bus route 324 connecting with Kingsbury Underground station (which is step-free from street to train).

'Third Party Funding' for Accessibility of Tube/Overground Stations (1)

Question No: 2014/2855

[Navin Shah](#)

It would appear that TfL is heavily relying on third party funding sources. Whilst it is very helpful to have additional investment, do you not think that such a policy can delay and in most cases entirely hinder potential for step free access required at underground/overground stations?

[The Mayor](#)

TfL has an extensive programme of step-free access works, funded in various ways. In its business planning TfL has 18 Tube stations planned for upgrade over the next ten years, some of these with contributions from third parties. In addition to this, Government funding from the Access for All pot is providing step-free access at nine London Overground stations by 2019. Crossrail will transform step-free access, with at least 25 newly built or upgraded stations with step-free access. As you know I have also sought funding for seven Crossrail stations where step-free access was not originally planned. Finally, outside TfL's remit, there are numerous National Rail stations where step-free access will be funded by Access for All.

Taken together, this amounts to a co-ordinated programme of work, targeted to the stations in areas of most need, as outlined in my Accessibility Implementation Plan. However, TfL and I want to go further, and so we are looking for innovative sources of funding, including from third parties wherever possible. This approach is currently being used at Tower Hill, Greenford and Bromley-by-Bow, and I hope it will prove successful at Harrow-on-the-Hill and many other stations across London.

'Third Party Funding' for Accessibility of Tube/Overground Stations (2)

Question No: 2014/2856

[Navin Shah](#)

Will you look at other ways of funding which may help speed implementation?

[The Mayor](#)

Please see my response to MQ 2014 /2855.

Body-mounted cameras

Question No: 2014/2857

[Navin Shah](#)

Will you ask the Met to wear body-mounted cameras to film all stop-and-searches in London to boost public confidence and tackle the "historically poor" relations between some black residents and police?

[The Mayor](#)

A full randomised control trial on the use of 500 body worn cameras across 10 boroughs was launched on 8 May this year. The boroughs are Barnet, Bexley, Bromley, Brent, Camden, Croydon, Ealing, Havering, Hillingdon and Lewisham.

The cameras will routinely collect evidence in incidents such as domestic abuse and public order, but also for potentially contentious interactions such as stop and search.

Evidence from earlier pilots currently being looked at suggests a change in both officer and public behaviour, a reduction in the number of complaints and increased early guilty pleas.

An evaluation will be conducted on the impact of body worn cameras, including the impact on stop and search, once a full year of data is recorded.

Bakerloo line extension

Question No: 2014/2858

[Valerie Shawcross](#)

What plans are in place to progress the development of a regeneration plan which would help finance the Bakerloo line extension via the Old Kent Road?

[The Mayor](#)

Very initial discussions have taken place between the GLA, TfL, LB Southwark and LB Lewisham in relation to the preparation of an Opportunity Area Planning Framework for Old Kent Road. Additionally, TfL is leading on work around the Bakerloo Line Extension with boroughs around the route.

Various funding mechanisms to finance the extension, including mechanisms to capture the uplift in land values, will be an integral part of the various studies.

Camberwell Station

Question No: 2014/2859

[Valerie Shawcross](#)

Southwark Council has a very long standing aspiration to restore a station at Camberwell New Road on the railway line running between Loughborough Junction and Elephant and Castle. Network Rail has always argued that the distance between stations would be too short. Could modern railway technology deal with this problem? If so would TfL support this aspiration?

[The Mayor](#)

I understand that there are many difficulties associated with reopening a station at Camberwell, not least the ability to construct a station to modern standards at this location without needing to realign tracks which could require widening of the viaduct and significant land take.

New signalling technology may assist with the ability for trains to serve Camberwell, but it is unlikely to make a significant difference and detailed timetabling work would be required to determine whether it would be possible for trains to serve here in the future.

Arriva buses

Question No: 2014/2860

[Valerie Shawcross](#)

I am concerned to see at least two Arriva training buses (blue livery) belching smoke and foul smelling fumes from their exhausts as they drive around the West Norwood area. This is despite my direct complaints to TfL some weeks ago. What steps does TfL have in place to ensure that bus training fleets are checked for emission standards? What action will TfL take against operators who run vehicles which fail emission tests?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 26 August 2014

All buses must have a valid MOT before they can operate on the public highway. The procedures for their MOT will include a smoke test, and I can confirm that the training buses you highlight are fully compliant in this respect. Notwithstanding this, Arriva has undertaken an additional smoke test on these vehicles and advised that they remain compliant.

Furthermore, bus operators have rigorous maintenance regimes to ensure their fleets, includes training buses, remain in a good state of repair. TfL undertakes further assurance checks by independently checking a substantial part of the fleet each year to ensure that vehicle standards remain high.

Like other vehicles on the public highway, it would be illegal for buses to be in service without having passed their MOT, and the driver and/or the bus operating company would be at risk of prosecution from the Metropolitan Police if they did so.

TfL Overground Brixton

Question No: 2014/2861

[Valerie Shawcross](#)

TfL had previously considered building a platform at Brixton High level station in order to allow the Overground train service to stop there and passengers to interchange with the underground. Has TfL recently refreshed its analysis of the costs and benefits of such a proposal given the growing population in South London and Lambeth Council's regeneration plans for the Borough?

[The Mayor](#)

TfL has recently contributed to a new study undertaken by the London Borough of Lambeth to review the feasibility of providing high level platforms at Brixton. The study identified the significant benefits that a high level station would have but found that the major infrastructure constraints and construction difficulties remain. The estimated cost of a new station is at least £80m and could be as high as £120m. This means that a station here is unlikely to be affordable, so alternative locations were reviewed. A new station at East Brixton appears more feasible, but this still has a high cost for a new station, estimated between £30m and £50m, and would have much lower benefits as it is further from the town centre.

TfL will continue to provide support to Lambeth Council as they further develop the case for new stations and improvements to existing stations.

Crystal Palace Development

Question No: 2014/2862

[Valerie Shawcross](#)

There has been no up to date information put into the public arena about the proposed land deal between ZRG and Bromley Council or the likely nature of the Planning application to be submitted - for which you have publicly expressed enthusiasm. To date the local community have little hard information on which to assess the merits or problems of a major development on the topsite at the Crystal Place Park. Please set out what your staff's expectations are now for the timetable on this application? When will it be submitted? When can we expect to see a Transport impact assessment and when will the public in Bromley and the neighbouring boroughs of Lambeth, Southwark, Croydon and Lewisham be consulted?

[The Mayor](#)

Negotiations over the transfer of any land interests within the park are a matter for the London Borough of Bromley as landowner and ZRG. These discussions are commercially confidential.

Public engagement events, organised by ZRG's representatives Arup, have already taken place. More detailed public engagement is intended to take place, as well as formal public consultation, as a key part of the pre-planning and planning process.

The timetable for the completion of the transport impact assessment and the submission of the planning application is dependent on the outcome of discussions between the London Borough of Bromley and ZRG.

London Bridge station - service disruptions

Question No: 2014/2863

[Valerie Shawcross](#)

Are you content with the limited replacement service or the lack of publicity being given to the necessary disruption to train services from London Bridge either during August or in the post 1 September period? Do you think Network Rail, SE Trains, Southern and FCC should have learned the lesson of the Olympics, that alerting and encouraging passengers to seek alternative routes needs mass publicity and advance warning?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

Network Rail are part closing London Bridge rail station from 23-31 August during their major reconstruction of the station and rail lines as part of the Thameslink programme.

During the part closure, some rail services will be diverted from their normal routes and some services will not operate. Whilst this will result in a loss of some passenger capacity, the closure is being undertaken in the week following the Bank Holiday when demand levels are lower.

I agree that Network Rail and the Operators should be expected to demonstrate they have learnt the lessons from London 2012, particularly the importance of advance warning and a consistent message and advice to customers.

As part of a new Travel Demand Management Board for London, TfL has been working to support the Department for Transport, Network Rail and the train operators to develop a consistent set of travel advice to help everyone get where they need to go using alternative or rerouted services. By following this advice, which has been available on the Thameslink Programme, TfL and operator websites since May, all customers will be able to get to their destinations.

There will be a major Thameslink 'one month to go' passenger awareness campaign in late July and TfL is doing everything possible to support this with staff announcements, leaflets distributed at key stations, an advertising campaign, customer emails, staff announcements and social media.

Streatham Hub

Question No: 2014/2864

[Valerie Shawcross](#)

In light of the successful completion of the Streatham Hub facilities with its new Ice rink, swimming and leisure centre and a major supermarket will TfL carry out an assessment of the adequacy of the capacity of bus services serving the area?

[The Mayor](#)

Streatham Hub is served by nine high frequency services (routes 50, 60, 109, 118, 133, 159, 249, 250 and 255) and two low frequency services (routes G1 and P13) giving a wide range of links to surrounding areas.

The capacity and reliability of services is monitored regularly. TfL considers this a good level of service for Streatham Hub. Please let them know if you have any specific suggestions.

Cashless buses

Question No: 2014/2865

[Valerie Shawcross](#)

Please can you confirm what training and advice has been provided to bus drivers should they pick up a passenger who has lost or had their Oyster card stolen, particularly if this is late in the evening and/or in an area where an Oyster ticket stop is not available?

[The Mayor](#)

As noted in the response to MQ 2014 /2596, TfL has updated its procedure relating to vulnerable passengers and included this in the latest version of the driver's handbook (Big Red Book) which each bus driver received in June. In preparation for cash-free operation TfL also held bus operator briefings during April and May. The purpose of these briefings was to ensure that the operators and their staff were fully aware of all the mitigation measures that TfL has put in place to allow for the smooth introduction of cash-free operation.

