

## Appendix 3

**Written Answers to Questions Not Answered at Mayor's Question Time  
on 17 June 2015****Cycle Superhighways****Question No: 2015/1639**[Caroline Pidgeon](#)

How many Cycle Superhighways will be completed by the time you leave office?

**Oral response****Increase in proportion of cyclist casualties****Question No: 2015/1745**[Valerie Shawcross](#)

In 2009 Cyclists made up 13% of people Killed or Seriously Injured on London's roads, and in 2013 this proportion had risen to 21%. Given that cyclists still only make up 2% of all journeys in London do you wish you had achieved more, to make cycling safer in London?

**Oral response****Compensation for train delays and cancellations****Question No: 2015/1961**[Richard Tracey](#)

Last week it was revealed that there were over 3,000 train journeys where Londoners could have claimed compensation because their train was late or cancelled. But only 15% of people who could claim actually did. Do you think that train operators and TfL should do more to promote the fact that commuters can receive compensation for late or cancelled journeys?

**Oral response****Net addition to social housing stock****Question No: 2015/1668**[Darren Johnson](#)

What net addition to the social housing stock in London should you be making each year?

**Oral response**

## **Domestic and Sexual Violence**

**Question No: 2015/1746**

[Joanne McCartney](#)

In London, reports of domestic offences have increased 19% in the last year, rape has increased by 18% and sexual offences have increased by 37%. What extra resources are needed to support survivors, and to cope with this rise in reporting?

**Oral response**

## **Night Tube**

**Question No: 2015/1962**

[Richard Tracey](#)

The Government will introduce both a 50% turnout threshold and a 40% support threshold on strike action on public transport. What effect do you believe this would have on the ongoing negotiations to agree pay and conditions for workers on the Night Tube?

**Oral response**

## **Tower Hamlets Elections**

**Question No: 2015/1979**

[Tony Arbour](#)

Given your responsibilities for policing and crime, how confident are you that the recent Mayoral by-election in Tower Hamlets was entirely free and fair, and what work was undertaken by the Metropolitan Police Service to prevent electoral malpractice?

**Oral response**

## **Cycle Hire Scheme (3)**

**Question No: 2015/1958**

[Andrew Boff](#)

Despite being a major tourist destination, just 400 metres from existing Santander Cycle hire stations at Island Gardens, Greenwich is currently without Santander Cycle hire docking stations. Despite this, Santander Cycles are spotted in Greenwich every day. What would the approximate cost (set-up and ongoing operating costs) be for three to five Santander Cycles docking stations and cycles in Greenwich?

**Oral response**

## **Council housing**

**Question No: 2015/1738**

[Tom Copley](#)

What assessment has the Mayor made of the impact in London of proposals to force councils to sell their most expensive properties?

**Oral response**

## **London Rental Standard**

**Question No: 2015/1744**

[Navin Shah](#)

How do you propose to fulfil your commitment to London's renters in the private sector, landlords and estate agents?

**Oral response**

## **Noisy Tubes**

**Question No: 2015/1743**

[Murad Qureshi](#)

Given that the Night Tube will be introduced in September 2015, what mitigation measures do TfL intend to put in place to address the issue of noise and vibration from tube trains, which cause disruption to residents living above the lines, which is the case with the Jubilee and Bakerloo lines running under Baker Street?

**Oral response**

## **Tech City**

**Question No: 2015/1737**

[Jennette Arnold](#)

Do you accept responsibility for the perfect storm now brewing over Tech City?

**Oral response**

## **Far right demonstration in Golders Green**

**Question No: 2015/1741**

[Andrew Dismore](#)

What action have you taken about this?

**Oral response**

## **Friendly London**

**Question No: 2015/1990**

[Victoria Borwick](#)

The Olympic legacy and our work towards making London an 'Age Friendly' city have strengthened our reputation as one of the world's friendliest cities. How can we utilise our reputation to bolster London's global influence?

**Oral response**

## **Nominee Passes**

**Question No: 2015/1950**

[Andrew Boff](#)

Research by my office has discovered that 8.4 million journeys were taken last year by those with nominee passes. This amounts to £22.2m every year in lost fare revenues. Do you think that this is a flagrant waste of taxpayers' money in a time of such fiscal constraint?

**Oral response**

## **Care staff pay**

**Question No: 2015/1740**

[Andrew Dismore](#)

When a London council privatises its care contracts, should the staff see their pay cut?

**Oral response**

## **Failure to meet borough housing targets**

**Question No: 2015/1742**

[Nicky Gavron](#)

In 2013/14, Barnet, Croydon, Havering, RBKC, Kingston and Wandsworth failed to meet their housing targets. Why?

### **Written response from the Mayor**

The London Plan sets annual average targets; it explicitly recognises that housing delivery is 'lumpy' and unlikely to be consistent year on year across the decade 2015-25. Croydon for example exceeded its target in 2012/13, as did Kingston in 11/12 and Wandsworth should see a significant increase in development over the next few years as VNEB is built out.

Some boroughs, such as Barnet and Havering have identified or granted planning permission for very large sites for major housing delivery and regeneration but such sites have a longer delivery programme, often in phases where key infrastructure investment is required to be funded and delivered first to unlock the housing, such as new transport infrastructure / new stations at Brent Cross Cricklewood (LB Barnet) and Beam Park (LB Havering).

You are well aware that I give the highest priority to ensure more homes are delivered in every London borough. In 2013/14, in terms of planning approvals, all boroughs are meeting their targets - the key issue has therefore been translating approvals into completions. The delivery side of housing has far more complex and structural barriers which I have and continue to investigate thoroughly and address. This included the earlier *Barriers to Delivery Reports*, in order to unlock construction supply across the capital.

My 2015 London Plan has increased the targets significantly and boroughs are expected not only to meet their targets, but also exceed them. Leading indicators on starts suggest a significant upturn in future completions.

I am currently consulting on my Draft Housing SPG which provides guidance to boroughs, developers and other housing stakeholders on how to ensure we deliver the housing required to meet London's housing need.

## **Encouraging Businesses to Report Fraud**

**Question No: 2015/1968**

[Roger Evans](#)

Following the statement from Metropolitan Police Service Commissioner, Sir Bernard Hogan-Howe, that businesses hide 88% of fraud to protect share prices, what steps are the Metropolitan Police Service taking to encourage businesses to report fraud?

### **Oral response**

## **Public spending on housing - subsidising rents vs. capital investment**

**Question No: 2015/1717**

[Stephen Knight](#)

Are you happy with the current balance of public spending between subsidising rents and capital investment in affordable housing across London?

### **Written response from the Mayor**

I have consistently called for greater capital investment in affordable housing supply in London, which would enable us to gradually reduce our reliance on housing benefit over time – though only with significant up-front capital investment.

My case for increased capital investment is set out in detail in my London Housing Strategy, and includes proposals for increased borrowing capacity for London boroughs and the devolution of property taxes to London to fund our own investment in affordable housing.

## **Housing Zones**

**Question No: 2015/1976**

[Steve O'Connell](#)

What progress is being made on delivering your Housing Zones scheme and when do you expect the next phase of successful bids to be announced?

### **Oral response**

## **Paving over front gardens**

**Question No: 2015/1669**

[Jenny Jones](#)

The Royal Horticultural Society's recently published report 'Why we all need Greening Grey Britain' highlighted the extent of paved over front gardens. London was identified as the worst culprit with over half paved over and a 36% increase over the last ten years. To curtail this alarming trend will you call for a review of permitted development rights relating to front gardens?

### **Oral response**

## **Temporary Tenants**

**Question No: 2015/1739**

[Andrew Dismore](#)

For how long do you think it is reasonable for someone placed in social accommodation in Barnet to be kept as an insecure temporary tenant?

### **Oral response**

## **Rough Sleeping**

**Question No: 2015/1959**

[Andrew Boff](#)

Do you think it is appropriate for London boroughs to fine rough sleepers?

### **Oral response**

## **Barking - Gospel Oak Railway Electrification**

**Question No: 2015/1636**

[Caroline Pidgeon](#)

In view of Transport Minister Claire Perry's confirmation of Government investment of £90m in this scheme on 5 June, can you confirm that TfL will have electric trains to operate on the Barking - Gospel Oak service when Network Rail hand over the new overhead electric line infrastructure for use in June 2017?

[The Mayor](#)

As has always been intended, the new electric trains will be introduced on the Gospel Oak to Barking line shortly afterwards, in early 2018. This is part of a larger order including new trains to replace the 30 year old West Anglia trains, and to increase train frequency on other parts of London Overground.

## **Barking - Gospel Oak Railway Peak Overcrowding**

**Question No: 2015/1637**

[Caroline Pidgeon](#)

Will you ask TfL to investigate with Network Rail and the Office of Rail & Road the possibility of obtaining additional paths during the peak hours to run more diesel "PIXC-buster" trains until such time as electric trains are available to take over? There is currently no freight traffic over the line during the peak hours so any paths held by freight operators are not being used.

[The Mayor](#)

TfL has had extensive discussions with Network Rail regarding the availability of train paths on the Gospel Oak to Barking line, and will continue to do so. As a direct result of these discussions, TfL was able to introduce four additional peak time trains on this route in the December 2014 timetable.

While these discussions will continue, in accordance with the Network Code, freight paths can only be made available to passenger services with the agreement of the relevant Freight Operating Companies, who currently make use of these paths, albeit infrequently.

## **Private Hire Operator Licence - Uber**

**Question No: 2015/1638**

[Caroline Pidgeon](#)

The Private Hire Vehicles (London) Act 1998 makes 34 references to "bookings", and in the Act "'operator" means a person who makes provision for the invitation or acceptance of, or who accepts, private hire bookings'. Given that Uber have made clear via their own Twitter account that they do not take bookings, do you still think it appropriate that they were granted a licence under this legislation?

[The Mayor](#)

TfL is satisfied that Uber London Limited's operating model, including the method by which a booking is made and accepted, is in accordance with private hire legislation.

## **Rugby World Cup transport plans**

**Question No: 2015/1640**

[Caroline Pidgeon](#)

Given Twickenham is heavily reliant on national rail services, what preparations have you made to ensure fans are able to get to and from the stadium safely and efficiently throughout the Rugby World Cup?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*



## **West Brompton station improvements**

**Question No: 2015/1641**

[Caroline Pidgeon](#)

TfL's publication "Your Accessible Transport Network" detailing upcoming accessibility works makes no mention of improvements at West Brompton station beyond manual boarding ramps that have already been installed.

The various access improvements to be funded through Section 106 contributions from CapCo - including the provision of lift access to the District Line, an eastern extension to the station foyer and additional standard/wide-aisle gatelines - are not included in this document. Can you provide assurance these projects will go ahead and a timetable for the work?

[The Mayor](#)

TfL has reached an agreement with Capital & Counties Properties PLC (Capco) on providing step-free access at West Brompton, as part of the £76 million step-free partnership fund. This is mentioned on page 21 of the "Your Accessible Transport Network" document, updated in May 2015.

The detailed programme for providing step-free access here has not yet been finalised. Whilst discussions with Capco regarding timescales are ongoing, we are investigating the best value option for delivering step-free access at the station.

As well as step-free access, this agreement will also deliver additional capacity by remodelling the ticket hall and providing additional standard/wide-aisle gatelines.

## **Beddington Lane**

**Question No: 2015/1642**

[Caroline Pidgeon](#)

Beddington Lane (B272) serves the largest industrial area in Sutton and is home to current and planned waste management uses serving Sutton and neighbouring boroughs. Despite 10,000 daily vehicle movements and its contribution to economic vitality, it is a single carriageway which causes congestion, bus delays, air quality issues and impact on the quality of life in Beddington Village. A recent bid to TfL for major scheme funding for a much needed upgrade was rejected because it was deemed not to have a strategic fit with the funding criteria.

Can the Mayor advise on how the assessment process by TfL for funding of major schemes can be amended to reflect the economic importance of industrial areas to London and the importance of ensuring that the movement function can be accommodated without impacting the quality of life in surrounding neighbourhoods?

[The Mayor](#)

The Local Implementation Plan (LIP) Major Scheme Guidance establishes the scheme criteria and approval processes for borough funding bids. This Guidance was developed with input from the London boroughs and is regularly updated to ensure it remains relevant to the needs of the local authorities and Transport for London (TfL).

A working group is in place to oversee this process and Sutton was invited to sit on this group to reflect the borough's concerns over how support might be secured for industrial areas such as the Beddington Industrial Estate. It is expected that the latest work to update the guidance will be complete by the end of this year.

The LIP Major Scheme programme looks to support economic growth as well as more specific transport objectives, such as reducing casualties and promoting sustainable travel. Funding is awarded via a competitive bidding process. Each bid is assessed on its relative strengths and weaknesses and in comparison against other bids. Transport for London (TfL) advised the London Borough of Sutton that their bid for Beddington Lane fell short in three key areas:

- the relatively low numbers of people likely to benefit from the scheme;
- the relatively high cost of the bid (up to one third of the annual budget available for Major Schemes); and
- the fact that a maintenance or road widening scheme formed the core element of the bid.

TfL has discussed these matters in detail with the London Borough of Sutton and is working with them to develop a package of more feasible measures. This may include improved signage to encourage traffic (particularly goods vehicles) accessing the Industrial Estate to do so via the more appropriate main road network rather than via Beddington Lane, better wayfinding and connections from public transport links to the north of the Estate to encourage more sustainable travel, and traffic management and environmental improvements in the Beddington Village area to deter through traffic and improve residential amenity. TfL has made clear to the borough that they would welcome a further submission along these lines under the LIP Major Scheme programme.

## **Finchley Road - Cycle Superhighway 11**

### **Question No: 2015/1643**

[Caroline Pidgeon](#)

Given the large numbers of long-distance coaches and heavy goods vehicles currently using the Finchley Road, will you commit to fully segregating the part of Cycle Superhighway 11 that will follow the Finchley Road north of Swiss Cottage, in order to create safe and comfortable conditions that will attract new cyclists?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Night buses in Sutton**

### **Question No: 2015/1644**

[Caroline Pidgeon](#)

Given the area will not benefit from the introduction of night tube services, and that night bus provision is being reviewed in anticipation of the night tube, will you commit to providing 24 hour bus services to Sutton?

[The Mayor](#)

The London Borough of Sutton is currently served by three night bus services:

Route N44 operates between Aldwych and Sutton with three buses per hour on Friday and Saturday nights and two buses per hour on Sunday to Thursday nights;

Route 93 operates 24 hours between Putney Bridge station and North Cheam via Morden tube station with two buses per hour on all nights; and

Route 213 operates 24 hours between Kingston and Sutton with two buses per hour on all nights.

The consultation on proposed changes to bus services as a result of Night Tube is currently underway. These proposals include a weekend-only (Friday night / Saturday morning & Saturday night / Sunday morning) service on route 154, running every 30 minutes between Morden and Croydon via Sutton town centre, from 00:55 until 04:05, providing links with the Northern Line at Morden.

## **Ticket office closures - ticket machines**

### **Question No: 2015/1645**

[Caroline Pidgeon](#)

In the event of the Multi Fare Machine - the only machine to accept notes - being out of service in a station without a ticket office, will TfL staff allow customers who only have notes to travel for free?

[The Mayor](#)

TfL encourages customers to use a contactless payment card to ensure an easier and more convenient way to pay for their travel. However, if customers are not able to use a debit or credit card, or get change from a local shop, then TfL staff, at their discretion, may allow them to travel and pay at their destination.

## **Ticket office closures - topping up exact amounts**

**Question No: 2015/1646**

[Caroline Pidgeon](#)

The closure of ticket offices means customers using a ticket machine will be unable to top up exact amounts on an Oyster Card, such as the £6.40 needed for a Zones 1-2 cap, using notes or card. Will you correct this anomaly?

[The Mayor](#)

TfL is aware of this and will include this functionality within future ticket machine improvements.

Meanwhile all ticket machines have been upgraded as part of the Fit for the Future Stations programme. They will benefit from an enhanced customer and staff functionality and information, and an improved user experience.

## **Benefits of construction consolidation and river delivery**

**Question No: 2015/1647**

[Caroline Pidgeon](#)

Analysis has shown that construction consolidation and river delivery in a TfL funded centre in south-east London achieved a 70% reduction in freight journeys, increased productivity and an approximate 75% reduction of CO2 emissions. Given the clear benefits of using the Thames in this way, will you commit to greater use of construction consolidation and river delivery?

[The Mayor](#)

Yes, TfL already actively encourages use of the river and construction consolidation through the planning system, and will continue to do so.

TfL is working with the Port of London Authority and others to further increase the amount of construction materials delivered by barge to projects close to the Thames. TfL will use the river as much as possible during the construction of the Northern Line extension, the Thames Tideway Tunnel will also be making extensive use of the Thames and we are working with Vauxhall Nine Elms to help them switch more of their current deliveries to the river. They will also ensure the facilities developed for these schemes can be used in legacy by others and that their use in the future is protected by the planning system.

TfL is also talking to a number of large forthcoming construction schemes about using consolidation while they are still in the pre-planning stage. By reducing the number of road trips consolidation improves road safety, air quality and can reduce costs. TfL is examining how consolidation can be used in other sectors and have funded a trial by three London boroughs that reduced road trips and costs.

Although TfL provided the initial funding for the successful London Construction Consolidation Centre in Bermondsey this centre is now run on a commercial basis in Silvertown without TfL's support. It continues to minimise the number of road trips while reducing construction costs.

## **Unfunded pensions for TfL employees**

**Question No: 2015/1648**

[Caroline Pidgeon](#)

The papers for the Remuneration Committee of the Board of Transport for London, held on the 3rd June 2015, state that out of 21 senior managers (including Directors and Chief Officers) the Commissioner has approved 12 for the provision of unfunded pension benefits. Please state: (1) the estimated annual cost for the implementation of this policy, and (2) how many further TfL employees currently benefit from unfunded pension benefits.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Survivors UK**

**Question No: 2015/1649**

[Caroline Pidgeon](#)

This year you stopped your funding of Survivors UK, an important organisation that helps male victims of rape and sexual abuse. In 2014, in London, more than 20% of all reports of serious sexual crimes were against men. Last year you spent £1,292,666 providing specialist support services for victims of sexual assault in London. Of that only £32,666, 2.5% was spent on specialist services supporting men and boys. Will you reinstate your funding to Survivors UK?

[The Mayor](#)

MOPAC provided funding to Survivors UK as a one-off 6-month interim payment to support them, as the Ministry of Justice's Victims General Fund ended on 30th September 2014.

Overall MOPAC has not overseen any cut in funding for services to support male victims of abuse. In fact, we are investing over £4.1million in specialist services for all victims of domestic and sexual violence by 2016, which includes male victims.

There has never been a commitment from the Mayor's Office to fund Survivors' UK. However we have been extremely supportive wherever possible. To help Survivors' UK negotiate these changes, we have been in regular correspondence, contributed the one off payment you refer to, signposted them to other funding opportunities and have provided a letter of support to assist its application to another national funding scheme.

It is also worth noting that, this year alone Survivors' UK is in receipt of more than £200,000 from the Ministry of Justice for a range of victims support services.

## **Correspondence in response to Mayor's Questions**

### **Question No: 2015/1650**

[Caroline Pidgeon](#)

Further to MQ 2015/1185, answers to Mayor's Questions should not be confidential. The point of questions is that they are a matter of public record to hold you to account. Would you clarify your response or reconsider your response, publishing all correspondence sent in reply to Mayor's Questions with sensitive information redacted where necessary?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **MPS forensic medical examiner costs**

### **Question No: 2015/1651**

[Caroline Pidgeon](#)

On 21st May 2015 the Commissioner told the Assembly that annually fourteen forensic medical examiners (FME) cost £6 million. Is this value for money?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **MPS centre for rape victims**

### **Question No: 2015/1652**

[Caroline Pidgeon](#)

As per the recommendations of the independent review into the investigation and prosecution of rape in London published on 30th April 2015 will you create a new specialist centre for rape victims in London?

[The Mayor](#)

I am continuing to improve the service offer and support to victims of rape and sexual violence. As the commissioners for the current Havens, MOPAC and NHS England London region will work with the MPS and Kings College Hospital Foundation Trust (who currently deliver the service) to review this specific recommendation as part of the broader discussion in the development of future sexual violence commissioning in the capital.

## **MPS training for responding to reported sex offences.**

**Question No: 2015/1653**

[Caroline Pidgeon](#)

The independent review into the investigation and prosecution of rape in London published on 30th April 2015 recommends better training for MPS officers on how to respond sympathetically to those reporting sex offences. How and when will you implement this improved training?

[The Mayor](#)

The improved training regime is currently being designed by the Met Training Department. The aim is to deliver enhanced face-to-face training to all first responders by way of professional development days and to include this training on the syllabus for probationary recruits. It is envisaged that the training will be rolled out within the next 12 months.

## **MPS sex offence sanction detection rates**

**Question No: 2015/1654**

[Caroline Pidgeon](#)

From 2005 to 2014 there was a 68% rise in recorded offences of sexual attacks totalling 5,179 in 2013/14 but only a 17% rise in charges for these offences. What work are you doing with the CPS to improve these sanction detection rates?

[The Mayor](#)

The rise in recorded sexual offences is attributed to the following factors:

- Increased public confidence to report offences

- A significant reduction in the recording of no crimes

- Improved crime data integrity through compliance with the National Crime Recording Standards.

The MPS and CPS-London are working collaboratively to improve sanction detection rates.

This includes identifying funding to pilot a lawyer to work within each Sapphire Team, allowing for more timely and better case building. The MPS and CPS-London are also reissuing guidance on seeking early investigative and other advice as part of the work of the joint National Rape Action Plan. To support this, the MPS and CPS-London have agreed to consider revised arrangements for advice and pre-charge decision-making in rape and serious sexual offence cases as a matter of urgency.

## **MPS sickness policy within Sapphire unit**

**Question No: 2015/1655**

[Caroline Pidgeon](#)

Will you review the way in which sickness policy is applied within the Sapphire unit to include an equivalent of NHS 'clinical supervision' for all staff so that health and welfare problems may be pro-actively identified and supported in advance of the need for sick leave?

[The Mayor](#)

This was highlighted as one of the recommendations of the Rape Review conducted by Dame Elish Angiolini. I welcome this review and am reassured that the MPS is consulting with the NHS on the commissioning of an independent occupational health assessment of the role of Sapphire officers. In addition the MPS is instigating a number of initiatives to improve the management of sickness absence and support to officers working in the Sapphire Unit. Workshops for Sapphire officers are also planned focussing on workplace stress and building resilience.

## **MPS Crime Recording Information System template**

**Question No: 2015/1656**

[Caroline Pidgeon](#)

Will you remove the 'false allegation' section in the Crime Recording Information System template for recording rape allegations?

[The Mayor](#)

The 'false allegation' section has already been removed.

## **24 hours service from MPS Sapphire Unit**

**Question No: 2015/1657**

[Caroline Pidgeon](#)

Given that the majority of rape allegations are during the evening and overnight, there is a clear need for a full 24 hour service from the Sapphire unit to provide a consistent level of service at all times. Will you make this service 24 hours?

[The Mayor](#)

The Sapphire unit is already a dedicated 24-hour sexual offences investigation team operating across London and consisting of 15 Sapphire officers including a number of SOIT officers.

Further to the recent Elish Angiolini review, the unit is undergoing an internal review of the investigative model for rape investigations. This review will seek to ensure the right level of repose with regard to victim need and demand for the service over a 24 hour 7 day a week period.



## **Safeguard free speech in London**

**Question No: 2015/1658**

[Caroline Pidgeon](#)

With further pressure on the MPS budget will you safeguard free speech in London and make sure that despite this pressure protesters will not have to pay for the policing of planned protests in our city?

[The Mayor](#)

Yes.

## **MPS gang command**

**Question No: 2015/1659**

[Caroline Pidgeon](#)

Further to the Commissioner's comments to the Assembly on June 3rd 2015, how will the MPS be refocussing their gang command?

[The Mayor](#)

Trident will be working with other specialist commands to deploy resources into those London Boroughs suffering spikes of gang violence thus addressing the threat of risk and harm to communities. This will support local teams to carry out prevention, diversion and enforcement activity on gangs involved in violence.

## **Stop & Search**

**Question No: 2015/1660**

[Caroline Pidgeon](#)

Due to the recent increase in knife crime across London are the MPS considering a new approach to their Stop & Search procedures, if so, how?

[The Mayor](#)

I take knife crime extremely seriously. Overall, at the end of the last financial year, knife crime was at its lowest level in 7 years with 4,300 fewer offences in 2014-15 than in 2007-8. Knife crime related deaths have fallen by around a third since 2008. And, since the launch of the Met's Trident Gangs Command in 2012 knife crime is down by 30 per cent, however we are not complacent.

Stop and search activity is an intelligence led tactic and its use will be directed, through intelligence led briefings and operations, to specifically address the recent increase in knife crime, but it is not a stand-alone solution. A range of tactical options and preventative measures will also be employed, aimed at achieving a reduction to all knife enabled crime.

Stop and search is an important police power for combating crime and keeping our streets safe. Last year 32,838 arrests were made as a result of stop and search (equivalent to almost 1 in 5 of all arrests made by the MPS), and 3,122 of these were for weapons.

The MPS will maintain an intense focus on preventing and tackling crimes of violence and will keep the use of stop and search under constant review to ensure it continues to be effective.

## **MPS Weapons sweeps (1)**

**Question No: 2015/1661**

[Caroline Pidgeon](#)

The Commissioner told the Assembly on June 3rd 2015 that weapon sweep information is held at Borough level. I sent an FOI to the boroughs asking for their weapons sweep information and was told it was too difficult to collate. If this is being used as a tool to combat knife and gun crime across London shouldn't better records be kept to monitor if it is successful? Will you instruct the Met to keep full records?

[The Mayor](#)

Please see the Commissioner's comments at the Plenary on 3 June.

## **MPS Weapons sweeps (2)**

**Question No: 2015/1662**

[Caroline Pidgeon](#)

Will you publish figures to the datastore of how many weapons sweeps have been carried out in every borough in London every month and how many weapons were retrieved in these sweeps?

[The Mayor](#)

Please see my response to MQ 1661/2015.

## **A&E departments sharing data with the MPS**

**Question No: 2015/1663**

[Caroline Pidgeon](#)

How many hospitals currently share anonymised data on their A&E admissions due to violent crime with the MPS? Please list the Hospital Trusts.

[The Mayor](#)

Data sharing occurs between Emergency Departments (EDs) and Community Safety Partnerships (CSPs) in principle not directly with the police. We do not have access to data relating to admissions due to violent crime, only presentations at A&Es.

