

Written Answers to Questions Not Answered at Mayor's Question Time on 21 October 2015

Public health implications of VW scandal

Question No: 2015/3201

[Jenny Jones](#)

It has become apparent that VW and possibly other car manufacturers have deliberately and cynically deceived the public and regulators about the levels of emissions from their vehicles, irrespective of the public health implications. Bearing in mind your responsibilities to meet legal limit values for local air pollutants, what specific actions are you taking as Mayor?

Oral response

Volkswagen emissions scandal

Question No: 2015/3178

[Stephen Knight](#)

How many vehicles fitted with so-called 'defeat devices' - software designed to manipulate emissions test results - are operating on London's roads?

Oral response

George Osborne's "Devolution Revolution"

Question No: 2015/3313

[Len Duvall](#)

What will you do to ensure the Chancellor's recent proposals for devolution of business rates do not result in London suffering ever-increasing inequalities?

Oral response

Business rate reforms

Question No: 2015/3279

[Gareth Bacon](#)

Does the Mayor welcome the Chancellor's decision to devolve business rates to local councils? Do you think the GLA should receive a portion of London's business rates?

Oral response

Apprenticeships

Question No: 2015/3317

[Fiona Twycross](#)

Are you satisfied that apprenticeships in London are of a good enough quality?

Oral response

Starter Homes

Question No: 2015/3301

[Steve O'Connell](#)

How will you be taking forward the Government's recent announcement to enable the delivery of Starter Homes in London?

Oral response

Housing

Question No: 2015/3315

[Tom Copley](#)

Is a voluntary Right to Buy scheme that does not ring-fence money raised from council housing sales in London acceptable?

Oral response

Anti-gentrification protests

Question No: 2015/3281

[Kemi Badenoch](#)

Hundreds of protestors attacked the Cereal Killer Café in Shoreditch in September as part of an anti-gentrification protest. What preparations have the Metropolitan Police Service made for future such protests, especially in circumstances where the organisers may not make them aware of its planning?

Oral response

Options for the MPS

Question No: 2015/3316

[Joanne McCartney](#)

Do you agree with the Commissioner that in the next round of spending cuts faced by the MPS "all the options on the list are unattractive"?

Oral response

Voter Registration

Question No: 2015/3314

[Onkar Sahota](#)

Have you had any discussions with the Greater London Returning Officer about steps being taken to inform Londoners of the Government's changes to Voter Registration?

Oral response

School Applications on Metropolitan Open Land

Question No: 2015/3310

[Tony Arbour](#)

Do you consider it acceptable for Metropolitan Open Land to be marketed as suitable sites for new schools?

Oral response

Transport Planning for 2030

Question No: 2015/3290

[Richard Tracey](#)

Other than the building of Crossrail 2, how will TfL seek to ensure that London's transport can cope with a population of 10 million people by 2030?

Oral response

Cuts of staffing in TfL Stations

Question No: 2015/3318

[Valerie Shawcross](#)

Has the increase in fare evasion undermined your case to cut staff at TfL operated stations?

Oral response

MIPIM 2015 at Olympia

Question No: 2015/3202

[Darren Johnson](#)

Will the GLA's continued involvement with the MIPIM-UK property fair be to the advantage of Londoners on an average income, or to investors looking to speculate on property and avoid tax?

Oral response

Dieselgate

Question No: 2015/3319

[Murad Qureshi](#)

With the full implications of the dieselgate scandal now becoming clear, what steps will you take to protect Londoners' health?

Oral response

West Ham

Question No: 2015/3320

[Andrew Dismore](#)

Have you published the agreement with West Ham over their use of the Olympic Stadium yet?

Oral response

Urgent tenant repairs

Question No: 2015/3286

[Kemi Badenoch](#)

Following my report, "Renters Paradise", would you support the adoption of practical measures to improve the way that urgent repairs are dealt with for private tenants in rented properties?

Oral response

Future of safer neighbourhood policing

Question No: 2015/3149

[Caroline Pidgeon](#)

Given the Met Police is looking at budget savings of up to £800 million by 2019, what is the future for safer neighbourhood policing?

Oral response

Garden Bridge

Question No: 2015/3321

[Navin Shah](#)

Is it the end of the road for Garden Bridge?

Oral response

Transport fares

Question No: 2015/3136

[Caroline Pidgeon](#)

What can Londoners expect in your transport fares for 2016?

Oral response

Diesel Emissions

Question No: 2015/3280

[James Cleverly](#)

Following the Volkswagen emissions scandal, what mitigation arrangements would you expect to see for the affected vehicles and what improvements would you expect to London's air quality as a result of this?

Oral response

London Living Wage

Question No: 2015/3322

[Fiona Twycross](#)

Given the changes to tax credits that are due to take effect in April 2016, will the new rate of the London Living Wage take into account next year's benefit changes for working people?

Oral response

ESOL and ASB cuts

Question No: 2015/3323

[Andrew Dismore](#)

What do you consider will be the impact on the availability in London of ESOL (English for Speakers of Other Languages) courses, especially for job seekers, of central Government's decisions to cut both ESOL funding and the Adult Skills Budget (ASB)?

Oral response

Reducing burglary in London

Question No: 2015/3291

[Roger Evans](#)

What steps are the Metropolitan Police Service taking to reduce burglary in London?

Oral response

Cycling Level of Service scoring system (1)

Question No: 2015/3095

[Caroline Pidgeon](#)

TfL now has the CLoS (Cycling Level of Service) scoring system in place to evaluate the existing environment, and plans for proposed schemes.

Will you confirm what the minimum CLoS score needed is for plans to proceed through to the public consultation phase?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycling Level of Service scoring system (2)

Question No: 2015/3096

[Caroline Pidgeon](#)

For schemes where work commenced prior to the CLoS system being in place, can you confirm if those plans will be revised if they don't meet a minimum CLoS level?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cycling Level of Service scoring system (3)

Question No: 2015/3097

[Caroline Pidgeon](#)

Please provide a table showing all cycle schemes currently in progress showing which ones do and do not meet the minimum CLoS level.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Improving road safety

Question No: 2015/3098

[Caroline Pidgeon](#)

Earlier this year the Parliamentary Advisory Committee for Transport (PACTS) published a report (UK Transport Safety: Who is responsible?) which compared the differing approaches taken to dealing with safety in the air, rail, sea and road networks. With the exception of our road networks, risk is managed to ALARP (As Low As Reasonably Possible) levels. When incidents arise (Air/Rail/Sea), investigations are carried out to learn what went wrong, and then the lessons learnt are applied throughout the system.

In the absence of a lead from central government, would TfL be able to take this approach for the strategic road network and lead by example by taking a systemic approach to improving road safety?

[The Mayor](#)

The Parliamentary Advisory Council for Transport Safety (PACTS) report recommends the adoption of a systems approach, as is used in the rail and air industries, and makes particular reference to the safe system approach. This incorporates a process of identifying risks and delivering initiatives to address them, whether the risk is through human behaviour, vehicle design or the road environment.

My Road Safety Action Plan 'Safe Streets for London' heralded such a systems based approach to road safety in the Capital. This safe system approach underpins my new stretch target to reduce deaths and serious injuries by 50 per cent by 2020, and my longer term ambition to rid London's roads of such tragedies completely.

TfL already carry out detailed analysis in order to identify trends and patterns in road collisions. An important part of this is identifying those at greatest risk. The actions included in my 'Safe Streets for London' and subsequent Pedestrian, Motorcyclist and Cyclist Safety Action Plans are based on these investigations of casualties and risk. This includes information taken from the relevant published reports on police collision files for fatalities. These reports provide lessons learnt from the systematic analysis of each fatality and the factors which contributed to it.

Injuries caused by buses setting off too quickly

Question No: 2015/3099

[Caroline Pidgeon](#)

I have been contacted by a constituent expressing concern about injuries caused by bus drivers pulling out quickly from bus stops before passengers have had a chance to sit down. How does Transport for London measure such incidents and what steps does it take to minimise them?

[The Mayor](#)

All new vehicles are fitted with acceleration control to limit the rate of speed gain, including from a standing start. In addition, all drivers are required to undergo rigorous training and are expected to adhere to high standards of customer service. Where possible, they must wait until people are seated before pulling away. This is particularly important for older passengers or those less able to stand.

TfL uses a range of monitoring methods to track good customer service and safety, and all of these indicate that the standard of pulling away from bus stops is improving and fewer issues are occurring. For example, the Mystery Traveller Survey score for 'moving off' has improved from 8.0 in 2010/11 to 0.7 in 2015/16 - where zero would represent ideal performance. These scores are based on 22,000 surveys undertaken by passengers each year. Similarly, the 7,400 Driver Quality Monitoring surveys undertaken by qualified driving instructors in the most recent 12 months show only 0.1% of questionnaires highlighting 'moving off - smoothly' as an issue. Safety incidents reported to London Buses by its contracted bus operators also show that falls on buses are declining.

If your constituent does experience any further incidents where drivers do not allow adequate time for passengers to be seated then they should contact TfL's Customer Experience team who will investigate the matter.

Extending no.18 bus to Northwick Park Hospital

Question No: 2015/3100

[Caroline Pidgeon](#)

At present the no.18 bus terminates at Sudbury, often causing congestion in the area. Will you support extending the no.18 bus from Sudbury to Northwick Park Hospital, thus solving the congestion and providing an improved service to the local area?

[The Mayor](#)

TfL has investigated an extension of route 18 to Northwick Park Hospital from Sudbury. However, the additional subsidy required could not be justified considering forecast levels of usage.

Access to the hospital from Sudbury is available via route 182 which runs every 8 minutes during the day Monday to Saturday and every 12 minutes during the day on Sundays and during the evenings.

TfL do not consider that the route 18 terminus is a cause of congestion in the area. However they will seek to work with Brent Council to see if local concerns can be addressed.

Crystal Palace Tunnels Greenway

Question No: 2015/3101

[Caroline Pidgeon](#)

Transport for London is currently investing in a Quietways cycling scheme in the Crystal Palace and Dulwich areas, which is welcome. Sustrans has developed a proposal to enhance this work by utilising tunnels and a subway that are part of the disused high level train line between Crystal Palace and Nunhead to link the Quietways to Southwark Council's cycling spine route.

Will you support the Sustrans proposal (estimated cost a modest £48,000) and make cycling safer and more accessible to novices and families in the area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Local Implementation Plans protection

Question No: 2015/3102

[Caroline Pidgeon](#)

Will you protect Local Implementation Plans (LIPs) from the likely cuts to TfL's budget?

[The Mayor](#)

I am making a strong case to HM Treasury and the Department for Transport for continued investment, to enable transport to support London's growing population and create homes and jobs. TfL continues to drive efficiencies and to develop opportunities for additional non-fares revenue to support this investment.

Once the Spending Review outcome is known, TfL will review its existing Business Plan and ensure that it continues to support London's growth.

I fully recognise the importance of LIP funding, which is why I have protected it in the past.

Crossrail 2 station at Worcester Park

Question No: 2015/3103

[Caroline Pidgeon](#)

As part of your next consultation on Crossrail 2 and its suburban route, will you ensure that Worcester Park station is included to ensure Sutton Borough is served by this new infrastructure?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hilton ferry crossing Oyster pricing

Question No: 2015/3104

[Caroline Pidgeon](#)

As a result of the zoning of the River Thames and the introduction of Oyster services for the Thames Clipper services, the cost of a return on the Hilton ferry crossing by Oyster has increased from £5.94 to £7.80, a hike of 31%. Do you agree that this price increase is unreasonable for a journey of only 250m? Will you look into working with river service providers to ensure a more reasonable pricing structure for customers seeking to simply cross the river?

[The Mayor](#)

The RB4 river crossing between Doubletree Docklands and Canary Wharf is operated on a commercial basis by MBNA Thames Clippers, on behalf of the Doubletree London Docklands Hotel.

MBNA Thames Clippers has recently introduced a new zonal fares structure, which greatly simplifies ticketing arrangements for all River Bus services and these changes, along with the introduction of Oyster readers at piers, have led to some alterations to individual River Bus fares.

While passengers have benefited from the ease of use provided by the new touch-in and -out Oyster readers, some have also benefitted from reduced fares under the new ticketing structure. For example, customers travelling from Canary Wharf to Woolwich (Royal Arsenal) have seen single Oyster fares reduced from £6.44 to £3.90.

This standardisation process has inevitably led to some fares increasing slightly, and return journeys on the RB4 have seen the most significant increase. However, around 65% of RB4 users take a single journey only, and the Oyster fare for this trip has increased by only 12 pence as a result of the changes. Regular users of the service can also opt to buy a season ticket, with which commuter trips can work out at as little as £1.49 each way.

I am confident that the new fares structure and the introduction of Oyster readers will provide a great overall benefit to users of River Bus services, and that the range of available ticketing options will help to mitigate against any individual fare increases. I have asked TfL to work with MBNA Thames Clippers to monitor the impact of the recent changes.

Barking - Gospel Oak railway electrification

Question No: 2015/3105

[Caroline Pidgeon](#)

Please provide a timetable for the completion of the Barking - Gospel Oak railway electrification.