London Underground Ticket Office Transactions

Question No: 2014/2866

[Valerie Shawcross](#)

On 04 February 2014 my office requested information from TfL on the number of transactions made at London Underground Ticket Offices broken down by financial year and transaction type. On 26 February 2014 we received the data, but it turned out to be wrong.

On 27 February 2014 TfL confirmed that the figures were wrong. On 28 February 2014 my office requested further information. The deadline for TfL to provide this information was 28th March 2014.

We are now 15 weeks past this deadline and a staggering 22 weeks since my original enquiry was made.

Can you explain why such a delay has occurred and whether you are satisfied with the wait time?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL has now provided your office with the information requested.

This included a significant amount of data which took time to compile and check to ensure it was correct. This was particularly important as your office had been provided with wrong information previously. TfL apologises for the delay with this response.

Pay

Question No: 2014/2867

[Fiona Twycross](#)

Recent GLA Economics forecasting suggests that wage inflation will be 2.1% in 2016. Do you agree that this would be insufficient should prices - particularly the cost of housing and transport in London - continue to rise at current rates?

[The Mayor](#)

GLA Economics does not forecast real wage inflation. Since the downturn there has been significant pressure on real wages. However, in its March 2014 economic and fiscal outlook the Office for Budget Responsibility highlight that as labour productivity slowly recovers it is expected that wage growth will pick up; the OBR forecast that average UK earnings growth in 2016 would stand at 3.6 per cent.

Productivity

Question No: 2014/2868

[Fiona Twycross](#)

How are you working to increase economic productivity in London?

[The Mayor](#)

In many ways. I would like to highlight the GLA's and LEP's ongoing work in the arenas of infrastructure, innovation, science, technology, skills, health and education.

Skills

Question No: 2014/2869

[Fiona Twycross](#)

How are you seeking to increase the skills base among management levels in London?

[The Mayor](#)

Progression in learning and work are key priorities for the Skills and Employment Group of the London Enterprise Panel. The LEP published its Jobs and Growth Plan for London last year and its vision is used to inform any skills provision which the Panel is responsible for, including the forthcoming round of European Structural and Investment Funds.

Gender inequality

Question No: 2014/2870

[Fiona Twycross](#)

ONS data shows that the number of women in London claiming Jobseekers Allowance is 43% higher than it was immediately prior to the collapse of Lehman Brothers, while the claimant count for men is 2% lower. London's labour market demonstrably fails women. Do you intend to take steps to rectify this problem? If not, why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

To date, I have supported a number of employment schemes that have included raising female participation rates. For instance, half of the GLA's Apprenticeships were undertaken by women last year. I have also set a target to create 20,000 part time jobs in my second term, which I am on track to meet.

The 2007-13 ESF Programme for London, which is focused on employment interventions has a minimum target participation rate of 50% women. In addition, support for parents in low income families and in particular lone parents into employment are a key priority of the 2014-2020 ESF programme. Planning is currently underway to explore how the funds can best support this group.

Traineeships at the GLA

Question No: 2014/2871

[Fiona Twycross](#)

I understand that you are implementing a 12 week traineeship programme in the GLA from September 2014. As traineeships are unpaid, how will you ensure that young people on this programme will be able to afford to attend their work experience, their place of training and food for lunch?

[The Mayor](#)

The GLA trainees will receive travel and lunch expenses during the programme.

Traineeship discounted travel

Question No: 2014/2872

[Fiona Twycross](#)

Will young people on the traineeship programme be eligible for the discounted rate oyster card that apprentices are?

[The Mayor](#)

GLA trainees will receive travel expenses.

Traineeships in the GLA family

Question No: 2014/2873

[Fiona Twycross](#)

Will the GLA group, including MPS, TfL and LFEPA also have traineeship programmes? If so, can you provide me with the details for each programme?

[The Mayor](#)

The GLA's functional bodies are exploring the potential to deliver Traineeships. Whilst TfL do not directly have in place traineeship programmes, they have recently explored opportunities to develop and introduce one that offers work placements at TfL and through their supply chain organisations. It is hoped that a feasibility study and pilot will be undertaken by March 2015.

TfL supplier Clear Channel recently provided a seven week Traineeship for five candidates selected from the London Transport Museum's 'Route into Work' pre-employment training programme for young people who are not in education, employment or training. At the end of the traineeship, three paid apprenticeship roles were offered. This is an increase from the two that were intended due to the high calibre of the candidates.

Traineeships (1)

Question No: 2014/2874

[Fiona Twycross](#)

What will you do to monitor and ensure that you are recruiting apprentices from under-represented groups and disadvantaged backgrounds?

[The Mayor](#)

The recruitment data for GLA apprentices is monitored. The advert for GLA apprentices is sent to a number of charities to ensure that applicants from under-represented and disadvantaged groups apply. These are wide-ranging organisations such as Kids Company, Centrepoin, Action for the Blind. The GLA's Education and Youth Team promote vacancies across their network of 900 organisations, many of which work with disadvantaged and hard to reach young people. The Mayor's Fund will also promote to their Young London Network targeting organisations who work with young people not in education, employment or training. The National Careers Service provider for London also works with schools across London and will be made aware of the GLA's Apprenticeship and Traineeship opportunities.

Traineeships (2)

Question No: 2014/2875

[Fiona Twycross](#)

Will the traineeships in the GLA, and GLA group be counted separately to apprenticeships?

[The Mayor](#)

Traineeships provide young people aged 16-24 years with low qualifications and little work experience with the skills needed to compete for and progress into Apprenticeships and other sustainable employment opportunities. Traineeships are now part of the same family as Apprenticeships. As such, the GLA Group will include both Traineeships and Apprenticeships in its returns.

Traineeships (3)

Question No: 2014/2876

[Fiona Twycross](#)

How will you evaluate the GLA traineeship scheme?

[The Mayor](#)

The GLA will evaluate the traineeship scheme in a number of ways. One of the success criteria for the scheme will be the trainees securing a GLA apprenticeship in 2014/15 or a role in the GLA or externally. The trainees will have a guaranteed interview for an apprenticeship place if they complete the programme.

The scheme will also be assessed through exit interviews with the trainees, managers and with the training provider.

The trainees will identify key skills they want to develop at the start of programme which will be assessed at the end of the programme by the GLA, in conjunction with the training provider.

Apprenticeship levels in the GLA

Question No: 2014/2877

[Fiona Twycross](#)

Can you tell me how many apprentices have completed an apprenticeship at the GLA, per year and can you differentiate between Level 2, Level 3 and Level 4?

[The Mayor](#)

The numbers of completed apprenticeships are listed below:

In 2011/12 there were 5 (Level 3)

In 2012/13 there were 6 (Level 3)

In 2013/14 there were 12 (Level 3) and 1 (Level 2)

In 2014/15 there are 15 apprenticeships predicted to be completed in December at Level

3. There are also two Higher Level apprenticeships (Level 4) in post.

Apprenticeship levels in the GLA Group

Question No: 2014/2878

[Fiona Twycross](#)

Can you tell me how many apprentices have completed an apprenticeship at the GLA Family, per year, for MPS, TfL and LFEPA, and can you differentiate between Level 2, Level 3 and Level 4?

[The Mayor](#)

Data on GLA Groups completions is not collected nationally or by the GLA, only starts. This is a more relevant measure of the opportunities afforded to young people. People leave apprenticeships before completion for all kinds of reasons; including offers of full-time employment. Please also see MQ 2880/ 2014.

Promoting apprenticeships and traineeships

Question No: 2014/2879

[Fiona Twycross](#)

How will you ensure that young people know about the GLA apprenticeship and traineeship scheme given that there is widespread belief that careers advice in schools is poor? Will you write to every school in London to promote these opportunities?

[The Mayor](#)

The GLA's training provider Outsource promotes the apprenticeship and traineeship opportunities via their email circulation list which include the majority of schools with a London postcode.

The opportunities are also promoted to organisations as set out in my response to MQ 2874. There are approximately 250/300 applications for approximately 15 apprenticeship vacancies so I am confident that we are reaching a large number of young people.

Breakdown of apprentices in the GLA

Question No: 2014/2880

[Fiona Twycross](#)

Can you provide me with the latest breakdown of apprenticeship starts in the GLA and GLA family (TfL, LFEPA, MPS) for 2010/11 onwards, by year, by organisation and by gender, ethnicity, age and disability?

[The Mayor](#)

Apprenticeship starts in the GLA Group since April 2010 and to June 2014:

Organisation	2010/11	2011/12 Delivered to date	2012/13 Delivered	2013/14 Delivered	2014/15 Delivered*	TOTAL DELIVERED (2009- 2014)
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TfL	876	979	1326	1033	87	4301
MOPAC/MPS	185	95	93	58	0	431
LFB	47	99	4	3	1	154
GLA	5	21	16	18	0	60
LLDC**						0
LDA	7	0	0	0	0	7
Total	1120	1194	1439	1112		4953
* Representing data from April to June 2014						
** Reporting will start from 2014/15.						