There are eleven hospitals currently sharing anonymised data with CSPs:

1. Ealing (London North west NHS Trust)
2. Homerton (Homerton University Hospital NHS Foundation Trust)
3. King George's Ilford (Barking, Havering and Redbridge University Hospital NHS Trust)
4. Kings College (King's College Hospital NHS Foundation Trust)
5. North Middlesex (North Middlesex University Hospital NHS Trust)
6. Queen's Romford (Barking, Havering and Redbridge University Hospitals NHS Trust)
7. Royal London (Barts Health NHS Trust)
8. St George's Tooting (St George's Healthcare NHS Trust)
9. St Thomas' (Guy's Hospital and St Thomas NHS Trust)
10. West Middlesex (West Middlesex University Hospital NHS Trust)
11. Royal Free London NHS Foundation Trust

MOPAC officers are liaising with Imperial College Healthcare NHS Trust, which includes St Mary's, Charing Cross and Hammersmith hospitals, to implement arrangements for data sharing. Discussions with the remaining Hospital Trusts are ongoing.

## **Knife crime offences**

**Question No: 2015/1664**

[Caroline Pidgeon](#)

How many knife crime offences were recorded in London during the General Election campaign (26th March - 8th May 2015)? Please provide a breakdown by borough and include a total figure.

## The Mayor

During the general election period (26 March - 08 May 2015 inclusive) there were a total of 1,231 knife crime offences recorded across the 32 boroughs of London. The attached table gives the total by borough.

<b>Borough</b>	<b>Number of Offences</b>
Barking & Dagenham	56
Barnet	45
Bexley	16
Brent	53
Bromley	26
Camden	42
Croydon	36
Ealing	48
Enfield	67
Greenwich	34
Hackney	63
Hammersmith & Fulham	20
Haringey	66
Harrow	15
Havering	19
Hillingdon	19
Hounslow	28
Islington	40
Kensington & Chelsea	14
Kingston-upon-Thames	3
Lambeth	55
Lewisham	68
Merton	15
Newham	57
Redbridge	40
Richmond-upon-Thames	5
Southwark	70
Sutton	21
Tower Hamlets	68
Waltham Forest	55
Wandsworth	31
Westminster	36
Total MPS	1,231

### **Knife crime with injury offences**

**Question No: 2015/1665**

[Caroline Pidgeon](#)

How many knife crime with injury offences were recorded in London during the General Election campaign (26th March - 8th May 2015)? Please provide a breakdown by borough and include a total figure.

### The Mayor

During the general election period (26 March - 08 May 2015 inclusive) there were a total of 441 victims of knife crime with injury recorded across the 32 boroughs of London. The attached table gives the total by borough

Please note that knife crime with injury is a count of victims, rather than discrete offences.

<b>Borough</b>	<b>Number of Victims</b>
Barking & Dagenham	20
Barnet	12
Bexley	1
Brent	20
Bromley	9
Camden	18
Croydon	17
Ealing	19
Enfield	7
Greenwich	17
Hackney	18
Hammersmith & Fulham	12
Haringey	26
Harrow	2
Havering	8
Hillingdon	7
Hounslow	11
Islington	16
Kensington & Chelsea	4
Kingston-upon-Thames	2
Lambeth	20
Lewisham	25
Merton	7
Newham	29
Redbridge	9
Richmond-upon-Thames	1
Southwark	14
Sutton	6
Tower Hamlets	28
Waltham Forest	29
Wandsworth	9
Westminster	18
Total MPS	441

## Serious Youth Violence offences

### Question No: 2015/1666

[Caroline Pidgeon](#)

How many serious youth violence offences were recorded in London during the General Election campaign (26th March - 8th May 2015)? Please provide a breakdown by borough and include a total figure.

#### [The Mayor](#)

During the general election period (26 March - 08 May 2015 inclusive) there were a total of 789 victims of serious youth violence recorded across the 32 boroughs of London. The attached table gives the total by borough.

Please note that serious youth violence is a count of victims, rather than discrete offences.

<b>Borough</b>	<b>Serious Youth Violence (victims)</b>
Barking & Dagenham	32
Barnet	25
Bexley	13
Brent	34
Bromley	28
Camden	9
Croydon	36
Ealing	27
Enfield	47
Greenwich	35
Hackney	29
Hammersmith & Fulham	10
Haringey	40
Harrow	25
Havering	21
Hillingdon	24
Hounslow	22
Islington	30
Kensington & Chelsea	7
Kingston upon Thames	10
Lambeth	31
Lewisham	26
Merton	19
Newham	34
Redbridge	21
Richmond upon Thames	12
Southwark	31
Sutton	14
Tower Hamlets	38
Waltham Forest	25

Wandsworth	18
Westminster	16
Total MPS	789

## **MPS body-worn cameras**

### **Question No: 2015/1667**

[Caroline Pidgeon](#)

Further to the announcement of the roll out of body-worn cameras across the MPS what steps are you taking to make sure that these body-worn cameras will keep pace with evolving technologies?

[The Mayor](#)

As part of the tender competition, we are asking suppliers to explain how they will evolve their technology and how they will ensure the MPS receives the most up to date, future proof devices and systems. Additionally, the successful supplier will be expected to work with the MPS for the duration of the contract to ensure that opportunities to develop according to emerging policing and criminal justice needs are captured.

## **Car parking in a growing city**

### **Question No: 2015/1670**

[Darren Johnson](#)

Given the wasted space and the extra congestion and journey delays that will result, why are you proposing to further weaken car parking standards in London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*



## **Legal implications of Heathrow expansion**

**Question No: 2015/1671**

[Darren Johnson](#)

Will you ask your lawyers to look at the legal implication of Heathrow expansion in light of the UK Supreme Court Judgement?

[The Mayor](#)

My response last month to the second consultation by the Airports Commission on air quality took full account of the recent UK Supreme Court decision on this issue. My team and I concluded that the Commission's assessment had failed to demonstrate that Heathrow expansion could be compatible with the UK's air quality obligations under EU law. It is simply inconceivable that Heathrow expansion could be allowed to proceed in these circumstances.

It will, of course, fall on Government to evaluate all the evidence presented - including the Airports Commission's final report, as well as legal advice with regard to its air quality obligations - before it determines a way forward that meets the UK's economic need without sacrificing the health and quality of life of Londoners.

## **Solar PV on schools**

**Question No: 2015/1672**

[Jenny Jones](#)

I welcome your intention to make solar photovoltaics (PV) one of the priorities for schools in the new phase of your public sector energy retrofit programme RE:FIT. Will you carry out an assessment of how many London schools you expect to have installed solar PV as a result of your RE:FIT programme, before the end of your term of office?

[The Mayor](#)

We already have information on the measures for all of the projects in the RE:FIT.

## **Julian Assange - cost of policing**

**Question No: 2015/1673**

[Jenny Jones](#)

What was the outcome of the review into options for the guard on Julian Assange at the Ecuadorian Embassy? Do you think that the decision by the Swedish Prosecutor to delay interviewing Assange at the Embassy for the last few years, has been fair on the British taxpayers, who have footed the bill for this stand off?"

[The Mayor](#)

The MPS remain under a legal obligation to execute the European Arrest Warrant, which has been issued for a serious criminal offence and continue to review options for policing the Ecuadorian Embassy with both the Home Office and the Foreign and Commonwealth Office.

My Deputy Mayor for Policing and Crime has made representations to the Home Secretary about this matter.

## **Police housing**

**Question No: 2015/1674**

[Jenny Jones](#)

Can you explain why in the middle of a housing crisis, the Met Police have failed to utilize the 24 flats at Iver Court in Islington over the last few years? Will you undertake to use these to provide affordable, secure tenancies for Met Police officers and staff?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Solar PV - Hackney Energy and London's newest community energy project**

**Question No: 2015/1675**

[Jenny Jones](#)

Will the Mayor congratulate London's newest community energy project, a 100kW solar PV array at the Banister House estate in Homerton, taken forward by Hackney Energy, and commit to supporting further such projects in London? As I understand your energy advisor could not attend the launch event, could either or preferably both of you visit the site in the near future to better understand the full potential for solar power in Hackney and across London via community energy projects?

[The Mayor](#)

I would like to congratulate all community energy projects in London and through the work of the LSDC, my retrofit programmes and the London Energy Plan I expect further community energy projects will be supported. The London Energy Plan will help us to better understand the potential for solar power in London and I will seek the views of the community energy companies when we go out for public dialogue in the autumn. I do not see the need to visit the site as I already understand the potential for such projects.

## **Solar PV - STA's Solar Independence Day**

**Question No: 2015/1676**

[Jenny Jones](#)

Will the Mayor support the Solar Trade Association's July 4 2015 Solar Independence Day initiative and help provide a major boost to the take up of solar by London homes and businesses?

[The Mayor](#)

I welcome and support the work of the Solar Trade Association.

## **Solar PV - Edinburgh Council and largest community-owned urban energy project in UK**

**Question No: 2015/1677**

[Jenny Jones](#)

Will the Mayor study Edinburgh Council's recent innovative action to fit 25 council-owned buildings with solar arrays in what is thought to be the largest community-owned urban renewable energy project in the UK, to examine if there are similar opportunities across the GLA's estate?

[The Mayor](#)

I will ask my officers to study this.

## **Solar PV - Amber Rudd, new Secretary State for Energy**

**Question No: 2015/1678**

[Jenny Jones](#)

You recently welcomed the appointment of Amber Rudd as the new Secretary of State for Energy. She has recently stated that the Government wants to "unleash a new solar revolution - we have a million people living under roofs with solar panels and that number needs to increase". How will you be ensuring that London plays its part in this new "solar revolution"?

[The Mayor](#)

I will continue to support solar PV through my London Plan CO2 reduction targets and my retrofit programmes and the London Energy Plan will set out the full potential in London which in turn will inform the development of future policy and programmes.

## **Solar PV - spatial energy demand map sites**

**Question No: 2015/1679**

[Jenny Jones](#)

Will your forthcoming spatial energy demand map of supply and infrastructure identify suitable sites for potential solar PV arrays in London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

The forthcoming London Energy Plan will set out the potential of Solar PV in London including broad locations but it will not identify specific sites.

## **Solar PV - Potential along overground trackside**

**Question No: 2015/1680**

[Jenny Jones](#)

Recent research for Network Rail identified the potential for solar panels to be installed on half of the trackside land in the UK which could generate 2.44 GW electricity, or around 40% of the electricity Network Rail currently uses to power trains, and generate revenue of £235m in its first year. Could Transport for London undertake a similar study on its overground trackside land across London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Solar PV - Next to no references to solar PV in Climate Change**

### **Mitigation and Energy Strategy**

**Question No: 2015/1681**

[Jenny Jones](#)

Your 2011 Climate Change Mitigation and Energy Strategy has next to no reference to solar power. Incredibly, there are more references to nuclear power in your Strategy than to solar PV. Whilst no new nuclear power is expected in the UK for at least the next 10 years, if ever, the UK is now the fastest growing solar market in the EU, and solar PV is widely predicted to become the cheapest form of electricity generation within the next 5 -10 years. How are you re-evaluating the role that solar will play in helping London become more energy independent?

[The Mayor](#)

I have evaluated the role of solar in my 2011 Decentralised Energy Capacity Study and will update these figures in my forthcoming London Energy Plan. My 2011 Climate Change and Mitigation and Energy Strategy mentions nuclear power 12 times, ten of which are directly referencing national government policy. Microgeneration, which includes solar PV however has 34 references, with 'photovoltaics' being mentioned a further 11 times. Importantly, two of my policies (policies 6 and 8) directly aim to increase micogeneration in London's homes and workplaces.

## **Solar PV - proportion of decentralised energy target**

**Question No: 2015/1682**

[Jenny Jones](#)

What proportion of the electricity component of your 25% London 2025 decentralised energy target could be met by solar power?

[The Mayor](#)

The forthcoming London Energy Plan will be able to provide an up to figure.

## **Solar PV - Outer London Commission**

**Question No: 2015/1683**

[Jenny Jones](#)

Will you ask the Outer London Commission, as part of this ongoing work for you, to look at the potential for solar power in London's outer boroughs?

[The Mayor](#)

This is not a priority for the Outer London Commission, but is monitored closely by my Environment team.

## **Solar PV - Distribution Network Problems**

**Question No: 2015/1684**

[Jenny Jones](#)

As part of the work you are undertaking to increase the proportion of London's decentralised energy capacity, have you identified difficulties in relation to connection new generation to the distribution network? If so, how are you helping overcome these problems?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

There are often challenges when connecting new generation capacity to the distribution network, usually related to cost or time, but my officers have never come across an issue that couldn't be resolved in some way.

Ofgem are currently looking into the issue of investment ahead of need and should changes occur to allow investment ahead of need, our master planning activity would be able to be fed into any investment ahead of need business plan.

## **Solar PV - Desirable locations for PV deployment**

**Question No: 2015/1685**

[Jenny Jones](#)

Through the work undertaken by your High Level Electricity Working Group, have parts of London been identified where new decentralised energy generation capacity is desirable to add? If so, where in London is this?

[The Mayor](#)

This was not the purpose of the High Level Electricity Working Group. The London Energy Plan will be able to do this.

## **Solar PV guide for London schools**

**Question No: 2015/1686**

[Jenny Jones](#)

Will you agree to look at developing a schools Solar PV best practice and user friendly guide for Local Education Authorities, public and independent schools, community groups and other parties that want to help schools install this renewable energy technology? This should cover a broad range of relevant areas such as procurement, legal, planning issues, draft Terms of Reference, a cost/benefit assessment of the range of available funds and a basic model for calculating energy output.

[The Mayor](#)

General guidance already exists in the Department for Energy and Climate Change's 'Power to the Pupils' leaflet. RE:FIT provides targeted support and advice to a range of public sector organisations, including local education authorities and schools, to deliver a range of energy efficient projects, including solar PV. This includes all of the areas outlined in your question.

## **Zero emission car clubs**

**Question No: 2015/1687**

[Jenny Jones](#)

During your term of office, how many 'zero emission car clubs' have been delivered as a direct result of your Air Quality Fund?

[The Mayor](#)

We have had one application for a zero emission car club from Westminster, and this project is being delivered presently. This is being supported with £80,000 in funding from the Mayor and is being match funded by Defra.

This is the only application we have had for a zero emission car clubs, although through the fund we are supporting other projects which promote zero emission vehicles such as the Zero Emissions Network (ZEN) in Hackney Islington and Tower Hamlets.

## **No idling schemes**

**Question No: 2015/1688**

[Jenny Jones](#)

During your term of office, how many 'no idling schemes' have been delivered as a direct result of your Air Quality Fund?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

Two 'anti-idling' schemes have been delivered to date in LB Southwark and LB Lambeth with funding support from the Mayor's Air Quality Fund. In addition, the South London boroughs consortium (comprised of the Boroughs of Wandsworth, Croydon, Merton & Richmond) will deliver an anti-vehicle idling campaign in 2015/16.

## **Green Walls**

**Question No: 2015/1689**

[Jenny Jones](#)

During your term of office, how many 'green walls' have been delivered as a direct result of your Air Quality Fund. Can you list each one and specify the surface area they cover?

[The Mayor](#)

Through the fund we are supporting ten green walls. They are:

Green screens at Winston Way Primary (75 m<sup>2</sup>) and Cleveland Primary (75 m<sup>2</sup>) in Redbridge

Green screen (30 metres x 1.8 metre) at The Warren School in Dagenham

Green corridor under the flyover in the Hammersmith and Fulham town centre. Has not yet been completed so exact dimensions are TBC

A green screen to protect the multiple use games area by the Westway from pollution from the road. Has not yet been completed so exact dimensions are TBC

A40 green corridor in Ealing. Has not yet been completed so exact dimensions are TBC

A green wall at a school in Lewisham. Details to be agreed.

3 green screens on North Street, and by Angel Way Car Park in Romford. Have not yet been completed so exact dimensions are TBC.

## **Housing benefit cap and affordable homes (1)**

**Question No: 2015/1690**

[Darren Johnson](#)

How many homes built under the Affordable Rent programme from 2011-15 were let at rent levels that could become unviable if the overall benefit cap is reduced from £26,000 per year to £23,000?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Housing benefit cap and affordable homes (2)**

**Question No: 2015/1691**

[Darren Johnson](#)

What impact would reducing the overall benefit cap from £26,000 per year to £23,000 have on your 2015-18 affordable housing programme?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Opening up the London Development Database**

**Question No: 2015/1692**

[Darren Johnson](#)

In 2010 you told me you would try to publish the entire London Development Database on the London Datastore as open data (questions 2010/1395 and 2010/3608). In 2014 you told me "it is not practicable" to do so, but that "A new version is in development which will provide borough and ward level data on residential approvals and completions". Can you provide an update on when that data will be available?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Decent homes expenditure by borough**

**Question No: 2015/1693**

[Darren Johnson](#)

I'm grateful for your answer to question 2015/1522, however I asked for a borough breakdown of those figures. Can you please provide a breakdown of the actual expenditure on Decent Homes in London for each of the London boroughs, for each of the financial years since 2008/09?

[The Mayor](#)

The breakdown of Decent Homes expenditure prior to 2011/12 is held by DCLG via their live



tables and is not held by the GLA.

The following table shows GLA actual expenditure by Borough of £685m from 2012 to 2015.

	2012/13	2013/14	2014/15	2012 - 15
<b>Borough</b>	<b>Actual Expenditure £000</b>			<b>Total</b>
Barking and Dagenham	£9,500	£15,000	£15,500	£40,000
Camden	£20,000	£10,001	£14,999	£45,000
Enfield	£18,000	£12,000	£14,606	£44,606
Hackney	£16,250	£16,000	£11,500	£43,750
Haringey	£19,000	£6,451	£16,540	£41,991
Havering	£15,000	£15,000	£23,581	£53,581
Kingston Upon Thames	£3,000	£6,389	£2,199	£11,588
Lambeth	£11,500	£29,999	£52,001	£93,500
Lewisham	£20,500	£24,000	£36,000	£80,500
Newham	£6,955	£45		£7,000
Redbridge	£5,000	£7,659		£12,659
Southwark	£12,114	£32,461	£32,369	£76,944
Sutton	£14,000	£14,000	£24,420	£52,420
Tower Hamlets	£11,000	£25,000	£46,000	£82,000
	£181,819	£214,005	£289,715	£685,539

## **London Land Commission and SMEs**

### **Question No: 2015/1694**

[Darren Johnson](#)

How will you ensure that small and medium sized builders, which often struggle to locate and acquire small sites for housing development, can benefit from the work of the London Land Commission?

[The Mayor](#)

The London Land Commission will work with Government and the London Boroughs to identify land opportunities, including smaller infill sites, and develop strategies for the release of land which can benefit SMEs.

## **Night bus provision in Bromley by Bow**

**Question No: 2015/1695**

[Darren Johnson](#)

Is TfL looking at improving the provision of night buses in the poorly connected parts of Bromley by Bow?

[The Mayor](#)

There are currently four night bus routes which serve the Bow area:

-Route 108 is a 24-hour service between Stratford and Lewisham with two buses per hour at night and serves Bromley-by-Bow tube station;

-Route 25 is a 24-hour service between Oxford Circus and Ilford with 10 buses per hour on Friday and Saturday nights and 7 ½ buses per hour on Sunday to Thursday nights and serves stops along Bow Road;

-Route N205 is a night service between Paddington and Leyton with three buses per hour on Friday and Saturday nights and two buses per hour on Sunday to Thursday nights and serves stops along Bow Road; and

-Route N8 is a night service between Oxford Circus and Hainault which serves the Bow area with four buses per hour on Friday and Saturday nights and three buses per hour on Sunday to Thursday nights.

Due to existing high level of connectivity in the area at night, no changes to routes were proposed as a result of Night Tube. TfL will continue to monitor demand in the area.

## **Planning guidance and local transport**

**Question No: 2015/1696**

[Darren Johnson](#)

Does the GLA have any planning guidance on the setting aside of land adjacent to roads on new development sites to allow for the creation of bus lanes, segregated cycle lanes and wider pavements in local plans, where appropriate? If not, will you consider drawing this up?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **New Bus for London windows**

### **Question No: 2015/1697**

[Darren Johnson](#)

I have received complaints from constituents about high temperatures on New Bus for London vehicles. Has TfL undertaken any assessment of the cost of retrofitting these buses with fully-functional opening windows? If not, will you ask them to do so?

[The Mayor](#)

The New Routemaster is fitted with an air cooling system that is designed to work with closed windows. Assurance checks were conducted during warmer days last summer and the system was found to be at least as effective at improving comfort in the upper deck as conventional double deck buses with similar systems and opening windows.

TfL continues to look at modifications and technologies that might provide bus passengers with greater comfort during spells of warmer weather. Some current trial initiatives include improving ventilation on buses on route 73 and overlaying solar reflective film on top of windows to see what the potential impacts on heat gain might be.

TfL is satisfied that the current air cooling systems work as designed, and can be complemented rather than undermined by other changes.

It would not be desirable to make air cooling units work harder to nullify the effects of warmer air entering the bus through opening windows. For this reason, there has been no assessment of costs for retrofitting buses with windows.

## **Archway Gyratory - increase in traffic**

### **Question No: 2015/1699**

[Darren Johnson](#)

Residents living on Junction Road are very concerned at the current proposals for the Archway Gyratory removal that would direct heavy traffic into Vorley Road. Will you ask TfL to look into permitting a right turn for buses only to prevent a significant increase in noise, pollution and danger to pedestrians and nursery school children here?

[The Mayor](#)

In late 2014, we consulted on proposals to improve Archway gyratory, including the creation of a new public space. The majority of respondents agreed that the proposals would improve conditions for cyclists and pedestrians, and we made a number of changes to reflect feedback from bus passengers, motorists and local residents.

We have compiled extensive information on existing local traffic flows, and analysed the potential impact of removing Archway Gyratory. While this right turn is required for local access, our analysis suggests significant additional traffic on Vorley Road is unlikely. TfL will closely monitor the effects on traffic following construction and put in place further mitigation measures if required.

## **ULEZ and cargo bikes**

**Question No: 2015/1700**

[Darren Johnson](#)

Do you agree that the arrival of the ULEZ will expand the scope for last-mile commercial deliveries to be made by alternative means such as by cargo bike? Please provide details of any programmes TfL is currently working on to promote their use to businesses within the zone.

[The Mayor](#)

Yes, as London grows and changes we know that making deliveries in the right sort of vehicle at the right time will become increasingly important. Cargo bikes have a limited but clear role to play and the air quality and safety benefits of increasing their use are obvious.

TfL has supported the purchase of electrically assisted cargo cycles for one Business Improvement District. They are also assessing consolidation schemes proposals from a number of other Business Improvement Districts, some of which include the use of cargo bikes.

ULEZ is only one strand of the Transport Emission Road Map (TERM) - a programme of co-ordinated air quality improvements - and managing the environmental impact of freight is an important part of TERM. As we develop a new strategic approach to managing freight in London, we are examining how we can further accelerate growth in the use of low and zero emission delivery vehicles such as cargo bikes.

## **Safer junctions**

**Question No: 2015/1701**

[Darren Johnson](#)

How many major junctions will TfL complete in making safer for cyclists in London over the next twelve months?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **New river crossing for cyclists and pedestrians**

**Question No: 2015/1702**

[Darren Johnson](#)

A new pedestrian/cycle link between North Greenwich and Canary Wharf would support the development of the Greenwich peninsular and go some way to alleviating the congestion TfL is predicting in this part of London. Will you commit TfL to undertake a feasibility study into this proposal and include its findings in the final stage of consultation on the Silvertown Tunnel planned for this autumn?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Cycling mode share in London**

**Question No: 2015/1704**

[Darren Johnson](#)

You recently announced that the number of London cycle trips has increased by 5 per cent. What percentage of all trips on any mode across London are now taken by bike and by what percentage has this increased?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Private Hire Vehicles - license moratorium**

**Question No: 2015/1705**

[Darren Johnson](#)

Why has TfL not put a moratorium on all new Private Hire (PH) licences until after TfL has finished its review of PH rules and regulation and the Mayor's recent comments about there being too many?

[The Mayor](#)

TfL is not able to put such a moratorium in place. Primary Legislation requires TfL to issue a private hire driver's licence to any applicant if it is satisfied the applicant has met the relevant licensing requirements. However, I believe TfL should have the power to restrict private hire licence numbers, which are rising by more than 1,000 a month and causing increased congestion, as well as more pollution and problems with illegal parking.

## **Private Hire Vehicles - too many**

**Question No: 2015/1706**

[Darren Johnson](#)

Given the Mayor's comments about there being too many Private Hire vehicles, can he please tell us who he thinks will buy all the new London Taxis being produced in Coventry, if London Taxi Drivers have been driven out of business?

[The Mayor](#)

I am confident that the iconic London taxi will remain an important part of the public transport network in London for years to come.

There are several vehicle manufacturers in the advance stages of design and development of the next generation of London taxi, with LTC, who produces the current TX range, recently confirming Geely's £250m investment and a new manufacturing facility.

My team and TfL are also in discussion with the Office for Low Emission Vehicles to ensure there is funding in place to ensure the new taxis are affordable and roll out across London's streets as soon as possible.

## **Denying Taxi Drivers an affordable choice of vehicle**

**Question No: 2015/1707**

[Darren Johnson](#)

If the Mayor truly believes in consumer preference why does he deny Taxi Drivers an affordable choice of vehicles? Many cannot afford fully compliant taxis when forced to compete in the same Market as a Toyota Prius. If it's a 'free market', then surely the Mayor must reduce the Metropolitan Conditions of Fitness that force taxi drivers to buy vehicles with a 25ft turning circle?

[The Mayor](#)

The private hire and taxi trades are two distinct regulated markets.

London's black cabs are the international gold standard for taxis and offer wheelchair accessibility, can drive in London bus lanes, pick up passengers hailing on the street and ply for hire at over 500 TfL appointed taxi ranks, which are situated at areas of high demand such as main line rail stations. The turning circle requirement ensures taxis are manoeuvrable in the tight spaces and narrow streets of the Capital which uniquely enables them to take shorter journeys and pick up customers more easily.

I firmly believe that there is a strong future for the London taxi trade, which is why I have urged vehicle manufacturers to develop the next generation of London taxis and have secured £65m of funding (£40m TfL funding and £25m Government funding), which in addition to fuel savings will help ensure that they are affordable for cabbies.