[The Mayor](#)

Network Rail plan on completing the electrification of the Gospel Oak to Barking line by mid-2017, in time for the new four-car electric London Overground trains to be rolled out from early 2018.

Platform staff at Barking station

Question No: 2015/3106

[Caroline Pidgeon](#)

Last month I asked (Question 2015/2523) about the new London Overground concession requiring the retention of platform staff at a number of stations to provide customer service and mobility assistance. Please tell us if your reassurance on this point also includes Barking station.

[The Mayor](#)

Yes. Platform staff will continue to be available at Barking station to provide a turn-up-and-go service for passengers who require assistance.

Cycling budget (1)

Question No: 2015/3107

[Caroline Pidgeon](#)

How much of the £107m allocated to cycling over 2014/15 was spent?

[The Mayor](#)

The total budget for cycling in 2014/15 was £107m. This included a £26m over-programming estimate for the financial year, so a net expected £81m at the time the budget was set. The actual outturns spend for the year was £60m. The difference reflected a carry-over of programme delivery between financial years, for example on Cycle Superhighways, to ensure that sufficient time was spent designing and delivering the best possible schemes for cyclists. In addition there were savings made on Cycle Hire, including contractual charges, back office savings and efficiencies made during expansion and intensification.

The balance between the original budget and final spend has been carried forward to future years and remains part of the overall £913m set aside to deliver the Mayor's Vision for Cycling.

Cycling budget (2)

Question No: 2015/3108

[Caroline Pidgeon](#)

Of the £145m allocated to cycling over 2015/2016, how much has so far been spent by Transport for London (TfL)? Please also list the full year forecast.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Uber and insurance

Question No: 2015/3109

[Caroline Pidgeon](#)

There continue to be reported cases of Uber drivers in London being uninsured. What is the latest information you have on this? What action is being taken to ensure passengers can travel safely?

[The Mayor](#)

Uber drivers, like all Private Hire drivers, must have valid hire and reward insurance in place when undertaking a booked journey. TfL undertakes regular proactive unannounced compliance checks at operators of booking, driver and vehicle records and checks PHV insurance during on-street operations. The proportion of private hire drivers with passengers on board without hire and reward insurance in place is very low.

TfL also has a stream of work underway with the Motor Insurance Bureau to improve the accuracy and real-time access to details on hire and reward insurance for its compliance teams.

Every case that has been highlighted to TfL has been investigated. Since the Guardian story from June 2015, TfL has not received any reports or allegations of Uber drivers in London being uninsured. If you have any more recent reports, please pass them to TfL to investigate.

Additionally, TfL is carrying out a consultation for a wide-ranging review of private hire vehicle regulations. The purpose of the consultation is to review various aspects of the existing regulations covering private hire services and to invite comments from the private hire trade, users of private hire services and any other interested parties.

As a part of this review, TfL are proposing to check Hire and Reward insurance at the point of vehicle licensing and that the insurance will be required to remain in place for the duration of the licence. To add to this, it is proposed that no licence can be issued without evidence that the appropriate insurance is in place. To support this, TfL believes that private hire drivers should be required to carry a copy of their insurance in their vehicles.

The consultation will close on 23 December 2015 and responses will be analysed in early 2016 ahead of any amendments to the regulations being announced and implemented.

Diesel testing regime

Question No: 2015/3110

[Caroline Pidgeon](#)

In the light of allegations of false diesel emission test results and the Vehicle Certification Agency receiving 70% of its funding from car manufacturers, do you support changing the testing regime to make it more independent and reliable?

[The Mayor](#)

I support the Government's intention to undertake a thorough and independent investigation into these allegations. As I have done for some time, I will continue to lobby the European Commission actively so that tests become far more reliable and real driving emissions are accounted for.

ULEZ and HS2

Question No: 2015/3111

[Caroline Pidgeon](#)

Will you agree to expand ULEZ to include the whole of HS2 Euston Safeguarded Zone up to Camden Town and Parkway?

[The Mayor](#)

Transport for London is currently working with London boroughs to assess options for the future of the Ultra Low Emission Zone (ULEZ) and the Low Emission Zone (LEZ). I would not want to pre-empt the outcome of this work by committing to making specific changes to either ULEZ or LEZ now. London Council will be updated as the work progresses.

I have also requested, in response to HS2 proposals, that all vehicles used for the construction and operation of Euston station are ULEZ compliant as a minimum.

TfL bonuses, bus KPIs and EWT targets

Question No: 2015/3112

[Caroline Pidgeon](#)

In response to my question on TfL bonuses and bus KPIs (2015/1242) you stated 'it is not appropriate to link rates to Chief Officer bonuses as many external factors contribute to accidents on the London road network'.

How can you reconcile this logic with the fact that failure to meet the Excess Wait Time (EWT) target can result in a 10% reduction in the contract price for that route, regardless of external factors?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Complaints about bus drivers

Question No: 2015/3113

[Caroline Pidgeon](#)

How many complaints have been made about poor quality and/or dangerous driving by bus drivers on the TfL network each year since 2010? Please provide a table showing what proportion of complaints led to disciplinary measures being taken against the driver and/or bus company.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Car free days

Question No: 2015/3114

[Caroline Pidgeon](#)

In response to Question 2014/5048 (Car free Sundays) you said "I have asked TfL to look at the potential of further car free days and events in London. Once this work has been done I am happy to discuss it further". That was December last year. Please advise what progress has been made.

[The Mayor](#)

I have continued to support and expand this programme. This includes Summer Streets in the West End, the Notting Hill Carnival, Prudential RideLondon and Oxford Street traffic free days at Christmas. In addition, the 'Lumiere' festival will transform streets and places across London in early 2016.

I have also asked TfL to support London boroughs that propose further timed zone or street closures, including those that are part of the Mayor's Air Quality Fund or Low Emission Neighbourhood bids. The winning bids will be announced in the coming months.

Take up of free adult cycling training

Question No: 2015/3115

[Caroline Pidgeon](#)

In conjunction with London boroughs, TfL offers free adult cycling training. Please confirm how many people have taken up this training each year since 2010? What steps are TfL taking to promote adult cycling training?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (1)

Question No: 2015/3116

[Caroline Pidgeon](#)

It is proposed that the Garden Bridge will only operate as a bridge for 18 hours each day being closed from midnight to 6.00am. Can you clarify whether entry to the bridge will end at midnight or alternatively whether everyone on the Garden Bridge will be expected to have left the bridge by midnight and will entry onto the Garden Bridge in practice be prohibited much earlier than midnight?

[The Mayor](#)

The Garden Bridge will be open to the public throughout the year from 6am until midnight and I don't anticipate a need for clearance much earlier than midnight, given the relatively small size of the area.

The opening times are a requirement of the planning conditions set by Lambeth and Westminster City Councils. The exact details of how the closure of the bridge at midnight each day will be managed are a matter for the Garden Bridge Trust, in agreement with Lambeth and Westminster City Councils as they discharge the conditions of the planning permission.

Garden Bridge (2)

Question No: 2015/3117

[Caroline Pidgeon](#)

Please set out how closing the Garden Bridge throughout the night will help assist pedestrians who wish to make good use of the Night Tube at weekends serving Waterloo London Underground station.

[The Mayor](#)

The business case for the Garden Bridge identifies significant health and transport benefits that the project will deliver, as more people are encouraged and enabled to walk shorter journeys rather than taking public transport. This analysis, like the Transport Assessment considered by Lambeth and Westminster City Councils as part of the planning application process, takes into account the opening hours of the bridge as required by the planning conditions.

The closure of the bridge at night is a requirement of the planning consent granted by Lambeth and Westminster City Councils. It will of course be possible to review this once the bridge is open, subject to approval by the planning authorities.

27,000 people are expected to use the Garden Bridge between 6am and midnight on an average weekday, rising to 30,000 on a Saturday. This is a greater volume than currently measured on Tower Bridge, the Millennium Bridge, Waterloo Bridge or Blackfriars Bridge, and is a clear justification for a footbridge in this location irrespective of the opening hours prescribed by the boroughs.

Garden Bridge (3)

Question No: 2015/3118

[Caroline Pidgeon](#)

Please publish a table showing the date and recipient of every item of expenditure above £250 that Transport for London has allocated to (a) the Garden Bridge Trust, (b) Arup, or (c) any contractor relating to the progression of the Garden Bridge.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (4)

Question No: 2015/3119

[Caroline Pidgeon](#)

Please state whether any employees of TfL who were involved in the review of the procurement of the design and development services for the Temple to South Bank Footbridge Project, later to be known as the Garden Bridge, have since the 15th June 2015 either (a) left the employment of TfL voluntarily, or (b) been dismissed from the employment of TfL.

[The Mayor](#)

One member of TfL's Internal Audit team which handled the review resigned from TfL voluntarily to take up a more senior role in another organisation. This occurred before the report was drafted and was entirely unconnected to work on the Garden Bridge audit.

Garden Bridge (5)

Question No: 2015/3120

[Caroline Pidgeon](#)

How do you respond to the statement made by Peter Smith, Chief Research Officer of Public Spends Matters UK/Europe, on 6th October after examining the published audit report into the procurement process around the Garden Bridge design and development services that "TfL broke the law, simple as that"?

[The Mayor](#)

TfL conducted a rigorous and detailed audit of the procurement processes for the design of the Garden Bridge, which concluded that there was no evidence that would suggest that the final recommendations did not provide value for money from the winning bidders. TfL accepts that the processes followed did not comply with all aspects of procurement regulation but does not consider that the outcome of either process was adversely impacted or that any of the bidders were disadvantaged as a result of the process followed.

Garden Bridge (6)

Question No: 2015/3121

[Caroline Pidgeon](#)

In the published audit report into the procurement of the design and development services for the Temple to South Bank Footbridge project it is stated "In early 2013, the Commissioner and Managing Director Planning of TfL met with the Mayor, following a presentation the Mayor had received from Thomas Heatherwick Studio regarding a proposal for a 'Garden Bridge'". Please state: (1) when the meeting took place and (2) the reason the meeting appears not to be listed in your statutory monthly reports to the Assembly.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (7)

Question No: 2015/3122

[Caroline Pidgeon](#)

In the freedom of information response answered by the Greater London Authority on the 23rd April 2014 (ref: MGLA250314-2395) relating to your diary it is stated that you held a meeting with Thomas Heatherwick on the 1st February 2013. However such a meeting is not listed in your statutory report to the Assembly. Considering your subsequent Mayoral Decisions relating to the Garden Bridge do you consider it an oversight not to have directly informed the London Assembly of any meetings you held with Thomas Heatherwick?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (8)

Question No: 2015/3123

[Caroline Pidgeon](#)

In response to a freedom of information request (Ref:MGLA240615-8448) it is revealed by the Greater London Authority that on the 24th September 2012 you, Sir Edward Lister and Isabel Dedring, held a meeting with Joanna Lumley relating to the proposed Garden Bridge, yet this is not recorded in your statutory report to the London Assembly. Please clarify why you considered it unnecessary to record this meeting in your report to the London Assembly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (9)

Question No: 2015/3124

[Caroline Pidgeon](#)

In response to a freedom of information request (Ref: MGLA2405615-8448) it is revealed by the Greater London Authority that on the 23rd May 2013 you attended a 'Garden Bridge Meeting' held at Swire House, 59 Buckingham Gate, SW12 6AJ, yet this is not recorded in your statutory report to the London Assembly. Please state what was the purpose of the meeting and who was present. Please also clarify why you considered it unnecessary to record this meeting in your report to the London Assembly?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Garden Bridge (10)

Question No: 2015/3125

[Caroline Pidgeon](#)

Given the recent audit report and further revelations, do you still have full confidence in the Garden Bridge project?

[The Mayor](#)

The fair and transparent audit carried out recently by TfL into the two procurement processes for work on the Garden Bridge project concluded that the processes followed were acceptable and that there was no evidence that it did not provide value for money from the winning bidders.

The Garden Bridge will be a fantastic project for London and I have every confidence in its completion, which will bring significant transport, health, cultural, economic and environmental benefits to the area and the city.

Tube delays compensation (1)

Question No: 2015/3126

[Caroline Pidgeon](#)

Please publish a table detailing the number of tube passengers who are eligible for delayed journey compensation between 1 January 2014 and 31 July 2015.

[The Mayor](#)

TfL does not compile statistics of this kind, because the time that customers take to make any given Tube journey varies widely even when services are operating perfectly, with a proportion of journeys taking 15 minutes more than the average.

For this reason, we ask customers who have experienced delays to apply online. A new online refunds process was introduced last year and is working well.

Where there are major delays, automatic refunds are given, which means that customers are not put to the trouble of having to apply for a refund themselves. Many more refunds are now made by these automated methods than by customers applying for them.

Tube delays compensation (2)

Question No: 2015/3127

Caroline Pidgeon

Please publish a table detailing the number of tube passengers who have applied for delayed journey compensation between 1 January 2014 and 31 July 2015.

The Mayor

Details of the number of applications made are only available from July 2014 - please see the table below.

Please note that TfL already publishes data on the value of refunds on a regular basis on its website and is looking to extend this reporting in the near future.