Equalities data on an annual basis since 2010/11 is not available; however the data for 2013/14 is included below:

	GLA	LfB	MPS	TfL	TOTAL
Female	50%	100%	28%	31%	31%
Male	50%		71%	69%	69%
White British	63%		64%	38%	40%
White Irish			5%	1%	2%
White - Other				4%	4%
Mixed - White/Black African			3%	1%	1%
Mixed - White/Caribbean				1%	1%
Mixed - White/Asian				1%	1%
Mixed - Other	6%		7%	3%	3%
Indian	6%		10%	7%	8%
Pakistani			3%	4%	4%
Bangladeshi				4%	4%
Asian - Other			2%	3%	3%
Black - Caribbean	6%		3%	8%	8%
Black - African	19%			15%	14%
Black - Other			2%	0%	1%
Chinese				0%	0%
White (origin not established)		67%			
BAME (origin not established)		33%		1%	1%
Prefer not to say/unknown				6%	6%
Other				2%	2%
Disabilities*			3%		0%

*Data include those who have also chosen not to disclose this information. Therefore the actual number of those with disabilities is possibly not reflected.

Apprentice oyster cards (1)

Question No: 2014/2881

[Fiona Twycross](#)

Can you provide me with the latest number of apprentices that have taken up the offer of the discounted oyster card so far this year? Do you expect to be providing more this year compared to the previous year?

[The Mayor](#)

Yes, I am hopeful that, following growing awareness of the scheme, more Apprentice Oyster cards are expected to be issued this year.

Up to 14 July, 1,993 new Apprentice Oyster photocards were issued in 2014.

Apprentice oyster cards (2)

Question No: 2014/2882

[Fiona Twycross](#)

Given that MQ 2014/1657 highlights promotion of the discounted oyster card scheme increased the number of applications made by 40 per cent, what action have you taken to continue to promote the scheme so that the maximum number of apprentices can benefit from this?

[The Mayor](#)

Information has been sent to training providers and BIS staff; made available on TfL's website and provided to TfL staff.

The Government's apprenticeship website has been actively promoting the scheme and providing supporting FAQs.

Promotion to young people and other stakeholders is being carried out via the London Apprenticeship Information Ambassadors Network.

This is an impartial service available to London schools and stakeholders to raise awareness of apprenticeships and provide support if needed.

London Councils is promoting the scheme to key contacts within local authorities.

Apprenticeship Employer Account Managers are directly promoting the scheme to employers.

Social media is also being used by to raise awareness and encourage take-up.

Apprenticeships in SMEs

Question No: 2014/2883

[Fiona Twycross](#)

In your 2012 manifesto, you committed to create 4,000 apprenticeships for small and medium sized businesses with £6m funding secured from the Government. Since then, you refer to you target of creating 1,000 apprenticeship starts for SMEs. What has happened to the other 3,000?

[The Mayor](#)

Through the Growth Deal, I am negotiating with Government for further funding to be made available to continue the enhanced AGE grant for SMEs in London. This will support the creation of additional apprenticeships in SMEs. My Apprenticeships Marketing campaign which has recently launched is also targeting London's SMEs and will help to contribute towards my 4,000 target which I am confident will be achieved before the end of my term.

London Technology Week (1)

Question No: 2014/2884

[Fiona Twycross](#)

Following the success of London Technology Week, what steps will you take to tackle some of the issues raised such as affordable office space and housing concerns going forward?

[The Mayor](#)

Addressing affordable office space in particular, at the end of 2013 I commissioned a study of Incubators, Accelerators and co-working spaces as well as research into Accommodating Growth in Town Centres to ensure affordable workspace is fully considered in the process of intensifying our town centres. Among other things, the research will provide a comprehensive and interactive map of affordable workspaces in these facilities for start-up and SMEs across London. The research will also inform my emerging programme for Places of Work, which is a key component of the GLA's Regeneration investment in 2014-15. It is my intention that the £9m capital funding in 2014-15 is available for investment to support the growth of SME's in Town Centres and High Streets across London.

London Technology Week (2)

Question No: 2014/2885

[Fiona Twycross](#)

How important is it that London's technology scene includes more flotations and what steps are you taking to ensure these take place in London?

[The Mayor](#)

While it is not the only route to success, it is important to have more UK technology companies listed on the London Stock Exchange, as not only do they provide growth financing for the individual company, but also create examples of success for other entrepreneurs to aspire to.

My team both in City Hall and in London & Partners work closely with Tech City UK, which is taking forward its Future Fifty programme this year, a year-long programme for fifty selected high-growth companies. A number of these have listed on the London Stock Exchange since the launch of this programme.

Co-operatives Fortnight 21st June to 5th July

Question No: 2014/2886

[Fiona Twycross](#)

What steps have you taken to promote London's co-operative and mutual sector during Co-operatives Fortnight 2014?

[The Mayor](#)

I have not been approached to do so.

Data Roaming Charges (1)

Question No: 2014/2887

[Fiona Twycross](#)

Will the Mayor join me in welcoming the new EU caps that will bring the price of data roaming down by 50 percent from 1 July this year meaning that European tourists visiting London this summer will find it much cheaper to stay connected whilst in the capital?

[The Mayor](#)

This is good news for European visitors to the capital. I would recommend that they use their phones to access the huge range of online information regarding London's cultural offer. London is now the world's most visited city and European visitors make up over 50% of all international visitors.

Data Roaming Charges (2)

Question No: 2014/2888

[Fiona Twycross](#)

What steps will the Mayor take to promote the new EU caps to prospective visitors to London from the EU?

[The Mayor](#)

I am pleased that European visitors will now find it cheaper to stay connected in the capital and have access to the full range of information available to them regarding London's cultural offer. However, it is not the role of the Mayor of London to promote information about changes to mobile phone operator tariffs.

European funding for GLA projects

Question No: 2014/2889

[Fiona Twycross](#)

Please provide a break-down of all the GLA projects that have received financial support from European funding streams since 2008, listing how much money has been provided in each case and basic details of the project.

[The Mayor](#)

This information is attached as Appendix 4.

Extreme Weather and the Economy

Question No: 2014/2890

[Fiona Twycross](#)

What plans are in place to make London's key digital infrastructure such as Data Centres resilient to extreme weather?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

The term Data Centre is wide ranging and covers individual organisational data centres.

All organisations are encouraged by Local Authorities to maintain Business Continuity arrangements. These arrangements are at the discretion of the organisation concerned. The Mayor of London has no power to direct operators of Data Centres.

However, recognising the strategic importance of larger data centres to London, and the UK, the London Resilience Team has contact with Telehouse who operate 5 data centres in London. Telehouse are members of the National Emergency Alert for Telecommunications, and the London Resilience Partnership. This enables them to receive information regarding resilience. In addition, they are represented at the London Resilience Telecoms Sub Group and London Resilience Utilities Sector Panel.

All businesses are able to register to receive information through the Cross-Sector Safety and Security Communications Partnership via the ICT Industry Sector, this provides real-time information and warning from London Resilience Team, Metropolitan Police Service and Transport for London to the private sector.

As far as flooding is concerned, Planning Authorities have some powers of direction through Planning Policy Statement 25, which makes provision for Critical Infrastructure in new applications.

Crossrail 2 and fire coverage

Question No: 2014/2891

[Fiona Twycross](#)

Do you agree that any fire station closures that result from Crossrail 2 should be replaced to maintain the level of fire cover across London?

[The Mayor](#)

It is far too early to assess the impact of the proposed Crossrail 2.

Zero hour contracts

Question No: 2014/2892

[Fiona Twycross](#)

In your response (2014/2217) you said that statistics on use Zero Hour Contracts are only collected by the Office of National Statistics, so there is no regional breakdown. Do you have any plans to undertake survey work about their use in London?

[The Mayor](#)

No, I don't have any plans to undertake survey work on their use in London.

Living Wage

Question No: 2014/2893

[Fiona Twycross](#)

In your response (2014/2224) you said you would ask your officers to liaise with the Living Wage Foundation to ensure that contractors who implement the London Living Wage are then not just cutting costs by reducing hours - has this now happened and what was the outcome?

[The Mayor](#)

In my response to [MQ 2014/2224](#), I said I would liaise with the Living Wage Foundation to understand how widespread this issue might be. My officers have been in touch with the Foundation to discuss their understanding of, and approach to, this issue.

As a result we do not believe the practice of cutting hours to be widespread, and as I said at the time, I strongly discourage it.

Pay

Question No: 2014/2894

[Fiona Twycross](#)

In your response (2014/2225) you said you are calling on all employers to pay the London Living Wage rate excluding tips. Do you have any data on how widespread the practice of charging an admin fee on tips waiters and waitresses receive?

[The Mayor](#)

No.

Housing Market

Question No: 2014/2895

[Fiona Twycross](#)

I asked what assessment the GLA has made of the possibility, and implications, of a sudden fall in house prices in London. In your response you simply said the GLA 'monitors the market' - please outline what monitoring occurs and outline how this is then assessed.

[The Mayor](#)

The GLA monitors the housing market in a variety of ways, and this is brought together in its regular online London Housing Market Report: <http://data.london.gov.uk/housingmarket>. The assessment varies depending on the patterns revealed through monitoring.

Cinemas Living Wage

Question No: 2014/2896

[Fiona Twycross](#)

Have you now met with staff from the Ritzy cinema who are campaigning to be paid the London Living Wage?

[The Mayor](#)

Please see my response to oral MQ 2767 / 2014.

Impact of benefit reforms in London

Question No: 2014/2897

[Fiona Twycross](#)

In your answer (2014/2261) you said that it is still too early to judge the impact of some measures of welfare reform. Can you be more specific about what measures you can judge now, and when you expect to be able to judge the rest, considering it is over a year since Londoners felt the impact of welfare changes.

[The Mayor](#)

Initial assessments of particular measures have now been published by the Government but the full assessment of welfare reform will take some time to become apparent. Moreover, welfare reform is a wide-ranging and long-term programme that cannot be isolated from the Government's wider work to boost economic growth and create jobs.