## **Uber (1)**

**Question No: 2015/1708**

[Darren Johnson](#)

I have received reports of Uber customers not being able to contact Uber by telephone in the event of billing queries or other problems. Is it not a requirement that all private hire operators must have a fixed telephone landline prior to licensing?

[The Mayor](#)

TfL's current policy requires a landline to be specified at the time of application, a requirement which was met by Uber. However, it is not a regulatory requirement for an operator to specifically maintain a landline once licensed and operational.

I do recognise the importance of passengers having access to an effective and responsive complaints handling process and this is why TfL is considering the issue of a permanent phone number as part of its Private Hire Regulations Review.

## **Uber (2)**

**Question No: 2015/1709**

[Darren Johnson](#)

Is there a requirement for the regulator's name and contact details to be displayed on any web site that a private hire operator uses? If not, will you look into changing this?

[The Mayor](#)

There is currently no requirement for licensed private hire operators in London to display TfL's name and contact details on their websites. However, as part of the Private Hire Regulations Review, TfL is considering a number of measures to increase the visibility and accessibility of our complaints process, and improve systems for passengers to give feedback and make complaints about both taxi and private hire services.

## **Operation Neon (1)**

**Question No: 2015/1710**

[Darren Johnson](#)

Please share details of what this operation aimed at clamping down on illegal minicab and taxi activity has achieved so far? Can you also confirm how long the operation will continue and the total number of staff and hours of staff time dedicated to it.

[The Mayor](#)

During the first 12 days of the operation (8, 14-16, 21-23 May, 28-30 May, and 5-6 June) the operation addressed the following illegal and non-compliant private hire activities:

- 1,544 PHV drivers advised and moved on to keep roads clear for taxis and booked PHVs
- 106 PHV drivers were reported for not having a badge
- 644 PHV drivers were reported for not wearing their badge
- 14 PHV drivers were reported for plying for hire offences
- 94 PHV drivers reported for parking on Taxi ranks
- 294 parking tickets issued

The operation will run throughout the summer and will form part of continuing enforcement operations as part of our intelligence led response to these issues.

On the days the operation has taken place, an average of 41 members of staff - made up of TfL enforcement and compliance officers, Metropolitan Police Service officers, and Westminster City Council parking attendants - have been deployed between 2200 and 0500 hours.

## **Operation Neon (2)**

**Question No: 2015/1711**

[Darren Johnson](#)

I am informed that enforcement teams have been seen walking around the West End in teams of five. Would you agree that more ground could be covered with smaller teams, hence doubling the amount of enforcement?

[The Mayor](#)

Launched in May 2015, Operation Neon is a high visibility, multi-agency operation which brings together TfL enforcement and compliance officers, TfL funded officers from the Metropolitan Police Roads and Transport Policing Command, and local authority parking enforcement and street wardens. These officers working as multi-agency teams are deployed to agreed priority areas to deter and disrupt illegal and non-compliant private hire activity. Operation Neon is targeted only at locations identified by taxi and private hire trades bodies and licensed drivers. It is proving effective at keeping roads and ranks clear so that the legitimate, law abiding trades can operate.

The skills and powers of the different officers in each team of five are complementary and help to ensure that the teams are well equipped to deal with any issues and breaches that they observe. The hotspot locations they target are very busy and the size of the team means that they can keep roads and ranks clear while dealing with issues. If the teams were smaller they would be less effective, as they would not have the capacity to simultaneously deal with breaches and keep traffic moving.

## **Applications to become a Taxi or Private Hire driver**

**Question No: 2015/1712**

[Darren Johnson](#)

Are all applicants to become a Taxi or Private Hire driver required to gain a satisfactory results from a full DSB/CRB check? If not, please supply, in relation to London, a) the number of applicants who were not required to undergo these checks, broken down by trade b) how many only possessed a certificate of good conduct and c) how many did not have a certificate of good conduct?

[The Mayor](#)

Yes. TfL requires all applicants for a taxi or private hire driver licence have the same enhanced Disclosure and Barring Service (DBS) checks which are then repeated every three years.

All licensing decisions made by TfL are done on a case-by-case basis in light of all the information available to them at the time a decision is made. A licence will not be granted if there are any concerns about an applicant's fitness to hold a licence.



## **Plane noise over South East London**

**Question No: 2015/1713**

[Darren Johnson](#)

Will the Mayor confirm his support for the introduction of periods of respite from Heathrow noise for the people of SE London, provided these give genuine relief from noise nuisance unlike previous respite trials which only made the problem worse, and can he press Heathrow Airport for information on when they may introduce it?

[The Mayor](#)

I strongly believe in respite from aircraft noise for all Londoners and indeed, those residents outside London are no less deserving of respite.

As the reshaping of London's airspace continues, it is imperative that NATS, working together with the CAA and with Heathrow and the other London airports, demonstrates how the latest technologies can be used to reduce the impact that aircraft noise has on people's lives, in a manner that is fair and equitable for all the affected communities. This process must be more open and transparent than it has been to date, and I have made representations to this effect.

We must also remember that, in the longer term, so long as we have one of the world's busiest airports nestled in amongst Europe's largest population centre, there will be limits to how much can be done. This will require bold and imaginative thinking of the sort we have not seen from the Airports Commission.

## **Delayed Release of TfL Road Casualty Data**

**Question No: 2015/1714**

[Darren Johnson](#)

On the first business day of January 2015, the New York City Mayor's Office released that city's comprehensive road casualty data for 2014 and how it compared to 2013. It is now June 2015, and we are still waiting for TfL to release London's 2014 annual road casualty data. If TfL really considered road safety a priority, shouldn't it be capable of releasing this data for public consumption in real time?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

The 2014 road safety figures for London were published on 9 June 2015, alongside detailed open data files, ahead of the DfT's publication of national statistics (<https://tfl.gov.uk/corporate/publications-and-reports/road-safety>).

The figures for 2014 show that the number of people killed or seriously injured (KSI) on London's roads has been reduced to its lowest level since records began, meaning that my previous target of a 40% reduction in casualties has been achieved six years early. In light of this I have stretched this target to deliver a 50% reduction in KSI casualties on London's roads by 2020. This target is set against the government baseline which takes an average casualty rate from the period 2005-2009.

In addition to the annual Casualties in Greater London Fact Sheet, TfL publishes provisional data quarterly throughout the year to provide regular updates on collisions and casualties in London. New York City's 2014 road safety figures, published online by the New York City Mayor's Office, were also provisional and flagged with the warning "please note that this data is preliminary and may contain errors. Any person who relies upon this data does so at their own risk."

TfL is working with the City and Metropolitan Police Services to deliver the Department for Transport (DfT) Collision Reporting and Sharing system. This new system includes direct linkage to mobile devices by the police, to allow the collection of road safety data with a high degree of accuracy, efficiency and improved timeliness.

TfL is continually striving to find new ways to improve how road casualty data is collected, interpreted and reported in order to further reduce levels of danger on London's roads. A number of activities are underway to achieve this and an update will be provided later this year.

## **Pride in London 2015**

**Question No: 2015/1715**

[Caroline Pidgeon](#)

Despite there being much controversy over the views expressed by some UKIP members on LGBT issues do you accept that ultimately UKIP should be allowed to fully participate in this year's Pride event? Considering the funding that the Greater London Authority has committed to Pride between 2013 – 2017 (Mayoral Decision 1124) will you also give thought to informing the organisers of Pride that the exclusion of UKIP on 'safety grounds' is a dubious concept and potentially provides support to foreign authorities that ban LGBT groups from marching at all on such grounds.

[The Mayor](#)

As I made clear on June 8th. I do not agree at all with this policy. I passionately believe in the Pride march and the values of equality it represents and think that all legal parties should be allowed to participate.

## **Housing benefit**

**Question No: 2015/1716**

[Stephen Knight](#)

Do you agree that one way of reducing the housing benefit bill in London would be to increase capital investment in the supply of new affordable homes, thereby reducing the need to subsidise those who are currently forced to live in privately rented homes?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Supreme Court ruling on homelessness**

**Question No: 2015/1718**

[Stephen Knight](#)

Further to the recent Supreme Court ruling in a case brought against Southwark Council - that looks set to stop councils refusing help to many single homeless people previously deemed not vulnerable enough - what, if any, additional steps will you take to support local councils in discharging their duties to people who are homeless in London?

[The Mayor](#)

I have long encouraged and supported local authorities to assist homeless people, including those who may not meet the statutory requirements that entitle them to accommodation. I invest almost £9m a year in pan-London services to assist rough sleepers and have provided close to £40m for the development and improvement of hostels for single people facing homelessness. I will continue this vital provision: I recently made available over £30m for hostel accommodation through the Homelessness Change and Platform for Life programme and I will shortly publish a Commissioning Framework for rough sleeping services for the period 2016-20.

## **Off-site affordable housing (1)**

**Question No: 2015/1719**

[Stephen Knight](#)

How many planning applications have you approved where affordable housing is to be provided off-site? Please provide figures for 2013/14 and 2014/15.

[The Mayor](#)

I took over four applications for determination in 2013/14 and two in 2014/15. None of these applications provided affordable housing off-site.

## **Affordable housing - in lieu cash payments**

**Question No: 2015/1720**

[Stephen Knight](#)

Further to a reported rise in the number of local councils accepting cash payments from developers in lieu of providing new affordable homes on development sites - often citing exceptional circumstances - is it now time to more tightly define what constitutes an "exceptional" circumstance" in your London Plan?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Smog alerts - TfL website**

**Question No: 2015/1721**

[Stephen Knight](#)

Further to our exchange at Mayor's Question Time on 11 June 2014, what thought have you given to including air quality information and advice on the Transport for London's website during high pollution episodes?

[The Mayor](#)

Air pollution and smog alerts are monitored by the Met Office. Air quality information is featured prominently on the front page of the GLA website, with side bar alerts on medium and high pollution days. As high pollution episodes are highly influenced by weather patterns the Met Office remains the appropriate source for information around pollution episodes.

## **New GLA Website - public land**

**Question No: 2015/1722**

[Stephen Knight](#)

As the Greater London Authority (GLA) re-develops its own website, will you make it easier for people to find out about planning applications and permissions within the Greater London area? Please also outline what, if any, plans you have to improve (or extend) the information shared via the 'London Development Database Webmap' website?

[The Mayor](#)

The London Development Database webmap provides a source of London-wide information on planning activity in London that supplements the detailed information already available on borough websites.

## **GLA Land and Property database**

**Question No: 2015/1723**

[Stephen Knight](#)

What steps do you take to ensure that the GLA's Land and Property database - which provides details of public sector land available for development - is kept up-to-date? (Last updated on 30 January 2015 as at 05 June 2015).

[The Mayor](#)

The database is updated at appropriate intervals and this will mean up to four updates a year. The datasets have recently been reviewed and are currently being checked. The next update is planned for later this month.

## **Engine idling complaints**

**Question No: 2015/1724**

[Stephen Knight](#)

Further to MQ2014/3099, are you now in a position to confirm the number of reports Transport for London (TfL) received via its dedicated 'No Engine Idling' email address ([noidling@tfl.gov.uk](mailto:noidling@tfl.gov.uk)) in 2011, 2012, 2013 and 2014?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

Between 1 January 2011 and 31 December 2014, TfL received 817 reports of engine idling, all of which were dealt with.

While the dedicated 'No Engine Idling' email address was contacted 51 times since its creation, it was not as heavily used as TfL had anticipated. Instances of engine idling are mostly reported via TfL's traditional customer service channels.

## **airTEXT (1)**

**Question No: 2015/1725**

[Stephen Knight](#)

How many people are currently signed up to the airTEXT service which provides free air quality information and health advice via text message, voicemail or email when air pollution levels are forecast to reach moderate or high levels?

[The Mayor](#)

There are 10,088 active subscribers to the airTEXT emails voicemails or text message service. This is more than a 20% increase since the commencement of the Breathe Better Together campaign in January 2015.

There have also been 3484 app downloads and there are 1,147 Twitter followers.

## **airTEXT (2)**

**Question No: 2015/1726**

[Stephen Knight](#)

Please list, by financial year, the amount of funding you have allocated to support the development and take-up of the airTEXT service since 2012/13?

[The Mayor](#)

2012/13: £25,000 for operational costs from GLA budget

2013/14: £12,500 for operational costs from GLA budget

2014/15: £50,000 was provided from the Mayor's Air Quality Fund for the Breathe Better Together campaign which used and promoted the airTEXT service.

## **Oxford Street - the case for pedestrianisation**

**Question No: 2015/1727**

[Stephen Knight](#)

Further to the revelation that Oxford Street contains three of the most dangerous pedestrian crossings in the entire UK, will you give further thought to the case for pedestrianising this dangerous and polluted street?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

I am committed to reducing road traffic casualties across the capital. The London road casualty figures for 2014 show that the number of people killed or seriously injured (KSI) on London's roads has been reduced to its lowest level since records began, meaning that my previous target to reduce KSIs by 40 per cent by 2020 has been achieved six years early.

Nevertheless, I am not content to relax on this matter, and I have stretched this target to deliver a 50 per cent reduction in KSI casualties on London's roads by 2020. This target is set against the government baseline which takes an average casualty rate from the period 2005-2009.

Westminster City Council is the highway authority for Oxford Street, and TfL is working with them and the West End Partnership to explore a range of options for the West End area and for Oxford Street. This work is considering the effectiveness of each option including its accessibility for people and freight and also the potential impact on residents and businesses. The West End Partnership Board, Westminster and TfL will review this analysis of options during the course of this year and take forward measures accordingly.

## **Nitrogen dioxide levels in London**

**Question No: 2015/1728**

[Stephen Knight](#)

In light of the recent Supreme Court ruling relating to the UK's failure to meet legal air quality limits and continued public concern about premature deaths arising from air pollution, will you now consider more urgent measures to cut nitrogen dioxide levels in London?

[The Mayor](#)

In my Air Quality Manifesto published in Summer 2014 I set out a road map to compliance with nitrogen dioxide (NO2) legal limits by 2020.

The Ultra Low Emission Zone, cleaner buses and new requirements for zero emission capable taxis will ensure more than 80% of central London is compliant with EU legal limits for NO2 by 2020.

I am working with Government to make sure they match my ambition and put in place additional national measures and resources to fill the remaining gap.

The EU must also play its role and make sure the new Euro 6 standard works effectively by adopting a date for the introduction of new real world testing rules as quickly as possible.

## **Internships Research Timetable**

**Question No: 2015/1729**

[Stephen Knight](#)

Following your response to question 2015/1218, what is the timetable for the economic and business policy team's research into internships?

[The Mayor](#)

The timetable for this work is still to be determined.

## **LEP/CITB Construction Growth Project**

**Question No: 2015/1730**

[Stephen Knight](#)

As per MD1502, what is different about the 're-profiled' LEP / CITB Construction Growth Project (Greater London) Programme Budget?

[The Mayor](#)

The project will now be delivered over three financial years rather than two. The overall funding amount remains as per the original approval.



## **London Super Connected Cities Programme (1)**

**Question No: 2015/1731**

[Stephen Knight](#)

Have you made any changes to the reconstituted London Super Connected Cities Programme, as per MD1479 and MD1084?

[The Mayor](#)

The connectivity infrastructure build proposed in MD1084 was reliant upon European Commission state aid clearance and due to the decision timescales, the Department for Culture Media and Sport took the decision to remove all such infrastructure build from the scope of the Super Connected Cities Programme.

MD1272 subsequently re focussed London's £25m fund upon two strands; a demand-led SME connection voucher scheme and support for WiFi in public buildings.

The other significant change was the end of funding for WiFi provision for public buildings. In 2014/15 London delivered £1.75m of funding to support over 80 public museums and libraries to introduce or upgrade their free WiFi offer.

## **London Super Connected Cities Programme (2)**

**Question No: 2015/1732**

[Stephen Knight](#)

Does the continued London Super Connected Cities Programme have the support of your Connectivity Advisory Group and the London Infrastructure Delivery Board?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Credit Union Support**

**Question No: 2015/1733**

[Stephen Knight](#)

The manifesto on which you were elected as a London MP in 2015 pledges to "support the credit union movement in making financial services more accessible." Will you also be acting on this in your remit as Mayor of London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Adult Skills Budget Reduction (1)**

**Question No: 2015/1734**

[Stephen Knight](#)

As referred to in agenda item 4 of the London Enterprise Panel's meeting on Tuesday 2 June 2015, please outline the adult skills budgets for London in the current and previous financial years.

[The Mayor](#)

The skills system in England is national. Consequently there is not a London adult skills budget. The Adult Skills Budget (ASB) in England for the academic year 2015/2016 is just over £2billion. This compares with £2.2billion in 14/15.

It is difficult to estimate the total spend on skills in London as many non-London based providers operate in the capital. However, in its December 2012 report "Right Skills for the Right Jobs", the Centre for Economic and Social Inclusion estimated the total public sector annual spend on adult skills in London is around £700 million, including:

£577 million (est) on adults skills via the Skills Funding Agency, with approximately £381 million going to London's Colleges. The majority of this budget is concentrated in the adult skills budget; (this figure has been reducing since 2012 including a further 11% reduction in 14/15)

£69 million (est) on employment programmes via the Department for Work and Pensions. This includes investment in the Work Programme, Jobcentre Plus support and ESF funding;

£55 million on locally commissioned programmes via Local Authorities, the Greater London Authority and third sector organisations.

I am working with Government and the Boroughs to develop a proposition for how a devolved skills system in London might operate.

I support learning loans for adults over 24 years of age wishing to undertake learning at level 3, community learning, employer ownership of skills, offender learning, learner support and the National Careers Service. The total spend on these for England amounts to some £700 million. This compares with £660 million in 14/15.

## **Adult Skills Budget Reduction (2)**

**Question No: 2015/1735**

[Stephen Knight](#)

As referred to in agenda item 4 of the London Enterprise Panel's meeting on Tuesday 2 June 2015, what are you doing to mitigate the reduction in the adult skills budget for London?

[The Mayor](#)

There are two main ways in which I am working to help mitigate the reduction in adult skills budget for London. These are:

The Skills Capital programme representing £158.1 million of Growth Deal investment from the LEP in the capital infrastructure needed to help the system be resilient to change and aspire to excellence.

Setting the strategy for the European Structural Investment Fund (ESIF) that provides over £300million of investment in skills and employment support for Londoners.

## **Adult Skills Budget Reduction (3)**

**Question No: 2015/1736**

[Stephen Knight](#)

As referred to in agenda item 4 of the London Enterprise Panel's meeting on Tuesday 2 June 2015, will you publish your letter to the Government regarding the reduction to the adult skills budget in the context of skills devolution?

[The Mayor](#)

I have written to the Secretary of State for BIS making the point that London's FE sector should not be disproportionately affected by the new funding models. I do not intend to publish this correspondence.

## **Noise Nuisance (1)**

**Question No: 2015/1747**

[Jennette Arnold](#)

Have the recommendations from the Environment Committee's Report: 'Booming and fuming: Noise nuisance from car stereos and mini-motorbikes', been fully enacted?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Noise Nuisance (2)**

**Question No: 2015/1748**

[Jennette Arnold](#)

What action is the MPS taking to combat anti-social behaviour in vehicles such as noisy car stereos?

[The Mayor](#)

The MPS is committed to improving public confidence concerning the safety of road journeys made in the capital. This is achieved through a combination of problem solving and traffic enforcement activities.

MPS Traffic Officers patrol the A1 corridor from Stirling Corner on a daily basis; covering enforcement activities and dealing with calls. MPS Officers regularly liaise with officers from Hertfordshire Constabulary and there is a close working relationship between the Traffic Units.

The MPS works in partnership with Local Authority Road Safety Officers to deliver road safety initiatives and improve the safety of the road infrastructure. Education to change the behaviour of road users is delivered through diversionary courses, schools presentations, the Commercial Vehicle Unit and the Motorcycle Safety Team.

## **Bus Provision for the Clapton Park Estate**

**Question No: 2015/1749**

[Jennette Arnold](#)

With the 242 bus route routinely terminating early, will the Mayor listen to my residents and improve transport links to the Clapton Park Estate by extending the 308 bus route and ensuring the 242 completes its planned journey?

[The Mayor](#)

Route 242 has been affected by roadworks relating to Crossrail at Tottenham Court Road and in the City. This has resulted in some buses having to terminate early and consequently not serve the Clapton Park Estate. In February 2015, 95.6 per cent of scheduled mileage was operated. To mitigate the impact of the roadworks, TfL introduced an extra bus into the schedule on 7 March, following which mileage operated improved to 97.8 per cent, leading to significantly less journeys being cut short.

Route 308 was extended into Clapton Park (Millfield Road terminus) in March 2005. It was then extended through Clapton Park to Lea Bridge Road Roundabout via Chatsworth Road in January 2014. The route continues to serve Clapton Park providing links to Clapton Pond, Olympic Park and Stratford City. In January 2014, it was also converted to a high frequency route and in April 2015 further enhancements were made to provide additional capacity at specific times.

## **Designated Lesbian, Gay, Bisexual and Transgender (LGBT) officer to tackle hate crime (1)**

**Question No: 2015/1750**

[Jennette Arnold](#)

Can you state which London boroughs have a dedicated role for a Lesbian, Gay, Bisexual and Transgender (LGBT) officer to tackle hate crime

[The Mayor](#)

My Police and Crime Plan committed to ensuring that there is a designated LGBT Liaison Officer for every borough. In total, there are approximately 155 police officers, police staff and PCSOs who act as designated LGBT officers across all boroughs and specialist units. There are also over 900 specialist Community Safety Unit officers who investigate all hate crime.

Designated Lesbian, Gay, Bisexual and Transgender (LGBT) officer to tackle hate crime (2)

## **Designated Lesbian, Gay, Bisexual and Transgender (LGBT) officer to tackle hate crime (2)**

**Question No: 2015/1751**

[Jennette Arnold](#)

Can you state which London boroughs have the role of a Lesbian, Gay, Bisexual and Transgender (LGBT) officer to tackle hate crime within an officer's wide remit?

[The Mayor](#)

In line with my Police and Crime Plan commitment, every borough has at least one officer whose role is that of designated LGBT Liaison Officer.

## **Condition of the Canal Network**

**Question No: 2015/1752**

[Jennette Arnold](#)

Have the recommendations from the Assembly's "Moor or Less report" been fully enacted?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Condition of the Canal Network (2)**

**Question No: 2015/1753**

[Jennette Arnold](#)

Given the huge rise over recent years in the number of people living on London's waterways, what are you doing to improve the housing conditions for this group of Londoners?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Viking Star Cruise Liner (1)**

**Question No: 2015/1754**

[John Biggs](#)

On the 12th May this vessel cruised up the Thames and moored at Greenwich. What assurances were sought from the operators of the liner on its emissions and their effect on air quality before it sailed into Central London?

[The Mayor](#)

The setting of emission requirements for vessels operating on the River Thames is a matter for the Port of London Authority.

## **Viking Star Cruise Liner (2)**

**Question No: 2015/1755**

[John Biggs](#)

Can you confirm if this vessel is fitted with equipment to connect to shore-side power to reduce its emissions?

[The Mayor](#)

Please see my response to MQ 1754 / 2015.

## **Viking Star Cruise Liner (3)**

**Question No: 2015/1756**

[John Biggs](#)

During the visit, local residents reported seeing two tugs accompanying the liner, both of which were producing significant quantities of particulate matter. Is it not time to tighten the regulations regarding emissions standards for visiting vessels and the tugs that bring them into London?

[The Mayor](#)

Please see my response to MQ 1754 / 2015.

## **Removal of Trees CS2 Aldgate to Bow Roundabout**

**Question No: 2015/1757**

[John Biggs](#)

A total of 22 trees, 3 of them described by TfL as "mature" were removed in order to accommodate the cycle track at this point. What plans to TfL have to replant trees in this area?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Mutual Exchange**

**Question No: 2015/1758**

[Tom Copley](#)

What steps have you taken to assist Londoners who are tenants of social and council housing in London and are keen to move through a mutual exchange within or between London Boroughs?

[The Mayor](#)

The Mayor's Housing Moves scheme has enabled over 600 tenants of social and council housing in London to move between London boroughs.

## **TfL commercial media partner for advertising**

**Question No: 2015/1759**

[Tom Copley](#)

You said in a recent answer TfL currently use void space to display its own marketing campaigns but this will be reviewed as part of the contract renewal, can you give more details on this? What benefits do you think the new deal should offer to Londoners?

[The Mayor](#)

The new deal will be subject to negotiation but the intention is for TfL to continue to use empty space for its own marketing campaigns.

The key benefit this new deal will offer Londoners is significant revenues that are critical to delivering the vital transport upgrades set out in the TfL Business Plan.

Broader benefits will be an enhanced advertising estate that, as well as its primary use for commercial advertising, can also be used for TfL marketing and customer information. This could include utilising digital displays when there is an incident on the network.

## **Housing completions in Havering**

**Question No: 2015/1760**

[Tom Copley](#)

Are you concerned that only 713 houses of the 2,910 target set by the Greater London Authority have been built in Havering during 2010-13, and what are you doing to address this?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Proposed closure of the accident and emergency department at King George Hospital**

**Question No: 2015/1761**

[Tom Copley](#)

In May 2013 you said 'I have received an assurance from David Flory, Chief Executive of the Trust Development Authority (TDA) that no changes will be made to A&E services at King George's Hospital until the issues at Queen's Hospital are resolved'. Do you now support calls for a Parliamentary Debate on the proposed closure of the accident and emergency department at King George Hospital as both of Redbridge's NHS trusts are in special measures and the area experienced emergency waiting times last winter that were among the worst in the country.

[The Mayor](#)

I have again sought and received assurances from the NHS that no changes will be made to A&E services at King George's Hospital until the issues at Queen's Hospital are resolved, and until Barking, Havering and Redbridge NHS Trust is no longer in special measures.

## **Affordable housing spending (1)**

**Question No: 2015/1762**

[Tom Copley](#)

Please outline how much money does the Greater London Authority expect housing associations to invest in building new affordable housing in Greater London during the 2015/18 affordable housing programmes?

[The Mayor](#)

We have not predefined the split in terms of delivery by housing associations, local authorities and other organisations.



## **Affordable housing spending (2)**

**Question No: 2015/1763**

[Tom Copley](#)

How much money will be invested in building new affordable housing by the Greater London Authority during the 2015/18 affordable housing programmes?

[The Mayor](#)

GLA expect to invest £1.45bn in affordable housing programme for the 2015-18 period.