This data can be found at the following link:

<https://tfl.gov.uk/corporate/publications-and-reports/refunds>

Month	Service delay refund applications	
Jul-14	11466	
Aug-14	10381	
Sep-14	16238	
Oct-14	16240	
Nov-14	17859	
Dec-14	18298	
Jan-15	19227	
Feb-15	16624	
Mar-15	11650	
Apr-15	20607	
May-15	7127	
Jun-15	19128	
Jul-15	11925	

Tube delay incidents due to overcrowding

Question No: 2015/3128

[Caroline Pidgeon](#)

Please publish a table showing for each London Underground line the incidents of tube delays due to overcrowding from Period 4 or 28th June 2015.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Station entrances temporarily being closed

Question No: 2015/3129

[Caroline Pidgeon](#)

Please publish a table showing since the 1st January 2015 the number of incidents and average duration time of temporary closures due to overcrowding of entrances at the following London Underground stations: (1) Bank, (2) King's Cross, (3) London Bridge, (4) Oxford Circus, and (5) Victoria.

[The Mayor](#)

Because of record demand for travel on the Tube, temporary station controls may be implemented to ease congestion at entrances, in ticket halls, on concourses and at platform level. They normally last only a few minutes, and other entrances may remain available during that period for customers to use. When these incidents form part of the normal operations at the stations they are not routinely recorded in detail. Work currently under way at Victoria and Bank will increase the capacity constraints of the stations, and reduce the need for station control measures of this type.

Between 1 January and 14 October 2015 there were three full station closures at the stations listed, as shown in the table below:

Location	Date	Duration (minutes)
Bank	25/08/2015	27
Bank	02/10/2015	19
King's Cross St. Pancras	07/10/2015	13

Night Tube

Question No: 2015/3130

[Caroline Pidgeon](#)

Please provide an update as to your plans to introduce a Night Tube on parts of the London Underground at weekends. Please also state if you have a new proposed starting date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Underground lifts not operating due to lack of trained staff

Question No: 2015/3131

[Caroline Pidgeon](#)

Despite your past answers claiming that overall reliability of lifts on the London Underground network is very good there are still some stations that frequently suffer unplanned closures of their lifts due to an absence of trained staff, most notably Oakwood station.

Will you commit Transport for London to drawing up policies to completely eliminate such closures, possibly through further training of staff and where necessary redeploying staff on occasions of staff shortages.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Mayoral correspondence

Question No: 2015/3132

[Caroline Pidgeon](#)

Please publish a table showing how many items of correspondence from Assembly Members have not been answered within (1) 20-25 working days, (2) 26-30 working days, (3) 31-40 working days, and (4) more than 41 working days.

[The Mayor](#)

I am afraid this information is not available in the way you request. However, we endeavour to respond to Assembly Member correspondence within 20 days.

Transport improvements in South East London

Question No: 2015/3133

[Caroline Pidgeon](#)

I have been approached by a Catford resident who asks "why there are lots of major infrastructure and travel improvements going on but never any in SE London. We are stuck with buses. How about some investment in the South East? I live in Catford and we desperately need investment."

Please state what transport improvements you plan to deliver for people living in (a) Catford, (b) the London Borough of Lewisham, and (c) South East London.

The Mayor

There are a number of proposals currently being developed by TfL which will deliver transport improvements to people living in Catford, the London Borough Lewisham and more widely across south-east London. TfL continues to review transport requirements and works closely with Lewisham and other boroughs as part of this process. TfL also publishes sub-regional transport plans for every region which can be found at:

<https://tfl.gov.uk/corporate/publications-and-reports/sub-regional-transport-plans>

These plans identify committed and potential investment in transport schemes and TfL is currently working with the boroughs to update the 2014 Plan.

TfL is currently working with LB Lewisham looking at ways to improve Catford Gyratory and the south circular road. This work is in conjunction with the Borough's regeneration plans for Catford town centre. The Borough is expected to provide the study outputs early next year which will inform TfL's work identifying potential options for the road layout.

Across the Borough of Lewisham, TfL is part funding (£2.8m of a total £3.3m cost) via the Local Implementation Plan (LIP) Major Scheme programme a project at Deptford High Street to transform the public realm and deliver enhanced connections between north and south Deptford. The Borough also received £2m of LIP funding from TfL in both the 2014/15 and 2015/16 financial years and this is used to fund a wide range of schemes including local town centre improvements, for example at Grove Park and Hither Green, as well as bus, pedestrian, cycle and road safety projects.

More widely in Lewisham, TfL is proposing an extension of the Bakerloo line to the south of Elephant and Castle, the New Bermondsey station proposal on the London Overground (anticipated opening late 2017/ early 2018), and new Cycle Superhighways and Quietways (set for delivery between 2016-19).

TfL has recently delivered significant investment to improve transport in south-east London such as the Overground extension to Crystal Palace/West Croydon. Crossrail will increase rail capacity across London by 10%, and will provide fast and frequent new links from Abbey Wood and Woolwich to the Royal Docks, Canary Wharf, the City, West End and Heathrow. Additional proposals being taken forward include river crossings at Silvertown Tunnel, Gallions Reach and Belvedere, and a potential extension of Crossrail from Abbey Wood to Ebbsfleet via Belvedere and Erith. TfL have also been lobbying for rail devolution in south-east London to optimise rail services, and bring up them to the same high standards as those experienced across the London Overground network. TfL's £4bn Roads Modernisation Plan programme will also deliver hundreds of projects to support new jobs and homes and make London's roads more reliable, safer and greener.

Taxi numbers (1)

Question No: 2015/3134

[Caroline Pidgeon](#)

How many new black taxis were registered with TfL and passed for use on the streets of London in the month of September? Please also provide comparative information for the same month each year for the last ten years.

[The Mayor](#)

There were 179 new taxis licensed by TfL during September 2015. The details of those licensed in the month of September from 2006-2014 are shown below:

Year (September)	Volume of New Taxis
2006	285
2007	290
2008	189
2009	206
2010	201
2011	223
2012	163
2013	179
2014	190
2015	179

Taxi numbers (2)

Question No: 2015/3135

[Caroline Pidgeon](#)

How many Euro 6 standard taxis have been registered with TfL and passed for use on the streets of London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Warren Farm

Question No: 2015/3137

[Caroline Pidgeon](#)

Given your own previously expressed concerns over the private management of publicly accessible space, and the impact this can have on Londoners feeling excluded from parts of their own city, how do you respond to the plans put forward by QPR Holdings to develop a largely private training facility on previously accessible open land at Warren Farm in the London Borough of Ealing?

[The Mayor](#)

I have supported both the previous and current application for the new community sports facilities and QPR training facility at Warren Farm.

The site is designated as Community Open Space (and Metropolitan Open Land) reflecting its use as a sports ground. However, it is not public open space and there are no public rights of way across the site (there is a separate application to have the Definitive Map modified to include a public right of way across the site, but this is not confirmed and is subject to a separate process).

Metropolitan Open Land - planning guidance

Question No: 2015/3138

[Caroline Pidgeon](#)

While current planning guidance is clear that 'outdoor sports and recreation' is an appropriate use of Metropolitan Open Land (MOL), is it not also important to assess the relative level of public access being offered in any new development against that which was previously available?

[The Mayor](#)

MoL is accorded the same level of protection as Green Belt and in line with national policy on this, when considering appropriate proposals for development in MoL account is taken of opportunities to provide access, together with a range of other factors which will enhance its beneficial use.

MPS public order policing: rugby matches (1)

Question No: 2015/3139

[Caroline Pidgeon](#)

How much has been spent in extra policing of rugby matches outside Twickenham rugby stadium. (i.e. for policing in areas not owned or leased by Twickenham Stadium)? Please supply the costs from 2014 to date.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MPS public order policing: rugby matches (2)

Question No: 2015/3140

[Caroline Pidgeon](#)

What is the forecast cost of public order policing at the Rugby World Cup in London? Please provide a total and breakdown cost by match location.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Crime on London Buses

Question No: 2015/3141

[Caroline Pidgeon](#)

In 2014/15 there were 17,109 crimes reported on London Buses. On double decker buses, is there a way of determining if more crimes are committed on upper or lower decks? And if so how were these crimes distributed?

[The Mayor](#)

It is not possible to provide a breakdown of bus-related crime data by the location of where the offence was committed on the bus i.e. upper or lower deck, as these details are not routinely recorded in the Metropolitan Police Services' Crime Recording Information System.

Bus-related crime is primarily analysed on a geographical basis and if specific information on the location is included in individual case reports it is used for intelligence and analysis purposes to inform TfL and police deployments.

Crime on London Tramlink

Question No: 2015/3142

[Caroline Pidgeon](#)

The rate of crime on the London Tramlink is at 8.1 per million passenger. This is the highest rate across the transport network. What work are you doing to improve this and make TramLink safer for Londoners?

[The Mayor](#)

London's transport network is a low crime environment. That includes trams, where crime is low and falling. In 2014/15 the number of crimes recorded was 23 per cent lower than the previous year, and less than half that in 2006/07. Nonetheless every crime is one too many, which is why trams are policed by a dedicated team of British Transport Police (BTP) officers, who are prioritising tackling antisocial behaviour, increasing uniformed presence and engaging with local schools. For example, most recently trams staff, BTP and the Metropolitan Police undertook a "Back to School" joint exercise which resulted in no reported crime in the first week after schools returned in September.

Additionally, TfL Trams has achieved national accreditation for its measures to improve safety and security for customers at its stops. The Secure Station Scheme, run jointly by the British Transport Police (BTP) and the Department for Transport (DfT), is awarded to stations or stops that have reached high standards of design and management. BTP has examined all 39 stops served by London trams to ensure they are bright and welcoming, with help points and CCTV to reduce crime and discourage anti-social behaviour.

MPS public order policing: football matches

Question No: 2015/3143

[Caroline Pidgeon](#)

Further to MQ 2015/2516 extra policing of football matches costs the MPS over £4 million a year. Given the budget cuts across the MPS what representations have you made to the Home Office to help recoup this cost?

[The Mayor](#)

MOPAC continues to lobby the Government on the proposed allocation of funding.

In addition MOPAC are now in discussions with the Home Office regarding the amount of National International and Capital City grant they will receive to cover the additional costs for policing the capital. A bid has submitted which includes costs of policing the capital's football matches (outside of that we can claim from the clubs under existing legislation). The outcome of which will form part of the provisional grant settlement due to be announced in December.

Operation Shield (1)

Question No: 2015/3144

[Caroline Pidgeon](#)

Part of the remit of Operation Shield is to help gang members leave gangs. Has this part of the pilot been a success?

[The Mayor](#)

Shield is a programme that brings together enforcement, engagement and an offer of help for gang members.

In each of the boroughs where the pilot is being tested, partners have drawn together a set of interventions and support services that have been made available to young people who require specific support to tackle both their offending behaviour and victimisation.

Shield is supporting a number of vulnerable individuals out of gangs, away from crime and into better lives which is an ongoing and complex process.

Operation Shield (2)

Question No: 2015/3145

[Caroline Pidgeon](#)

What victim support is being offered to young people, who under the guidance of Operation Shield leave gangs and may be suffering from post-traumatic stress syndrome?

[The Mayor](#)

Shield is a programme that brings together, enforcement, engagement and an offer of help for gang members.

In each of the boroughs where the pilot is being tested, partners have drawn together a set of interventions and support services that have been made available to young people who require specific support to tackle both their offending behaviour and victimisation.

Outside of Shield, MOPAC funds a range of victim services across London including specialist youth support in Major Trauma Centres and from 2016, mental health support for gang members will be provided, via the new pan London Gang Exit Service.

Operation Shield (3)

Question No: 2015/3146

[Caroline Pidgeon](#)

How are you measuring the success of the Operation Shield pilot? Will this operation be rolled out across the capital?

[The Mayor](#)

Shield is subject to an ongoing process and impact evaluation, conducted by the MOPAC Evidence and Insight Team. The primary aim of the evaluation is to understand the impact in reducing serious violence committed by the gangs who are subject to Shield. The results of which are expected once there has been a sufficient length of time to assess the impact.

Shield was developed as a pilot, and no decisions have been taken about further roll out.

Children in gangs

Question No: 2015/3147

[Caroline Pidgeon](#)

Gangs often recruit children as members from a young age. These children are victims of grooming. What support is MOPAC offering to these children and how are they being safeguarded from criminal activity?

[The Mayor](#)

MOPAC has statutory duties to discharge its functions having regard to the need to safeguard and promote the welfare of children and child safeguarding is a key element in almost every strand of MOPAC's work, including gangs.

MOPAC is funding a range of programmes to tackle gangs and serious youth violence at a local level and across London, at a value of £6.8m this year alone. These programmes include supporting vulnerable young people at risk. All young people impacted by gangs, either as victims or perpetrators, must be considered from a safeguarding perspective. I am therefore pleased that a number of London boroughs have included gangs as a local criterion in their Troubled Families responses. My Office for Policing And Crime will be looking at how this approach is working in order to identify and promote good practice across the Capital.