Children visiting Self-Harm websites

Question No: 2014/2898

[Fiona Twycross](#)

I was concerned to read of a threefold increase in British children visiting self-harm websites have trebled in three years. Can MOPAC take action to address this growing problem?

[The Mayor](#)

This statistic originates from a Net Children Go Mobile report. The report highlights the increase in risk from children being exposed to negative user generated content such as hate messages, pro-anorexia content and self-harm websites; however it also suggests that children are better prepared than they were three years ago for what they find. In my Violence Against Women and Girls (VAWG) Strategy (2013-17) MOPAC committed to bringing the MPS and the London Safeguarding Children Board together to explore the changing landscape of social media to improve our understanding of the links between technology, social media and VAWG. I will ask MOPAC to circulate the report to its partners on the London Children Safeguarding Board to consider how we can ensure that children in London are able to maximise the benefits offered by the Internet, whilst doing this in a safe way.

Running Tracks in London (1)

Question No: 2014/2899

[Fiona Twycross](#)

Do you acknowledge that there will be many new London schools that do not have running track facilities on-site, and that demand for the current sites in London, whether currently public or private, will inevitably grow? Do you have any projections for this increased demand?

[The Mayor](#)

The vast majority of permanent athletic tracks in London are not located at school sites, particularly those in the state sector.

UK Athletics (UKA) and England Athletics are due to publish a joint facilities strategy in the autumn. This will look at the provision of track and field facilities using catchment and optimisation mapping, taking into account the following:

- current and future demand for the sport from both young people and adults, and
- the proximity of existing facilities as well as age and quality of the facilities.

We will use the results of this to inform any future investment.

Running Tracks in London (2)

Question No: 2014/2900

[Fiona Twycross](#)

Do you acknowledge that borough boundaries are often entirely irrelevant in planning running tracks and sports ground provision? What strategic role does the GLA play in this?

[The Mayor](#)

The GLA takes an active strategic role in providing demographic data and needs methodologies to boroughs, which remain the main delivery authorities for sports facilities in London. To this end the GLA commissioned 'Strategic Planning for Sports Facilities in London' from Sport England in 2010, a technical report that analysed provision and demand for sports facilities across London at sub-regional and borough levels. This work is integral to the Draft Social Infrastructure SPG currently open to consultation.

Both organisations take account of this when making awards to sports facilities.

Running Tracks in London (3)

Question No: 2014/2901

[Fiona Twycross](#)

Do you only use one criterion, that of 'agreed local provision', in deciding whether to support concreting over running tracks or not? If not, what other criteria do you consider? Do they include population number projections of children and of young inner-city Londoners?

[The Mayor](#)

We don't have a range of different criteria as our position is to oppose closure unless such local agreement to replace the facilities lost can be reached. The building of any facility, replacement or otherwise, should take into account a range of factors such as population and the strategic need for that facility.

Running Tracks in London (4)

Question No: 2014/2902

[Fiona Twycross](#)

Regarding the running tracks listed by you in answer 2014/2273, do you support closure of any of them, and if so, from what exact date for each one has that been your policy, and why?

[The Mayor](#)

I can reiterate that I do not generally support the closure of any sporting facility unless there is a compelling case otherwise, such as agreed local provision that will replace the facilities lost.

LFEPA Efficiency Savings

Question No: 2014/2903

[Fiona Twycross](#)

You said that the cost of retained fire fighter pensions should be met by efficiency savings by LFEPA (2014/2260). Can you provide more information about these savings?

[The Mayor](#)

Based on the latest information available, the forecast cost relating to retained firefighter pensions is likely to impact the Authority in 2017/18 or later. This risk is under continual review in order to fully assess the timing and value of this pressure. Efficiency savings to meet the impact of this will therefore be identified as part the budget process in future years.

Clerkenwell Fire Station

Question No: 2014/2904

[Fiona Twycross](#)

Will you support a feasibility study looking at whether Clerkenwell Fire Station could be turned into a Fire Museum?

[The Mayor](#)

Yes, provided the costs of undertaking the study are proportionate and a good use of taxpayer money.

Impact of Fire Cuts

Question No: 2014/2905

[Fiona Twycross](#)

In your answer (2014/2276) you said there had been no reduction in fire cover at a local level. How can this be the case when you have cut fire stations and appliances?

[The Mayor](#)

Following the changes in LFEPA's fifth London Safety Plan, there remains 155 fire appliances being deployed from 102 fire stations across London. This gives a London wide average first appliance attendance time of 5 min 23 seconds, which remains well within LFEPA's six minute target.

APEX Corner

Question No: 2014/2906

[Andrew Dismore](#)

Further to Question 2014/2001

Will you review the need for traffic lights at the Selvage Lane arm of the junction? Your response being, TfL is investigating the need for traffic lights at the Selvage Lane arm of the junction and confirm its findings in due course. When do you expect TfL to confirm their findings?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

TfL has completed its investigation into the benefit of traffic lights at the Selvage Lane arm of the Apex Corner junction.

The investigation found that the introduction of signals for Selvage Lane is likely to cause significant queues northbound on the A41 and southbound on the A1. This would negatively impact the journey time reliability of these strategic, high capacity routes.

In partnership with London Borough of Barnet, TfL has already implemented a number of physical changes to this junction. This has included removing street furniture and adjusting kerb lines to improve visibility for vehicles joining from Selvage Lane. There have also been alterations to lane marking to improve lane discipline. Instances of KSIs (Killed and Seriously Injured) at this junction are below the borough average and have been reducing. All incidents recorded at this location in the last three years were recorded as "slight" and mainly involved minor, slow-speed shunts with drivers exiting Selvage Lane.

With no strong safety benefits and clear dis-benefits to journey times, TfL have no current plans to introduce additional signals at this location.

APEX Corner (2)

Question No: 2014/2907

[Andrew Dismore](#)

Further to Question 2014/2002

Will you review the need for traffic light enforcement cameras at Apex Corner? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2014 / 2022.

Hendon Central

Question No: 2014/2908

[Andrew Dismore](#)

Further to Question 2014/2003: Further to Question 2014/0968: "The junction of Queens Road and the A41 at Hendon Central is heavily congested at rush hours. It is also difficult to make a right turn at this junction as the filter system restricts the number of cars to a small number in each sequence. What will you do about this? "Your response being:

"Thank you for highlighting your concern. A Traffic Signal Engineer will assess the A41/Queens Road junction and look into any possible signal improvements that can be made to the right turn. "Has this work now been done, and if so, with what outcome? If not, when will it be done? Your response being, TfL is in the process of applying signal timing changes to the junction to provide more opportunity to southbound right turning traffic. This will be complete by the end of June. Hendon Circus is also being considered as a possible location for longer term design and layout changes to further improve the junction. Have the signal timing changes now been completed and if not, why not? when will consideration of junction improvements progress be announced?"

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

A review of traffic signals at the junction of A41/ Queens Road was concluded in June.

Minor adjustments were possible to the traffic signal timings to smooth the flow of traffic along the A41 and reduce the incidence of congestion caused by right turning vehicles.

A TfL scheme to improve the performance and safety of the southbound right turn from the A41 is currently in development. This will seek to create additional queuing space for right turning vehicles, as well as providing a dedicated right turn signal.

Subject to approvals this scheme is currently forecast for implementation in spring 2015.

Mill Hill East and Finchley Central

Question No: 2014/2909

[Andrew Dismore](#)

further to Question 2014/2004

"As well as shuttle tube services, there are also buses between these stations with a quarter hour service interval. Currently, bus and underground timetables ignore one another. I quote from TfL's Journey Planner for a weekday morning hour:

1010-1013, 1025-1028, 1040-1043, 1055-1058 (Tube)

1010-1014, 1024-1028, 1039-1043, 1054-1058 (Bus)

For a return journey, times are

1003-1005 1018-1020 1033-1035 1048-1050 Tube

1005-1011 1019-1025 1034-1040 1049-1055 Bus

Tube and bus times are closely aligned. Together they provide eight connections per hour, but the close alignment of services only provides 4 effective connections.

Is there not an advantage to passengers in moving Tube or bus times by about 7 minutes, giving more options to travellers than having to wait up to 15 minutes, and if so will you review these timetables accordingly; and if not, why not?" your response being, "I have asked TfL to look into this further. Once they have completed this work they will contact you directly."

when will this be completed and when will I hear from TfL?

[The Mayor](#)

TfL is looking at this as part of discussions with Barnet Council on extending route 382 to the new Millbrook Park development. They hope to conclude discussions within the next 2 months and will keep you informed.

Mill Hill East Step-free Access

Question No: 2014/2910

[Andrew Dismore](#)

further to Question 2014/2005

Will you consider providing step-free access at Mill Hill East, given the growing population in light of your designation of the area as one for housing intensification? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2005 / 2014.

TfL Emails on the Dispute with RMT

Question No: 2014/2911

[Andrew Dismore](#)

Further to Question 2014/2006

A constituent has complained to me asking if it is appropriate, when customers give their email addresses to TfL in order to receive information about services and timetables during strike periods, that TfL uses these emails to circulate not just details of how the strike will affect services, but also propaganda about the current dispute, only stating TfL's arguments as to why they are right and the union is wrong? Is this not a misuse of the email data of people who have not signed up for propaganda but only timetable information? Who vets these emails before they are sent? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2006 / 2014.

Thameslink Rail Stations

Question No: 2014/2912

[Andrew Dismore](#)

Further to Question 2014/2007

A constituent has suggested to me that if a new station at Brent Cross is built, then the existing Hendon Thameslink Rail station would then be too near, meaning it would be rational to move it about 1000m north and at the same time provide a passenger interchange with the Northern Line at a new station between Hendon Central and Colindale on the Northern Line (just outside the tunnel). This new combined station, he says, would help alleviate the up-coming huge transport deficit at Grahame Park and ease congestion on both the rail and underground. Will you look at this suggestion? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2007 / 2014.