## **Housing Moves**

**Question No: 2015/1764**

[Tom Copley](#)

What proportion of applications for a new property that were made through the Housing Moves website, were successful during 2014/15?

[The Mayor](#)

Over a fifth of households that bid for a property on the Housing Moves website in 2014/15 secured a letting through the scheme during that year.

## **Seaside and Country Homes**

**Question No: 2015/1765**

[Tom Copley](#)

What proportion of applications for a new property that were made through Seaside and Country Homes, were successful during 2014/15?

[The Mayor](#)

A third of households that were nominated to a Seaside & Country Homes property in 2014/15 secured a letting through the scheme during that year.

## **Right to Buy (1)**

**Question No: 2015/1766**

[Tom Copley](#)

The National Housing Federation estimates the cost to the taxpayer of extending the Right to Buy to Housing Associations could reach as much as £11.6billion (£2billion of this in Greater London) if all eligible and able households decided to take up their right. Do you believe this money would be better spent on building more affordable homes (stimulating jobs and easing London's chronic housing shortage) rather than on offering huge subsidies to tenants already in secure housing?

[The Mayor](#)

I support policies which promote home ownership.

I want to see the policy implemented in a way that delivers more housing supply for London, with a higher number of affordable homes and retention of receipts within London while maintaining London's social mix.

## **Right to Buy (2)**

**Question No: 2015/1767**

[Tom Copley](#)

How many affordable homes would the Greater London Authority be able to build if it were given an additional £2billion?

[The Mayor](#)

If the homes were funded through grant alone, then £2 billion could fund around 9,900 homes at the average total scheme cost of £202,730 in forecast GLA-funded completions. If the homes were funded at the current average grant rate with the remaining funding coming from other sources, then around 75,300 homes could be funded at an average grant of £26,550.

## **Right to Buy (3)**

**Question No: 2015/1768**

[Tom Copley](#)

What conversations has the Mayor had with Government ministers regarding the proposal to expand the Right to Buy to housing associations, insofar as it relates to London?

[The Mayor](#)

I have discussed the proposal with the Chancellor, the Prime Minister and the Secretary of State for Communities and Local Government. My Deputy Mayor for Housing and Land has discussed the proposal with the Minister for Housing and Planning.

## **Housing Revenue Account**

### **Question No: 2015/1769**

[Tom Copley](#)

What success has the Mayor had in delivering the London Housing Strategy ambition that: "The Mayor would like to see new arrangements for prudential borrowing for new housing so that it is not counted as Government debt, which would distinguish it from more mainstream public borrowing, along the lines that apply in much of the rest of Europe"?

[The Mayor](#)

I have secured £97,600,000 in additional borrowing headroom for London boroughs, which was 44% of the national additional borrowing announced by government.

## **GLA Land**

### **Question No: 2015/1770**

[Tom Copley](#)

Please outline how many hectares of GLA-owned land is still to be disposed of and the housing capacity of this land.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **TfL Land**

### **Question No: 2015/1771**

[Tom Copley](#)

Please outline how many hectares of land is currently owned by TfL and the housing capacity of this land.

[The Mayor](#)

TfL owns around 2,300 hectares of land. This includes buildings, land attached to Tube stations, railways and highways, as well as substantial amounts of Green Belt and Metropolitan Open Land. This means that only a relatively small proportion of this land is available for development.

Of the sites TfL has investigated in detail, they have identified the potential to generate approximately 11,000 new homes, and activity to deliver these homes is now underway.

TfL continues to investigate further opportunities on the rest of its estate to deliver more housing.

## **Bus route Devonshire Rd Mill Hill**

**Question No: 2015/1772**

[Andrew Dismore](#)

Devonshire Rd Mill Hill is a long road with no bus route. Will you provide a bus route for residents on this busy road, and if not why not?

[The Mayor](#)

TfL have considered diverting routes from Bittacy Hill to serve Devonshire Road. However, this would remove the direct connections with Mill Hill East Tube station, and the new Millbrook Park development. As the majority of houses along Devonshire Road are within 400 metres of a bus stop, it was decided not to alter the current routings.

## **Quakers Course Colindale**

**Question No: 2015/1773**

[Andrew Dismore](#)

will you make the busy bus stop in Quakers Course, Colindale more accessible, and if not why not?

[The Mayor](#)

There are two bus stops in Quakers Course, serving routes 186, 204, 303 and N5. The stop closest to Lanacre Avenue meets accessibility criteria. However the second stop, 100m north of Lanacre Avenue, does not. Following the provision of £400k from TfL this financial year, Barnet Council is preparing a programme of accessibility improvements. TfL will continue to encourage Barnet Council to include the Quakers Course stop in this programme.

## **King's Cross gyratory**

**Question No: 2015/1774**

[Andrew Dismore](#)

TfL promised a consultation event this summer about the removal of the King's Cross gyratory. I understand that this has been put back. Why is this, and when will proposals be brought forward?

[The Mayor](#)

TfL has established a working group comprising officers from the London Boroughs of Camden and Islington who are meeting every 6 weeks to develop a collaborative solution for the King's Cross area. As a result, the feasibility stage has been extended to ensure the right solution is reached which meets the requirements of residents, businesses and users at this very complex area of London's road network.

TfL expect to agree a preferred scheme design with the Boroughs by mid-2016, with a public consultation to follow later that year.

## **Brent Cross/ Cricklewood (1)**

**Question No: 2015/1775**

[Andrew Dismore](#)

Are you satisfied about the impact the proposals for Brent Cross/ Cricklewood will have on the wider road network, bus network and traffic congestion ; and if not what are you doing about it ?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

It is far too early to answer this question. The developers will spend about £300m on improvements to the trunk road network in the area, as well as substantial support for public transport services including a new bus station. TfL has reviewed the Transport Assessments submitted as part of the planning processes. TfL staff are now working closely with the developers on the detailed design of highway layouts and planning of construction activity.

## **Brent Cross/ Cricklewood 2**

**Question No: 2015/1776**

[Andrew Dismore](#)

What estimate have you made of the impact the proposals for Brent Cross/ Cricklewood will have on bus reliability, length in time of journeys and frequency in the wider area?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

Please see my response to MQ 2015 / 1775.

The proposed Brent Cross Thameslink station

## **Brent Cross/ Cricklewood (3)**

**Question No: 2015/1777**

[Andrew Dismore](#)

What conversations have you had and when with the Brent Cross/ Cricklewood developers and with Barnet Council about long term affordable private sector rental properties as part of the development? will you commit to introducing this as a requirement for part of the Brent Cross/ Cricklewood development?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Brent Cross/ Cricklewood (4)**

**Question No: 2015/1778**

[Andrew Dismore](#)

Given that every existing green space in the southern part of the Brent Cross Cricklewood development is being either removed entirely or reduced in size, what do you propose to do about this significant loss of green space?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Brent Cross/ Cricklewood (5)**

**Question No: 2015/1779**

[Andrew Dismore](#)

Given the fact that a huge waste plant at Brent Cross has outline permission from Barnet council already as part of the Brent Cross/ Cricklewood scheme, when do you expect to be consulted on any future detailed waste plant application?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **The proposed Brent Cross Thameslink station**

**Question No: 2015/1780**

[Andrew Dismore](#)

£96 million of taxpayers money has been pledged by the treasury for the new station. what financial contribution to the station will the Brent Cross/ Cricklewood developers be making towards it?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

The funding package for the new Brent Cross Thameslink station has been developed by the London Borough of Barnet in collaboration with central government and the GLA. The station will be paid for through a combination of £97 million grant funding from central government and business rates from the newly expanded shopping centre.

The station will unlock 7,500 new homes, 4.9 million square feet of new commercial space and over 27,000 new jobs, as well as assist with the wider regeneration of the Brent Cross/Cricklewood regeneration area.

## **Waste Depot relocation**

**Question No: 2015/1781**

[Andrew Dismore](#)

Further to Question No 2015/1323

'I have been contacted by local residents who are concerned about the development of a new waste facility at Abbot's Depot in Oakleigh Road South, N11. Can you provide information on what consultation should have been conducted and whether the GLA has had any involvement in this project?'

Your response being:

'I understand that the Council has carried out pre-application public consultation on its proposal for a waste and recycling depot. The GLA has not had any involvement to date, although an application would be referable if it involves storage of waste on a site of more than 1ha and/or more than 50,000 tonnes throughput per annum.'

As the throughput of the depot is going to be well in excess of 50, 000 tonnes, when do you expect to commence informal pre application discussions with Barnet Council about this, and if they have already commenced with what outcome; and when do you expect formal consultations to begin?

[The Mayor](#)

I understand that my planning officers are due to meet officers from Barnet Council to discuss the proposals next week.

## **Finchley Central connection to Mill Hill East (1)**

**Question No: 2015/1782**

[Andrew Dismore](#)

Further to Question No 2015/1319

'My constituents are still reporting to me that there is no link up between trains arriving at Finchley Central, and those leaving for Mill Hill East. Passengers are missing the connection by seconds and having to wait 15 minutes until another service can take them to Mill Hill East. Why is there no link between these services?'

your response being

'The Northern line timetable schedules the departure of the Mill Hill East shuttle shortly after a train arrives into Finchley Central.

Occasionally, delays further along the Northern line mean that a timetabled train will not arrive on schedule. In these cases, the Mill Hill East shuttle departs as scheduled to ensure any subsequent delays are prevented, but TfL seeks to minimise this as much as possible.'

There is a single track between Finchley Central and Mill Hill East. Trains departing from Mill Hill have ten to 15 minutes gap between each departure. If a train is held at Finchley Central for say a minute to wait for an incoming train, why can this not be accommodated by a shorter gap between trains departing from Mill Hill East, say nine to 14 minutes instead of the usual ten to 15 minutes..

### [The Mayor](#)

The shuttle service currently runs every 15 minutes. TfL has advised that trains cannot be held for more than a minute as this would risk a delay to departures at Mill Hill East as the driver requires a fixed amount of time to change ends.

I understand that, due to the setup of the signalling system, it is difficult for drivers to know whether a train is shortly due to arrive on the other platform at Finchley Central and whether to wait for a connection. TfL will be introducing a permanent solution to this in early 2016 as part of a planned software upgrade.

A signal for drivers will illuminate if the connecting train has entered the platform and stay illuminated for some seconds after it has departed to give customer time to interchange. In the meantime TfL has issued a reminder to staff to physically check if any trains are entering the platform before closing their doors and departing for Mill Hill East.

TfL will also review the performance of the current timetable and will consider if the Mill Hill East shuttle could be scheduled differently, so the risk of this situation arising is reduced.

TfL would be happy to take you through this in further detail if required.



## **Finchley Central connection to Mill Hill East 2**

**Question No: 2015/1783**

[Andrew Dismore](#)

I previously raised with you the suggestion that bus and tube train departure times from Mill Hill East could be co-ordinated and staggered, so passengers would not have to wait more than 7.5 minutes for either a bus or tube, rather than up to 15 minutes. you previously indicated that this would be considered, once the bus route was extended into Millbrook Park, which has now taken place. Will you now consider this suggestion?

.

[The Mayor](#)

Route 382 was extended to Millbrook Park on 4 April 2015. As part of this extension, timetables were changed to better align with Tube services. This change prioritised passengers disembarking from Northern Line services at Mill Hill East and wishing to continue up the hill to Millbrook Park. It was not possible to also align services in the southbound direction due to the time taken to travel to Millbrook Park and back to Mill Hill East Station.

TfL would be happy to take you through this in more detail if required.

## **A1 Stirling Corner to Borehamwood Junction**

**Question No: 2015/1784**

[Andrew Dismore](#)

Further to Question No 2015/1317

'Between Stirling Corner and Borehamwood Junction (A1) there is a sensible 50mph limit which is designed to make the road safer. Constituents have complained to me about the lack of observance of the 50mph limit. In light of this is it possible for the MPS to patrol (in arrangement with Herefordshire Constabulary) along this route in order to enforce the 50 mph limit?'

Your response being:

'Officers are drafting a response which will be sent shortly'.

Will you now give a substantive reply?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Bus routes Finchley Road**

**Question No: 2015/1785**

[Andrew Dismore](#)

The consultation during the election on the plan to axe bus 13 was stopped, as it was inappropriate during election purdah. I understand that TfL still intend to cut bus services along the Finchley Road and Abbey Road corridors, potentially affecting routes 13, 82, 113, 139 and 189. When will you bring forward your proposals for this?

[The Mayor](#)

TfL has established a working group comprising officers from the London Boroughs of Camden and Islington who are meeting every 6 weeks to develop a collaborative solution for the King's Cross area. As a result, the feasibility stage has been extended to ensure the right solution is reached which meets the requirements of residents, businesses and users at this very complex area of London's road network.

TfL expect to agree a preferred scheme design with the Boroughs by mid-2016, with a public consultation to follow later that year.

## **Stirling Corner - Cycling Round the Junction**

**Question No: 2015/1786**

[Andrew Dismore](#)

Further to Question No 2015/0614, Further to Question No 2015/0153 Further to Question No 2014/5265, further to question 2014-4346, Further to question 2014-3747 Further to question 2014-3331: "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." bearing in mind that this junction serves Hertsmere as well as Barnet, will we see you honouring your pledge now, to cycle round the junction; and as we have just seen the welcome announcement of a 50 mph limit, can we expect shortly also to see the permanent 24-7 traffic lights local people want, and swift action on the need for pedestrian and cyclist improvements? Your response being "The findings of the trial to operate traffic signals on a full time basis will be made available shortly. At the same time, TfL will bring forward information on the potential for any further improvement works at the roundabout." Have you cycled round the junction yet? your response being: "Andrew, you are repeatedly asking the same question and I am repeatedly giving you the same answer. We also discussed this recently during the TfL Plenary on Wednesday 10 September. To reiterate the answer I gave then, "as soon as I have cycled round Stirling Corner you will be among the first to know". Boris, as you seem to be getting tetchy having repeatedly to answer this question, is not the answer for you ask yourself why I keep asking this question, which is because it is very dangerous to cycle round the junction until you get your finger out and do something to make it safer; and is the answer also for you to honour your pledge to cycle round the junction so you can see for yourself; and have you cycled round Stirling Corner yet? your response being Please see my response to MQ 2012- 4161 at: [http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question\\_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012](http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012) As it is now almost 3 years since you made your promise to cycle round the junction do you ever intend to honour it? your response being Please see my response to MQ 2012 - 4161 at:[http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question\\_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012](http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012)

when will I receive a substantive reply ? Your response being: 'Please see my response to MQ 2012 - 4161 at: [http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question\\_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012](http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012)' Will you now give a substantive reply to confirm you have honoured your promise? Your response being: 'Please see my response to MQ 2012 - 4161 at: [http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question\\_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012](http://questions.london.gov.uk-QuestionSearch-searchclient-questions-question_45351?findQuestionsByQuestionSequenceld=MQ%204161-2012). This being : Main question: Will you accept my invitation to attempt to go round Stirling Corner on your bike? Your answer being: 'I cycle the whole of London. When I next do Stirling Corner I will give you a report.'

Have you cycled round Stirling Corner yet?

[The Mayor](#)

I cycle the whole of London. When I next do Stirling Corner I will give you a report.

### **Contact points**

**Question No: 2015/1787**

[Andrew Dismore](#)

You previously answered questions about contact points by saying the review would be published in March 2015. Has this now been published; if not when will it come out; and if it has been published, what were the conclusions?

[The Mayor](#)

Please see my response to MQ 958 / 2015.

### **Policing football matches**

**Question No: 2015/1788**

[Andrew Dismore](#)

Further to Question No 2015/0619

'How much a) has been spent so far on policing football matches this season; b) what is the total estimated cost of policing football matches for the whole season; c) how much has been recovered from football clubs so far this season; and d) what is the total estimated amount likely to be recovered from football clubs for the policing of football matches for the whole season?'

Your 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 619 / 2015.

## **Kings Cross gyratory**

**Question No: 2015/1789**

[Andrew Dismore](#)

In developing plans for the King's Cross gyratory, will you approach this as both a traffic issue and a public realm issue using TfL's Valuing Public Realm toolkit?

[The Mayor](#)

We are undertaking a feasibility study in partnership with the London Boroughs of Camden and Islington, which seeks to balance the needs of all users in the area. A concept design is in development, which aims to better balance the impact of traffic with the need to create an improved place to live, work and visit, and has a strong focus on improving safety for all road users, particularly pedestrians and cyclists.

Many tools will be used during scheme development, including the Valuing Urban Realm Toolkit and the framework produced by the Roads Task Force that brings together local and road network considerations.

## **Team London uniforms**

**Question No: 2015/1790**

[Len Duvall](#)

In ADD301, you outline that £33,000 will be allocated to provide uniforms for volunteers that will assist in the delivery of the Team London Visitor Welcome and Young Ambassadors Programmes for 2015. How many uniforms does this amount provide?

[The Mayor](#)

This ADD sought approval to provide 300 full Team London Ambassador uniforms and an additional 400 backpacks and water bottles which have been reintroduced this year (as per the 2012 Uniform) based on feedback from Volunteers. It also provided 80 uniforms for Borough Ambassadors supporting the Team London Young Ambassadors programme, 320 tabards for volunteers supporting the Major Events programme and the delivery of all uniforms to the volunteers.

## **Speed volunteering**

**Question No: 2015/1791**

[Len Duvall](#)

Can you provide me with an update on the speed volunteering programme? How many volunteers have participated in the scheme to date?

[The Mayor](#)

The Speed Volunteering programme is progressing well. To date 82 organisations are recruiting volunteers through the Speed Volunteering platform, and over 1,200 volunteers have applied for roles through the platform.

## **NYE fireworks**

**Question No: 2015/1792**

[Len Duvall](#)

How many volunteers took part in the NYE firework event 2014/15?

[The Mayor](#)

We had 124 Team London volunteers in various strategic locations throughout the day from 11:00 - 18:00, advising about NYE being ticketed and offering general and travel advice and directions around London.

## **Volunteer numbers**

**Question No: 2015/1793**

[Len Duvall](#)

Can you provide me an update of the current number of volunteers in Team London and whether you are on track to reach your target of 100,000 by 2016?

[The Mayor](#)

To date over 85,000 individuals have actively volunteered through Team London, as such we are well on course to meet our target of reaching 100,000 active volunteers by 2016.

## **LEGGI**

**Question No: 2015/1794**

[Nicky Gavron](#)

When will the next edition of the London Energy and Greenhouse Gas Inventory be published?

[The Mayor](#)

The next issue of the LEGGI (2013) is due this summer.

## **LAEI**

**Question No: 2015/1795**

[Nicky Gavron](#)

When will the next edition of the London Atmospheric Emissions Inventory be published?

[The Mayor](#)

The new edition of the London Atmospheric Emissions Inventory (to be known as LAEI 2013 Snow Leopard) will be published this autumn.

## **Walking to school**

**Question No: 2015/1796**

[Nicky Gavron](#)

What programmes does TfL run to encourage children to walk to school?

[The Mayor](#)

Encouraging children to walk, cycle and scoot to school is a top priority for TfL's [Schools and Young People programme](#). The key programme to enable walking to school is the [STARS](#) (Sustainable Travel; Active, Safe and Responsible) accreditation scheme. Almost half of London's 3,000 schools, colleges and academies actively participate in the programme to help encourage school communities to adopt safer and more sustainable ways of travelling to and from school.

As a result, approximately 50 per cent of children in accredited schools now walk to school. Schools which progress through the scheme to a higher level of accreditation demonstrate on average an 8 per cent reduction in car use and a shift towards walking and cycling. In total, every year, the STARS programme removes 44 million vehicle kilometres from the road network.

TfL continues to support the use of Living Streets' National Walk to School and Walk once a Week (WoW) resources in London schools and is working closely with Living Streets to further maximise the links between our walking programmes.

In addition, of the 131 secondary schools currently participating in TfL's [Youth Travel Ambassador](#) scheme, pupils at approximately 50 schools are working on developing walking campaigns and walking related activity.

Looking ahead, in September 2015, TfL will launch a walking grants scheme for primary schools. These small, once-off grants are a response to borough requests for additional funding for schools to run walking initiatives and will be linked to best practice case studies taken from successful STARS schools.

## **Neighbourhood planning 1**

**Question No: 2015/1797**

[Nicky Gavron](#)

How many neighbourhood forums have been designated within London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Neighbourhood planning 2**

**Question No: 2015/1798**

[Nicky Gavron](#)

How many draft neighbourhood plans have been submitted within London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Neighbourhood planning 3**

**Question No: 2015/1799**

[Nicky Gavron](#)

How many referendums have been held on neighbourhood plans within London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Neighbourhood planning 4**

**Question No: 2015/1800**

[Nicky Gavron](#)

How many neighbourhood plans have been formally adopted within London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Wharves 1**

**Question No: 2015/1801**

[Nicky Gavron](#)

Last year the Government announced plans to give the Mayor of London more devolved powers over wharves. Can you please explain what these powers entail?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*



## **Wharves 2**

**Question No: 2015/1802**

[Nicky Gavron](#)

Do you have plans to update the Safeguarded Wharves SPG?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Knife Crime with Injury (1)**

**Question No: 2015/1803**

[Joanne McCartney](#)

Please provide a breakdown of Knife Crime with Injury offences in London in the last 4 years, organised by borough. Please provide this data in excel format.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Knife Crime with Injury (2)**

**Question No: 2015/1804**

[Joanne McCartney](#)

Please provide a breakdown of Knife Crime with Injury offences in London over the last 4 years by the victim's age. Please provide this data in excel format.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Oakwood tube station lift maintenance (1)**

**Question No: 2015/1805**

[Joanne McCartney](#)

I have received concerns from local residents about the lack of step-free access at Oakwood tube station whilst lift maintenance is carried out between 15th June and 21st July 2015. Can you tell me why it will take 5 weeks to complete maintenance works to a lift which has its own access corridor and has the ability to being worked on during service hours?

[The Mayor](#)

The works that are due to take place on lift 1 are essential major intervention works to replace almost all lift components like for like. This will increase the lift's reliability and ensure its continued safe operation. The works involve working on the lift mainly during service hours, with some works required to be undertaken during engineering hours only for safety reasons.

TfL always seeks to complete these types of works in ways that minimise closure times and the impact on customers as much as possible. Nevertheless I am very sorry for the inconvenience such works cause customers.

On average, this type of maintenance work could take up to 12 weeks. However, as this lift has fewer access issues, TfL has identified efficiencies and reduced this to a five-week programme. This work programme cannot be expedited further due to space constraints which limit the number of engineers that could carry out this work efficiently and safely.

TfL is currently rolling out a thorough information campaign via targeted emails, social media, posters, banners, announcements in stations and online information, to ensure that customers are aware of the works and alternative step-free options. MQ response 2015/1806 contains further details.

## **Oakwood tube station lift maintenance (2)**

**Question No: 2015/1806**

[Joanne McCartney](#)

During the lift works, Transport for All have been informed that TfL are advising those requiring step-free access to use local Bus 307 to High Barnet station for the Northern line but this information is not currently being publicised in the station. Will you rectify this issue and publicise all alternative step-free routes at the station, and reach those in the local area who will be affected?

[The Mayor](#)

TfL is currently rolling out a thorough information campaign via targeted emails, social media, posters, banners, announcements in stations and information online, to ensure that customers are aware of the works and alternative step-free options. Two customer information posters were sent prior to the start of the work, one for customers using Oakwood station and a second to all other Piccadilly line stations. I have asked TfL to ensure that they are on display. A customer email has also been issued to 7,000 customers who regularly use Oakwood station and those on TfL's accessibility database. There has been a feature in the Metro, and Twitter followers of @Piccadillyline and @TFLAccess will be receiving regular update tweets throughout the duration of the works.

## **Mental Health Awareness and Safeguarding Training (1)**

**Question No: 2015/1807**

[Joanne McCartney](#)

I understand that MOPAC have secured funding from the Home Office to provide free training around mental health and safeguarding which is an excellent resource for those working on the front line and with young people. Can you tell me how much funding MOPAC have received for this training?

[The Mayor](#)

Through the Home Office Innovation Fund, the MPS (with support from MOPAC) successfully bid for £839,100 over 2 years to provide free training around mental health and safeguarding for a range of professionals in boroughs- including Police, School Staff (primary, secondary and alternative provision), gang workers, YOS, secure estate, Health and third sector organisations - who come into contact with young people.

There are currently 4,700 front line practitioners who have signed up to participate in training so far.

MOPAC will complete an evaluation of the Mental Health Awareness and Safeguarding Training.

## **Mental Health Awareness and Safeguarding Training (2)**

**Question No: 2015/1808**

[Joanne McCartney](#)

How many front line staff have signed up to participate in the Mental Health Awareness and Safeguarding training so far?

[The Mayor](#)

Please see my response to MQ 1807 / 2015.

## **Mental Health Awareness and Safeguarding Training (3)**

**Question No: 2015/1809**

[Joanne McCartney](#)

Will there be any follow-up or evaluation to assess the impact of the Mental Health Awareness and Safeguarding training?

[The Mayor](#)

Please see my response to MQ 1807 / 2015.

## **24 hour bus service in White Hart Lane, Tottenham**

**Question No: 2015/1810**

[Joanne McCartney](#)

A local resident has contacted me concerned at the lack of 24 hour bus services serving either along White Hart Lane or the Roundway or Great Cambridge Road, which means that residents coming back home late at night either have to walk from Lordship Lane, Tottenham High Road, Turnpike Lane or Wood Green. I have seen in the TfL consultation regarding the change to the night buses with the introduction of the night tube that there are proposals to make the W3 a 24 hour route on Friday and Saturdays. However, this will not benefit night or shift workers during the week who rely on night buses. Would you look into the resident's suggestion of making one of the current bus routes, namely W3, 144, 217, 231 or 444 a 24 hour service all week?

[The Mayor](#)

TfL will closely monitor demand on night bus services following the introduction of Night Tube later this year. As part of this work they will consider whether usage on the weekend only services indicates that a week night service might be viable.

## **Child Poverty Strategy for London**

### **Question No: 2015/1811**

[Joanne McCartney](#)

I am again disappointed with your answer to MQ 2015/1343 as you do not answer the question that I asked you. Can you tell me when you expect to complete your inquiries and deliberations on whether you will implement a child poverty strategy for London?

[The Mayor](#)

In the response to MQ 1343 / 2015 I provide a comprehensive answer to what I am doing to alleviate child poverty across London.

## **Unemployment in Haringey**

### **Question No: 2015/1812**

[Joanne McCartney](#)

Tottenham currently has the highest unemployment rate in London which stands at 3.7 per cent. What action are you taking to tackle this in Tottenham?