MOPAC is also working with schools to prevent young people getting involved in criminality and recently held a successful conference for around 320 head teachers, teachers and school pastoral staff to look at strengthening joint work to address this issue.

Criminality in the police force

Question No: 2015/3148

[Caroline Pidgeon](#)

Between 2010-2014 781 MPS Officers were arrested. 291 of these officers were arrested for violent crimes and 146 of these officers were convicted, cautioned or punished for driving offences. What work is being done to stamp out criminality of any kind within the MPS?

[The Mayor](#)

It is important to note that number of allegations is an extremely small proportion of the total number of officers and staff in the MPS, which for the period averaged 48,000. The vast majority of MPS officers do their job honestly, and with integrity.

One of the ways we are working to improve police officer integrity is by encouraging police officers and staff to speak out against wrong doing. The MPS has recently introduced an external reporting of wrongdoing line to add to the internal line that people can call anonymously.

The MPS support and commit to the adoption of the new Code of Ethics developed by the College of Policing which makes clear the high standards of behaviour expected from all police officers.

MOPAC is supporting the MPS with the implementation of the Government reforms to the police complaints and discipline system. The changes will further improve standards of police integrity and includes the introduction of independent chairs to conduct discipline proceedings and a new national register of officers struck off from the police, which will prevent officers from leaving after committing offences and gaining a job in another force.

There has also been significant investment in both the prevention and investigation of corruption by the MPS anti-corruption unit.

Extension of Childcare Hours

Question No: 2015/3150

[Caroline Pidgeon](#)

What assessment have you made of the impact the extension of free childcare hours will have on childcare places following reports from the NAHT that school nurseries would be forced to cut places to deliver the offer

[The Mayor](#)

I am working closely with London Councils and the Family and Childcare Trust to examine the type and scale of the challenges that London boroughs are facing with the positive extension of the free childcare hours from September 2016. At an event on 15th October with London borough early years' leads and other stakeholders various models for delivery were explored. Following the event I will continue to support collaboration across the sector to explore alternative models of delivery. I am also working with the Department for Education to advocate 8-6 nursery school provision, and will continue to do so.

European Funding For School Places (1)

Question No: 2015/3151

[Caroline Pidgeon](#)

Do you support the move by Croydon Council to apply for a loan from the European Investment Bank in order to help meet the demand for extra school places and would you urge other councils to follow their lead

[The Mayor](#)

The LB of Croydon's finance officers assessed various options to finance their borrowing requirement and as the EIB option offered best value for money, I support the Borough in utilising this facility.

I would support other Councils borrowing from the EIB, if the facilities offered met the Borough's circumstances and offered best value for money.

European Funding for School Places (2)

Question No: 2015/3152

[Caroline Pidgeon](#)

Do you acknowledge that the uncertainty over the UK's position in the EU has serious implications for the future viability and security of using European Investment Bank loans to invest in London schools

[The Mayor](#)

The LB of Croydon has a contract with the EIB for the borrowing it has committed to take out. Therefore, the Council has certainty over the life of the loan and the rate.

Further, the EIB has offered loans to countries which are outside of the EU and therefore if the UK were to leave the EU, there is little reason to fear that the EIB would not honour its contractual agreements to lend to London's local authorities. There could be an impact on the size and availability of new loans following an exit, but UK local government has access to a wide range of highly competitive borrowing sources, and there is no evidence to suggest the viability of any capital projects, school or otherwise, is dependent on the finance offered by a particular lender.

Devolution of Business Rates (1)

Question No: 2015/3153

[Caroline Pidgeon](#)

Following the Government announcement regarding the devolution of control over business rates, do you support a veto for the London Assembly on any Mayor's ability to amend the business rate or offer exemptions, as suggested in the recent London Assembly Devolution Working Group report?

[The Mayor](#)

I am delighted that the Chancellor recently signalled the government's intention to devolve Business Rates. This is a key recommendation of the London Finance Commission and one I strongly welcome. The details of how this will be administered in London have not been decided and we will be having those discussions with government, London Councils and boroughs in the weeks and months ahead as further details emerge. However, this announcement is very positive and should be supported.

Devolution of Business Rates (2)

Question No: 2015/3154

[Caroline Pidgeon](#)

What discussions have you had with Government regarding the need for tariffs and top-ups to be sustained across London to ensure that areas with low business activity get the support necessary to grow their local economy. Furthermore, will you provide details of these discussions

[The Mayor](#)

Please see my answer to MQ 3153 / 2015.

The Devolution of Business Rates (3)

Question No: 2015/3155

[Caroline Pidgeon](#)

Have you identified any future infrastructure projects which you believe should be eligible for funding through a business rate premium and can you provide details of these

[The Mayor](#)

Please see my answer to MQ 3153 / 2015.

Redistribution of Business Rates

Question No: 2015/3156

[Caroline Pidgeon](#)

Will you now give due consideration to the proposed system put forward by London Councils in their 'Resourcing London' paper to ensure that retained business rates are redistributed to protect areas with reduced leveraging potential

[The Mayor](#)

Please see my answer to MQ 3153 / 2015.

Cost of Academisation

Question No: 2015/3157

[Caroline Pidgeon](#)

Following the BBC investigation showing the £5,111,347 debt that London councils have had to pay off following school academisation since 2010, have you made your own assessment of this debt and the impact it has on councils' ability to fund desperately needed school places

[The Mayor](#)

No I have not investigated the issue of schools debts and the impact on local authority budgets. I have supported the provision of GLA land for 14 new schools through, for example, the re-use of police stations and fire stations. I have also made representations, along with London Councils to government about the need for additional funding for new schools in London and will continue to do this.

Student visas

Question No: 2015/3158

[Caroline Pidgeon](#)

Given the contribution overseas students make to the city's economy and culture what discussions have you had with Government ministers regarding tighter student visa rules claimed to be under consideration by the Home Office and the impression their current stance gives to those considering studying in the city

[The Mayor](#)

I am a strong supporter of London's world leading higher education sector. I responded, jointly with the London Enterprise Panel, to the recent Migration Advisory Committee's review of Tier 2 in support of Tier 4 students who have secured a job offer in the UK. I wrote to the government over the summer recommending it urgently addresses the decline in university students from India, a key market for the UK. I am committed to strong border controls, but also a visa system which supports one of our great exports - higher education.

Olympic Stadium tenancy contract- disclosure (1)

Question No: 2015/3159

[Caroline Pidgeon](#)

Will you write to the London Legacy Development Corporation to:

- a) urge them to comply with the order of the Information Commissioner and publish the entire unredacted contract for the Olympic Park tenancy in the interests of transparency
- b) request that they provide further details regarding the commercial confidentiality which they say prevents them from publishing the contract

[The Mayor](#)

I have already urged the LLDC to publish as much of the Concession Agreement with West Ham United as possible and they have done so. A new version, which has only a limited number of redactions related to very specific areas of commercial confidentiality, was published earlier this month.

As I have already stated in response to MQs 3320/2015 and 2800/2015, I am generally committed to transparency but the Legacy Corporation's legal advice is clear and unequivocal. That advice states that releasing all the details of the agreement into the public domain will seriously compromise future income from other potential users of the Stadium.

I think it is absolutely right that, subject to the appeal to the Information Tribunal, those sections should remain redacted so that the Corporation can strive to get the greatest return possible for the taxpayer.

Olympic Stadium tenancy contract- disclosure (2)

Question No: 2015/3160

[Caroline Pidgeon](#)

Will you write to West Ham United, E20 and Newham Council to confirm that subject to the agreement of the LLDC they would be happy for the contract regarding the tenancy of the Olympic Stadium to be published in its entirety

[The Mayor](#)

Please see my response to MQ 3159/2015 and MQ 3320/2015.

Starter Homes Scheme in London (1)

Question No: 2015/3161

[Stephen Knight](#)

Of the 200,000 'starter homes' the Government has pledged to build by 2020, how many are due to be delivered in London?

[The Mayor](#)

No target has yet been set for delivery of Starter Homes in London.

Starter Homes Scheme in London (2)

Question No: 2015/3162

[Stephen Knight](#)

How will you ensure that the discount offered to first-time buyers of 'starter homes' is equivalent in value to the affordable housing contribution that would otherwise be required of developers by local planning authorities?

[The Mayor](#)

The Housing Bill requires that the discount is at least 20% of the market value of the Starter Home. It is not intended to be directly equivalent to the value of affordable housing contributions.

Starter Homes Scheme in London (3)

Question No: 2015/3163

[Stephen Knight](#)

Given the wide variation among boroughs in the average price of a home, what benchmark do you envisage being used to determine local market rates (and the resulting discount that should be offered to buyers of 'starter homes') in London?

[The Mayor](#)

It is too early in the development of the policy to say how it is intended that market values will be assessed.

The end of affordable rented housing in London?

Question No: 2015/3164

[Stephen Knight](#)

What impact will the Government's decision to scrap the requirement for developers to build affordable rented housing as part of their new developments have on the supply of affordable rented housing in London? What if any revisions do you plan to make to the affordable housing targets set in your Housing Strategy and London Plan in light of this announcement?

[The Mayor](#)

It is too early in the development of the Starter Homes policy to determine how this will impact on planning obligations negotiations and so it is not possible yet to assess any potential impact on affordable housing supply. But it is not the case that the Government has scrapped the requirement for developers to build affordable rented housing.

Extension of the Right to Buy Scheme

Question No: 2015/3165

[Stephen Knight](#)

What is your projection for the number of social rented homes that will remain in London following the Government's announcement that housing associations will be able to replace rented homes with other tenures such as shared ownership as and when they are sold through the extension of the Right to Buy scheme?

[The Mayor](#)

The future number of social rented homes is subject to a range of unpredictable factors that make it very difficult to forecast.

Changes to affordable housing obligations

Question No: 2015/3166

[Stephen Knight](#)

How will the Prime Minister's announcement to end developers' obligation to provide low-cost rented homes in new developments help the 255,729 households currently on local authority housing waiting lists in London?

[The Mayor](#)

It is not the case that the Prime Minister has ended the obligation for developers to provide low cost rented homes.

First-time buyers in London

Question No: 2015/3167

[Stephen Knight](#)

Given the average cost of a home for first-time buyers in London is now over £400,000 (and requires a minimum income of £82,400 to afford), how realistic is the Prime Minister's recently stated ambition to transform "generation rent" into "generation buy" in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

The Johnson era

Question No: 2015/3168

[Stephen Knight](#)

Prior to becoming Mayor in 2008 you stated that "we had the epoch of the Georgians, and the Johnson era will also be one of outstanding quality... I will take direct, personal responsibility for architectural quality" [The Observer, 20 April 2008]. As you approach the end of your second and final term, a constituent asks how you would sum up the architectural legacy of your time in office? Which building best sums up the "Johnson era"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Fines for vehicle idling

Question No: 2015/3169

[Stephen Knight](#)

Do you still believe that the penalty charge for vehicle idling should be brought into line with parking penalty charges, to provide a stronger deterrent and to encourage wider enforcement?

[The Mayor](#)

Yes, I will continue to press the Government for this change as it will provide a stronger deterrent to drivers and to encourage enforcement by local authorities.

However, it is important we continue to educate drivers about the problems caused by engine idling and the benefits of switching off their engines, rather than reactively penalising drivers for an offence they may not be aware they have committed. TfL and the GLA are working with London boroughs that have chosen to enforce, or are using other measures to reduce engine idling.

Removal of Diesel Particulate Filters - enforcement action by the MPS

Question No: 2015/3170

[Stephen Knight](#)

What if any enforcement action has been taken by Metropolitan Police Service against unscrupulous traders who offer to remove diesel particulate filters (DPFs)? Separately, can you confirm how many unroadworthy vehicles have been removed from London's roads as a result of having been modified in such a way that they no longer comply with the air pollutant emissions standards they were designed to meet?

[The Mayor](#)

When an offence is suspected, this will normally result in a prohibition being served, that prevents further use of the vehicle (PG9). Removal of this prohibition would then require an MOT test where the emissions would be tested.

In the last 12 months (1st October 2014 to date) the MPS has issued 2,655 prohibition notices, but it is not possible to extract the number of these that relate to breaches of emission standards.

It should be noted that the removal of a diesel particulate filter or the supply of a non-compliant exhaust system may not in itself constitute an offence. Traders who offer such services would therefore primarily be dealt with by trading standards, in partnership with the Driver and Vehicle Standards Agency and MPS where necessary.

Removal of Diesel Particulate Filters - fines

Question No: 2015/3171

[Stephen Knight](#)

How many fines have been imposed on drivers of i) cars; and ii) light goods vehicles in London for failing to comply with Regulation 61a of the [Road vehicles \(Construction and Use\) Regulations](#)?

[The Mayor](#)

No fines have been issued by the MPS in relation to Diesel Particulate Filters / emission levels. As indicated in question 3170 when an offence is suspected, for example when a vehicle is emitting excessive smoke, this will normally result in a prohibition being served that prevents further use of the vehicle (PG9). Removal of this prohibition would then require an MOT test where the emissions would be tested.

In the last 12 months (1st October 2014 to date) the MPS has issued 2,655 prohibition notices, but it is not possible to extract the number of these that relate to breaches of emission standards.