HS2

Question No: 2014/2913

[Andrew Dismore](#)

Further to Question 2014/2010

Do you agree that if the proposed HS2 route into Euston goes ahead, then construction contractors should transport the waste via the canal out to, for example Alperton or Greenford, where it could be easily loaded on to lorries from specially constructed narrow boats using the Western Avenue, and then on to the M4, rather than have excessive numbers of lorries clogging up central London, thus avoid the enormous damage, disruption and pollution to the streets and environment of Camden and beyond; and if so, what will you do about it? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2010 / 2014.

Road Markings on the A1 Slip Road off the A41

Question No: 2014/2914

[Andrew Dismore](#)

Further to Question 2014/2011

Further to your answer to plenary Question 96 / 2013:

"The road markings on the A1 slip road off the A41 used to include four arrows which have been reduced to three. This is dangerous as it is now very difficult to cross this road even at the Traffic lights. There are 2000 school kids who attend Brookland Rise Infant and Junior and Christ College -all on the North side of the A1. There have been accidents with cars exiting Eastholm and Westholm (both cul de sacs) on to the A1. When will you put things back to how they were?" Your written response being, "The current layout on the A1 slip road off the A41 contains three arrows which is in accordance with national guidance on road markings.

Whilst TfL can vary the number and position of markings, they generally seek to apply standard road marking layouts which are well known and understood by users. TfL is not aware that the current marking arrangement is causing any safety issues, but a road safety auditor will visit the site in the coming weeks and assess whether there would be benefit in modifying the spacing of current markings and providing an additional arrow." What was the outcome of this audit? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2011 / 2014.

Hampstead Police Station 1

Question No: 2014/2915

[Andrew Dismore](#)

Further to Question 2014/2022

In January the alarm for the building was accidentally triggered. This resulted in 48 hours of hell for neighbours of the police station, as no one at the Met could find the keys or alarm code. Can you confirm that once the alarm siren was deactivated it was actually switched back on? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2022/ 2014.

Hampstead Police Station (2)

Question No: 2014/2916

[Andrew Dismore](#)

Further to Question 2014/2023

The squatters who have moved in have occupied buildings in Camden before, and they believe that they will be able to remain on the site for up to one year. For these squatters to gain access to the site they must have found a way in without force. What checks were made to ensure that the building was fully secure? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2023/ 2014.

Hampstead Police Station (3)

Question No: 2014/2917

[Andrew Dismore](#)

Further to Question 2014/2024

How has Hampstead Police Station been secured since its closure? Your written response being,

Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to 2024/ 2014.

Hampstead Police Station (4)

Question No: 2014/2918

[Andrew Dismore](#)

Further to Question 2014/2025

How many other closed police stations have been 'secured' in the same way as Hampstead Police Station? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2025 / 2014.

Hampstead Police Station (5)

Question No: 2014/2919

[Andrew Dismore](#)

Further to Question 2014/2026

How much have you spent to date on security at Hampstead Police Station?

your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply.

[The Mayor](#)

Please see my response to MQ 2026 / 2014.

Hampstead Police Station (6)

Question No: 2014/2920

[Andrew Dismore](#)

Further to Question 2014/2027

How much are you spending on security at Hampstead Police Station per month? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply.

[The Mayor](#)

Please see my response to MQ 2027 / 2014.

Hampstead Police Station (7)

Question No: 2014/2921

[Andrew Dismore](#)

Further to Question 2014/2028

What security arrangements at Hampstead Police Station are you getting for the money you are spending on security? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply.

[The Mayor](#)

Please see my response to MQ 2028 / 2014.

Hampstead Police Station (8)

Question No: 2014/2922

[Andrew Dismore](#)

Further to Question 2014/2029

What is the security company involved at Hampstead Police Station? What is the expected cost and timetable for removing the squatters from Hampstead Police Station? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply.

[The Mayor](#)

Please see my response to MQ 2029 / 2014.

Hampstead Police Station (9)

Question No: 2014/2923

[Andrew Dismore](#)

Further to Question 2014/2030

Will you recoup the cost of removing the squatters from Hampstead Police Station from the security company that has clearly failed in its job? Your written response being,

Officers are drafting a response which will be sent shortly. Will you now give a substantive reply.

[The Mayor](#)

Please see my response to MQ 2030 / 2014.

Hampstead Police Station (10)

Question No: 2014/2924

[Andrew Dismore](#)

Further to Question 2014/2031

In light of the occupation of Hampstead Police Station by squatters, will you a) halt the sale of the site until the squatters are gone, and b) reopen the police station? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2031 / 2014.

Crime Statistics for Barnet

Question No: 2014/2925

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Burglary (total) Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Burglary (Total)	4,659	3,820	-18.0%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (2)

Question No: 2014/2926

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Criminal Damage Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Criminal Damage Offences	1,937	1,976	2.0%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (3)

Question No: 2014/2927

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Domestic Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough. MOPAC does not set any specific targets on Domestic Violence. Domestic Violence has historically been significantly under reported.

MOPAC is keen to see increased reporting across all forms of Violence against Women and Girls. Please be aware that increased reporting of domestic offences may reflect increased confidence, rather than an increase in incidents.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Domestic Offences	1,430	1,716	20%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (4)

Question No: 2014/2928

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Robbery Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Robbery (Total)	991	668	-32.6%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (5)

Question No: 2014/2929

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft from MV Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Theft From MV Offences	2,958	2,703	-8.6%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (6)

Question No: 2014/2930

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft/Taking Of MV Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Theft of MV Offences is of concern and the MPS are working with manufacturers to resolve specific concerns that have recently arisen.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Theft/Taking Of MV Offences	664	807	21.5%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Barnet (7)

Question No: 2014/2931

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Violence With Injury Offences were there in Barnet in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Barnet Borough.

Across London, including Barnet, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Violence with Injury includes domestic violence and some of the increase may be due to increased reporting, rather than an increase in incidents.

BARNET	2012/13	2013/14	% change
Rolling year JUL - JUN			
Violence with Injury	1,450	1,694	16.8%
Total Notifiable Offences (TNO)	24,545	22,742	-7.3%

Crime Statistics for Camden 1

Question No: 2014/2932

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Burglary (total) Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Camden			
Rolling year JUL – JUN	2012/13	2013/14	% change
Burglary (Total)	3,029	3,008	-0.7%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (2)

Question No: 2014/2933

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Criminal Damage Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Camden			
Rolling year JUL - JUN	2012/13	2013/14	% change
Criminal Damage Offences	1,723	1,549	-10.1%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (3)

Question No: 2014/2934

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Domestic Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough. MOPAC does not set any specific targets on Domestic Violence. Domestic Violence has historically been significantly under reported.

MOPAC is keen to see increased reporting across all forms of Violence against Women and Girls. Please be aware that increased reporting of domestic offences may reflect increased confidence, rather than an increase in incidents.

Camden	2012/13	2013/14	% change
Rolling Year JUL - JUN			
Domestic Violence	1,175	1,218	3.7%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (4)

Question No: 2014/2935

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Robbery Offences were there in Camden in that year and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Camden	2012/13	2013/14	% change
Rolling year JUL - JUN			
Robbery (Total)	971	925	-4.7%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (5)

Question No: 2014/2936

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft From MV Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Camden	2012/13	2013/14	% change
Rolling year JUL - JUN			
Theft From MV Offences	2,136	1,985	-7.1%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (6)

Question No: 2014/2937

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Theft/Taking Of MV Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Theft of MV Offences is of concern and the MPS are working with manufacturers to resolve specific security concerns that have recently arisen.

Camden	2012/13	2013/14	% change
Rolling year JUL - JUN			
Theft/Taking Of MV Offences	665	733	10.2%
Theft From MV Offences	2,136	1,985	-7.1%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Crime Statistics for Camden (7)

Question No: 2014/2938

[Andrew Dismore](#)

Comparing the current rolling 12 month performance with that of a year ago, how many Violence With Injury Offences were there in Camden in that year, and are there in the rolling year now?

[The Mayor](#)

Please find below a table of recorded crime for Camden Borough.

Across London, including Camden, the MPS are making good progress against the challenge to reduce key victim-based neighbourhood crimes by 20% by 2016. There are specific areas in every borough where performance can be improved and Borough Commanders, supported by an extra 2,600 officers in neighbourhoods are working to address these.

Violence with injury includes domestic violence and some of the increase may be due to increased reporting, rather than an increase in incidents.

Camden	2012/13	2013/14	% change
Rolling year JUL - JUN			
Violence with Injury	1,740	1,847	6.1%
Total Notifiable Offences (TNO)	31,518	27,893	-11.5%

Camden Police Numbers1

Question No: 2014/2939

[Andrew Dismore](#)

As of 31st May 2014, 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 May 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the tables below.

It should be noted that while the new Local Policing Model has put in place improved neighbourhood policing structures, it does not afford a direct comparison in terms of overall numbers with previous structures at borough or ward level and as can be seen from the latest figures such comparisons would be very misleading. Moreover, borough policing is supported by a range of other specialists resources provided by the MPS overall, which are not captured in the below figures.

Employee Group	01 May 2010	31 May 2013

Police Officers	886.76	716.99
Sergeants	135.16	109.26
PCSOs	123.20	62.68
MSC	180.00	207.00
Police Staff	164.04	72.12

My Police and Crime Plan (PCP) outlined that total borough officer numbers in Camden would increase from 749 in 2011 to 751 in 2015.