[The Mayor](#)

In partnership with LB Haringey the GLA has developed a number of initiatives including:

A co-ordinated £3.2m skills and employment programme, which aims to address lower levels of employment, earnings and educational attainment in the borough.

The GLA also funds the 639 Enterprise Centre, which offers employment and training opportunities, including mentoring, volunteering for local residents and free business advice.

GLA and the LB of Haringey working together have built a promising relationship with Birkbeck that aims to address significant barriers to accessing higher education.

GLA and the borough are financing a £3.6 million Opportunity Investment Fund to enable investment in workspace and employment projects. Every investment will generate jobs and or apprenticeship opportunities in the Tottenham area. Pilot investments totalling £400,000 have been made to date

## **Network Rail works, Tottenham**

**Question No: 2015/1813**

[Joanne McCartney](#)

Improved tracking infrastructure is important for my constituents in Enfield and Haringey ensuring they are well connected in London. However residents in the Ferry Lane Estate have raised that the works to the West Anglia Main Line will mean that the tracks will be closer to their homes, along with the loss of 260 mature trees resulting in increased noise and vibration. Can you tell me what discussions have taken place between TfL, Network Rail and local residents and councillors about the proposed works? What can you do to ameliorate these impacts?

[The Mayor](#)

Investment in the West Anglia Main Line is crucial to unlocking the potential of the Upper Lee Valley. Four-tracking would help to enable and accelerate the creation of thousands of new homes and jobs whilst being the first step in the delivery of Crossrail 2, linking growth areas across London and the South East.

I fully appreciate your concerns and agree that the environmental impacts of any new rail infrastructure should be assessed and minimised where possible. I have asked TfL to raise this with Network Rail to ensure that local concerns are addressed through the relevant community forums for the scheme.

## **Victoria line closures**

### **Question No: 2015/1814**

[Joanne McCartney](#)

What action have you taken to inform local residents in Haringey of the impact of the works to improve the tracks between Seven Sisters and Walthamstow stations, which will result trains not travelling further than Seven Sisters station this August? What provision of alternative routes, for example rail replacement buses, will you provide during the closure?

### [The Mayor](#)

The work planned on the Victoria line this August is essential to enable a future increase in train frequency on the Victoria line to 36 trains per hour. This would make it one of the world's most frequent services.

It will also enable London Underground to run all peak time trains the full length of the line up to Walthamstow Central from Brixton. To date, TfL has issued a press release and provided advance notice of these works to local stakeholders, local authorities and elected representatives.

TfL recognises the inconvenience this will cause and will issue thorough customer communications in the coming weeks via targeted emails, social media, posters, banners, leaflets, station announcements and the TfL website. London Underground staff will meet customers at the affected stations to provide further information.

To minimise disruption, TfL will run rail replacement buses calling at all stations between Walthamstow Central and Seven Sisters, and a service between Walthamstow Central and Stratford / Stratford International stations.

TfL will also supplement existing bus routes with an additional service between Chingford Mount and Seven Sisters, calling at Blackhorse Road and Tottenham Hale stations. Tickets will be valid on London Overground and Abellio Greater Anglia services between Seven Sisters, Tottenham Hale and Walthamstow Central and Liverpool Street stations.

TfL will also run additional Northern line services on the Charing Cross branch, and is in discussions with Abellio Greater Anglia to enhance their services to cater for additional demand.

I will ask TfL to meet you to take you through the proposals.

## **Enfield bus review (1)**

**Question No: 2015/1815**

[Joanne McCartney](#)

The Enfield Transport Users Group (ETUG) have recently conducted a review of bus services in Enfield with the Local Authority and have raised concerns with me over the length of time TfL have taken to respond. The ETUG do not feel that their proposals were taken seriously once they received a response from TfL over a year later. Can TfL please liaise with the ETUG and local authority and discuss the review fully and look at the network as a whole in Enfield, including the changes that TfL are proposing in their night bus consultation?

[The Mayor](#)

TfL agreed with Enfield Council to undertake a series of studies related to bus services, looking at access to Health Services, Employment & Regeneration and Education. Phase 1 (Access to Health Services) was a comprehensive and in-depth analysis of the impact of removing Accident & Emergency and other departments at Chase Farm on hospital patients throughout the borough and to develop some potential service changes in response to this. TfL are pleased to confirm that the report was recently completed and signed off in agreement with Enfield Council and ETUG.

TfL are currently working with Enfield Council to outline the requirements of the next phase (Employment & Regeneration) which is expected to be completed by autumn 2015. This phase will consider the potential impacts of projected and committed housing developments and the expected increases in employment (primarily in the Lee Valley), as well as any additional enhancements to the night bus network.

This work will include new services in the Meridian Water development. TfL has already been actively involved with Enfield Council, the GLA, Network Rail and other stakeholders to understand their aspirations and the transport requirements of this development.

If you have any further queries, please feel free to contact John Barry, Head of Network Development at TfL, at [John.Barry@tfl.gov.uk](mailto:John.Barry@tfl.gov.uk).

## **Enfield bus review (2)**

**Question No: 2015/1816**

[Joanne McCartney](#)

Can you tell me why the response from TfL to the ETUG on the bus review took over a year? What action will you take to ensure this does not happen again? Can you provide me with a timeline of your discussions and when you propose to provide a full response?

[The Mayor](#)

Please see my response to MQ 1815/ 2015.



## **Enfield bus review (3)**

### **Question No: 2015/1817**

[Joanne McCartney](#)

Enfield has experienced changes recently including the closure of Chase Farm Hospital Accident and Emergency Department and 5000 new homes are to be created at Meridian Water in Enfield. Have you taken these changes into account and how will you adapt the bus network accordingly?

[The Mayor](#)

Please see my answer to MQ 1815 / 2015.

## **MetTrace Scheme (1)**

### **Question No: 2015/1818**

[Joanne McCartney](#)

I understand that Enfield will be the first London borough to launch a new MetTrace scheme using SmartWater in an attempt to tackle burglaries. How much reduction in burglary do you expect to see as a result of MetTrace?

[The Mayor](#)

Enfield started the roll-out of MetTrace on 28/5/2015 along with three other London boroughs; Haringey, Barnet and Redbridge. The team at Enfield have already visited and protected 217 resident's homes. Additionally, the team are encouraging residents to sign up to Neighbourhood Watch Schemes as well as providing information about the cybercrime through the Little Book of Big Scams.

Burglary is down overall by 24.1% since the baseline for MOPAC 7.

When the technology was piloted in 5 boroughs, these boroughs saw an average reduction of 49% in burglary within the target areas. It is, however, difficult at this stage to predict the full implication this will have.

Enfield will receive 11,184 kits in year 1, Year 2 and 3. Allocation will depend upon a further analysis of crime trends ensuring we reach and protect the most challenging boroughs/risk areas.

The team at Enfield have been trained by the central MetTrace team. They have a dedicated person who is responsible for day to day operations as well as local communications and who will work closely with key stakeholders to ensure the wider crime prevention messages are delivered as successfully as possible.

MetTrace will be rolled out to 31 London Boroughs over the next year. Roll out will continue for two further years until 440,000 homes in London have been protected with SmartWater.

The next boroughs to roll-out on Monday 15 June 2015 were Ealing and Barking & Dagenham. Following on from there, the boroughs in order will be Brent, Hillingdon, Sutton, Camden, Westminster, Bexley, Kensington & Chelsea, Lambeth, Hackney, Islington, Harrow, Tower

Hamlets, Bromley, Southwark, Newham, Waltham Forest, Croydon, Havering, Hounslow, Wandsworth, Lewisham, Richmond, Greenwich, Merton and Hammersmith & Fulham. Year 2 & 3's roll-out order will be determined by crime figures.

All deployments are staged and individually selected due to analysis of crime, so deployments may change depending on need/risk.

Data is being collated currently and will be compared against crime data for the roll-out areas and further comparison will be drawn against areas not benefitting from SmartWater at this time.

A full review of the roll-out can only be given once coverage has reached 85%. Community confidence/feelings of safety will also be measured through a survey 6 months after completion in each borough and through additional questions in the MPS Public Attitude Survey.

### **MetTrace Scheme (2)**

**Question No: 2015/1819**

[Joanne McCartney](#)

Can you tell me whether MetTrace will be rolled out to other boroughs if the scheme is successful? Please provide a timeline for other borough rollouts.

[The Mayor](#)

Please see my response to MQ 1818 / 2015.

### **MetTrace Scheme (3)**

**Question No: 2015/1820**

[Joanne McCartney](#)

How and when do you plan to evaluate the scheme?

[The Mayor](#)

Please see my response to MQ 1818 / 2015.

### **MetTrace Scheme (4)**

**Question No: 2015/1821**

[Joanne McCartney](#)

How will the roll out of the 27,000 Smartwater kits in Enfield be carried out and how are you communicating with local residents about the scheme?

[The Mayor](#)

Please see my response to MQ 1818 / 2015.

## **Bus stop accessibility programme (1)**

### **Question No: 2015/1822**

[Joanne McCartney](#)

Can you outline which bus stops in Enfield and Haringey will be made accessible by 2016 due to your bus stop accessibility programme? Can you also provide me with dates that each works will be carried out?

[The Mayor](#)

Both boroughs are currently developing their accessibility programmes for 2015/16 and 2016/17. Improvements will be delivered between Autumn 2015 through to December 2016, when it is anticipated that at least 95 per cent of all bus stops in London will be accessible.

## **Bus stop accessibility programme (2)**

### **Question No: 2015/1823**

[Joanne McCartney](#)

How many of Enfield and Haringey's bus stops currently meet the accessibility standards? Can you break this down by borough and provide percentages?

[The Mayor](#)

In LB Enfield, 79 per cent of bus stops are currently accessible, leaving 118 stops to improve. TfL is providing the borough with £200,000 of funding from the Bus Stop Accessibility (BSA) programme which - coupled with improvements being delivered as part of their Local Implementation Plan (LIP) - is forecast to achieve the 95 per cent accessibility target by December 2016.

In LB Haringey, 85 per cent of bus stops are currently accessible, with 60 stops to be improved. LB Haringey have also received £200,000 from the BSA programme which - combined with similar improvements being delivered as part of their LIP - means they are also forecasting to meet the 95 per cent accessibility target by December 2016.

## **Bus stop accessibility programme (3)**

### **Question No: 2015/1824**

[Joanne McCartney](#)

How many of Enfield and Haringey's bus stops will meet the accessibility standards once the programme has come to an end in 2016? Can you break this down by borough and provide percentages?

[The Mayor](#)

TfL expects at least 374 out of the 394 bus stops in LB Haringey and 529 of the 556 bus stops in LB Enfield to be accessible by December 2016. This will mean both boroughs meet or exceed the 95 per cent accessibility target by December 2016.

## **Bus stop accessibility programme (4)**

### **Question No: 2015/1825**

[Joanne McCartney](#)

How many bus stops in Enfield and Haringey will not meet the accessibility standards at the end of the programme in 2016? Can you name each of the bus stops and provide their location?

[The Mayor](#)

Both boroughs are currently developing their accessibility programmes for 2015/16 and 2016/17. This will inform which of the remaining bus stops that do not currently meet the accessibility standards are to be improved to this standard by December 2016 and which will need to be addressed after this date.

TfL will continue to work with both boroughs to deliver accessibility improvements beyond December 2016, which will principally be done through the Local Implementation Plan funding process.

## **Visual indicators on tube doors**

### **Question No: 2015/1826**

[Joanne McCartney](#)

In TfL's accessible transport network update, it states that visual indicators will be introduced on the Piccadilly line when the new tube for London is introduced. Can you tell me when you expect to implement this on the Piccadilly line?

[The Mayor](#)

The introduction of the New Tube for London trains equipped with visual indicators on the sliding doors will commence on the Piccadilly line from early 2020s.

## **Bus driver training**

**Question No: 2015/1827**

[Joanne McCartney](#)

Can you outline the details of the extra accessibility awareness training that bus drivers will receive in 2016? How will this differ from previous training?

[The Mayor](#)

Accessibility training is already part of the BTEC driver training which is being re-launched during 2016. In addition to this, TfL's business plan includes £25 million for extra bus driver training which will have a strong focus on accessibility awareness as part of its aim to deliver an ideal customer experience.

Feedback from non-disabled and disabled passengers is being used to help generate the course content and look at where there are opportunities to raise standards up to or beyond customer expectations.

The course content is at an early stage of development with the aim to ensure that the additional training complements initiatives to date.

## **Pinkham Way**

**Question No: 2015/1828**

[Joanne McCartney](#)

Can you provide me with an update on the investigations into the options for decking or a mini tunnel over the A406 in New Southgate? When do you expect to reach your conclusions?

[The Mayor](#)

Potential options to deck over or tunnel part of the A406 North Circular Road in the vicinity of New Southgate are being considered as part of TfL's response to the Roads Task Force.

Following an initial assessment that identified that an intervention at this location had the potential to reduce severance, address congestion, enable alternative uses for surface areas and provide a platform for additional development, TfL is currently further investigating both options. These investigations will culminate in the development of a strategic outline business case in the autumn.

## **Upper Lee Valley Development Infrastructure Funding Study**

**Question No: 2015/1829**

[Joanne McCartney](#)

Can you provide me with an update on the strategic infrastructure with costings and funding, that the Upper Lee Valley Development Infrastructure Funding Study (DIFS) has identified are required to deliver the anticipated levels of growth in the Upper Lee Valley?

[The Mayor](#)

The Upper Lee Valley Development Infrastructure Funding Study (ULV DIFS) was commissioned in January 2015 by TfL and the GLA, working closely with the four ULV boroughs and the London Stansted Cambridge Consortium. The DIFS is identifying costs and possible funding streams for the infrastructure to support the delivery of 20,100 homes and 15,000 jobs in the Opportunity Area Planning Framework area.

The initial scoping work has identified needs across transport, utility and social infrastructure. This includes some already committed schemes such as the STAR (Stratford to Angel Road) project, reopening of Lea Bridge station and development of Edmonton Eco Park, and a range of other requirements from walking and cycling improvements, new schools, leisure centres, GP practices and healthcare facilities, as identified by each of the local authorities. Currently, TfL and the GLA are working with the boroughs and infrastructure providers to identify the priorities for infrastructure to help target early investment where there is greatest need. The study is also considering ways of narrowing any identified funding gap, including how value unlocked from new development could be reinvested into infrastructure provision. A full appraisal of alternative funding mechanisms which could be applied will be detailed in the DIFS report which is expected to be finalised later in the summer.

In parallel, TfL and the GLA are working with Network Rail to build the case for upgrading the West Anglia Main Line. The four-tracking of the line between Broxbourne Junction and Coppermill Junction is not only important to support further growth in the Upper Lee Valley, but is also a vital precursor to Crossrail 2, a scheme which will transform the potential for regeneration across this Opportunity Area. The infrastructure requirements arising from the additional growth associated with upgrading the West Anglia Main Line and Crossrail 2 will also be captured in the final DIFS report.

## **Tottenham Police Station**

**Question No: 2015/1830**

[Joanne McCartney](#)

Have you made a decision to sell Tottenham police station? If so, what alternative site is being proposed? Please provide full details.

[The Mayor](#)

No decision has yet been taken in regard to the future of Tottenham Police Station beyond that set out in the public access documents published in March 2013.

## **Tottenham Hale Retail Park/Ferry Lane Estate**

**Question No: 2015/1831**

[Joanne McCartney](#)

Can you outline the details of the potential to explore pedestrian connections across the railway to improve access from the east (Ferry Lane estate) that TfL have outlined in their response to the Tottenham Draft Area Action Plan? What options have been discussed?

[The Mayor](#)

TfL's response to Haringey Council on the draft Tottenham Area Action Plan document suggested looking at the potential to explore pedestrian connections across the railway to improve access from the east (Ferry Lane estate). TfL did not specify the type of connection as this level of detail would be a matter for Haringey Council.

It is for Haringey Council to decide whether to accept this suggestion and they would also lead on any discussions on potential options for this connection. TfL would be pleased to be involved in these discussions.

## **Hale Village Tower**

**Question No: 2015/1832**

[Joanne McCartney](#)

Can you outline the details of the potential to explore pedestrian connections under Ferry Lane, Tottenham that TfL have outlined in their response to the Tottenham Draft Area Action Plan? What options have been discussed?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

TfL's response to Haringey Council on the draft Area Action Plan document suggested looking at a pedestrian connection under Ferry Lane. They also reminded Haringey Council that the developer of Hale Village should have considered the provision of this link after the occupation of the first phase of their development. TfL did not specify the type of connection as this level of detail would be a matter for Haringey Council.

It is for Haringey Council to decide whether to promote this link in the next iteration of the Area Action Plan. TfL would be pleased to be involved in these discussions in the context of promoting improved connections to Tottenham Hale interchange.

## **MPS dealing with homeless people**

**Question No: 2015/1833**

[Joanne McCartney](#)

Further to my previous questions on this issue (MQ 2013/4212 and MQ 2013/4213), can you provide me with an update on how you have taken the issue forward since the reports of police officers seizing possessions of homeless people in May 2013?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **VAWG Strategy (1)**

**Question No: 2015/1834**

[Joanne McCartney](#)

In March of this year you announced £5 million would go into a 'pan-London domestic violence service'. Please could you provide a financial break down of what this £5 million will fund by i) organisation or ii) by borough and iii) per scheme and, with each of these, iii) per year?

[The Mayor](#)

There are two Deputy Mayor for Policing and Crime Decisions concerning the funding of the Pan London Domestic Violence Service (decision 2014/143 and 2015/24) that are published here: <https://www.london.gov.uk/priorities/policing-crime/mopac-decisions>.

Decision 2014/143 provides a breakdown of funding between each of the two parts of the service and between each financial year and lists the number of Independent Domestic Violence Advocate (IDVA) posts being funded in each borough.

Decision 2015/24 concerns the award of a conditional grant to Victim Support for the delivery of the service. Victim Support is acting as the prime delivery organisation and is sub-contracting some elements of delivery to other organisations as specified in the decision.

## **VAWG Strategy (2)**

**Question No: 2015/1835**

[Joanne McCartney](#)

What financial provisions have been made within this £5 million, for any victim support services specifically designed for BAME women?

[The Mayor](#)

The Pan London Domestic Violence Service has been commissioned to meet the needs of different groups of victims/survivors, including BAME women, according to level of need. One of the key outcomes of the service is to improve accessibility of services to underrepresented communities, which includes BAME groups. The service is currently in a mobilisation phase and the needs of different groups and gaps in existing provision are being identified.



## **Gang Violence Indicator**

**Question No: 2015/1836**

[Joanne McCartney](#)

Please can you provide the Gang Violence Indicator statistics for February 2015, March 2015 and April 2015? Please can you ensure that MOPAC's monthly stats are updated in a timely manner in future?

[The Mayor](#)

There are currently a couple of issues which are causing delays and missing variables to the Datastore report:

As MetStats (the MPS database) has now been decommissioned, the Datastore extract has had to be rebuilt in MetStats2 (the new MPS database)

Due to the migration to a new data platform, some of the data variables are yet to migrate (including Gang Violence Indicators). The extract query has now been rebuilt but the MPS is still encountering a few issues in trying to pull all the data.

Unfortunately the MPS are unable to provide an estimation of when the new database will be fully functional. In the meantime the data is being manually extracted by the MPS which further adds to the delays.

## **MOPAC Stats Delay**

**Question No: 2015/1837**

[Joanne McCartney](#)

MOPAC did not provide any policing or crime stats for February or March of 2015 until well into May. This was in spite of the fact that the MPS had published their broader data. Please could you ensure these statistics are provided to us in a timely manner in future?

[The Mayor](#)

Please see my response to MQ 1836 / 2015.

## **Domestic Violence (1)**

**Question No: 2015/1838**

[Joanne McCartney](#)

Please give the figures for Domestic Violence broken down by London borough for the month of March 2015. Please provide this information in an excel format.

[The Mayor](#)

During March 2015 there were a total of 5,784 domestic abuse offences recorded across the 32 boroughs (plus Heathrow Airport). Please see the borough breakdown in the attached table.

Please be aware that any change in domestic abuse offences may be due to increased

reporting.

<b>Borough</b>	<b>Mar-15</b>
Barking & Dagenham	236
Barnet	173
Bexley	126
Brent	216
Bromley	200
Camden	110
Croydon	350
Ealing	217
Enfield	256
Greenwich	186
Hackney	212
Hammersmith & Fulham	130
Haringey	205
Harrow	132
Havering	165
Heathrow Airport	2
Hillingdon	223
Hounslow	193
Islington	157
Kensington & Chelsea	73
Kingston upon Thames	78
Lambeth	248
Lewisham	237
Merton	100
Newham	257
Redbridge	172
Richmond upon Thames	76
Southwark	232
Sutton	112
Tower Hamlets	223
Waltham Forest	191
Wandsworth	182
Westminster	114
Total	5784

## **Domestic Violence (2)**

### **Question No: 2015/1839**

[Joanne McCartney](#)

Please give the figures for Domestic Violence broken down by London borough for the month of April 2015. Please provide this information in an excel format.

## The Mayor

During April 2015 there were a total of 5,326 domestic abuse offences recorded across the 32 boroughs (plus Heathrow Airport). Please see the borough breakdown in the attached table.

Please be aware any change in domestic abuse offences may be due to increased reporting.

<b>Borough</b>	<b>Apr-15</b>
Barking & Dagenham	203
Barnet	182
Bexley	124
Brent	198
Bromley	187
Camden	116
Croydon	327
Ealing	192
Enfield	196
Greenwich	218
Hackney	178
Hammersmith & Fulham	105
Haringey	178
Harrow	129
Havering	161
Heathrow Airport	3
Hillingdon	193
Hounslow	185
Islington	156
Kensington & Chelsea	73
Kingston upon Thames	73
Lambeth	211
Lewisham	220
Merton	107
Newham	242
Redbridge	143
Richmond upon Thames	71
Southwark	175
Sutton	135
Tower Hamlets	190
Waltham Forest	170
Wandsworth	181
Westminster	104
Total	5326

## **Murders in London by gender (1)**

**Question No: 2015/1840**

[Joanne McCartney](#)

Can you provide me with the number of murders in London over the last 4 years where the victim was a woman and the attacker/murderer a man? Can you provide this information in excel format.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Murders in London by gender (2)**

**Question No: 2015/1841**

[Joanne McCartney](#)

Of the murders in London over the last 4 years where the victim was a woman and the attacker/murderer a man, please could you provide me with the number that were domestic crimes? Can you provide this information in excel format.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Officer Hours (1)**

**Question No: 2015/1842**

[Joanne McCartney](#)

Please can you provide me with the amount of Metropolitan Police officer hours spent in the last 2 years on investigating and/or solving crimes of i) theft from a motor vehicle ii) theft of a motor vehicle iii) theft from a person offences? Please can you provide this information in excel format.

[The Mayor](#)

This information is not available.

Forces historically collected similar information through 'activity analysis', but this was extremely resource intensive and the data produced was not sufficiently robust.

## **Officer Hours (2)**

**Question No: 2015/1843**

[Joanne McCartney](#)

Please can you provide me with the number of Metropolitan Police officer hours spent in the last two years on investigating and/or solving crimes of i) domestic violence ii) rape offences ? Please can you provide this information in excel format.

[The Mayor](#)

Please see my response to MQ 1842 / 2015.

## **Officer Hours (3)**

**Question No: 2015/1844**

[Joanne McCartney](#)

Please can you provide me with the number of Metropolitan Police officer hours spent in the last two years on investigating and/or solving i) knife crime with injury ii) knife offences iii) serious youth violence? Please can you provide this information in excel format.

[The Mayor](#)

Please see my response to MQ 1842 / 2015.

## **Buildings**

**Question No: 2015/1845**

[Joanne McCartney](#)

What is the current estimated value of the MPS estate in London?

[The Mayor](#)

Based on the un-audited 2014/15 accounts which are published on the MOPAC website, the value of the physical assets of MOPAC (property, investment properties, and assets under construction) is £1,756m.

## **Night Time Violence**

**Question No: 2015/1846**

[Joanne McCartney](#)

Please could the Metropolitan Police provide us with the number of incidents of "Violence Against the Person" that took place over the past two years which were:

- i) in town centres or high streets
- ii) involved alcohol
- iii) occurred at night time?

Please can you provide this information in excel format.

[The Mayor](#)

Between the period of the 1 April 2013 to 31 March 2015 the Metropolitan Police Service recorded 18,357 notifiable offences of violence against the person between the hours of 22.00 and 05.59 in which Alcohol was a factor.

It is not possible to provide information for which offences happened in town centres and those that happened in high streets as the offences are not categorised in this manner.

## **Night Tube Policing (1)**

**Question No: 2015/1847**

[Joanne McCartney](#)

How many extra PCSOs are being deployed to support the opening of the Night Tube and the affected stations from September 2015? How many of these will remain a permanent fixture at Night Tube Stations?

[The Mayor](#)

I can confirm a PCSO presence will be visible and constant when Night Tube is running. The number of PCSOs is pending roster consultation and a risk assessment and will be available in July.

The British Transport Police does not however publicly disclose specific operational details as that may compromise security. The deployment will be reviewed regularly to meet ongoing and emerging demands to ensure appropriate policing levels across the network.

## **Night Tube Policing (2)**

**Question No: 2015/1848**

[Joanne McCartney](#)

How many extra Police Officers are being deployed to support the opening of the Night Tube and the affected stations from September 2015? How many of these will remain a permanent fixture at Night Tube Stations?

[The Mayor](#)

The British Transport Police will deploy over 100 additional police officers for Night Tube, based on a policing model which will be reviewed regularly to ensure appropriate levels of policing across the network.

## **Night Tube Policing (3)**

**Question No: 2015/1849**

[Joanne McCartney](#)

In the British Transport Police Press Release on the 27th May - announcements were made about the Policing of the Night Tube. Please could you explain:

- i) Which 'other metro networks across the world did the Mayor consult with when discussing the policing of the Night Tube that led him to the conclusion; 'crime is no greater through the night than at any other time of the day' on the transport network?
- ii) Which 'key stations' will have a permanent police presence? How large will these teams be?
- iii) Exactly how many extra 'rapid response' vehicles will be available for the policing of the Night Tube?

[The Mayor](#)

London Underground and the British Transport Police (BTP) engaged with other metro networks across the world that operate 24-hour (or extended hour) services, including New York City, Chicago, Boston, Washington DC, Philadelphia, Copenhagen, Berlin, Hamburg, Stockholm, Vienna, Barcelona, Bilbao and Paris (which is considering running overnight services).