Euro 6 emissions

Question No: 2015/3172

[Stephen Knight](#)

What if any steps have you taken to lobby the EU for more effective emissions testing of Euro 6 vehicles to reflect real-world, urban driving conditions?

[The Mayor](#)

I have campaigned for more reliable and effective vehicle emissions testing since the European Commission started the review of the Ambient Air Quality Directive and the review of the National Emissions Directive.

I have always maintained the measures we take in London - LEZ, ULEZ, bus fleet renewal, encouraging walking and cycling- need to be accompanied by effective Euro standards that account for urban driving conditions. I have consistently communicated this position to MEPs, European Commission officials and our Environment minister.

TfL regularly assesses the impact of its policies using real-world emissions, which are produced by the European Environment Agency and provide a more accurate expectation than the official Euro standards. TfL is also now assisting officials at DfT in their discussions with other member states on Real Driving Emissions (RDE) testing for Euro 6 vehicles.

Transport for London - emissions testing (1)

Question No: 2015/3173

[Stephen Knight](#)

Will you commit to carry out regular testing of London's buses - using the standard route 159 simulation - to see if they are achieving the expected level of emissions reduction, both now and over the longer term too?

[The Mayor](#)

TfL already independently tests all types of buses that enter the fleet against the standard route 159 simulation, so it can benchmark vehicle emissions and fuel consumption performance under identical conditions. This provides assurance as to their actual performance in London conditions.

Representative vehicles, fitted with supplementary exhaust after-treatment systems to verify the emissions benefits achieved, are also re-tested.

Transport for London - emissions testing (2)

Question No: 2015/3174

[Stephen Knight](#)

From the emission testing of Euro VI buses you have carried out so far, how do the engine exhaust emissions (recorded using the standard London bus test cycle) compare with those claimed by manufacturers?

[The Mayor](#)

Independent tests of Euro VI buses at Millbrook Proving Ground show that they meet the latest European Union (EU) emission requirements. The EU also tightened its testing process for Euro VI to reflect real-world conditions more closely.

Diesel vehicles

Question No: 2015/3175

[Stephen Knight](#)

What if any changes will you be making to the Ultra Low Emission Zone (ULEZ) in light of the increasing evidence that diesel cars emit several times more toxic pollutants on the road than when tested in laboratory conditions?

[The Mayor](#)

Please see my response to this month's oral questions on this issue.

London Atmospheric Emission Inventory (1)

Question No: 2015/3176

[Stephen Knight](#)

To what extent does your London Atmospheric Emissions Inventory (LAEI) assume new Euro 6 vehicles will meet European emission limits?

[The Mayor](#)

The LAEI uses COPERT 4 emissions functions, which are coordinated by the European Environment Agency and designed to replicate vehicles operating in real-world operating conditions. As such they test the real-world emissions performance of Euro 6, not by reference to the European emissions limits which are for a prescribed laboratory test.

London Atmospheric Emission Inventory (2)

Question No: 2015/3177

[Stephen Knight](#)

Is your claim that London's air pollution has seen a reduction of 20 per cent in nitrogen oxides (NOx) and 50 per cent in particulate matter (PM) since 2008 borne out by "real world" measured concentrations of these dangerous pollutants?

[The Mayor](#)

This statement is related to emissions. London's air quality is also affected by emissions from outside the area, and by both long and short-term variations in the weather. There are no locations where measured air quality is fully representative of emissions so a direct correspondence would not be expected.

London is now broadly compliant for Particulate Matter and meets legal limits for eight out of nine regulated pollutants. There has been a 12% reduction in measured NO2 concentrations since 2008 and a halving of the number of Londoners living in areas, which breach limit values for NO2.

Euro V New Routemaster buses

Question No: 2015/3179

[Stephen Knight](#)

Will you review the cost and benefits of retrofitting (or redepotting) your Euro V New Routemaster buses if they are found to emit higher concentrations of toxic pollutants than previously thought?

[The Mayor](#)

No, it is not necessary and it would not be cost effective. TfL has a thorough understanding of emissions from its bus fleet.

The New Routemaster is the best in class hybrid Euro V bus in the fleet as shown by the independent route 159 simulation at Millbrook Proving Ground - which compares all buses in an identical way - and is based on real-world driving conditions.

Government review of Feed-in Tariffs Scheme (1)

Question No: 2015/3180

[Stephen Knight](#)

Further to your comments at Mayor's Question Time on 16 September 2015, will you agree to lead a cross-party delegation of Assembly Members and solar companies to meet with the Secretary of State for Energy and Climate Change in order to express our shared concerns over the impact of the Government's proposed changes to the Feed in Tariff on the viability of the solar industry in London?

[The Mayor](#)

The Deputy Mayor for Environment and his team hosted a workshop with London's solar industry and I am fully aware of its representations to the Secretary of State for Energy and Climate Change. I am also making representations expressing my concerns as to the potential impact of these changes to the Secretary of State.

Government review of Feed-in Tariffs Scheme (2)

Question No: 2015/3181

[Stephen Knight](#)

Given London currently has the lowest amount of installed solar power capacity of any region in the UK, but among the greatest potential to generate solar power, do you accept that the Government's proposed 87 per cent cut to the feed-in tariff for solar energy will have a disproportionate impact on London's ability to generate energy from local and renewable sources?

[The Mayor](#)

I have submitted a response to the Government's consultation on proposed changes to the Feed-in-Tariff expressing my concerns as to the potential impact they may have.

Solar Industry in London

Question No: 2015/3182

[Stephen Knight](#)

Further to the news that two major solar panel-installing businesses have recently gone into administration, what steps are you taking to protect the 2,740 people employed in the solar industry and its supply chain in London?

[The Mayor](#)

I am concerned by these reports of the two solar businesses going into administration. My Deputy Mayor and officers have been meeting with the solar industry to better understand the impacts of the proposed changes on their businesses. I will be reflecting their concerns to the Secretary of State in my response to the Government's consultation.

London Land Commission - performance measurement

Question No: 2015/3183

[Stephen Knight](#)

Further to the publication of the House of Commons Public Accounts Committee's report on the disposal of public land for new homes - which found that there were significant omissions in the Government's data collection - will you ensure that your new London Land Commission collects information on the actual number of houses built or under construction on surplus public land, the sums raised from any disposals of land and how they relate to prevailing market prices?

[The Mayor](#)

The London Land Commission register will enable public bodies to monitor and record progress on developable land in their ownerships.

GLA - business rates income

Question No: 2015/3184

[Stephen Knight](#)

Does the Chancellor of the Exchequer's recent announcement that he intends to allow local councils to keep and vary the rates they collect from local businesses increase the uncertainty facing the GLA over how much business rates income it will receive in future years? If so, how will this risk be managed?

[The Mayor](#)

Please see my answer to MQ 3153 / 2015.

Apprenticeships- Gender Pay Gap

Question No: 2015/3185

[Stephen Knight](#)

Following a ComRes poll finding that female apprentices earn an average of £4.82 an hour compared to £5.85 for males, what action are you taking to ensure that apprentices in London are not penalised in pay terms as a result of the sectors they choose to enter?

[The Mayor](#)

I continue to advocate that all employers pay their apprentices, regardless of their sex, the London Living Wage (LLW) as I believe it is right that all hard working Londoners should be rewarded with fair pay.

To lead by example, all apprentices employed by the GLA Functional Bodies are paid the LLW.

Apprenticeships- Training

Question No: 2015/3186

[Stephen Knight](#)

Following a ComRes poll finding that young women apprentices were more likely to receive inadequate training what are you doing to ensure apprenticeships in London in all sectors are of a high quality?

[The Mayor](#)

It is my ambition that all apprentices in London receive the highest quality training available.

OFSTED, through their existing quality assurance system based on the Common Inspection Framework, are responsible for assessing the quality of all apprenticeship training provision.

However, I am of the opinion that there can always be more done to improve the quality of apprenticeship training; as such I welcome the Government's reforms of the apprenticeship system.

Initiatives such as; the protection of the term 'apprenticeship' through legislation, to prevent the term from being applied to courses that do not meet the quality criteria of a government apprenticeship, the introduction of the requirement for all apprenticeships to last a minimum of 12 months and the change from frameworks to employer designed standards will all serve to improve the quality of apprenticeship training and help to deliver the skills that employers need.

Price Increases as a result of the Living Wage

Question No: 2015/3187

[Stephen Knight](#)

Do you believe the rhetoric from large corporations, such as Whitbread, Next and Wetherspoon, who claim that the introduction of the National Living Wage will force them to increase prices and cut jobs?

[The Mayor](#)

The introduction of the national living wage will increase wage costs for employers. At the time of the Summer Budget, the Office for Budget Responsibility (OBR) estimated that the introduction of the national living wage will reduce UK employment by 60,000. (To put this in context, the OBR still maintained one million jobs would be created by 2020 with economic growth at 2.4% a year.)

However, whilst wage costs will increase, the experience of implementation of the London Living Wage suggests that some, at least, of this cost increase could be offset. For instance, employers accredited with the Living Wage Foundation have met higher wage costs through improvements in productivity from improved staff morale, reduced absence, and some re-organisation of business practices.

National Living Wage Impact on Zero Hours Contracts

Question No: 2015/3188

[Stephen Knight](#)

What estimate has been made of the impact the introduction of the national living wage will have on Londoners on zero hours contracts in terms of:

- a) Number of work hours likely to be offered on contracts
- b) The number of contracts likely to be terminated

Given they represent an easy means for employers to reduce their wage bill?

[The Mayor](#)

GLA economics has not done an estimate of these effects.

Zero hours contracts account for a very small proportion of employment in London. There are currently around 96,000 people in London on zero hour contracts compared to 5.6m workforce jobs.

Investment in additional training

Question No: 2015/3189

[Stephen Knight](#)

Do you plan to boost investment in apprenticeships and training to coincide with the introduction of the National Living wage, ensuring people have the skills to progress and preventing the living wage becoming a wage for life?

[The Mayor](#)

The national living wage will be introduced in April 2016, shortly before I leave office.

I think it is right that we take the time to fully understand the impact of the numerous apprenticeship reforms before making a decision on further investment.

GLA Officers and LEP Members plan a series of roundtable events to discuss and agree a strategy/ plan of action for addressing the challenges and setting the priorities for future creation and delivery of apprenticeships in London.

It is proposed that the roundtables be held in late November / early December, once the Government has published its response to the apprenticeship levy consultation.

Office to Residential Element of Permitted Development Rights

Question No: 2015/3190

[Stephen Knight](#)

Can you provide an accurate record of the number of residences, tenure type and number of bedrooms that have been supplied as a result of the introduction of the office to residential element of the Permitted Development Rights extension?

[The Mayor](#)

According to data supplied to the GLA by the London boroughs from 30 May 2013 up to the end of March 2015, there have been an estimated 1,143 completed residential units in London arising from offices to residential permitted development rights. This includes 230 studio units, 498 one-bed units, 356 two-bed, 31 three-bed, 4 with four-plus bedrooms and 24 units where the number of bedrooms has not been recorded. Data is not available on tenure.

If all of the approved schemes were developed, they would provide approximately 17,500 residential units. Data on the number of bedrooms in the proposed units has been added where possible. From 17,183 of the approved units for which the data is available, 3,229 are studio units, 8,043 are one-bed units, 5,358 are two-bed units, 495 are three-bedroom units and 58 have four or more bedrooms.

For permitted development conversions to residential there is no planning policy or development controls over affordable housing or tenure mix.

Role of Business in the EU Referendum

Question No: 2015/3191

[Stephen Knight](#)

Following reports of the Prime Minister telling businesses to 'shut up about EU', does he agree with this position and does he think that silencing business on the issue is in the best interests of London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Overseas investments of Group Investment Syndicate

Question No: 2015/3192

[Stephen Knight](#)

Will you provide a breakdown by country of GLA group investments made through the Group Investment Syndicate (GIS) with details of the amounts invested?

[The Mayor](#)

As of 31 July 2015 the LPFA estimates that 3.3% or c£132m of its investment portfolio has some form of fossil fuel exposure. This is based on industry standard categorisations. The 3.3% comprises c1% of direct investment in the energy extraction sector and the remaining exposure is via passive equity index investments or service providers.

Bailiff use across London

Question No: 2015/3193

[Stephen Knight](#)

Following research from the Money Advice Service finding that London had passed 652,366 debts to bailiffs in one year, the highest of any region, will you ensure that the issue of bailiff use is discussed at the next Congress of Leaders meeting and commission GLA Economics to do research on the matter?

[The Mayor](#)

Local authorities are responsible for instructing bailiffs to recover debt locally. They have taken measures to support local residents from falling into debt by forming debt coalitions to help support individuals in debt, provide access to affordable credit, and promote financial capability.

I will also continue to use my powers to focus on reducing poverty, and implement a range of measures around supporting with cost of living, such as encouraging more employers to pay the London Living Wage, increasing the number of apprenticeships, supporting skills and employment to ensure Londoners have the skills to gain sustainable jobs, and improving financial literacy skills in schools. I will continue to help promote free debt advice services and sources of affordable finance.