Since the publication of the PCP the Met have set out plans to further centralise some services in order to improve efficiency. In accordance with this further centralisation Camden will have 52 posts that will be designated to Custody, Intelligence, and the new Proceeds of Crime Services. Although this means that the establishment that will be under direct control of the Borough Commander will be 699, it is important to note that the 52 centralised posts will continue to provide borough services.

These changes will not affect the published Safer Neighbourhoods numbers. Camden will see a rise from 52 in 2011 to 157 in 2015, an increase of 105.

Employee Group	31 May 2014
Police Officers	679.97
Sergeants	89.72
PCSOs	42.57
MSC	154.00
Police Staff	56.66

At present there are no confirmed target strengths for 2015 in the detail requested.

Camden Police Numbers (2)

Question No: 2014/2940

[Andrew Dismore](#)

As of 31st May 2014, how many police officers and PCSOs in total were there in Camden's safer neighbourhood clusters, what were the comparable figures for the borough's safer neighbourhood teams in total as at 1st May 2010, and 31st May 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 May 2013	31 May 2014
Police Officers	62.40	62.36	156.57
PCSOs	60.83	51.83	42.57
Total	123.23	114.19	199.14

Under the Local Policing Model, Camden will have 157 police officers and 36 PCSOs in Safer Neighbourhood teams.

Barnet Police Numbers (1)

Question No: 2014/2941

[Andrew Dismore](#)

As of 31st May 2014, 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 May 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the tables below.

It should be noted that while the new Local Policing Model has put in place improved neighbourhood policing structures, it does not afford a direct comparison in terms of overall numbers with previous structures at Borough or Ward level and as can be seen from the latest figures such comparisons would be very misleading. Moreover, Borough policing is supported by a range of other specialist resources provided by the MPS overall, which are not captured in the below figures.

Pre LPM implementation

Employee Group	01 May 2010	31 May 2013
Police Officers	595.18	547.26
Sergeants	98.73	82.68
PCSOs	176.76	87.58

MSC	133.00	157.00
Police Staff	105.28	69.90

My Police and Crime Plan (PCP) outlined that that total borough officer numbers in Barnet would increase from 523 in 2011 to 564 in 2015.

Since the publication of the PCP the Met have set out plans to further centralise some services in order to improve efficiency. In accordance with this further centralisation Barnet will have 35 posts that will be designated to Custody, Intelligence, and the new Proceeds of Crime Services. Although this means that the establishment that will be under direct control of the Borough Commander will be 529, it is important to note that the 35 centralised posts will continue to provide borough services.

These changes will not affect the published Safer Neighbourhoods numbers. Camden will see a rise from 60 in 2011 to 135 in 2015, an increase of 75.

Post LPM implementation

Employee Group	31 May 2014
Police Officers	542.05
Sergeants	71.18
PCSOs	63.55
MSC	112.00
Police Staff	49.22

At present there are no confirmed target strengths for 2015 in the detail requested.

Barnet Police Numbers (2)

Question No: 2014/2942

[Andrew Dismore](#)

As of 31st May 2014, how many police officers and PCSOs in total were there in Barnet's safer neighbourhood clusters, what were the comparable figures for the borough's safer neighbourhood teams in total as at 1st May 2010, and 31st May 2013; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 May 2013	31 May 2014
Police Officers	64.65	62.80	158.21
PCSOs	131.61	78.58	62.55
Total	196.26	141.38	220.76

Under the Local Policing Model, Barnet will have 135 police officers and 42 PCSOs in Safer Neighbourhood teams.

Whilst Barnet's Safer Neighbourhood Teams (SNTs) are currently above their target strength this is because probationers (officers in their first 2 years of service) are typically assigned to SNTs and the MPS is in the midst of a large recruitment drive. As these officers develop and complete their probation some of them will be redeployed and this will generate the necessary movement for the Borough to reach its target strength.

Sanctioned Detention Rate

Question No: 2014/2943

[Andrew Dismore](#)

What is the Sanctioned Detection rate achieved by Barnet borough police for each calendar month in 2014 (not year on year, but for each of the months concerned)?

[The Mayor](#)

Please find the Sanctioned Detection Rates in the Borough of Barnet in the table below.

The sanction detection rate in all of London is too low. We intend to make better use of technology and forensics and engage more effectively with victims and witnesses to make improvements.

Month	Barnet SD Rate	MPS SD Rate
Jan	25%	23%
Feb	19%	23%
Mar	22%	24%
Apr	16%	21%
May	20%	21%
Jun	19%	20%

Sanctioned Detention Rate (2)

Question No: 2014/2944

[Andrew Dismore](#)

What is the Sanctioned Detection rate achieved by Camden borough police for each calendar month in 2014 (not year on year, but for each of the months concerned)?

[The Mayor](#)

Please find the Sanctioned Detection Rates in the Borough of Camden in the table below.

The sanction detection rate in all of London is too low. We intend to make better use of technology and forensics and engage more effectively with victims and witnesses to make improvements.

Month	Camden SD Rate	MPS SD Rate
Jan	22%	23%
Feb	22%	23%
Mar	18%	24%
Apr	23%	21%
May	21%	21%
Jun	20%	20%

Sanctioned Detention Rate (3)

Question No: 2014/2945

[Andrew Dismore](#)

Please provide a table or graph ranking each of the boroughs' performance in Sanctioned Detection rates for each of the last three months performance (not year on year, but for each of the months concerned) in order of performance.

[The Mayor](#)

The sanction detection rate in all of London is too low. We intend to make better use of technology and forensics and engage more effectively with victims and witnesses to make improvements.

The charts in Appendix 3 depict all MPS borough sanction detection rates for all notifiable crime during the last three months. Each chart represents an individual month during this period.

Emergency I and S Calls

Question No: 2014/2946

[Andrew Dismore](#)

What was the actual monthly performance (not year on year, but for each of the months concerned) of Barnet borough in responding to emergency I and S calls for each of the last three months?

[The Mayor](#)

Please find this detailed below. The MPS's I call target is 90% within 15 minutes and the MPS's S call target is 90% in 60 minutes.

In Barnet, in June 2014, the average response time to an I call was 9.31 minutes and the average response time to an S call was 38mins.

Barnet				
	I Grades		S Grades	
	S/L	Ave Res	S/L	Ave Res
Apr-14	90.9%	8.92	87.4%	41
May-14	88.6%	9.21	88.3%	41
Jun-14	89.1%	9.31	87.1%	38

Emergency I and S Calls (2)

Question No: 2014/2947

[Andrew Dismore](#)

What was the actual monthly performance (not year on year, but for each of the months concerned) of Camden borough in responding to emergency I and S calls for each of the last three months?

[The Mayor](#)

Please find this detailed below. The MPS's I call target is 90% within 15 minutes and the MPS's S call target is 90% in 60 minutes.

In Camden, in June 2014, the average response time to an I call was 8.15 minutes and the average response time to an S call was 38mins.

Camden				
	I Grades		S Grades	
	S/L	Ave Res	S/L	Ave Res
Apr-14	95.7%	8.54	93.7%	33
May-14	94.5%	7.91	92.0%	33
Jun-14	93.3%	8.15	92.1%	38

Emergency I and S Calls (3)

Question No: 2014/2948

[Andrew Dismore](#)

Please provide a table or graph ranking each of the boroughs' performance in responding to emergency I and S calls for each of the last three months' performance (not year on year, but for each of the months concerned) in order of performance.

[The Mayor](#)

Attached in Appendix 2 is the performance table for the last three months in rank order for all boroughs within the MPS. The MPS average, across all boroughs, for the year to date (i.e. April, May and June 2014) is as follows:

- I calls is 93.1%
- S calls is 90.4%

Longest S and Longest I Calls: Barnet

Question No: 2014/2949

[Andrew Dismore](#)

Further to Question 2014/2056

For each month this calendar year in Barnet, what was the longest wait for a response to an S call and longest wait for a response to an I call? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2056 / 2014.

Longest S and Longest I Calls: Camden

Question No: 2014/2950

[Andrew Dismore](#)

Further to Question 2014/2057

For each month this calendar year in Camden, what was the longest wait for a response to an S call and longest wait for a response to an I call? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2057 / 2014.

Met Police Contact Points Barnet

Question No: 2014/2951

[Andrew Dismore](#)

On average how many people per week have used each of the Barnet contact points over the last 3 months?

[The Mayor](#)

Following significant consultation in every London borough, 115 contact points have been rolled out as part of the Estate Strategy 2013-16. In recognition that we need to review and learn from new initiatives, contact point performance across London is currently being reviewed. The report evaluating their effectiveness and the MOPAC response is expected later this year.

Within Barnet and in addition to the 24/7 front counter at Colindale Police Station and the standard front counter at Barnet Police Station there are four contact points.

The average number of visitors per week is as follows:-

Golders Green	12
East Finchley	fewer than 1
Cat Hill	fewer than 1
Brunswick	fewer than 1

Public satisfaction with the ease of contact with the police is at an all-time high at 94%.

Met Police Contact Points Camden

Met Police Contact Points Camden

Question No: 2014/2952

[Andrew Dismore](#)

On average how many people per week have used each of the Camden contact points over the last 3 months?

[The Mayor](#)

Following significant consultation in every London borough, 115 contact points have been rolled out as part of the Estate Strategy 2013-16. In recognition that we need to review and learn from new initiatives, contact point performance across London is currently being reviewed. The report evaluating their effectiveness and the MOPAC response is expected later this year.

Within Camden and in addition to the 24/7 front counter at Kentish Town and the Front Counter at Holborn there are six contact points.