As per my response to 2015/1847, BTP does not publicly disclose specific operational details such as the scale of patrol or response capabilities as that might compromise security. BTP will continue to police both proactively and reactively, responding to incidents across the network as appropriate.

## **Royal Parks**

**Question No: 2015/1850**

[Murad Qureshi](#)

Should gardeners working in the Royal Parks be paid the London Living Wage?

[The Mayor](#)

Employees across all sectors in London should be paid the London Living Wage. I also believe that the adoption of the London Living Wage by employers should continue to be voluntary, although my vision is that the London Living Wage should be the norm in the capital by the end of the decade.

## **Reuse**

**Question No: 2015/1851**

[Murad Qureshi](#)

How is the London Waste and Recycling Board promoting the practice of reuse as part of Londoners' daily behaviour?

[The Mayor](#)

The London Waste and Recycling Board (LWARB) has invested £5.6m in increasing the capacity of reuse in London via London Reuse Network since 2010 and continues to support and promote its activities with London waste authorities and business. Additionally LWARB is actively involved in delivering the national Love Your Clothes Campaign and has recently launched Resource London. Behaviour change opportunities are currently being considered.

## **Gatwick Expansion Campaign on the Tube Network**

**Question No: 2015/1852**

[Murad Qureshi](#)

How much did the Gatwick expansion campaign spend on advertising on the tube system in May 2015?

[The Mayor](#)

During May 2015, £44,000 was spent.

## **Heathrow expansion campaign on the Tube network**

**Question No: 2015/1853**

[Murad Qureshi](#)

How much did the Heathrow expansion campaign spend on advertising on the tube system in May 2015?

[The Mayor](#)

During May 2015, £34,000 was spent.



## **Cost of Policing Demonstrations**

**Question No: 2015/1854**

Murad Qureshi

How much did the Met spend on policing the protest outside Regents Park Mosque on Good Friday 2015?

The Mayor

The estimated cost of policing the protest outside Regents Park Mosque on Good Friday 2015 is £109,154, of which £54,003 are opportunity costs. i.e. the cost of the officers who were assigned to this duty rather than to other duties. The remainder of £55,151 relates to overtime working.

## **Sales of Housing Association Stock**

**Question No: 2015/1855**

Murad Qureshi

Thank you for your response to 2015/1364. If the GLA does not hold the information of what old properties Housing Associations have sold-off in London, then who does? Can you tell me where I should go for this information?

The Mayor

This information may be available from the HCA Social Housing Regulator.

## **Money Laundering**

**Question No: 2015/1856**

Murad Qureshi

In light of the recent FIFA arrests, what is the Met doing about money laundering in London, given the potential for ill-gotten gains of global corruption to find their way to the capital?

The Mayor

Currently the MPS has 235 officers dedicated to investigating money laundering and asset recovery work within London. Money laundering investigations are not limited to these officers. Many other investigations take place across the MPS into money laundering allegations.

The MPS utilise the Proceeds of Crime Act 2002 to tackle the offences and are committed to working in partnership both nationally and internationally to prosecute those involved and remove assets obtained by criminality (working with NCA, FCA, HMRC and business).

In the 2014/15 year the MPS seized or confiscated approximately £66m from those convicted of criminality. A significant amount of this is linked to Money Laundering.

## **Pre-Payment Meters and Fuel Poverty (1)**

**Question No: 2015/1857**

[Murad Qureshi](#)

How many London homes use pre-payment meters?

[The Mayor](#)

DECC estimates that up to 19% of London's domestic buildings could have gas pre-payment meters and up to 21% could have electricity pre-payment meters (however it must be recognised that some homes have more than one meter for both gas and electricity, respectively).

Similarly, based on research by National Energy Action (using English Housing Survey data), it is estimated that London could have up to 490,000 gas pre-payment meters and up to 617,000 electricity pre-payment meters.

## **Pre-Payment Meters and Fuel Poverty (2)**

**Question No: 2015/1858**

[Murad Qureshi](#)

What steps have you taken to ensure London consumers are aware of their rights in relation to pre-payment meters?

[The Mayor](#)

Through my annual Know Your Rights campaign we help raise awareness of benefits and ways that can help reduce energy bills which can include switching provider and use of pre-payment meters. My RE:NEW programme is also exploring issues surrounding pre-payment meters in respect to certain houses in multiple occupations.

Separately, I support the roll-out of smart meters which will offer greater convenience and choice in payment top-up, more competitive prepayment tariffs as a result of supplier efficiency savings, and a significantly reduced risk of misallocated or unallocated payments, among other benefits.

## **Fuel Banks**

**Question No: 2015/1859**

[Murad Qureshi](#)

Would you please answer question number 2015/1369, will you make arrangements to visit a Fuel Bank?

[The Mayor](#)

As I highlighted in my response to MQ 1369 / 2015, while the establishment of fuel banks are intended to help fuel poor households which is a cause I am committed to, it is a trial scheme and therefore too early to assess their effectiveness.

## **Expanding the ULEZ**

**Question No: 2015/1860**

[Murad Qureshi](#)

Following your comments at the last MQT will you now meet with borough officers and set in train a consultation on an expanded zone for those boroughs who have asked to join, in time for a 2020 launch?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

It is fantastic to hear how supportive the Assembly and the London Boroughs are of the steps we are taking to tackle poor air quality. As I said during the previous Mayor's Question Time session, if boroughs would like to be part of a larger ULEZ, then I see no reason in principle why they shouldn't be. However, there are practicalities that must be taken into account, such as how to fund the implementation of a larger area, which would require the installation of additional Automatic Number Plate Recognition cameras and associated back office system upgrades. The 'cost of compliance', in terms of the additional vehicles that would need to be upgraded or be subject to a charge, would also need to be taken into consideration.

Sir Peter Hendy recently wrote to London Council's setting out the work TfL will do to look at the feasibility of extending the ULEZ area. This included:

- reviewing all suggestions for amendments to the ULEZ boundary;
- considering options to be assessed, driven by air quality impacts, implementation and compliance costs and the general workability of options;
- undertaking high level assessment of options, alongside other possible measures (e.g. tightening the standards for the London-wide Low Emission Zone, which might prove to be more effective);
- feeding back findings to stakeholders later this year, including London Councils, before undertaking more detailed assessment and modelling of a short list of options; and
- reporting findings of the detailed assessment work to stakeholders in early 2016, for discussion about the next steps.

I will ask TfL to ensure that the Assembly are included in the list of stakeholders to whom they feed back the findings of this work.

## **Smog Warnings**

**Question No: 2015/1861**

Murad Qureshi

Following your answer to MQ 2015/1541 do you believe that it would be "inappropriate" to use your Mayor of London Twitter account for the purposes of issuing smog warnings?

The Mayor

The processes in place using the GLA Environment twitter account, Facebook page and GLA website are sufficient to advise vulnerable people during poor air quality episodes

## **Green Bonds (1)**

**Question No: 2015/1862**

Murad Qureshi

How many Green Bonds will TfL issue?

The Mayor

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

The TfL Green Bond Framework has been set up to enable TfL to issue more Green Bonds in the future. In practice, the decision to issue a green bond or a standard bond will be taken on a case by case basis and will depend on such factors as target bond maturity, investor demand and accounting and tax considerations.

## **Green Bonds (2)**

**Question No: 2015/1863**

Murad Qureshi

How will the proceeds from the bond issue be spent?

The Mayor

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

The proceeds of the Green Bond will be allocated to projects from five programme categories with various environmental benefits, such as reduction in carbon emissions, improvement in air quality, noise mitigation and others. The project categories include capacity improvements and station upgrades on Rail and Underground, New Routemaster buses and cycling infrastructure.

Further information on TfL Green Bond can be found at: [www.tfl.gov.uk/info-for/investors/borrowing-programme](http://www.tfl.gov.uk/info-for/investors/borrowing-programme).

## **Pavement Explosions**

**Question No: 2015/1864**

[Murad Qureshi](#)

What steps are you taking, alongside local authorities, to protect Londoners from pavement explosions?

[The Mayor](#)

Given the local nature of this issue the local authorities, UK Power Networks and the Health and Safety Executive are best placed to manage this.

## **Kew Gardens**

**Question No: 2015/1865**

[Murad Qureshi](#)

Given the emphasis in your *2020 Vision* report on the importance of higher education to London, and following the report by the Commons Science and Technology Committee, will you lobby Government to ensure that their financial management of the Botanic Gardens is altered to allow for greater financial security for their outstanding research?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Bus Retro-fitting**

**Question No: 2015/1866**

[Murad Qureshi](#)

Please outline what retro-fitting measures have been made to buses on routes 2,18, 30,205 and 453?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

The vehicles that operate on these routes are among the cleanest in the fleet because of retrofitting and replacement.

The buses on route 2 were retrofitted with selective catalytic reduction equipment to reduce exhaust emissions of oxides of nitrogen by up to 88 per cent compared to an un-retrofitted Euro III double deck bus.

The vehicles on the 453 are hybrid diesel-electric New Routemasters with the Euro VI engine. Those on the 205 are also hybrid diesel-electric buses with the Euro VI engine. These are among the cleanest in the fleet with exhaust emissions of oxides of nitrogen expected to be up to 95 per cent lower than an un-retrofitted Euro III bus and 75 lower in particulate matter compared to a Euro IV engine bus.

The vehicles on routes 18 and 30 are conventional diesel with Euro V engines. These routes will be replaced with Euro VI hybrid vehicles when their contracts are up for renewal in Nov 2017 and June 2018 respectively.

## **Electricity Grid (1)**

**Question No: 2015/1867**

[Murad Qureshi](#)

Can you confirm if the DNO that covers London remains open for new large scale connections from renewables?

[The Mayor](#)

All distribution network operators (DNO) are regulated by Ofgem and must offer connection terms to those requesting them including all generators regardless of their energy source.

## **Electricity Grid (2)**

**Question No: 2015/1868**

[Murad Qureshi](#)

Do you agree, insofar as they relate to London, with the comments made recently by the Solar Trade Association that the grid is holding back renewable energy projects?

[The Mayor](#)

I have seen no evidence that London's electricity distribution network is holding back renewable energy projects in the city.

## **Combined Heat and Power systems**

**Question No: 2015/1869**

[Murad Qureshi](#)

How does the recent Supreme Court air quality ruling impact on your plans for the growth of gas-fired Combined Heat and Power (CHP) systems in London?

[The Mayor](#)

The Supreme Court ruling has no impact on this area of policy as my London Plan sets out clear, complementary policies to encourage the use of gas-fired Combined Heat and Power systems, but only if they meet strict emissions standards and the development of which they are a part is 'air quality neutral'. Further detail is set out in the Sustainable Design and Construction Supplementary Planning Guidance available on the GLA website.

## **Urban Community Energy Fund (1)**

**Question No: 2015/1870**

[Murad Qureshi](#)

Are you working with any of London's community energy groups to make a submission to the Government's new Urban Community Energy Fund? If not, why not?

[The Mayor](#)

Since the fund was created we have been fielding questions and providing advice to community energy networks/groups who have had interest in applying for the fund. We are therefore aware of applications being submitted. If applications are successful it is likely that the GLA will work more closely with or support the delivery of those projects.

## **Urban Community Energy Fund (2)**

**Question No: 2015/1871**

[Murad Qureshi](#)

How have you been helping support London's community energy groups to take advantage of the Government's new Urban Community Energy Fund?

[The Mayor](#)

Please see answer to MQ 1870 / 2015.

## **New York**

**Question No: 2015/1872**

[Murad Qureshi](#)

What meetings were held and what issues were discussed at the Mayor's Environmental Advisor's recent trip to New York?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

My Environment & Energy Advisor, who is a member of the C40 Management Board, chaired by Mayor Bloomberg, attended a meeting of the Board, followed by a reception at Bloomberg Philanthropies. He also had a meeting with C40's fundraising consultant to discuss the fundraising strategy and met the US Editor of Cities Today. Travel, accommodation and subsistence were met by C40.

## **The Green Deal**

**Question No: 2015/1873**

[Murad Qureshi](#)

The latest statistics from Government show that London has the lowest level of Green Deal assessments per 1,000 households, the third lowest number of assessments in absolute terms, and at only 1%, the lowest number of Green Deal plans lodged in the country. It's clear the Green Deal is massively failing for Londoners. How will you be working with the new Government to increase the level of Green Deal activity in London with individual households?

[The Mayor](#)

We are working with DECC at both a ministerial and official level to ensure both existing and future energy efficiency schemes work effectively for London by assessing barriers to regional deployment and providing policy recommendations.



## **Green Deal Home Improvement Vouchers**

**Question No: 2015/1874**

[Murad Qureshi](#)

The latest statistics from Government show that London has had the lowest take up of Green Deal Home Improvement Vouchers of any region in the country. Why has your RE:NEW programme not been helping Londoners take advantage of this grant money from Government?

[The Mayor](#)

The cost of energy improvements is generally higher in London than elsewhere in the country, so Green Deal Home Improvement Funding tends to require a top-up from the homeowner, landlord or local authority in the capital. The RE:NEW programme has been working with stakeholders including social housing providers, private owners and landlords, London boroughs, energy companies and delivery agents to help households benefit from Green Deal Home Improvement Funding wherever possible.

## **ECO Funding**

**Question No: 2015/1875**

[Murad Qureshi](#)

The latest statistics from Government show that London has the second lowest take up per 1,000 households of Energy Company Obligation (ECO) funding. Why is it London is still faring so badly when you have had in place a multi-million pound energy efficiency retrofit programme, RE:NEW, for over 7 years now, specifically in place to access these funds?

[The Mayor](#)

Decisions about which projects are supported under ECO are commercial ones undertaken by the energy suppliers, and the pattern of under-delivery in London is likely to reflect the perceived higher cost of delivery in the capital. It is hoped that future ECO programmes post-2017 will take this into account to ensure London gets its fair share of national energy efficiency funding. RE:NEW will continue to work closely with energy suppliers to seek opportunities to maximise ECO take up in London.

## **Energiesprong Model**

**Question No: 2015/1876**

[Murad Qureshi](#)

Which organisation/s have been awarded your £50,000 contract to study the Dutch Energiesprong model? What was the outcome of your April workshop on whether the Energiesprong could be adopted in the UK?

[The Mayor](#)

We expect to be awarding a contract for the feasibility study shortly. The workshop built further momentum across key players and the supply chain, examined challenges to deployment and identified next steps, the first of which is the feasibility study.

## **TfL Green Bond**

**Question No: 2015/1877**

[Murad Qureshi](#)

How much decentralised energy generation will be supported through Transport for London recently announced £400m Green Bond?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

Decentralised energy generation (the Greenwich Power Station project) has not been included in the project categories funded by the £400m Green Bond. This decision was driven by feedback received from the banks advising TfL on the transaction and from potential investors in the TfL Green Bond, who had a preference for the Green Bond to focus solely on sustainable public transport projects and not on energy generation projects.

## **Fuel Poverty**

**Question No: 2015/1878**

[Murad Qureshi](#)

Do you agree, in relation to London, with Citizens Advice who are calling for programmes to help the fuel poor in England to be delivered by local authorities rather than energy suppliers?

[The Mayor](#)

Action on fuel poverty requires a mix of approaches, in particular local delivery. To date, London has not received its fair share of the supplier obligation (ECO) in relation to fuel poverty and therefore we welcome organisations considering different delivery routes going forward - however, given the overall fuel poverty challenge, this should not preclude delivery by energy suppliers.

## **Licence Lite**

**Question No: 2015/1879**

[Murad Qureshi](#)

Your recent update to the London Infrastructure Plan states "To initiate the operation of our Licence Lite, we are currently inviting companies that generate electricity to bid to provide the electricity". How many tenders have been issued to date to bid to provide this electricity, when were they tendered, and how many companies have submitted responses?

[The Mayor](#)

An invitation to generators to complete a pre-qualification questionnaire was issued to the industry on 13th May 2015 (placed on OJEU and European Dynamics web portal). Responses to the pre-qualification questionnaire must be received by 22nd June, following which Invitations to Tender will be issued to qualifying generators. We will know how many Invitations to Tender are issued at that stage and the number of responses received thereafter.

## **MoU with Energy Suppliers**

**Question No: 2015/1880**

Murad Qureshi

Your response to MQ 2015/1008 was that after a two year delay you would finally commit to publishing details of your MoU with energy suppliers this May. Can you explain why no details have in fact been published in May?

The Mayor

These have been published under the Tools & Resources section of the RE:NEW webpage:

<https://www.london.gov.uk/priorities/environment/energy/re-new-home-energy-efficiency/implementing-renew-locally>

## **London Energy Plan (1)**

**Question No: 2015/1881**

Murad Qureshi

Your response to MQ 2015/1007 in March states that in relation to the London Energy Plan "An advisory group and sponsors board have been formed. Members include representatives from London boroughs, distributed network operators, energy suppliers, developers, businesses and investors. A list of members is expected to be published on London.gov.uk". No information has been posted online as yet as to who sits on this group. Why is there such secrecy in relation to the membership of this group?

The Mayor

The list of members will be published on [www.london.gov.uk](http://www.london.gov.uk) in June 2015.

## **Crossrail**

**Question No: 2015/1882**

[Murad Qureshi](#)

What is the projected total power demand for Crossrail to operate from when it starts up to the year 2030 on an annual basis? What provisions are in place to secure this electricity?

[The Mayor](#)

Crossrail has embedded energy saving and emissions reduction into the design of the new railway. This includes regenerative braking and driver advisory systems as key features of the new lighter weight rolling stock.

In the central section, Crossrail will operate up to 24 trains per hour in each direction during the peak between Paddington and Whitechapel. Bulk supply points from the National Grid will be provided at Kensal Green and Pudding Mill Lane to supply traction power for the rolling stock.

The estimated peak traction demand is projected to be 149 mega-volt amperes (MVA) when full Crossrail services commence. A further 30 MVA will supply the central section stations, shafts and portals. Energy demand is currently projected to remain at these levels beyond 2030.

TfL will procure the electricity supplier for non-traction power in the central section. Network Rail will purchase the traction power on the central and surface sections and charge back to TfL as the operator.

Crossrail Ltd would be happy to meet you and take you through the detail of the estimated energy usage up to 2030.

## **London Energy Plan (2)**

**Question No: 2015/1883**

[Murad Qureshi](#)

Will your forthcoming London Energy Plan estimate the potential of how your favoured solutions for supporting UK energy generation - fracking and nuclear - both of which are currently floundering - will help make London more energy-resilient?

[The Mayor](#)

The London Energy Plan focusses on energy demand in London's boundaries and local energy heat and power supply technologies. It will not consider fuel sources directly, though these will be factored into considerations of energy resilience.

## **Energy Devolution**

**Question No: 2015/1884**

[Murad Qureshi](#)

A constituent has asked me, will the Mayor examine opportunities to lobby Government to extend the control over energy decision making to cities and local authorities within the passage of the 'Cities and Local Government Devolution Bill' and 'Energy Bill', both of which were recently announced in the Queen's Speech?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Money Laundering & Housing in London (1)**

**Question No: 2015/1885**

[Murad Qureshi](#)

Thank you for referring me back to MQ 0980/2015 but you have not answered the question.

Can I have a response to the question of if you think that companies should be required to make a declaration to the Land Registry upon the purchase of property?

[The Mayor](#)

This is a matter for Her Majesty's Customs and Revenue.

## **Money Laundering & Housing in London (2)**

**Question No: 2015/1886**

[Murad Qureshi](#)

Thank you for referring me back to MQ 0982/2015 but you have not answered the question. Can I have a response to the question of whether you think that Estate Agents should extend due diligence checks on purchasers and not just the sellers?

[The Mayor](#)

Please see my response to MQ 1885 / 2015.

## **Windmill Road & A4 Crossing**

**Question No: 2015/1887**

[Onkar Sahota](#)

Will the Mayor confirm the number of road traffic collisions reported at the junction of Windmill Road and the A4 during each of the last four years?

[The Mayor](#)

Table 1 (attached at Appenedix 1) provides an annual breakdown of the number of collisions at the junction of Windmill Road and the A4 between 2011 and 2014.

In the four years to the end of 2014 there were 18 collisions at this junction. Of these, 17 resulted in slight injury (such as sprains, whiplash, slight shock or another injury not requiring medical treatment) and 1 collision resulted in serious injury to a car occupant.

## **Windmill Road & A4 Crossing Traffic Collisions**

**Question No: 2015/1888**

[Onkar Sahota](#)

Will the Mayor instruct TfL to conduct a review of the Windmill Road and A4 crossing at the border of Ealing and Brentford, considering the concern local residents have expressed that the junction remains dangerous to pedestrians and vehicles?

[The Mayor](#)

I am pleased to confirm that TfL is currently working on design proposals at this location, which include delivering safety improvements for cyclists and pedestrians. A public consultation will take place later in 2015 once design work is complete.

## **State Opening of Parliament**

**Question No: 2015/1889**

[Onkar Sahota](#)

Will the Mayor outline a) the start and end time of the State opening of Parliament on the 27th of May and b) the hours at which Westminster roads were closed to cyclists? Will he also outline why the area around Buckingham and Westminster Palaces were closed for a considerable period both before and after the Royal Procession?

[The Mayor](#)

In accordance with the requirements of the security services, the first road closures for this event started at 11.50pm on Tuesday 26 May so that Hostile Vehicle Mitigations (HVM) could be installed. Whitehall was closed from 1am on 27 May. Victoria Street, Parliament Square, Abingdon Street and Bridge Street were closed at 3am, with remaining road closures implemented at 4am. The process of securing and searching the event area then started.

The Queen left Buckingham Palace at 11am and arrived at the Palace of Westminster at 11.15am. Following the official State Opening of Parliament, the Queen left the Palace of Westminster at 1pm and returned to Buckingham Palace at approximately 1.15pm. Roads began to open from this point.

Most roads were re-opened by 4.35pm, with the exception of Abingdon Street, Old Palace Yard, Millbank and St Margaret Street. These roads remained closed for an extended period to accommodate the removal and replacement of the HVM at the entrance to the Palace of Westminster. The roads were opened at 6am on Saturday 30 May.

## **QPR Training Facility**

**Question No: 2015/1890**

[Onkar Sahota](#)

Given that the Mayor has previously consented to Queens Park Rangers plans for a training facility at Warren Farm Sports Pitches in Ealing; will he welcome the revised plans, which seek to bring back into use a much underused sports facility in desperate need of investment?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Davies Commission Judicial Review**

**Question No: 2015/1891**

[Onkar Sahota](#)

Given that Gatwick Airport has threatened legal action in the circumstance that the Davies Commission allow expansion at Heathrow on the basis of EU air pollution law, will the Mayor also be committing to launching a judicial review in such circumstances?

[The Mayor](#)

Notwithstanding the serious shortcomings in the Airports Commission process - including the, the inconsistency of its approach, the incompleteness of its data and the paucity of its consultation efforts - I await its recommendations, and their basis, with interest. I have no intention of committing to any particular course of action in advance of receiving the report.

In any case, it will ultimately fall to Government to evaluate all the evidence presented - including, but not limited to, the Airports Commission's final report - and determine a way forward that meets the UK's economic need without sacrificing the health and quality of life of Londoners.

## **Southall Gas Works Update**

**Question No: 2015/1892**

[Onkar Sahota](#)

Will the Mayor outline what progress has been made with Hillingdon Council to secure western access to the Southall Gas Works site, and will he use the influence he has locally to ensure that the authority do not unreasonably prevent the connection, which would otherwise cause untold traffic congestion and damage to Southall?

[The Mayor](#)

Southall Gasworks is one of the biggest regeneration opportunities in London and I am using my CPO powers to ensure its delivery. My Deputy Mayor for Planning has been in contact with the Leader of LB Hillingdon and is continuing to do his best to secure a negotiated approach to the delivery of much needed regeneration.



## **Swan Road, West Drayton**

**Question No: 2015/1893**

[Onkar Sahota](#)

Will the Mayor confirm if TfL have expressed concerns to Hillingdon Council over road safety on Swan Road, West Drayton, given its use to route the U3? Given the concerns expressed by residents in the area, what steps are TfL reasonably able to take to address safety concerns?

[The Mayor](#)

In the three years to the end of December 2014 there have been five collisions on Swan Road (between Station Rd and Drayton Gardens), resulting in six people being slightly injured, with no injury to cyclists or pedestrians at this location. While TfL and the London boroughs seek to reduce the incidence of such collisions on London's roads, with finite resources highway authorities must prioritise funding for road safety engineering measures.

Each year, TfL provides all London boroughs, including the London borough of Hillingdon, with a list of the locations on the borough road network that are highest risk and most in need of engineering improvements. This list is based upon the number collisions where a vulnerable road user (pedestrian, cyclist or motorcyclist) was killed or seriously injured. As there have been no people killed or seriously injured on Swan Road in the last three years, this road is not identified as a priority location to the London borough of Hillingdon.

However, all London boroughs are allocated Local Implementation Funding (LIP) with which they develop their own road safety plans. If there are local resident concerns regarding road safety in the Swan Road area then TfL would encourage the London Borough of Hillingdon to look into these and determine an appropriate response.

## **QPR at Old Oak Common**

**Question No: 2015/1894**

[Onkar Sahota](#)

Does the Mayor share in my sorrow that QPR have been relegated, and what assessment does he have as to the impact on emerging development plans for Old Oak Common?

[The Mayor](#)

I want to see all London football teams succeed and of course I am disappointed when they are relegated.

The regeneration of Old Oak and Park Royal is a priority and I do not foresee any immediate impact on emerging plans for Old Oak. My Development Corporation's planning officers will continue to work with the club's representatives on their development proposals.

**Question: Quietway funding (1)****Question No: 2015/1895**[Navin Shah](#)

I understand Quietway funding has been allocated to Harrow. Can you state what the timescales are for this?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Quietway funding (2)****Question No: 2015/1896**[Navin Shah](#)

What engagement was done with relevant residents and Harrow Council?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Cycle funding in Outer Boroughs****Question No: 2015/1897**[Navin Shah](#)

Given the urgent need to improve air quality in London, why is cycle funding for Outer London boroughs such as Harrow so low?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Cap on minicab licences****Question No: 2015/1898**[Navin Shah](#)

I understand that you are now pushing for a proposal to cap the number of minicab licences in London. How do you plan to do this?

[The Mayor](#)

I am concerned at the unprecedented rise in private hire licences and the resulting impacts of increased congestion - particularly in central London, resulting in pollution and local issues of persistent illegal parking.