Correspondence regarding London Living Wage

Question No: 2015/3194

[Stephen Knight](#)

Further to your answer to MQ2015/2583 will you outline when you intend to write to these business and will you publish any replies on the London.gov website?

[The Mayor](#)

GLA officers liaise with the Living Wage Foundation regularly to agree lists of employers for me to write to where I can add most value in encouraging them to become accredited. As a part of this continuing process I will be writing to more retail sector businesses over the coming months. Unfortunately for reasons of commercial sensitivity it will not be possible to publish any replies on the London.gov website.

Performance of the Connectivity Map

Question No: 2015/3195

[Stephen Knight](#)

Following on from your answer to MQ2015/2581 do you not think it was short sighted to not include performance targets for the connectivity map in light of the investment made and fact that since its launch it has already been inaccessible for over a week?

[The Mayor](#)

The connectivity map has been highly successful with over 300 requests by users added. It serves as an important tool in aggregating and signposting demand for improved connectivity services.

The map allows for full postcode level data to be displayed for the whole London area.

To align with changes to the main GLA website, there was a short one off period where the map was unavailable while changes were made to the GLA databases and infrastructure behind the map. This won't be required again.

Part-time jobs pledge

Question No: 2015/3196

[Stephen Knight](#)

How many of the 20,000 part-time jobs you pledged to create in 2012 have been delivered to date and how many of the 7,500 part-time posts you pledged to create across the Greater London Authority have been delivered?

[The Mayor](#)

London's labour market is performing well and creating jobs. Figures from the ONS show that since June 2012, the number of jobs in London's economy has increased by 545,000 (to June 2015) with 194,000 of these being part-time jobs.

GLA group spending has created 175,000 jobs so far in the Mayoral term and it is currently forecast that at least 35,000 more jobs will be created in the remainder of the Mayoral term from the identified projects and programmes. This means that 210,000 jobs are forecast to be created over the Mayoral term. The GLA and functional bodies do not record the number of part-time jobs in their performance reporting criteria. Hence we cannot provide direct estimates of part-time jobs created by GLA programmes since 2012 - but given that 23 per cent of total employment in London is made up of part-time workers (using data from the ONS) gives an estimate of 40,000 part-time jobs created, far in excess of the target of 7,500.

Foundation for FutureLondon (1)

Question No: 2015/3197

[Stephen Knight](#)

What was the cost of establishing the Foundation for FutureLondon and for the merger with The Legacy List which has since taken place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Foundation for FutureLondon (2)

Question No: 2015/3198

[Stephen Knight](#)

Can you explain why the decision was taken to create the Foundation for FutureLondon, which has now merged with the Legacy List, rather than just expanding the Legacy List to perform these functions from the outset?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Changes to tax credits (1)

Question No: 2015/3199

[Stephen Knight](#)

On the 7th October 2015 you are reported to have said that you were asking staff at City Hall to look at the impact in London of the changes to tax credit and would make proposals to government on the matter. When will you publish the information presented to you and the recommendations you intend to make?

[The Mayor](#)

It is standard practice for GLA Economics to publish its analysis, and it will publish this piece of work in due course.

Changes to tax credits (2)

Question No: 2015/3200

Stephen Knight

A recent Resolution Foundation report estimated that, when accounting for the tax and benefit measures within the Summer Budget, a further 200,000 children (predominantly from working households) would fall into poverty in 2016. What steps are you taking to challenge the introduction of these measures given the impact they will have on families and children living in London?

The Mayor

Whilst I fully agree that the current system needs to be reformed so that there is always an incentive to work, what I would like to see is both the tax and benefit system and the living wage ensuring that hardworking people on low incomes are protected. I shall continue to campaign for this.

But we are doing much more at City Hall to help people get work and earn more. For example:

- Through the ESF 2014-2020 programme we help Londoners enter employment and gain skills
- Promoting learning and Apprenticeships to help people learn whilst they earn
- Encouraging employers to pay the London Living Wage
- Providing help for part time workers through flexible travel fares
- Other travel discounts

Stop and Search (1)

Question No: 2015/3203

Jenny Jones

Will you publish the review of Stop and Search undertaken by the Met Police over the summer, which is now being used to justify an increase in the use of the power?

The Mayor

As with any policing tool, the use of stop and search within the MPS is subject to ongoing monitoring, review, and refinement as necessary. However, in light of professional advice and experience, the Commissioner implemented Operation Teal to tackle the increase in knife crime and this includes the continued use of targeted stop and search in areas with high levels of knife crime and gang violence. In August 2015, the proportion of weapon searches increased to 16.3%.

Stop and search remains an important tool to help police tackle crime and keep Londoners safe, and has the support of the public when used properly. MOPAC maintains regular oversight of the MPS' use of stop and search and will continue to do so alongside the Community Monitoring Network.

Stop and Search (2)

Question No: 2015/3204

[Jenny Jones](#)

Has this review of stop and search undertaken by the Met Police over the summer been provided to MOPAC, or to the Home Secretary?

[The Mayor](#)

Please see my response to MQ 3203/ 2015.

Games on Westminster and Jubilee Bridge

Question No: 2015/3205

[Jenny Jones](#)

A constituent has asked if you could deploy some Police Constables to patrol the Westminster and Jubilee Bridge to deter groups operating 'ball in cup' games? Could you please provide 2014 and 2015 statistics regarding the number of arrests, ASBOs, charges and cautions that were given for relevant offences?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Peckham high street crossing

Question No: 2015/3206

[Jenny Jones](#)

A fatal collision occurred on Peckham High Street near Rye Lane last month and a regular commuter has noticed that road users are not using the crossing properly. Could the Metropolitan Police Service deploy some officers during peak hours to take action against this unsafe behaviour?

[The Mayor](#)

My thoughts are with the family and friends of the deceased. Your concerns have been brought to the attention of the Borough Commander.

Dispute over funding between TfL and MPS

Question No: 2015/3207

[Jenny Jones](#)

In MOPAC's papers for September 'Budget Monitoring and Budget and Reserves Movements 2015 - Period 3' you note the 'ongoing dispute between MPS and TfL regarding the service provided by Met CC' and £1.6m funding. Can you please explain what the dispute is about and what you are doing to resolve it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Undercover officers

Question No: 2015/3208

[Jenny Jones](#)

Thank you for your answer to my questions 2015/2693 and 2015/2692 regarding Undercover Special Operation Squad where you respond to my question about whether any officers would be placed in significant danger as a result of their identities being revealed? You state "concerning the danger faced by officers, this would require individual risk assessment to be carried out in each case and the assessment would be likely to vary dependent on when such a request was made."

- Was a risk assessment carried out on any of the officers identified by the women who claimed to have had been misled into having relationships with Met Police undercover officers?
- Was this risk assessment done prior to the Met Police defending their 'neither confirm, nor deny' policy in court?
- Has the Met ever carried out such a risk assessment on any undercover officer who faced being exposed in Parliament, or the media?

[The Mayor](#)

The Metropolitan Police have strict procedures around the use of undercover officers, much of this is set out in the Covert Human Intelligence Source code of practice of the Regulation of Investigatory Powers Act 2000. Section 6.14 states 'Before authorising the use of conduct of a CHIS (undercover operative), the authorising officer should ensure that a risk assessment is carried out to determine the risk to the CHIS of any tasking and the likely consequences should the role of the CHIS become known. The ongoing security and welfare of the CHIS, after the cancellation of the authorisation, should also be considered at the outset. Also, consideration should be given to the management of any requirement to disclose information tending to reveal the existence or identity of a CHIS to, or in, Court.' Hence you can see that risk assessments are at the heart of all actions and procedures. The Deputy Mayor for Policing and Crime regularly meets with Commander Richard Martin as part of his oversight of this critical area of policing.

The number of operatives within the unit has not been made public at this time and the units remain subject to an ongoing investigation by Operation Herne. Risk assessments are maintained assessing levels of threat, which would vary dependent upon the different circumstances of each individual case.

ANPR and privacy

Question No: 2015/3209

[Jenny Jones](#)

With reference to my question 2015/2694, I note that you failed to answer whether there was any reference to "images" in the consultation on ANPR and privacy. You also state that "Whilst this aspect is not articulated at length within the 2014 PIA, it has been the subject of significant dialogue between stakeholders." Do you agree that a discussion amongst an exclusive group of 'stakeholders' which MOPAC has selected, does not constitute a legal definition of a 'public consultation?' Also, if this was 'a significant dialogue' why did you then fail to mention it at all in the public consultation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

RIPA surveillance and journalists (1)

Question No: 2015/3210

[Jenny Jones](#)

Thank you for your answer to my question 2015/2698 regarding journalists' communications data. Can you explain how you identify a 'journalist' when using a RIPA authorisation during an investigation, in order to ensure that any requests relating to them are excluded from RIPA and "obtained through a PACE order"?

[The Mayor](#)

Applicants are required to complete a comprehensive form which needs to incorporate the fullest details of the subject about who they are requesting communications data, if they are known. This includes a specific checklist for privileged occupations such as lawyer, doctor, minister of religion or Member of Parliament. The IT workflow system immediately alerts the SPOC, Supervisor and Designated Person that the application relates to someone who occupies a privileged occupation. In the case of journalists the appropriate decision making can then take place to determine whether the application requires a judicial order, namely a Production Order, or not. The latter would be the case if the journalist is a victim or suspect in a case wholly unconnected to their profession or the pursuit of journalism. In all cases the identification of someone in a privileged occupation enables all decision makers to more carefully consider ECHR rights and take steps to minimise collateral intrusion.

RIPA surveillance and journalists (2)

Question No: 2015/3211

Jenny Jones

In your answer to my question 2015/2698, you state that the PACE order is appropriate for "those who occupy privileged occupations are recorded as such and notified to IOCCO at each inspection." Can you outline the categories included in the privileged occupations, the process for identifying them and how often this is updated with an IOCCO inspection?

The Mayor

Please refer to my reply to MQ 3210 /2015 for the information about application process and privileged occupations.

All Communications Data Acquisition Units are inspected annually by IOCCO, and are required to record and retain any applications pertaining to journalists, which should be made available at inspection or at any time of asking by IOCCO.

What happened to Mayor's tree canopy cover target?

Question No: 2015/3212

Jenny Jones

According to your 2011 'Managing risks and increasing resilience' Climate Change Adaptation Strategy the Mayor made a commitment to 'increase tree cover across London by 5 per cent (from 20 to 25 per cent) by 2025. This according to your former environment advisor equated to an extra 2 million trees to combat the predicted rises in summer temperatures. However, according to your GLA's business plan 2014/15 your revised target is to 'increase street tree cover by five per cent by 2025'. Approximately how many street trees does your new target equate to?

The Mayor

The text in the 2014-5 business plan should have stated "increase tree cover by five per cent by 2025". The 2015-17 business plan published in May 2015 corrected this error from the year before: www.london.gov.uk/sites/default/files/Business%20Plan%202015-17%20v3_0.pdf.

My target is to increase tree cover across London by 5 per cent (from 20 to 25 per cent) by 2025. More information about my tree planting programmes and about measuring the tree canopy cover in London can be found on the website at: www.london.gov.uk/priorities/environment/greening-london/re-leaf.

Trees planted via RE:LEAF

Question No: 2015/3213

Jenny Jones

According to your RE:LEAF webpage, your partnership programme planted 73,500 trees since 2011. Can you confirm that this is a correct figure or supply an accurate figure?

The Mayor

We collect information annually from RE:LEAF partner organisations about their tree planting activities in London, as well as keeping track of trees planted through GLA funded programmes such as Pocket Parks and the Mayor's High Street Fund. It is estimated that approximately 400,000 trees have been planted in London by the partnership since 2011, including 20,000 street trees. The new website will be updated to reflect this.

In addition to the information we collect on the activities of the partnership many more trees will be planted by other landowners and managers including London boroughs, Registered Social Landlords, and on private land.

River restoration target

Question No: 2015/3214

Jenny Jones

According to your answer to my question 2013/4678 you have a target to drive forward 25km of river restoration by 2020. What progress have you made?

The Mayor

Since my response to your previous question, additional river restoration projects have been delivered by my Big Green Fund at Firs Farm in Enfield and through development-led projects in Croydon, Havering and Lewisham. Furthermore, to support implementation of my London Plan policy, Lewisham Council are preparing a River Corridor Improvement Plan to encourage further river restoration in the borough - see <http://www.lewisham.gov.uk/myservices/planning/policy/LDF/SPDs/Documents/DraftRCIPSPD.pdf>

The latest published figures on the length of river restoration can be found in the

2013/14 London Plan Annual Monitoring Report. See -

<http://www.london.gov.uk/sites/default/files/Annual%20Monitoring%20Report%202011.pdf>

Expanding river restoration to tackle flood threat

Question No: 2015/3215

[Jenny Jones](#)

Will you review London's 600 kilometers of rivers, across its 13 major river catchment areas to identify priority river restoration projects that will significantly reduce the risks residents face in areas that are at high risk of local river flooding?

[The Mayor](#)

My officers already work with London boroughs, the Environment Agency and other relevant stakeholders to identify and promote river restoration projects and to better manage flood risk throughout London. The key is to tie together the physical opportunities with potential funding sources. This needs constant engagement between GLA officers and other stakeholders.