In the last 3 months up to the end of June 2014 the average number of visitors per week at the contact points is as follows:

Highgate	fewer than 1
Swiss Cottage	fewer than 1
West End Lane	fewer than 1
Greenland Road	fewer than 1
West Hampstead Police Station	12
Hampstead Old Town Hall	1 (The Town Hall contact point has only been open two months).

Public satisfaction with the ease of contact with the police is at an all-time high at 94%.

RAF Museum Signage

Question No: 2014/2953

[Andrew Dismore](#)

Further to Question 2014/2065

The signage by road and at Colindale tube station for the RAF museum is poor. With 400,000 visitors a year, will you improve signage to help people find it; and in particular to ensure that visitors use Colindale and not Hendon tube station for the museum? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 2065 / 2014.

Permitted Development Rights 1

Question No: 2014/2954

[Andrew Dismore](#)

The new Permitted Development Rights (PDR) policy allows conversions of office and retail properties to residential without planning permission. Camden Town Unlimited, the Camden Town BID, create and manage work space for creative start-up businesses in Camden. They seated 100 young entrepreneurs in part of Carlow House, large business premises 5 minutes' walk from Mornington Crescent Station. Now it's being turned into apartments. A total of 500 workers have been ejected from the building; far fewer will move in. A recent questionnaire revealed that CTU's tenants spend an average of £70 per week in Camden which they no longer will do. Do you think this policy is fair and sensible?

[The Mayor](#)

Strategically London has a surplus of outmoded office and retail space. The release of these spaces could be managed and coordinated more effectively through the planning system, enabling a higher level of residential replacement where appropriate and, if viable, provision of modern commercial/leisure/community space on the ground floor. Therefore I will be monitoring the impact of Government's 3 year PD liberalisation scheme with a view to making evidence based representations on Government's overall approach to Permitted Development rights to DCLG at the appropriate time.

My officers are also in the process of developing a series of recommendations and proposals on how the public sector can provide support to Incubators, Accelerators and co-working spaces across London, some of which are based in BID areas like Camden. These IACs provide support to start ups and SMEs and their tenants will bring new life and income to those areas where they are based.

Permitted Development Rights2

Question No: 2014/2955

[Andrew Dismore](#)

As a result of the new Permitted Development Rights (PDR) policy allowing conversions of office and retail properties to residential Camden Council predicts a loss in business rates of £2.2M. Do you think this policy is fair and sensible?

[The Mayor](#)

This is of course a cause for concern.

However, strategically London has a surplus of outmoded office and retail space. The release of these spaces could be managed and coordinated more effectively through the planning system, enabling a higher level of residential replacement where appropriate and, if viable, provision of modern commercial/leisure/community space on the ground floor. Therefore I will be monitoring the impact of Government's 3 year PD liberalisation scheme with a view to making evidence based representations to DCLG at the appropriate time.

Permitted Development Rights 3

Question No: 2014/2956

[Andrew Dismore](#)

As a result of the new Permitted Development Rights (PDR) policy allowing conversions of office and retail properties to residential Camden Town Unlimited, the Camden Town BID predict a gradual loss of their levy income. They won't be the only BID outside the CAZ to suffer this loss, which seems contradictory to the GLA and the government's commitment to increase the number of BIDs and support their growth. Do you think this is sensible?

[The Mayor](#)

This is of course a cause for concern.

However, strategically London has a surplus of outmoded office and retail space. The release of these spaces could be managed and coordinated more effectively through the planning system, enabling a higher level of residential replacement where appropriate and, if viable, provision of modern commercial/leisure/community space on the ground floor. Therefore I will be monitoring the impact of Government's 3 year PD liberalisation scheme with a view to making evidence based representations to DCLG at the appropriate time.

I am a great supporter of BIDs and partly with the grant funding I have established London has already got 40 BIDs. I will be working closely with BIDs to ensure their levy loss does not affect their provision of services and alternative activities and sources of income are explored.

Permitted Development Rights 4

Question No: 2014/2957

[Andrew Dismore](#)

Do you agree with Camden Town Unlimited, the Camden Town BID, proposal that the right to change of use under the new Permitted Development Rights (PDR) policy should be removed for any development that would replace NNDR paying businesses that can be shown to have paid NNDRs in the past three years?

[The Mayor](#)

Strategically London has a surplus of outmoded office and retail space. The release of these spaces could be managed and co-ordinated more effectively through the planning system, enabling a higher level of residential replacement where appropriate and, if viable, provision of modern commercial/leisure/community space on the ground floor. Therefore I will be monitoring the impact of Government's 3 year PD liberalisation scheme with a view to making evidence based representations to DCLG at the appropriate time.

Permitted Development Rights 5

Question No: 2014/2958

[Andrew Dismore](#)

Do you agree with Camden Town Unlimited, the Camden Town BID that the CAZ should be redefined to include highly commercially productive areas such as Camden Town, so as to exclude the impact of the new Permitted Development Rights (PDR) policy allowing conversions of office and retail properties to residential?

[The Mayor](#)

The boundary of the Central Activity Zone (CAZ) is drawn tightly to deliver planning policies which address the distinct strategic functions of central London, including its unique office provision. It is set out schematically in the London Plan and detailed by boroughs in their Local Plans. It is also kept under review to take account of the dynamic nature of development pressures associated with central London.

Later this year it is hoped to start work on Supplementary Planning Guidance for the CAZ. This will also provide an opportunity to explore the need for revisions to the CAZ boundary, including consideration of the suggestion that it might be extended to include Camden Town.

Although, along with the Central London boroughs, I secured exemption from the PD Rights last year for London's nationally significant areas of economic activity, including the CAZ, Isle of Dogs, Tech City and Royal Docks Enterprise Zone, it is primarily for London boroughs to set out the case for seeking exemptions for other areas.

Grahame Park and Brent Cross Regeneration

Question No: 2014/2959

[Andrew Dismore](#)

Further to Question 2014/1995

The Government has said it will establish a £150m fund to kick-start the regeneration of large housing estates through repayable loans, helping to boost housing supply, and that bids will shortly be invited from private sector developers, working with local authorities on estates that might be able to benefit. Following the Autumn Statement, expressions of interest have been made through the Greater London Authority, including for the Grahame Park and Brent Cross regeneration projects. The Government has said it will work with the Mayor of London, the Greater London Authority and the London Borough of Barnet to look at proposals for these regeneration schemes, subject to value for money and affordability.

What progress is being made with these bids; when will the outcome of the bids be known; and how many affordable homes, including social homes for rent, will result from this initiative?

Your written response being

Officers are drafting a response which will be sent shortly.

Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 1995 / 2014.

Police Use Of Peel Centre Running Track

Question No: 2014/2960

[Andrew Dismore](#)

Will you join with me in praising the current substantial routine use of your Peel Centre running track by the Met's recruits and staff, as can be evidenced and photographed from passing Northern Line trains?

Are you happy to acknowledge that this running track is a serviceable facility, and not unusable, as may have been your impression?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

The running track is used by MPS staff and recruits and is not open to the public. It is on land that forms part of the first tranche of land to be transferred to Redrow in September 2014. It will be for the developer to determine its future use via the planning process, which will ensure consultation takes place. Alternative provision will be provided for MPS staff and recruits.

Mount Pleasant

Question No: 2014/2961

[Andrew Dismore](#)

Do you regret making your comments re the Mount Pleasant planning application on the Nick Ferrari radio show?

[The Mayor](#)

No. All the relevant planning issues will be considered at a forthcoming Representation Hearing including those from the communities, local authorities and other interests. Until such time my decision remains to be determined.

Sounding of tube whistle in West Finchley

Question No: 2014/2962

[Andrew Dismore](#)

Constituents in West Finchley have complained that tube drivers are regularly sounding their whistles at the Lovers Walk Bridge, mainly in response to being signalled at by passers-by on the bridge. This means that in the summer months residents living near the bridge have tube whistles being sounded every few minutes and is interrupting their quality of life. Will you agree for a sign to be placed on this part of the track reminding drivers that the whistle is only to be sounded when works are going on?

[The Mayor](#)

TfL has clear guidelines to determine when whistles should be used, namely for safety reasons only. Although train operators are already regularly reminded of these guidelines, I have asked TfL to issue a further reminder.

Bus stops on Aerodrome Road, Colindale

Question No: 2014/2963

[Andrew Dismore](#)

Further to Question 2014/2471 "On Aerodrome Road Colindale, there are bus stops for the eastbound carriageway in the middle of the road's length, but none in the middle opposite the central area of Beaufort Park on the westbound carriageway. People have far too far to walk when travelling westbound, between stops. Why? And will you now provide stops for westbound travellers?" Your response being, "TfL is aware that there is an unusually long gap between westbound stops on Aerodrome Road. TfL has identified locations for an additional stop but when these have been put forward in the past, the Met Police has raised security concerns due to the proximity to their training centre. TfL will pursue the matter again with the local authority and the police to establish a mutually agreeable solution that best suits customer needs" As the Peel Centre usage has significantly reduced, and as many of the buildings have now been demolished, what objections can the police still have to additional bus stops?

[The Mayor](#)

Barnet Council (the Highway Authority) is arranging a meeting involving the police and TfL to discuss whether a stop can be put in.

Golders Green police station

Question No: 2014/2964

[Andrew Dismore](#)

Golders Green police station has been sold to Derbyhaven Services Ltd., & Ellora Enterprises Ltd., & Adria Services Ltd. For "residential/community use". What residential and what community uses are envisaged as a consequence of the sale?