I believe that TfL should have the power to restrict the number of licences issued where, in their judgment, it is necessary and appropriate to do so.

**Question: Cuts to Household claim in benefits****Question No: 2015/1899**[Navin Shah](#)

What support can you give to London's local authorities in dealing with the consequences of the government's planned cut in the household benefit cap from £26,000 to £23,000?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Devolution****Question No: 2015/1900**[Navin Shah](#)

What are your thoughts and proposals for devolution in London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Homelessness in London (1)****Question No: 2015/1901**[Navin Shah](#)

A report published by the Department for Communities and Local Government found that levels of homelessness in the London rose by 37 percent between 2013 and 2014. You previously pledged to eradicate the problem by as long ago as 2012. Do you find these figures embarrassing?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

**Question: Homelessness in London (2)****Question No: 2015/1902**[Navin Shah](#)

The report said that there were nearly 750 people sleeping rough on the streets of London, which accounts for 27 percent of the total national figure. Some 46 percent of the capital's homeless were UK nationals, while others were Polish, Romanian, Irish, Portuguese, African and Asian nationals. What will you do to tackle this rising trend of homelessness in London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre**

**Question No: 2015/1903**

[Valerie Shawcross](#)

CSM have recently published their report on the options appraisal for the National Sports Centre. Please outline how their recommendations, particularly with regard to communicating with the local community and centre users, will be taken forward.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre 2**

**Question No: 2015/1904**

[Valerie Shawcross](#)

A more contentious aspect of the options for the NSC involves the future of the indoor athletics provision. How will you ensure that a 'full assessment of need/demand for reprovision of indoor athletics at Crystal Palace and in South London' is 'revisited, with input from key stakeholders' and that 'varied options for reprovision' are investigated, as recommended by CSM?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre 3**

**Question No: 2015/1905**

[Valerie Shawcross](#)

Have stakeholders who have been concerned with facilities currently provided at the NSC - i.e. gymnastics - where no changes are proposed been informed of this yet, as recommended by CSM?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre 4**

**Question No: 2015/1906**

[Valerie Shawcross](#)

How will you ensure that all local stakeholders, including sports clubs and local representatives from all five boroughs around Crystal Palace Park are fully involved with further discussions around the NSC?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre 5**

**Question No: 2015/1907**

[Valerie Shawcross](#)

How will you ensure that any plans for the NSC are looked at in the context of the existing Masterplan for Crystal Palace Park?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **National Sports Centre 6**

**Question No: 2015/1908**

[Valerie Shawcross](#)

Local councillors in Bromley have been contacted by the managers of the physiotherapy clinic currently based in the Jubilee stand of the NSC who are concerned they will end up with no base if the stand is redeveloped. What reassurance can you provide that the physio clinic will be reprovided?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **A23, Brixton Road**

**Question No: 2015/1909**

[Valerie Shawcross](#)

Local cyclists have been in contact with me raising concerns about cyclist safety on the A23 through Streatham and Brixton and requesting a segregated cycle lane. Although I understand the road width along this stretch of road will not facilitate such a cycle lane, I do agree that this is a busy stretch of road. Are there any plans to develop alternative quieter routes to enable more cycling through this corridor?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **A23 Brixton Road 2**

**Question No: 2015/1910**

[Valerie Shawcross](#)

Lambeth Council are keen to see the air quality along the A23 through Streatham and Brixton improve. What plans have TfL to reduce emissions from the numerous bus routes which run through this key corridor?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

### **Written response from the Mayor received 29 June 2015**

One of my priorities, supported by my Air Quality Strategy, is to improve air quality across all parts of London including busy traffic corridors through Streatham and Brixton.

The bus fleet is playing a central role in this approach and is on course to halve its overall emissions of oxides of nitrogen by 2016/17 compared to 2008/09 levels.

This is being achieved by retrofitting 1,800 Euro III buses with selective catalytic reduction equipment which cuts NOx exhaust emissions by up to 88 per cent. So far, 1,400 have been completed including those on routes like the 355 between Brixton Station and Tooting.

TfL is also rapidly introducing the new ultra-low emission Euro VI buses and has more than 500 in the fleet including those that serve route 109 between Brixton Station and Croydon and the 415 between Elephant & Castle and Tulse Hill. The exhaust after-treatment system cuts NOx by up to 95 per cent compared to an un-retrofitted Euro III engine.

By the end of 2015, the continuation of this approach will help reduce tailpipe NOx emissions by almost a third in Brixton compared to 2014 levels. Streatham High Road is also benefiting from similar upgrades to Euro III vehicles on routes including 255, 319 and 333, which is expected to bring about an overall NOx reduction in bus tailpipe emissions of around 50 per cent reduction by the end of the year compared to March last year.

The next stage involves my proposals for an Ultra Low Emission Zone in central London in 2020 which will spur the take-up of zero and low-emission vehicles. When this proposed scheme is implemented, all double deck buses in central London will need to be electric-hybrid and single-deck vehicles will need to be zero tailpipe emission. Due to the nature of London bus routes, many of these electric hybrid and zero-emission buses will also pass through Brixton and

Streatham.

In addition, my team at the GLA is working closely with the London Borough of Lambeth to identify further opportunities for reducing emissions and tackling air pollution in Brixton Town Centre and along Streatham High Road. The Mayor has made £20m in funding available to local authorities through his Air Quality Fund to cover the cost of these local measures to tackle air quality hotspots.

### **Conductors on New Routemasters**

#### **Question No: 2015/1911**

[Valerie Shawcross](#)

Please give a breakdown, by bus route, of the hours and times of day when a second crew member has been on board the New Bus for London vehicles, hence allowing operation of the 'open' rear platform. Please give data, as far as possible, for the previous twelve months.

## The Mayor

Below is a breakdown by bus route of the hours and times of day when the rear platform is open and supervised by a second crew member for the previous 12 months.

<b>Route 9</b>		
Day	Departing Hammersmith	Departing Aldwych
Monday - Friday	06:00 - 17:54	06:40 - 18:59
<b>Route 10</b>		
Day	Departing Hammersmith	Departing King's Cross
Monday - Friday	06:00 - 17:52	06:50 - 19:30
<b>Route 11</b>		
Day	Departing Fulham	Departing Liverpool St
Monday - Friday	06:30 - 18:40	06:20 - 18:30
Saturdays	07:15 - 18:00	07:00 - 18:00
Sunday and BH	08:30 - 18:00	08:30 - 18:00
<b>Route 24</b>		
Day	Depart Hampstead Heath	Departing Pimlico
Monday - Friday	05:15 - 18:30	06:00 - 19:48
<b>Route 38</b>		
Day	Departing Mildmay Park towards Victoria	Departing Victoria to Mildmay Park
Monday - Friday	06:00 - 18:00	06:45 - 19:00
<b>Route 390</b>		
Day	Departing Archway	Depart Notting Hill Gate
Monday - Friday	06:15 - 18:52	06:48 - 19:55

## Kingsway fire aftermath

**Question No: 2015/1912**

[Valerie Shawcross](#)

Last month, a Londoner asked me to put the following points to you for a response:

'It is now more than six weeks since the fire in Kingsway. The road is still closed northbound and there seems to be little work being done to alleviate the problem. This is causing considerable disruption to those arriving at Waterloo who work in the Holborn area.

What steps is the Mayor taking to expedite the work?'

## The Mayor

*Officers are drafting a response which will be sent shortly.*

## **Update - study of Upper Norwood, Anerley and Penge**

### **Question No: 2015/1913**

[Valerie Shawcross](#)

Please give an update on the outcomes of this study commissioned from architects firm OO late last year, including expenditure on the study and its findings.

[The Mayor](#)

This study is in the public domain and copies are in the three local libraries for local groups and partners to access. The outcomes include an extensive directory of local groups, resources and activities in the area, as well as a detailed analysis of each area. The GLA are continuing to convene meetings with borough officers to discuss implementing the recommendations. The study and its dissemination cost £54,000.

## **Update - study of Upper Norwood, Anerley and Penge 2**

### **Question No: 2015/1914**

[Valerie Shawcross](#)

How will the findings of this study be used to inform work in Crystal Palace Park and how will plans for the NSC fit in with this?

[The Mayor](#)

This study explicitly excluded the Park and the NSC, but the networks consulted overlap with parties interested in the Park and the NSC, and so the study's findings should prove useful to inform discussions around the wider future of the park and the area surrounding it.

## **Tramlink extension update**

### **Question No: 2015/1915**

[Valerie Shawcross](#)

Please give an update on work to develop plans to extend Tramlink to Crystal Palace and how this process has or will complement plans for implementing the a) the masterplan for Crystal Palace Park and b) plans for the National Sports Centre.

[The Mayor](#)

In principle I am supportive of extending the tram network if it can be shown to be affordable and to represent value for money. TfL has made much progress with feasibility work in the last 18 months and now has a better understanding of the costs and overall business case of potential extensions to both Crystal Palace and Sutton.

The Crystal Palace extension remains a potential opportunity. The next step is to get greater clarity of what is planned for the Crystal Palace area which will drive the potential demand volumes and route for the Crystal Palace extension.



## **Update on pedestrian safety on A23 St Leonard's Streatham**

**Question No: 2015/1916**

[Valerie Shawcross](#)

Last November I held a very useful site visit with TfL officers and local councillors to discuss road safety on the A23 around the St Leonard's area of Streatham. Please could we now have an update on the actions which were discussed?

[The Mayor](#)

TfL is making good progress to address the range of issues discussed at this meeting. Pedestrian countdown signs have been installed at the crossing outside Streatham station, and improvements to local footways are planned for later this year.

The feasibility of a new signalised pedestrian crossing on Streatham High Road at Streatham Green is also being investigated, in discussion with LB Lambeth Councillors and officers. TfL will be in a position to update you on progress in the autumn.

## **Old Kent Road public realm**

**Question No: 2015/1917**

[Valerie Shawcross](#)

What plans do TfL have to replicate their successful public realm improvements elsewhere in my constituency - notably Streatham - in other areas including Old Kent Road?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **KSIs in Lambeth & Southwark**

**Question No: 2015/1918**

[Valerie Shawcross](#)

Please provide a breakdown by location and road user of all KSIs on the TLRN in Lambeth and Southwark during the past twelve months/latest reporting period.

[The Mayor](#)

Detailed road safety data is available on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>. This information provides a detailed breakdown of the road user, location and the severity of all reported collisions that have occurred in London between 2005 and 2014, the most recent figures available from the police. This information also includes those collision locations that have occurred on the TLRN in Lambeth and Southwark.

## **Private Hire Licence Renewals**

### **Question No: 2015/1919**

[Valerie Shawcross](#)

I continue to receive correspondence from existing private hire and black taxi drivers who are experiencing unacceptable delays with getting their licences renewed. How many drivers who are renewing their existing licence are kept waiting and what are the reasons for this? How can TfL minimise these delays as clearly drivers are unable to work with expired licences.

[The Mayor](#)

TfL makes every effort to ensure an application is processed within a timely manner. This includes sending out licence renewal applications four months in advance of the licence expiring, to help ensure drivers can continue to work.

However, there are a number of factors that can delay a final decision being made, which can be outside of its control. One of the main reasons that can delay a final decision is where an enhanced Disclosure and Barring Service (DBS) disclosure is not available at the time the application is initially assessed. As you may be aware there have been changes made by the DBS, which has compelled TfL to request a copy of an applicant's disclosure before it can process a renewal application. This means any delays at the DBS can result in TfL being unable to issue a new licence before the expiry of a current one.

TfL has raised concerns regarding the impact the delays are having upon its applicants with the DBS and have been reassured they are addressing the delays and the reasons underlying them.

## **Private Hire Licence process**

### **Question No: 2015/1920**

[Valerie Shawcross](#)

We understand that approximately 1,000 new private hire drivers are licenced by TfL each month. Can you confirm that all of these have received satisfactory CRB checks? If not, how many have not and what were the reasons for this?

[The Mayor](#)

Yes. In order to provide a complete application, all applicants are required to provide an enhanced Disclosure and Barring Service (DBS) disclosure as part of their application. No applicant is licensed until a DBS disclosure has been provided and fully assessed to ensure it meets TfL's guidelines to ensure the applicant is 'fit and proper' to be licensed.

## **Platform Edge Doors (1)**

**Question No: 2015/1921**

[Fiona Twycross](#)

Could you provide details on the implementation timetable for the installation of Platform Edge Doors on the Piccadilly, Waterloo & City and Central lines as part of the New Tube for London upgrade from the mid-2020s.

[The Mayor](#)

The introduction of Platform Edge Doors would be determined on a line-by-line basis, linked to the roll-out of the new signalling and rolling stock as part of the New Tube for London programme. Platform Edge Door installation on existing lines requires extensive modifications to platform structures to provide support and to enable level access to the train.

The preliminary timetable for Platform Edge Door installation, as part of the New Tube for London programme is currently late 2020s for the Piccadilly line, and early 2030s for the Central, and Waterloo and City lines.

## **Platform Edge Doors (2)**

**Question No: 2015/1922**

[Fiona Twycross](#)

What is the estimated cost of installing Platform Edge Doors on the Victoria line? Why has this been put on hold?

[The Mayor](#)

The estimated cost of installing Platform Edge Doors (PEDs) to all Victoria line platforms is £112m. This is currently on hold due to issues with the design, as TfL has identified that the current design would adversely affect platform dwell time and therefore reduce capacity.

PEDs are intended to be installed as part of the New Tube for London programme, on the Piccadilly, Waterloo and City and Central lines. As part of that programme, TfL will investigate solutions to these design issues and as a result will re-evaluate the feasibility of installing PEDs on the Victoria line.

## **London Living Wage**

**Question No: 2015/1923**

[Fiona Twycross](#)

Thank you for your answer (2015/1447) which showed that the number of businesses you contacted about the London Living Wage had increased from 65 in 2012/13 to 101 in 2014/15. Do you think an increase of just 36 employers in over 2 years is enough to meet the aspiration of the London Living Wage to be the norm as set out in your 2020 vision? Do you have any interim targets and have you met these?

[The Mayor](#)

I have worked closely with the Living Wage Foundation on the campaign to encourage businesses to become accredited Living Wage employers. The Living Wage Foundation has contacted many businesses directly, and has identified target employers for me to write to where I can add most value in encouraging them to become accredited Living Wage employers.

I will continue to work with the Living Wage Foundation to write to target employers which they identify. I have already written to over 50 businesses since March 2015 and I am planning to write to up to 30 organisations per month over the coming months.

## **High Street Funding for Social Supermarkets**

**Question No: 2015/1924**

[Fiona Twycross](#)

I welcome the fact you will be writing to all London Boroughs encouraging them to apply for capital funding from your high streets fund to help more Londoners access social supermarkets, as many Londoners are experiencing levels of poverty so they simply cannot afford to eat. Can you provide an update on how many Boroughs are successful and what is the deadline for applications as on the FAQs section of the website it says the appraisal process is likely to be complete in January 2015.

[The Mayor](#)

I do not want any Londoners to experience food poverty. As you know, my food team continues to have a close focus on food poverty issues.

Social supermarket application details to be sent to all boroughs are being finalised and will be sent out very soon. This will include full details of timelines for boroughs to apply.

## **Measuring Cultural Participation**

**Question No: 2015/1925**

[Fiona Twycross](#)

Will you contact Local Boroughs asking them to provide their own local level data about cultural participation so you can produce a pan-London set of figures, particularly as you have a statutory responsibility to produce a cultural strategy for London.

[The Mayor](#)

Local authority data on cultural participation was last collected between 2008-10 via the Sport England Active People Survey. I am aware that Arts Council England is currently exploring options for re-collection of local-authority level data.

## **Broadband**

**Question No: 2015/1926**

[Fiona Twycross](#)

Following the latest warning from business leaders that the lack of superfast broadband risks damaging the competitiveness of the capital, will you now demand an urgent meeting with the CEO of the BT Group to resolve this issue?

[The Mayor](#)

There are many connectivity providers in the capital and 100% of the capital can access business grade leased lines, 89% of the city can get 'next generation access' (NGA) broadband, and more may be able to access superfast connections through other technologies such as wireless services.

However, some parts of the city are still without access so my Connectivity Advisory Group, of which BT is a member, has developed a wide-ranging action plan, which includes the following:

A connectivity rating scheme, which will rate and promote the connectivity levels of different buildings to assist consumers to find appropriate premises, and encourage developers and property owners to improve the connectivity of their properties.

A connectivity toolkit for London boroughs, providers and other stakeholders, which enable stakeholders to learn from best practice and access useful data.

## **New Year's Eve Fireworks (1)**

**Question No: 2015/1927**

[Fiona Twycross](#)

Please provide a breakdown of how many tickets were sold to people living

- a) In London
- b) In the UK
- c) Internationally, broken down by country

[The Mayor](#)

London - 27,476

UK - 49,281

Internationally - 18,294 (please see Appendix 2 for this figure broken down by country).

## **New Year's Eve Fireworks (2)**

**Question No: 2015/1928**

[Fiona Twycross](#)

Was there any facility for tourism operators to bulk buy tickets for the event?

[The Mayor](#)

No there was not any facility for tourism operators to buy bulk tickets.

## **New Year's Eve Fireworks (3)**

**Question No: 2015/1929**

[Fiona Twycross](#)

MD1460 states that "The ticket fee broadly covers the cost of implementing the ticketing system". How much does the ticketing system cost?

[The Mayor](#)

The cost of ticketing infrastructure and security is £869,855.23.

This includes ticket admin fees, ticket sales, printing and distribution, managing ticket returns, on the night provision and manning of the ticket collection booth on Trafalgar Square, and the scanning of tickets on entry to the event. It also includes additional stewarding, barriers and fencing, additional signage and toilets, as well as additional communications regarding ticketing.

This cost also includes £73,140 for ticket insurance to ensure that should the event be cancelled (due to bad weather etc) all ticketholders would receive a full refund.

## **London and Partners**

### **Question No: 2015/1930**

[Fiona Twycross](#)

Please provide more details of the "audit access rights" as set out in MQ 2015/1215. Which items of expenditure are open to audit?

[The Mayor](#)

Most of London and Partners' (L&P) expenditure would be covered by the GLA's audit access rights, as set out in the GLA grant agreement with L&P, since most of L&P's funding is provided by the GLA. Where other bodies provide funding to L&P for specific activities, then those items of expenditure would fall outside of the GLA's audit access rights.

## **London Living Wage**

### **Question No: 2015/1931**

[Fiona Twycross](#)

Following your answer to MQ 2015/1448 and given your statements of support for the Living Wage and its importance to Londoners will you now commit to make LLW accreditation a set requirement for any organisations in receipt of capital funding?

[The Mayor](#)

In my answer to question 2015/1448 I explained that the GLA's standard funding agreement provides that the funding recipient shall, if required by the GLA, have a responsible procurement plan for the expenditure of the funds and that could include London Living Wage requirements; and where appropriate TfL will consider including London Living Wage requirements in contracts as part of their Responsible Procurement procedures.

There are no plans to change this approach and make London Living Wage accreditation a requirement for any organisations in receipt of capital funding from the GLA or TfL.

## **Skills co-commissioning (1)**

### **Question No: 2015/1932**

[Fiona Twycross](#)

The Government confirmed the GLA will take over joint commissioning of Skills Funding Agency funding. Can you outline how you will use this new power to improve skills for young people in London?

[The Mayor](#)

Officers from the GLA and London Councils have started exploring options for an improved skills system for the capital. An initial outline is expected by the end of July.

## **Skills co-commissioning (2)**

**Question No: 2015/1933**

[Fiona Twycross](#)

What is the total amount of funding you will receive now that the GLA has joint commissioning of SFA funding?

[The Mayor](#)

We are in ongoing discussions with BIS about this and other aspects of the skills offer for London, and will be in a position to indicate the type of model we will be pursuing later this summer.

## **Skills co-commissioning (3)**

**Question No: 2015/1934**

[Fiona Twycross](#)

Can you provide details on how will the Skills co-commissioning will work?

[The Mayor](#)

Officers from the GLA and London Councils have started exploring options for an improved skills system for the capital. An initial outline is expected by the end of July.



## **Skills co-commissioning (4)**

### **Question No: 2015/1935**

[Fiona Twycross](#)

How will you now work with the Skills Funding Agency to reach your target of 250,000 apprenticeship starts by 2016?

[The Mayor](#)

The GLA will continue to work closely with the SFA to maximise our resources and expertise to drive up apprenticeship numbers. Activities will include:

The continuation of a joint letter writing campaign, targeting employers of all sizes to make the case for taking on apprentices.

Jointly engaging large employers to encourage apprenticeships through their supply-chains and other companies they engage with, including large London infrastructure projects.

Seek to promote, engage and encourage sectorial and small business ambassadors to engage with small businesses through the London Apprenticeship Information Ambassadors Network and Apprenticeship Ambassadors Network, including through the LEP SME Working Group;

Work with London Boroughs to join up New Homes Bonus activity on apprenticeships with GLA/SFA activity, explore opportunities for engagement with local businesses to drive up apprenticeship take-up.

Seeking to maximise the profile of apprenticeship opportunities through events such as National Apprenticeship Week, London Technology Week, Apprenticeship Awards, and Skills London.

## **Traineeships at the GLA (1)**

### **Question No: 2015/1936**

[Fiona Twycross](#)

Following the recent traineeship trail at the GLA, how many trainees do you intend to recruit in its second year?

[The Mayor](#)

The GLA will host between 5 and 10 trainees this year. The exact number will depend upon the number and quality of applicants.

## **Traineeships at the GLA (2)**

**Question No: 2015/1937**

[Fiona Twycross](#)

Will you continue to evaluate the traineeship programme, including outcomes of the trainees and their pay?

[The Mayor](#)

Yes.

## **Charter for Nail Bar owners**

**Question No: 2015/1938**

[Fiona Twycross](#)

The Mayor of New York has looked into conditions in nail bars in New York and arranged a day of action to inform employees of their rights. Would you consider a similar initiative in London?

[The Mayor](#)

As far as I am aware, the Mayoral initiative in New York focuses on "exploitative conditions and health risks" (New York Times) and aims to raise employees' awareness of their rights.

If a similar level of poor working conditions was found to be in London I expect the Health and Safety Executive to investigate this and take action.

## **Employers guaranteeing hours**

**Question No: 2015/1939**

[Fiona Twycross](#)

In New Zealand restaurant chains have agreed contracts that move away from Zero Hours to guarantee employees at least 80 per cent of actual hours worked. Do you think this could also be applied in London, and are there steps you can commit to assist with this?

[The Mayor](#)

The Department for Business Innovation and Skills (BIS) remains the area of Whitehall responsible for this national policy and continues to monitor developments on the use of such contracts.

## **Emergency Services Bill**

**Question No: 2015/1940**

[Fiona Twycross](#)

What impact would the proposed Emergency Services Bill have on London?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **London Living Wage (1)**

**Question No: 2015/1941**

[Fiona Twycross](#)

It has been reported that Frank Field MP wrote to 13 household companies four months ago, including Starbucks, Caffè Nero, Papa John's, Wimpy, Pizza Hut, Kentucky Fried Chicken, Burger King, McDonald's, Subway and Costa Coffee, asking them to spell out their pay policies and received no reply from seven, and a holding reply from an eighth. The others only confirmed that they met their legal obligation to pay the national minimum wage of £6.50 an hour for staff aged 21 and over, and none said they paid all staff the living wage. Will you carry out a similar exercise with the same employers in London asking if they pay the London Living Wage?

[The Mayor](#)

I am working closely with the Living Wage Foundation which is identifying target retail companies for me to write to where I can add most value in encouraging them to become Living Wage accredited.

I have written to over 300 companies urging them to pay the LLW and offering to work with them to achieve this. My former Deputy Mayor for Business Kit Malthouse lobbied several food companies on this issue too. He addressed the annual meeting of McDonald's London franchisees in 2014 and made a strong case for them to pay the LLW.

## **London Living Wage (2)**

**Question No: 2015/1942**

[Fiona Twycross](#)

You were quoted in an article in The Spectator, published 2 May 2015, as believing that companies that do not pay more than the minimum wage should not be given government contracts. Yet, in response to question 2015/1448, you outlined that after seven years' in office, no such requirements have been put in place for organisations in receipt of GLA and TfL capital funding. Will you guarantee that such a requirement is in place by the time you leave office in May?

[The Mayor](#)

In my answer to question 2015/1448 I explained that the GLA's standard funding agreement provides that the funding recipient shall, if required by the GLA, have a responsible procurement plan for the expenditure of the funds and that could include London Living Wage requirements; and where appropriate TfL will consider including London Living Wage requirements in contracts as part of their Responsible Procurement procedures.

There are no plans to change this approach and make London Living Wage accreditation a requirement for any organisations in receipt of capital funding from the GLA or TfL.

## **Zero-hours contracts**

**Question No: 2015/1943**

[Fiona Twycross](#)

Given that you now attend the Prime Minister's political cabinet, will you take the opportunity to encourage the Government to take on zero-hours contracts, noting your responsibilities as Mayor in relation to London's economy?

[The Mayor](#)

The Department for Business Innovation and Skills (BIS) remains the area of Whitehall responsible for this national policy and continues to monitor developments on the use of such contracts.

## **Wealth gap (1)**

**Question No: 2015/1944**

[Fiona Twycross](#)

You were recently quoted as saying the "wealth gap has been allowed to get too big" and that "the income differentials in any company in London and in Britain... have massively expanded in the last 30 years... the multiples that we now tolerate are extraordinary". What do you believe are the main socio-economic problems associated with a widening wealth gap?

[The Mayor](#)

We live in a city rich with opportunity and full of ambition, however we need to ensure that opportunities are open to all Londoners. To this end I have invested to ensure that all Londoners have these opportunities for example through the London Schools Excellence Fund and through the London Enterprise Panel's (LEP) European Social Fund (ESF) where I have invested £410million resulting in 65,683 Londoners supported into jobs and 679,375 gaining new skills that help them get, keep and progress in work. Since coming to office I have encouraged employers to take on apprentices and 200,000 positions have been created in the capital.

In my 2020 Vision I set an aspiration that paying the London Living Wage should be the norm and I have used my position as Mayor to sign up over 600 employers to pay their staff the London Living Wage. The investments I have made into housing will help tackle affordability and travel card discounts support part time workers and apprentices.

As part of my food policy, I am also supporting two pilot social supermarkets in London and my school food plan will deliver interventions to tackle child hunger in the two flagship boroughs. I continue to deliver my Health Inequality Strategy which encourages empowering individuals and communities, tackling the wider determinants of health inequality and improving access to high quality health and social care services for Londoners with poor health outcomes.