London Rivers Action Plan

Question No: 2015/3216

[Jenny Jones](#)

Do you have any plans to update your 2009 'London Rivers Action Plan'?

[The Mayor](#)

The London Rivers Action Plan was produced by a partnership led by the Environment Agency. The Environment Agency is currently considering the need to update the plan.

The objectives of the plan will be incorporated into the forthcoming London Environment Strategy and the review of the London Plan.

Governor of the Bank of England climate change warnings

Question No: 2015/3218

[Jenny Jones](#)

Mark Carney, the Governor of the Bank of England in his recent speech on the risks of climate change to Lloyds of London said "The far-sighted amongst you are anticipating broader global impacts on property, migration and political stability, as well as food and water security." Are you updating the evidence base for your climate change adaptation and economic policies to adequately reflect these risks?

[The Mayor](#)

Yes.

Climate sceptic views

Question No: 2015/3219

[Jenny Jones](#)

Do you still stand by your view that climate 'sceptics' might be right as you indicated in response to my question 2014/4203?

[The Mayor](#)

That is not an accurate recollection of my response to Question 4203. In my response I said:

'I have always said that I cannot possibly dissent from the best scientific advice. I am not sufficiently versed in meteorology and climatology to dissent. What I have also said is that even if the sceptics are right, it is a good thing for the city to reduce pollution, to reduce consumption and to reduce CO2 emissions because you save people loads of money, particularly people who are in fuel poverty, who cannot insulate their homes and so on.'

You will see from the above extract of the transcript that I said 'even if the sceptics are right', not that the sceptics might be right. These are two very different statements.

Housing Zones - existing site uses

Question No: 2015/3220

[Darren Johnson](#)

For each Housing Zone, where this data is now available, how many existing homes will be demolished, broken down by tenure?

[The Mayor](#)

We will put the information online shortly.

Housing Zones - new homes

Question No: 2015/3221

[Darren Johnson](#)

For each Housing Zone, where this data is now available, how many new homes will be built, broken down by tenure?

[The Mayor](#)

We will put this information online shortly.

Empty properties

Question No: 2015/3222

[Darren Johnson](#)

How many properties owned by each of (a) GLA, (b) MOPAC/MPS, (c) LFEPA/LFB and (d) TfL are currently empty? Please include properties being looked after by security firms, property guardians etc.

[The Mayor](#)

Please see my response to MQ 2787 / 2015.

Property guardian companies

Question No: 2015/3223

[Darren Johnson](#)

How much has each of (a) GLA, (b) MOPAC/MPS, (c) LFEPA/LFB and (d) TfL given to property guardian companies to protect empty assets in each of the past three years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Mutual exchange for wheelchair accessible homes

Question No: 2015/3224

[Darren Johnson](#)

A constituent has written to me about his difficulties finding a wheelchair adapted home at social rent. Will you look at whether the GLA could work with boroughs to help find mutual exchange opportunities so that new homes being built, or new voids that could be adapted, can be made available to those most in need?

[The Mayor](#)

My Housing Moves mobility scheme incorporates homes adapted for wheelchair users. For example, wheelchair adapted properties accounted for 10 per cent of the homes in the East Village that were let through the scheme. In addition, I am piloting an arrangement with the Housing Exchange mutual exchange scheme whereby Housing Moves applicants can easily obtain details of properties meeting their requirements through that as well as the Housing Moves scheme.

Road collisions map

Question No: 2015/3225

[Darren Johnson](#)

I welcome the recent publication by TfL of an interactive Londonwide collisions map. Will TfL use its own collisions data to update this map to show all deaths, serious and slight injuries caused to Londoners by TfL buses since 1st April 2007?

[The Mayor](#)

I am pleased that you welcome the publication of the Capital's first interactive digital collision map, which has achieved over 30,000 views since it launched. The London Collision Map is part of TfL's continued drive to improve road safety awareness and to reduce the number of casualties in the Capital.

The map shows personal injury collisions that occurred on the public highway, as reported by the police in accordance with the Department for Transport's (DfT) Stats 19 national reporting system. Collisions involving buses contracted to TfL, as well as private coaches, are reported under the single Stats 19 category 'bus or coach' and the map provides information about when, where and how severe these collisions were, with information back to 2005.

Police data is the most detailed, complete and reliable single source of information on road collisions and TfL is working with both the DfT and the police to further enhance the collection and reporting of road safety figures.

To enhance transparency of incidences on the bus network, all injury incidents (including the boroughs in which they occur) are now published on the TfL website each quarter. It is not possible to geo-code these events in most cases as, unlike trained police officers who are on site to record details of incidents, most bus incidents are minor in nature so information is recorded by the driver after the event and does not capture this level of location detail.

New Bus for London Windows (1)

Question No: 2015/3226

[Darren Johnson](#)

In your response to 2015/1697 you stated 'It would not be desirable to make air cooling units work harder to nullify the effects of warmer air entering the bus through open windows. For this reason, there has been no assessment of costs for retrofitting buses with windows.' Given that you recently announced that all New Bus for London vehicles will now be retrofitted with opening windows, do you stand by your statement that such a retrofit programme had not been costed by TfL in June 2015?

[The Mayor](#)

The statement is correct. No such retrofit programme was costed by TfL in June 2015 as no decision had been taken at that point.

New Bus for London Windows (2)

Question No: 2015/3227

[Darren Johnson](#)

Why was the decision to fit opening windows only taken in September 2015 after passengers had endured uncomfortably high temperatures throughout four summers since the first vehicles went into operation in 2012?

[The Mayor](#)

TfL has been looking at a series of measures to make the upper saloon of all double-deck buses more comfortable in response to spells of exceptionally hot weather in recent summers.

It has already reconfigured existing air-cooling systems to improve air flow on the upper and lower decks, altered thermostatic controls to make them come on earlier to help reduce heat build up, and is currently trialling solar film which under test conditions can reduce heat gain by up to 5C.

These measures have been undertaken over several years. The decision to add opening windows to New Routemasters is a further step and has been carefully considered following customer feedback. It will provide the benefit of greater air flow in vehicles which passengers tell us makes them feel more comfortable.

New Routemaster buses fuel consumption (1)

Question No: 2015/3228

[Darren Johnson](#)

Can you publish the latest figures for the monitoring of 'on the road' fuel consumption and MPG achieved for the Euro 6 New Routemaster Bus? Can you please provide separate figures for the other makes of Euro 6 buses now running on London's roads?

[The Mayor](#)

TfL has been tracking the fuel consumption of a sample of Euro VI New Routemasters in service and will publish the results once sufficient data has been gathered to ensure it is robust. This will be a sample because of the sheer scale of data collection required.

The independent route 159 simulation at Millbrook Proving Ground remains the best and most accurate way of benchmarking different vehicle types against each other under identical real-world conditions. The bus remains the most fuel efficient and lowest CO2 emitting hybrid bus of its type in the fleet.

The value of in-service data is more limited because of constantly varying factors that affect miles per gallon performance such as average speeds, the number of stops and starts, acceleration, braking, topography, outdoor temperature and traffic congestion.

New Routemaster buses fuel consumption (2)

Question No: 2015/3229

[Darren Johnson](#)

How do you account for the large discrepancy between the Millbrook test results for the Euro 5 New Routemaster and the on the road MPG figures? Why is this gap between reality and the test so much larger for the New Routemaster, than for any of the other hybrid buses in London?

[The Mayor](#)

The independent route 159 simulation at Millbrook Proving Ground is used for benchmarking bus emissions and fuel consumption in an identical way - free from outside factors.

There are many variations to the nature of routes in London which can lead to vehicles achieving higher or lower miles per gallon rates. These include topography, the number of stops and starts, length of routes, average speeds, acceleration, braking, outside temperatures and impact of traffic.

As there are so many variable factors that can produce quite different results, a uniform test is the best way to assess performance within known conditions that can be accounted for.

New Routemaster buses fuel consumption (3)

Question No: 2015/3230

[Darren Johnson](#)

Will you ask Transport for London to calculate the likely difference in emissions as a result of the gap between the New Routemaster test results and their actual performance on the road?

[The Mayor](#)

Please see my response to MQ 2015 /3229.

TfL obligation to report lawbreaking by bus drivers

Question No: 2015/3231

[Darren Johnson](#)

If TfL received video evidence of one of its bus drivers breaking the law, for example by running a red light, is TfL -as regulator and as Transport Manager of London Buses Ltd (the primary contractor) currently under any obligation to report this incident to the police?

[The Mayor](#)

Bus drivers are directly employed by contracted bus operators, not TfL. While TfL does not have an obligation to pass on any reports of illegal bus driver behaviour, it would provide appropriate information to the Metropolitan Police Service and the bus operator so suitable action can be taken.

'Pay as you go' driving

Question No: 2015/3232

Darren Johnson

When will TfL publish its research on pay as you go driving in London?

The Mayor

TfL has not commissioned any new research on pay as you go driving in London.

Following the work undertaken by the Roads Task Force, TfL has committed to exploring a range of strategic measures to help ensure that we can deliver improvements to walking, cycling and the urban realm while also tackling congestion. The potential role of road pricing was identified as one element of a package of such measures, and pay as you go driving or other changes to the way Londoners pay for roads are among a number of options that TfL is exploring in this context.

Silvertown Tunnel ventilation shafts

Question No: 2015/3233

Darren Johnson

Please provide the exact location of the ventilation shafts where the fumes emitted by vehicles using the Silvertown Tunnel will be expelled.

The Mayor

The exact location of the ventilation shafts will not be determined until closer to the time of the scheme construction. However, illustrative plans have been provided as part of the scheme consultation to allow people to understand how the scheme could be delivered and how it would sit with the plans for the areas around the tunnel portals.

The illustrative plans of the portal buildings, including the ventilation towers, can be found at:

<http://content.tfl.gov.uk/preliminary-design-and-access-statement-chapter-06-to-09.pdf>

Introduction of free-flow charging at Dartford Crossing - suitability for Silvertown Tunnel scheme

Question No: 2015/3234

[Darren Johnson](#)

Do you consider the free-flow charging regime at the Dartford Crossing to be a successful model on which to base the user charging regime for the Silvertown Tunnel?

[The Mayor](#)

As highlighted in the consultation material, which can be found at <https://consultations.tfl.gov.uk/rivercrossings/silvertown?cid=silvertown-tunnel>, the user charge would be collected automatically, using systems similar to those currently in use for the Congestion Charge. This is a model which has been successfully operated by TfL for a number of years.

Delays at junctions caused by Silvertown Tunnel scheme

Question No: 2015/3235

[Darren Johnson](#)

Please list the 8 junctions where delays would exceed 10 Passenger Car Unit (PCU) hours if the Silvertown Tunnel scheme were implemented and state the number of anticipated hours of delay for each junction?

[The Mayor](#)

A list of junctions where delays would exceed 10 Passenger Car Unit hours is provided in Table C-1 in Appendix C of the Preliminary Transport Assessment, which can be found on the link below:

<http://content.tfl.gov.uk/preliminary-transport-assessment-appendices-a-to-f.pdf>.

Delay per user is given for each junction, which is considered to be the most accessible metric for stakeholders reviewing the public consultation material.

Silvertown Tunnel traffic flow data

Question No: 2015/3236

[Darren Johnson](#)

Based upon your latest consultation on the Silvertown Tunnel, can you please give figures for:

- Current daily traffic flows across the Blackwall Tunnel
- Projected daily traffic flows for the Blackwall Tunnel in your 2021 base-case (with no Silvertown crossing)
- Modelled daily traffic flows for the combined Blackwall Tunnel and Silvertown Tunnel in 2021

- An additional break-down of these figures by AM and PM Peak, plus Inter-Peak.

The Mayor

1. Current daily traffic flows across the Blackwall Tunnel:

Figure 4-14 on page 80 of the Preliminary Transport Assessment (PTA) shows two-way daily weekday flows at the Blackwall Tunnel. This can be found at:

<http://content.tfl.gov.uk/preliminary-transport-assessment-chapters-01-to-08.pdf>

2. Projected daily traffic flows for the Blackwall Tunnel in your 2021 base-case (with no Silvertown crossing)

Between 06:00 and 22:00 the estimated total traffic flows across the whole period are around 48,000 vehicles in each direction. This is based on a combination of hourly traffic flows from the detailed traffic models alongside estimates of the relationship between the peak hour and the rest of the day. The latter has been estimated on observed hourly traffic count profiles taken from the Blackwall Tunnel, as well as other sites across east London.

3. Modelled daily traffic flows for the combined Blackwall Tunnel and Silvertown Tunnel in 2021

The overall daily traffic flows are expected to show little change if the Silvertown Scheme is implemented, at around 48,000 vehicles in each direction.