[The Mayor](#)

As the site is no longer owned by MOPAC, MOPAC has no control over the future use of the site. It is understood that the owners currently propose a scheme of some 20 residential units, together with a synagogue, but this as with any such scheme will be subject to the planning requirements of the local authority.

European Fencing Champion

Question No: 2014/2965

[Andrew Dismore](#)

Will you join me in congratulating Barnet resident and Middlesex University student James-Andrew Davis who has become the first ever Britain to win the recent European Fencing Championship 2014 title in Strasbourg, France and in doing so defeated the 2013 European Champion and four times World Champion, Peter Joppich (GER) in the semi-finals. In the finals he defeated last year's silver medallist and the 2012 European Champion, Russian fencer Alexey Cheremisinov to take the gold medal and become the new European Champion 2014.

[The Mayor](#)

Absolutely. I congratulate Andrew wholeheartedly and him every success in the future.

potholes at five ways corner

Question No: 2014/2966

[Andrew Dismore](#)

Will you take action to deal with the growing problem of potholes at five ways corner?

[The Mayor](#)

A site inspection carried out by TfL on 15 July did not identify any potholes at Fiveways Corner. Carriageway patching work has been carried out within the last year and TfL considers the area to be in a reasonable condition. No major surfacing work is currently anticipated until 2016/17. TfL will contact your office to seek further details of the issues of concern to you.

bridge over the A1

Question No: 2014/2967

[Andrew Dismore](#)

The roads and land around and over the bridge over the A1 which brings the Southbound A1 traffic in and out of Borehamwood, the first junction north of Stirling Corner belong to a combination of 4 authorities including TfL and as a result no-one is taking any responsibility for the maintenance and repair of the bridge. The footpath has almost disappeared and pedestrians are forced to walk in the road and is being increasingly used by children and adults to access the golf range and youngsters walking to the London Maccabi training ground. The protective fence along the edge of the bridge over the road itself is in disrepair and dangerous. Will you take action to ensure the bridge and path are urgently and properly maintained?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07 August 2014

As you correctly advise, the maintenance arrangements at this particular location are complex with the Highways Agency, Hertsmere Borough Council, London Borough of Barnet and TfL all having elements of responsibility.

The bridge and bridge parapets are TfL's responsibility and have been inspected following your question and TfL confirm that these are safe and in good condition.

The footpath leading from the residential area east of the A1 (off Paddock lane) to the footbridge is solely the responsibility of Hertsmere Borough Council. There is no designated footpath from the footbridge to the golf centre, and this is not a pedestrian movement I would encourage as this is a slip road for a motorway junction. TfL will arrange a meeting with the adjoining highway authorities to confirm maintenance responsibilities in the area and identify how pedestrian provision can be improved.

Step-free Access

Question No: 2014/2968

[Andrew Dismore](#)

Further to Question 2014/1983:

Which London Underground stations are you planning to make step-free, with work commencing to enable this before May 2016? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to MQ 1983 / 2014.

Step free access for residents in Kentish Town

Question No: 2014/2969

[Andrew Dismore](#)

Will you examine adding a lift to ensure step free access at both Kentish Town and Kentish Town West stations, as residents with access issues in Kentish Town currently have no access to Overground, Underground or rail services at either station?

[The Mayor](#)

I regret that there are currently no plans to introduce step-free access at Kentish Town London Underground station or Kentish Town West London Overground station.

As funding is limited, TfL has prioritised work to introduce step-free access on the Tube at busy interchange stations which will unlock the greatest benefit for the greatest number of passengers.

Funding for London Overground stations is provided through the Department for Transport's 'Access for All' scheme and allocated to stations based on passenger numbers, the needs of the local area and proximity to facilities such as hospitals or schools for children with disabilities.

Nearby London Overground stations at Gospel Oak and Camden Road do already provide a step-free option for residents in the area.

TfL is also planning to redevelop Camden Town station, which would include making the station step-free.

29 Bus Route

Question No: 2014/2970

[Andrew Dismore](#)

Will you consider increasing the frequency of the 29 bus route which is often extremely overcrowded particularly during peak hours, with residents unable to get on a number of buses along the Camden Road area?

[The Mayor](#)

TfL has recently reviewed this. While demand is high, they consider that the very high frequency of buses along Camden Road is currently adequate with 27 buses per hour in the peak hours through routes 29 and 253. TfL will continue to monitor this.

Bus Service to Finchley Memorial Hospital

Question No: 2014/2971

[Andrew Dismore](#)

Further to Question 2014/2067

In light of Transport for London's refusal to provide a bus service to Finchley Memorial Hospital - primarily on financial grounds - will you now consider supporting the much cheaper proposals from Barnet Community Transport to provide a minibus service to the hospital? Your written response being, Officers are drafting a response which will be sent shortly. Will you now give a substantive reply?

[The Mayor](#)

Please see my response to [MQ 2067 / 2014](#).

Royal National Orthopaedic Hospital (RNOH) Stanmore

Question No: 2014/2972

[Andrew Dismore](#)

further to Question 2014/1996

I am sure you are aware of the plans for major changes at the RNOH Stanmore, which include a substantial housing development on the site. What assessment have you made of the impact of the plans on the strategic roads, in particular Canon's Corner, also bearing in mind the London Academy expansion plan? Your written response being, considered the application at Stage II on 10 April 2013. In that report TfL notes that in relation to highway capacity, that following Stage one and at TfL's request, further assessment has been undertaken regarding possible improvements to the Brockley Hill/Wood Lane junction in order to mitigate traffic arising from the development. Harrow Council has accepted the provision of a signalised junction as effective mitigation and the section 106 agreement will secure this through a section 278 agreement (Highways Act). As these works will also encompass new/improved crossings between the site and the bus stops on Brockley Hill, TfL welcomed the separate condition added which secures the delivery of such facilities prior to the commencement of the Central Development Zone (CDZ). In addition to this, a contribution of £20,000 has been secured towards upgrading the two bus stops on Brockley Hill, which TfL welcomes. As agreed with Harrow, TfL expects to be involved in all of the above section 278 discussions, given its responsibility for maintaining traffic signals and a reliable bus network. As the question concerned Canon's Corner; will you please answer in relation to Canon's Corner?

[The Mayor](#)

TfL considered the strategic transport implications, which were set out in my last answer. I would point out that neither Cannon's Corner nor its constituent roads are part of the Transport for London Road Network. The local impacts were considered by Harrow Council, it specifically considered the impact on Cannon's Corner, following an objection from Barnet Council. The Council's Planning Committee report notes that "Given the dilution of development traffic flows, the predicted low percentage impact on Canons Corner is considered negligible and hence does not warrant mitigation measures".

Stirling Corner - Cycling Round the Junction

Question No: 2014/2973

[Andrew Dismore](#)

Further to Question 2014/1999.

Further to Question 2014/1459.

Further to your answer to Question 2014/1015, further to your answer to Question 2014/0258 and further to your answer to Question 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 2039/2013 and Question 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 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"; and your answer to Question 2013/3698: "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." And further to Question 2013/5236: "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? And to Question 2013/4184 "I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10 times." "Why have you nothing to add? Are you not ashamed of your continual failure to honour this commitment? Why are you trying to avoid legitimate scrutiny of your work by suggesting that questions such as this that you find difficult and embarrassing should not be repeatedly asked until you provide a proper reply?" Your answer being: "This is the 11th time you have asked this question. I have not cycled through Stirling Corner. However, when I next cycle through Stirling Corner, I will be sure to give you a report." Did you pass by Sterling Corner on your recent visit to Hendon? Have you cycled round the roundabout yet? If not, why not?" Your written response being: "This is the 12th time you have asked this question. Please see my response to MQ5236/2013". "Isn't it about time you honoured your commitment to ride round the junction on your bike, assuming you have yet to do so, so you don't have to keep answering this question which reveals your failure to honour your pledge? Your answer being: Your question could have simply read "Have you cycled around Stirling Corner?" and my response to that question is "Please see my response to MQ 4161/2012". Have you ridden round String corner yet on your bike; if not why not; and is your answer above an indication of the embarrassment you feel about being reminded about yet another broken pledge? "Your response being: "Officers are drafting a response which will be sent shortly." Have you still not cycled round Stirling Corner, and if not, why not? Your response being: My response to MQ 2014/1459 was "I have not broken any pledge on this issue." Do you ever intend to cycle round Stirling Corner and if so when?

[The Mayor](#)

Please see my response to MQ 4161 /2012.

Mill Hill Circus

Question No: 2014/2974

[Andrew Dismore](#)

Further to Question 2014/2000

What progress is being made in your plans for this junction; what discussions have you or your officers had with Barnet Council; and when will a public consultation be held? Your response being, TfL has instigated a design to improve capacity and resilience at Mill Hill Circus. A design that increases the internal capacity by a combination of reducing the size of the central island and increasing the space available for traffic on the north eastern quadrant of the roundabout has been developed. Initial contact has been made with LB Barnet and TfL are awaiting a response in order to ascertain the level of support for the Borough to make improvements at this location. If a viable proposal for a scheme is identified, public consultation will be progressed. Has LB Barnet responded yet? What progress is being made?

[The Mayor](#)

TfL is awaiting a response from LB Barnet regarding the availability of some land to enable a proposal for a new road layout to progress.

Proposed Silvertown Tunnel (1)

Question No: 2014/2975

[Caroline Pidgeon](#)

How much money has been spent so far on plans and preparation for the Silvertown Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 25 September 2014

The total expenditure to date on planning and design development work for the Silvertown tunnel is in the region of £2.5 million. This covers a four year period during which TfL has progressed the design through feasibility and optioneering stages.

Feasibility studies for estuary airport