There are social and economic benefits from supporting Londoners; individuals able to get on in life and fulfil their potential and businesses able to make full use of all the talent that London has to offer.

## **Wealth gap (2)**

**Question No: 2015/1945**

[Fiona Twycross](#)

You were recently quoted as saying the "wealth gap has been allowed to get too big" and that "the income differentials in any company in London and in Britain... have massively expanded in the last 30 years... the multiples that we now tolerate are extraordinary". What will you encourage the Government to do about the wealth gap?

[The Mayor](#)

Getting into work and gaining new skills is one of the best ways to help more Londoners out of poverty. I will be working with the Government to re-commission the skills system to enable it to better meet the demands of employers and provide more opportunities for Londoners.

I will continue to accelerate housing delivery in the capital, continue with my current initiatives to make transport more affordable for example for part time workers and maintain the current momentum I have achieved of getting more employers to sign up for the London Living Wage.

## **Child poverty (1)**

**Question No: 2015/1946**

[Fiona Twycross](#)

Your 2010 Economic Development Strategy states that "the Mayor will help to ensure that all children in London get a good start in life, and will encourage partners to work towards the government's target to end child poverty being achieved in London by 2020". What steps have you taken to address child poverty since your election in 2008 and what successes have you achieved to this end in the seven years since you took office?

[The Mayor](#)

Please see my response to MQ 1343 / 2015.

## **Child poverty (2)**

**Question No: 2015/1947**

[Fiona Twycross](#)

Please provide the annual data for the extent of child poverty in London since 2008.

[The Mayor](#)

This information can be found at the following link to the London Data Store:

<http://data.london.gov.uk/dataset/children-poverty-borough>

## **Universal Free School Meals**

**Question No: 2015/1948**

[Fiona Twycross](#)

Arising from your attendance at the Prime Minister's political cabinet and in your role as Mayor, will you commit to encouraging the Government to roll-out universal free school meals to all primary school children in London over the course of the current Parliament?

[The Mayor](#)

As you are aware, during my Mayoralty I have been supportive of the work of the School Food Plan and its endeavours, including its recommendation for a rollout of universal free school meals for 4 to 7 year olds across the country.

My commitment to this issue has been reflected through delivering my two food flagship boroughs in London.

Mayor's Hate Crime Reduction Strategy for London

## Mayor's Hate Crime Reduction Strategy for London

Question No: 2015/1949

Jennette Arnold

The [Mayor's Hate Crime Reduction Strategy for London](#), which was published on 3 December 2014, makes reference to increased reporting and improving confidence in the tackling of hate crime. The Strategy contains 29 actions points. Can you confirm how much progress has been made against these actions?

[The Mayor](#)

I am very pleased to see progress is being made in delivering all the actions in the Hate Crime Reduction Strategy. In total, six actions have been completed (9, 25, 27, 28 and 29) and another five are partially completed (8, 15, 22, 23, 24, 25).

I would draw your attention to the following achievements:

MOPAC has commissioned Victim Support to provide an enhanced referral service to provide priority needs assessment and access to support services for repeat, persistently targeted and vulnerable victims, specifically including those targeted for hate crime (action 9);

The MPS is testing the processes for the flagging of any crime against a disabled person as a hate crime in Greenwich and Croydon prior to full roll out across the MPS. As a result, during the first month of operation there has been a doubling of the number of recorded incidents of this significantly underreported crime compared to the same period the previous year;

The London Criminal Justice Board is monitoring hate crime conviction and attrition rates and will nominate a criminal justice agency lead member for hate crime (action 29).

The London Hate Crime met in May 2015 and reviewed the new hate crime dashboard, and will meet again during Hate Crime Awareness Week (actions 25 and 28).

A full copy of the strategy can be found here:

<https://www.london.gov.uk/sites/default/files/MOPAC%20Hate%20Crime%20Reduction%20Strategy%20.pdf>

## **DNA Identification System**

**Question No: 2015/1951**

[Andrew Boff](#)

A new machine called the 'Rapid Hit Human DNA Identification System' will allow DNA profiles to be generated from swabs and other samples in hours rather than days, potentially transforming the way the police investigate murders and rapes. What plans does the Metropolitan Police Service have to utilise this new piece of technology?

[The Mayor](#)

The MPS states that they have been in discussion with manufacturers of rapid DNA analysis technology and have carried out a limited evaluation of some of the instruments, in collaboration with the Forensic Science Regulator. The details of this are commercially sensitive and will inform the MPS commercial strategy for future provision of forensic services but there are no plans at present to deploy this technology into an operational environment.

## **Housing Supply**

**Question No: 2015/1952**

[Andrew Boff](#)

How will your new housing guidelines help to secure a much-needed increase in supply in the private rented sector?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **MPS Computers (1)**

**Question No: 2015/1953**

[Andrew Boff](#)

Could you please let me know how much it will cost per year for the Met to have a Customer Support Agreement with Microsoft for the 35,640 desktop and laptop computers that run Windows XP? If this information is protected for commercial sensitivities, do you think it right that such information is denied from the Assembly and the taxpayers, who cannot properly scrutinise the Metropolitan Police on their outsourcing?

[The Mayor](#)

The MPS is in discussions with Microsoft and we are not able to publish this at this time.



## **MPS Computers (2)**

**Question No: 2015/1954**

[Andrew Boff](#)

If the Metropolitan Police intends to replace its current operating system, could you tell us what this new operating system is and when it is likely to be introduced? Also, is any work currently being conducted on the evaluation, assessment or introduction of a new operating system? What are the costs associated with this, be they internal or external?

[The Mayor](#)

Please see my response to MQ 1953/ 2015.

## **MPS Computers (3)**

**Question No: 2015/1955**

[Andrew Boff](#)

Can you tell us how many Metropolitan Police contracts or proposals for contracts currently contain a clause that stipulates that the costings associated with the contract or proposed contract are not to be disclosed, which in effect engages Section 43 of the FOIA? The Metropolitan Police has notified us that the proposed Customer Support Agreement for XP contains such a clause.

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Cycle Hire Scheme (1)**

**Question No: 2015/1956**

[Andrew Boff](#)

Would the Mayor please confirm the overall financial contribution by borough (to both set-up costs and ongoing operating costs per year to 2018) from each borough that has contributed to fund expansion of TfL cycle hire as well as the number of stations built and bikes purchased, broken down by those boroughs?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Cycle Hire Scheme (2)**

**Question No: 2015/1957**

[Andrew Boff](#)

SouthEastern Trains' passengers regularly suffer from disruption caused by engineering work and service unreliability. To improve the resilience of the network, would the Mayor support studies into expansion (perhaps part funded by Network Rail and SE trains) of Santander Cycle Hire to Zone 2 SouthEastern trains stations, such as Deptford, Greenwich, New Cross, Lewisham and New Cross Gate?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Low Emission Neighbourhoods**

**Question No: 2015/1960**

[James Cleverly](#)

What type of schemes are you looking to fund through your Low Emission Neighbourhoods programme, and how and when will boroughs be able to bid for funding?

[The Mayor](#)

Low Emission Neighbourhoods will be area-based schemes that include a package of measures focused on reducing emissions. We are seeking comprehensive, transformational schemes that have community support with a focus on reducing traffic and improving the urban realm. Further details are available via <https://www.tfl.gov.uk/cdn/static/cms/documents/low-emission-neighbourhoods.pdf>

To support the implementation of the first Low Emission Neighbourhoods, which were included as an important measure for tackling air pollution in my Transport Emissions Roadmap (September 2014), I have made funding available via the Mayor's Air Quality Fund.

Applications are now open for boroughs to submit seed funding applications to develop full Low Emission Neighbourhood schemes, with up to 10 boroughs able to receive £25,000 each. Successful boroughs will be able to bid for full funding in early 2016, with £2m available to deliver two match funded schemes. Further details of the application process are available via <https://www.london.gov.uk/sites/default/files/MAQF%20Bidding%20Guidance%202016-2019.pdf>

## **Strike Thresholds (1)**

**Question No: 2015/1963**

[Richard Tracey](#)

How many instances of transport related strike action have Londoners suffered since May 2008?

[The Mayor](#)

There have been 26 disputes which have led to strike action in TfL, LOROL, LUL and the bus operating companies since May 2008.

## **Strike Thresholds (2)**

**Question No: 2015/1964**

[Richard Tracey](#)

How many of these strikes would not have gone ahead if the Government's proposed law requiring a 50% turnout and 40% support had been in place?

[The Mayor](#)

Of the 26 disputes which have led to strike action, seven would have met the requirement for 50% turnout and 40% support.

## **Strike Thresholds (3)**

**Question No: 2015/1965**

[Richard Tracey](#)

How many of these strikes would not have gone ahead if a law requiring a 50% turnout and 50% support had been in place?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Written response from the Mayor received 29 June 2015**

Of the 26 disputes which have led to strike action, five would have met the requirement for 50% turnout and 50% support.

## **Cycle Hire Expansion (1)**

**Question No: 2015/1966**

[Richard Tracey](#)

What work is happening to expand the geographical area covered by the Cycle Hire Scheme?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Cycle Hire Expansion (2)**

**Question No: 2015/1967**

[Richard Tracey](#)

What work is happening to expand the number of docking stations within the current Cycle Hire Zone?

[The Mayor](#)

*Officers are drafting a response which will be sent shortly.*

## **Support for Women in Policing**

**Question No: 2015/1969**

[Roger Evans](#)

Research from the British Association for Women in Policing highlighted that more needs to be done to support women on maternity leave. What measures have the Metropolitan Police Service taken to ensure that it's female staff are offered appropriate maternity support?

[The Mayor](#)

The MPS provides maternity entitlements for police officers in accordance with the Police Regulations. Police staff who meet qualifying criteria receive 30 weeks of leave at full pay.

Support and advice for line managers and women is provided on the intranet, including FAQs and toolkits. There is a 24/7 HR helpline where women on maternity leave can raise queries or seek advice.

The MPS provides a range of family friendly leave initiatives at statutory or in some cases occupational rates. Women may also defer their return with a career break of up to 5 years. Parents are also able to access salary sacrifice childcare vouchers.

## **Early Sunday service on 405 bus route**

**Question No: 2015/1970**

[Steve O'Connell](#)

Currently the 405 bus route only operates an early morning service from West Croydon from Monday to Saturday, hence staff working early shifts at East Surrey Hospital in Redhill (plus other early workers) struggle to report for duty on time. Will you therefore agree to the 405 bus route running from 05:55 on Sundays also?

[The Mayor](#)

TfL are currently reviewing this proposal and will keep you informed of developments.

## **Cost of off-peak travel to London**

**Question No: 2015/1971**

[Steve O'Connell](#)

Do you agree that it is unfair for groups of Londoners and resident families who make off-peak day trips to London, being forced to pay higher fares than those who live outside London?

[The Mayor](#)

London residents do not pay a higher fare than non-Londoners.

Within London, Oyster and contactless provide the best value for money with attractive off-peak fares.

For families, the Zip card offers fantastic value including free bus travel and half price rail travel for all under-18s; and a single fare of 80p and a daily cap of £1.50 for under 16s. Under 11s of course travel free on all TfL services.

Paper tickets in London are priced at a premium and are primarily for very infrequent users. Transport for London's advice is that all customers should use Oyster and contactless payment instead.

## **Definition of passenger group**

**Question No: 2015/1972**

[Steve O'Connell](#)

In view of the Train Operating Companies having redefined (in 2013) what constitutes a group of passengers from 10 to 3 travellers, will TfL agree to do the same?

[The Mayor](#)

The Train Companies' 3 for 2 offers are aimed at families or a few friends resident some distance away in the Home Counties, or farther afield, considering a leisure break or possibly a day out in London.

Small groups of this kind make up a large part of the leisure market for these train services.

In London, the low off-peak pay as you go fares provided through Oyster, contactless and Zip provide an equivalent incentive for the leisure market.

TfL's new Group Travelcard caters for larger parties of young visitors primarily from Europe and overseas who are in London for a view days and not in the market for Oyster and Zip.

## **Super-fast broadband in Sutton**

**Question No: 2015/1974**

[Steve O'Connell](#)

Can you tell me what is being done to extend super-fast broadband in Sutton? Is the GLA making any use of the Super-connected cities fund for these purposes and when can we expect better Cabinet 3 coverage in the Borough?

[The Mayor](#)

Like other outer London Boroughs, some more remote parts of LB Sutton suffer from a relative lack of Next Generation Access (NGA) Broadband provision.

To date, over 70 SMEs in Sutton have been the recipients of Super Connected Cities Connection Vouchers, granting them funding of up to £3,000 each to support the installation of a new or improved broadband service.

With regards to cabinets, eligible costs under the Connection Voucher Scheme are on the consumer side and works to cabinets themselves are not an eligible use of funding.

LB Sutton has also been the recipient of public WiFi funding via London's Super Connected Cities Programme. 12 libraries across the Borough now have new and improved free to access public WiFi, representing an investment of £50k.

More generally, my Connectivity Advisory Group has developed a wide-ranging action plan, which includes the following:

- A connectivity rating scheme, which will rate and promote the connectivity levels of different buildings to assist consumers to find appropriate premises, and encourage developers and property owners to improve the connectivity of their properties.
- A connectivity toolkit for London boroughs, providers and other stakeholders, which enable stakeholders to learn from best practice and access useful data.

## **Pedestrian countdown**

### **Question No: 2015/1975**

[Steve O'Connell](#)

In view of TfL's plans to increase the number of sites with pedestrian countdown to 500 by March 2016, please advise of sites earmarked in Croydon & Sutton.

#### [The Mayor](#)

TfL has identified the following sites in Croydon and Sutton for installation of pedestrian countdown, subject to detailed feasibility studies.

#### Junction Location (Croydon)

George Street / Park Street / Park Lane / Wellesley Road

A23 Purley Way / Waddon Road / Mill Lane

Purley Way / Epsom Road

Banstead Road by Brighton Road

Cairo New Road / Tamworth Road / Church Street

A212 / Wellesley Road / Station Road

Thornton Pond Roundabout / Thornton Road (South Entry/Exit)

Thornton Pond Roundabout / London Road (North Entry/Exit)

A23 Brighton Road by Southern Roundabout

London Road by Acacia Road

Whitehorse Road by St James Road by Spurgeons Bridge

#### Junction Location (Sutton)

London Road / Malden Road / Cheam Common Road

A232 High Street Carshalton by Rotherfield Road

Middleton Road by Tweedale Road

Wrythe Lane by Farmington Avenue

Brighton Road by Downs Road

Cheam Road by St James Road

A217 Reigate Avenue by Garendon Road

A24 London Road by Clarkes Avenue

A232 Carshalton Road and Cheam Road by Sutton High Street

Crown Road / Sutton High Street

## **Bus stops and shelters**

**Question No: 2015/1977**

[Tony Arbour](#)

I have had several complaints recently regarding the re-siting of bus shelters and stops, resulting in the line of sight being impeded. Throughout my constituency, there appears to be no consistency in the placement of the bus stop sign - some stops are at the oncoming side of the shelter and some are at the rear. For instance, at Graemesdyke Avenue the stop is located before the shelter at the kerbside, whereas at Queen Mary Hospital, Roehampton Lane and also at Roehampton University, the bus stops are beyond the shelter, i.e. at the far end.

What guidelines are used when considering where the shelter is to be placed in relation to the bus stop sign and will the Mayor ask Transport for London to consider sympathetically requests for stops to be moved in order to improve the line of sight for its customers?

[The Mayor](#)

The positioning of bus stop posts in relation to bus shelters is impacted by the topography of the site which will in turn influence the type and orientation of the bus shelter. Though consistent, it is not a 'one size fits all' approach. The shelter position is dictated by a range of factors including footway width, pedestrian footfall, presence of underground services, street furniture, trees and the need to ensure that the stop is accessible to all customers. Where it is necessary to use a shelter with its back to the kerbside then the bus stop post is located prior to the shelter so that the shelter does not restrict access to the bus. Where the shelter is located at the rear of the footway facing towards the roadway then the stop is generally sited after the shelter as the shelter does not provide an obstruction.

TfL is happy to review the layout of any bus stop where there is an opportunity to improve the customer experience. In fact, the bus stop you mention at Graemesdyke Avenue has been reviewed recently and will be changed to have the shelter facing the road and the stop at the far end. This is programmed to be completed by the end of June.



## **CPS Phone Delays**

**Question No: 2015/1978**

[Tony Arbour](#)

An HMIC joint inspection of the provision of charging decisions found that police officers are being put on hold for hours before getting through to the CPS, meaning that they are being taken away from their frontline duties. What steps are the Metropolitan Police Service in conjunction with the CPS taking to rectify this?

[The Mayor](#)

The situation described is improving significantly. The MPS Digital Submissions Process, officers submitting case files via e-mail, has proved so effective it is being adopted nationally. There is still a contingency for phone consultation, the average time officers spend waiting before speaking to a lawyer is currently 4½ minutes. Crown Prosecution Service has re-aligned staff providing additional resources. The MPS has a dedicated Crown Prosecution Service liaison role and regular meetings are held to discuss common issues. Officers have been provided with guidance to enable better understanding of the routes to obtaining charging advice and common errors with file submissions.

## **Body-worn video cameras**

**Question No: 2015/1980**

[Tony Arbour](#)

With the announcement that the Metropolitan Police Service will be issuing 20,000 body-worn video cameras to officers throughout London - what considerations have been made about the amount of data storage which will be required and what will the cost be of purchasing the cameras and the associated storage?

[The Mayor](#)

The MPS policy is that body worn video footage is retained for a maximum of 31 days unless it is proportionate and necessary to retain it for longer in respect of a policing purpose\*. From this, the MPS has examined usage patterns by officers involved in the MOPAC/College of Policing pilot in order to predict likely amounts of storage that may be required as part of a roll out. The procurement process is currently ongoing so until this process has concluded, no costs can be provided.

## **Police fitness test**

### **Question No: 2015/1981**

[Tony Arbour](#)

Sir Bernard Hogan-Howe, the Commissioner of the Metropolitan Police Service (MPS), has recently warned that overweight police officers have no place on the force and has welcomed the introduction of compulsory fitness tests. However, concerns have been raised that the fitness tests are biased against women. What action is being taken to ensure that MPS officers are fit enough to perform their roles, and ensure that all officers are given the support they need to pass?

[The Mayor](#)

All MPS officers have access to training plans and access to gym facilities. The MPS also offer female only training sessions run by their Personal Training Instructors (PTIs).

The overall pass rate for MPS officers is 97.5% which is consistent with the national average.

Officers who fail the fitness test have a 1:1 consultation with a PTI and a tailored development plan before re-taking the test.

## **Road deaths and convictions**

### **Question No: 2015/1982**

[Tony Arbour](#)

The National Cycling Charity recently raised concerns that nationally the number of people killed on Britain's roads had increased while the number of those convicted for any 'causing death' driving offence fell. What steps are you and the Metropolitan Police Service taking to cut the number of road deaths in London and ensure those who drive dangerously are appropriately punished?

[The Mayor](#)

The MPS states that road deaths in London are on a downward trend. In 2013 there were 132, with 13 involving cyclists. In 2014 this fell to 125, with 8 involving cyclists.

Following TfL's public consultation, work continues on the drive to improve road safety by design, examples include changes to four junctions around Oval Triangle. In other areas, cycle safety will be improved with the use of Advanced Stop Lines, widened carriageways and dedicated cycle lanes.

I recently launched the new, single police command-Roads and Transport Policing Command (RTPC). This demonstrates my strong commitment along with Transport for London (TfL) and the MPS. It was created to further improve the safety and security of London's roads, bus network and other surface transport services. More than 2,300 officers will work closely with Transport for London (TfL) as part of a new Metropolitan Police Services Roads and transport Policing Command (RTPC) making it the largest police command in the UK.

## **Police Federation of England and Wales Membership**

**Question No: 2015/1983**

[Tony Arbour](#)

Metropolitan Police Service Chief Inspector Nick Staley is attempting to use recent legislative changes in order to leave the Police Federation of England and Wales. He recently suggested that he was "in the dark" over his membership status, and there has been some confusion around how he confirms he is no longer a member. What support has the Metropolitan Police Service made available for those officers who wish to leave the Police Federation of England and Wales?

[The Mayor](#)

The Police Federation of England and Wales is an independent organisation and the MPS does not have any remit over its membership services.

## **Localised policing targets**

**Question No: 2015/1984**

[Tony Arbour](#)

The Home Secretary recently commissioned a review of the use of police targets in England and Wales, led by President of the Superintendents' Association of England and Wales, Chief Superintendent Irene Curtis. How do you and the Metropolitan Police Service intend to engage with this review?

[The Mayor](#)

The MPS and MOPAC will fully engage with Irene Curtis OBE on her review, and will explain their approach to performance management.

The Commissioner and his team are focused on constantly improving how the Met works, and improving service to Londoners, not chasing targets. We can all take pride in the substantial reductions in crime that have been achieved.

## **Mobile speed cameras**

### **Question No: 2015/1985**

[Tony Arbour](#)

From the start of 2013 to April 2015, reports suggest that the UK's 345 mobile speed cameras caught around 1.74 million speeding drivers - by contrast, the UK's 1,323 fixed speed cameras caught 1.96 million drivers. How many mobile speed cameras does the Metropolitan Police Service have, and how many people have been caught speeding using them in the last two years?

[The Mayor](#)

Within the MPS, a majority of safety cameras enforcement activity is via fixed sites. There are 563 fixed speeding camera sites and 266 fixed red light sites in London and in the last two years we have issued approximately 260,000 enforcement notices for offences detected by these cameras.

The MPS currently has two Mobile Safety Enforcement Cameras.

Such equipment is used for enforcement at sites where speeding is of particular concern to the community or where there had been in a rise in personal injury collisions and fixed cameras were not present or viable. In the absence, due to some technical challenges, of a mobile speed camera capability, such enforcement has been undertaken by the Roads and Transport Policing Command (RTPC) and local Borough officers. Such activity has resulted in approximately 48,000 speeding Fixed Penalty Notices to drivers. The challenges are expected to be overcome by the end of the year.

## **Police officer's personal safety**

**Question No: 2015/1986**

[Tony Arbour](#)

Metropolitan Police Service Assistant Commissioner Mark Rowley recently said that police officers had been warned not to wear their uniforms on public transport or talk about their jobs on social media for fear they may be targeted by terrorist organisations. What procedures have been put in place to protect the safety of police officers at times of heightened national security risks?

[The Mayor](#)

The MPS has undertaken a variety of activity to enhance the safety of both police officers and police staff. Key measures include:

Notification of relevant threats to officers via:

- briefings at the start of each shift; and
- advice on intranet.

Review of police building security

Increase in intelligence assessment of police calls

Specific considerations when planning London events

Officer safety training tailored to current threat

Enhanced and improved MPS identification measures

## **Blue Alert system**

**Question No: 2015/1987**

[Tony Arbour](#)

The United States of America recently introduced legislation that mandates the Justice Department to devise a notification system to quickly relay alerts regarding threats and assaults against police officers to law enforcement authorities across the country. What considerations have you made about these proposals, and would you support the introduction of a similar system in London?

[The Mayor](#)

The United States mechanism is designed for a country with over 17,000 police forces, which is markedly different to the situation here.

There are established methods for reviewing threats and communicating messages across the country and cascading information to front line officers.

Nonetheless the MPS will always seek to use what learning it can from other forces where appropriate.

## **Police officers posting pictures of the public online**

**Question No: 2015/1988**

[Tony Arbour](#)

Recently five Metropolitan Police Officers were sacked for taking photographs of members of the public, posting them online and making disrespectful comments about them. What steps have been taken to prevent such instances from happening again?

[The Mayor](#)

The MPS have a rolling program of training, which provides a clear message to police officers and staff about unacceptable and inappropriate usage of social media. Programmes are targeted at new recruits, newly promoted supervisors and the wider borough based line managers.

The presentations provide explicit detail of case examples to reinforce clear standards and expectations. This message has been further reinforced across the MPS via an article on the intranet to inform all staff of the implications of social media use.

## **City of London Police mounted unit**

**Question No: 2015/1989**

[Tony Arbour](#)

The City of London Police has recently confirmed that discussions are taking place around scrapping their mounted police unit. Do you expect the Metropolitan Police Service (MPS) will have to provide mounted mutual aid to the City of London should this unit be disbanded, and what preparations have the MPS made for this?

[The Mayor](#)

Any decision would be a matter for the City of London Police. From time-to-time the MPS provide mutual aid to other forces. Where this is done it is on a cost-recovery basis. If this were to happen, we would expect it to be on a similar basis.

## **Anti-social driving in central London**

**Question No: 2015/1991**

[Victoria Borwick](#)

Local residents in Knightsbridge are often blighted during the summer months by drivers in supercars who behave in an anti-social way, and have a complete disregard for the rules of the road. As we approach the summer, when the majority of these instances occur, what more can the Metropolitan Police Service do to crack down on drivers using some areas of London as their own personal race course?

### [The Mayor](#)

Activity has concentrated on multi-agency approaches including prevention, enforcement and community engagement. Examples include:

Individuals stopped asked by letter to moderate noise and drive considerately

Pursuing Community Penalty Notices with statements from residents and local businesses to justify their use. This allows vehicle noise to be classed as ASB and subject to such notices;

Establishing a Community Police Team, comprising 41 police officers, tasked to tackle vehicle-related ASB in the affected wards, working alongside Neighbourhood Policing Teams and Council enforcement officers; and

The Council is also considering establishing a Public Space Protection Order to tackle vehicle nuisance in the most affected areas of Brompton and Hans Town ward.

Local Newsletter being sent out again with notification of what Police are doing and asking for intelligence and information.

The primary issue complained about revolves around Noise. Due to the fact that the vehicles are high performance they emit large amounts of noise when the engine is revved. This is made particularly noticeable in that the area this occurs in, which despite having a large amount of traffic, is fairly quiet generally.

Police and Partnership Action - The Police service has undertaken numerous joint Operations with the council based on prevention and enforcement. Since May dedicated patrols by the local NPT have resulted in up to 20 officers at various times being tasked to the area.

In the last two years 15 operations have been conducted and 13 vehicles seized for No Insurance, totalling over £2 million pounds. In previous years a significant number of vehicles were uninsured, which resulted in the seizure of a number of these. However this has reduced and now only around 5% of all vehicles stopped have no insurance or drivers who are driving other than in accordance with their licence. In most cases this is due to a mistake by the owner rather than anything deliberate.