4. An additional break-down of these figures by AM and PM Peak, plus Inter-Peak.

A break-down of the figures for the AM peak hour (08:00-09:00), inter-peak average hour (10:00-16:00) and PM peak hour (17:00-18:00) are provided in Section 7.2 of the PTA. This section of the Preliminary TA also explains the wider AM and PM peak period contraction effects that could occur with the Silvertown Tunnel. For example, during the AM peak hour (08:00-09:00) the northbound flow through the Blackwall Tunnel is expected to be around 3200 passenger car units (PCU) without the scheme. For the wider AM peak period (06:00-10:00) the northbound flow is around 12,200 PCUs. If the Silvertown Tunnel is implemented, the AM peak hour (08:00-09:00) northbound flow through the combined Blackwall and Silvertown Tunnels is expected to be around 3,700 PCU. However, across the wider AM peak period (06:00-10:00) the flow is expected to show little change, remaining at around 12,200 PCUs.

Silvertown Tunnel - health impacts

Question No: 2015/3237

[Darren Johnson](#)

The Introductory Health Impact Assessment for the Silvertown Tunnel states 'the overall health impact (of the scheme) is assessed as uncertain'. Unless it can be proven that the project will not have a negative impact on the health of Londoners, will you call a halt to preparatory work on the tunnel?

[The Mayor](#)

The Preliminary Health Impact Assessment (HIA) concludes that, based on the information available, the scheme's improvements to accessibility and bus services are likely to have a positive impact on health and wellbeing. The assessment acknowledges uncertainty due to the fact that the scheme is still being developed.

The HIA finds no major adverse impacts on health from the operational scheme and a number of positive impacts. It is therefore not expected that the final health impact assessment for the scheme would have a negative impact on health. However, if any negative or adverse impacts on health are identified then work will be undertaken to seek ways to mitigate and address these.

Silvertown Tunnel and Dieselgate Scandal

Question No: 2015/3238

[Darren Johnson](#)

Richard de Cani of TfL has stated that TfL's air quality modelling for the Silvertown tunnel reflects 'real world driving conditions'. Yet, your testing of 13 vehicles on a London test track showed that the diesel cars were above the expected level, even after you had made allowance for the difference between European test results and 'real world driving conditions'. Have you amended your pollution modelling to take account of these tests and the VW scandal?

[The Mayor](#)

The air quality modelling for the Silvertown Tunnel project used COPERT 4 emissions functions, which are designed to represent the emissions of vehicles in real-world driving rather than the results of type-approval testing.

Silvertown tunnel - total project costs

Question No: 2015/3239

[Darren Johnson](#)

In your response to 2015/0063 you stated that the overall projected cost for the Silvertown Tunnel project had increased from £600m (Oct 2012) to £700m (Sept 2013) to £750m (Oct 2014). What is the current total projected cost of the project?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Impact of Silvertown Tunnel toll on Greenwich town centre

Question No: 2015/3240

Darren Johnson

Concerns have been raised that the imposition of a toll on the Silvertown and Blackwall Tunnels could encourage drivers to use the Rotherhithe Tunnel and cause an influx of traffic to Greenwich town centre. How would TfL seek to stop this from happening?

The Mayor

Figures 7-13 to 7-15 in the Preliminary Transport Assessment show that negligible change in traffic flows are forecast for Greenwich Town Centre. This information can be found at: <http://content.tfl.gov.uk/preliminary-transport-assessment-chapters-01-to-08.pdf>.

Therefore, no specific measures to prevent traffic increases appear warranted at this stage. However, Greenwich Town Centre would form part of the monitoring programme and the need for any future mitigation would be considered in consultation with the Royal Borough of Greenwich. Further information on the monitoring programme can be found in the Preliminary Monitoring and Mitigation Strategy at: <http://content.tfl.gov.uk/preliminary-transport-assessment-appendices-a-to-f.pdf>.

Silvertown Tunnel - increase in cross-river traffic

Question No: 2015/3241

Darren Johnson

Do you forecast an overall increase in cross-river traffic if the Silvertown Tunnel is built?

The Mayor

Overall, cross river traffic is expected to show little change across the whole day. Figure 7-11 in the Preliminary Transport Assessment shows a small reduction in overall private vehicle trips and an increase in overall public transport trips in the east sub-region. This can be found at: <http://content.tfl.gov.uk/preliminary-transport-assessment-chapters-01-to-08.pdf>.

Silvertown Tunnel - impact on A2 at Kidbrooke

Question No: 2015/3242

Darren Johnson

How would the southbound bottleneck of the A2 at Kidbrooke cope with the extra traffic that will result from the Silvertown Tunnel?

The Mayor

Table C-1 in Appendix C of the Preliminary Transport Assessment shows no significant delay is expected for southbound traffic at this location. This information can be found at:

<http://content.tfl.gov.uk/preliminary-transport-assessment-appendices-a-to-f.pdf>.

However, the junction would form part of the scheme monitoring programme and the need for any future mitigations would be considered in consultation with the Royal Borough of Greenwich. Further information on the monitoring programme can be found in the Preliminary Monitoring and Mitigation Strategy at <http://content.tfl.gov.uk/preliminary-transport-assessment-appendices-a-to-f.pdf>.

Silvertown Tunnel - road widening

Question No: 2015/3243

Darren Johnson

Please list all roads which would need to be widened to accommodate the extra traffic from the Silvertown Tunnel and provide the cost of widening these roads.

The Mayor

The only road layout changes proposed are where the new tunnel links to the A102 Blackwall Tunnel Approach on the Greenwich Peninsula and the Tidal Basin Roundabout at the Royal Docks. These changes are shown in the scheme layout plan included in the Preliminary Maps, Plans and Drawings, which can be found at: <http://content.tfl.gov.uk/preliminary-maps-plans-and-drawings.pdf>

Silvertown Tunnel - river crossings user survey methodology (1)

Question No: 2015/3244

[Darren Johnson](#)

TfL commissioned a survey in 2013 of users of river crossings in the east of London. 30,134 survey postcards were distributed to drivers at the Blackwall Tunnel approaches. 788 surveys were completed. Do you consider 788 respondents to be a big enough sample from which to draw any conclusions with certainty?

[The Mayor](#)

For the purposes of the analysis presented in p58-63 of the Preliminary Transport Assessment, the 788 responses provide sufficient information to enable an understanding of which boroughs users typically travel from or to.

The survey was designed by Accent in collaboration with Rand Europe, considered experts in the field, and due consideration was given to the robustness of the data when drawing conclusions.

Silvertown Tunnel - river crossings user survey methodology (2)

Question No: 2015/3245

[Darren Johnson](#)

Just 2.6% of drivers using the Blackwall Tunnel responded to TfL's survey. Does this suggest strong support or interest in any new road river crossing scheme amongst drivers?

[The Mayor](#)

Please see the response to MQ 2015/3244.

Woolwich Ferry

Question No: 2015/3246

[Darren Johnson](#)

In previous stages of consultation on Thames river crossings, TfL outlined plans to shut down the Woolwich Ferry. However, in October 2014 it began work to enable the ferry to cope with the estimated increase in vehicle weights over the next ten years. The Head of London River Services anticipates that the service will run 'for the foreseeable future'. What new information came to light that caused TfL to change its plans in this way?

[The Mayor](#)

TfL is investing in the Woolwich Ferry to ensure it remains reliable and fit for purpose for the future. Refurbishment works have ensured that the ferry docking areas are in good order and a reliable service is provided into the 2020s. No decisions have been taken as to whether the ferry services would continue beyond the opening of any new river crossings.

Capacity issues on roads across south east London

Question No: 2015/3247

Darren Johnson

In section 4.2.32 of the preliminary transport assessment capacity issues on the A206 Woolwich Road, A207 Shooters Hill Road, A2 Rochester Way, A20 Sidcup Road, A13, A118 Romford Road and A1205 Burdett Road are identified but 'in most cases these capacity issues are not linked to capacity constraints at the Blackwall Tunnel; rather they represent other constraints across the wider network.' Wouldn't taking steps to reduce the overall amount of traffic across the wider network therefore be a better solution than making plans for a Silvertown Tunnel?

The Mayor

The Silvertown Tunnel Scheme has been developed to address the key objectives identified in section 1.3.12 of the Preliminary Transport Assessment, which can be found at <http://content.tfl.gov.uk/preliminary-transport-assessment-chapters-01-to-08.pdf>.

However, the Silvertown Tunnel is by no means the only transport solution that is being pursued in this part of London to address congestion. TfL has an extensive programme of public transport improvements, walking and cycling schemes, smarter travel activities, bus priority measures, freight initiatives and corridor improvement plans, such as the further roll out of SCOOT to optimise traffic signal timings across the network. Details of the larger projects and initiatives that TfL is pursuing can be found at: <https://tfl.gov.uk/travel-information/improvements-and-projects/>.

Congestion as an 'incident' at Blackwall Tunnel (1)

Question No: 2015/3248

[Darren Johnson](#)

In the preliminary transport assessment TfL report that 2171 'incidents' took place at the Blackwall Tunnel in 2013. Congestion is the biggest category of incident (670 occurrences), yet in figure 4.26 congestion incidents are excluded from a graph of incident types as these 'do not represent an 'incident' in the conventional sense.' One of the main arguments TfL use in favour of the Silvertown Tunnel is that it would address a lack of resilience at the incident-prone Blackwall Tunnel. Given that TfL's categorisation of congestion as an incident could be construed as misleading, will you update the preliminary transport assessment (table 4.2) to exclude incidences of congestion?

[The Mayor](#)

The London Streets Tunnel Operations Centre record incidents at the Blackwall Tunnel by a number of categories, including congestion. The Silvertown Tunnel Preliminary Transport Assessment makes clear the distinction between congestion incidents and other types of incidents, and it is noted that congestion incidents do not necessitate a closure of the tunnel. Fig 4.26 specifically relates to closure incidents.

Further information on incidents and closures at the Blackwall Tunnel can be found in Appendix D of the Preliminary Transport Assessment (<http://content.tfl.gov.uk/preliminary-transport-assessment-appendices-a-to-f.pdf>). Within this appendix, there is a section on the changing patterns of incidents at Blackwall Tunnel (page 300). This explains that whilst measures have been successfully introduced since 2010 to reduce the overall number of incidents at the Blackwall Tunnel, the number of congestion incidents has in fact increased which suggests that congestion is getting worse on the tunnel approach roads.

Congestion as an 'incident' at Blackwall Tunnel (2)

Question No: 2015/3249

[Darren Johnson](#)

How many of the 400 'general congestion' incidents at or in the vicinity of the Blackwall Tunnel were a result of the knock-on impact of an incident occurring elsewhere on the road network?

[The Mayor](#)

When an incident is recorded as a 'congestion incident' at or in the vicinity of the Blackwall Tunnel, this is as a result of high traffic volumes at this location. This data excludes congestion at the Tunnel caused by incidents elsewhere on the road within the GLA boundary. Outside the GLA boundary, analysis shows that less than one such 'congestion incident' a month at the Blackwall Tunnel is associated with a prolonged incident at the Dartford Crossing.

HGV Incidents at Blackwall Tunnel

Question No: 2015/3250

[Darren Johnson](#)

According to the Silvertown Tunnel consultation website there are almost 1,000 incidents a year at the Blackwall Tunnel, including a large number caused by tall HGVs. How much has TfL invested in signage or driver education campaigns to deter drivers of unsuitably large HGVs from attempting to access the Blackwall Tunnel over the past 20 years?

[The Mayor](#)

Since 2010, TfL has invested over £1.5m on infrastructure and training to minimise disruption to Blackwall Tunnel from over height vehicles.

Signage for HGVs has been improved in terms of clarity and location for both north and southbound tunnels. Infrastructure has also been installed, such as automated over height detectors linked to number plate readers and variable message signs, to display a vehicle's registration details when limits are breached.

This investment has seen the number of incidents fall by 30 per cent since 2010, predominantly due to a reduction in incidents involving over height vehicles.

With regards to driver education, over height HGV compliance is one of TfL's target areas. In 2012/13, TfL conducted a trial training course for 300 HGV drivers to raise awareness of a range of incidents, including over heights. This helped inform the development of the Safe Urban Driving course; almost 20,000 HGV drivers have now received this training. On the back of this success, TfL has recently launched the Staying Legal course for HGV drivers, which includes education on over heights and the specific incidents at Blackwall Tunnel. TfL is targeting training at a further 1,500 drivers by the end of March 2016.

AM peak journey time reliability on Transport for London radial corridors

Question No: 2015/3251

[Darren Johnson](#)

Please list all Transport for London radial corridors

- a) where journey time reliability has improved since 2013/14
- b) where it has worsened since 2013/14

[The Mayor](#)

Traffic volumes in London have continued to increase due to the Capital's strong economy and rapid population growth. At the same time, there has been a huge amount of building and construction, with developers, boroughs and utility providers building additional homes, shops, public places and infrastructure. We expect an extra 5 million trips a day by 2030, on top of the 30 million daily trips taking place currently.

This growth is changing the way our roads operate. In response to this, TfL is overseeing the largest ever investment in London's roads and streets through its £4bn Road Modernisation

Plan. This plan comprises numerous projects and programmes that will transform some of the busiest roads and junctions in London making them safer and more attractive for all road users including vulnerable road users.

The overall performance of the road network has been affected by this rising construction activity, and journeys on many inbound radial routes have seen a decline in journey time reliability. TfL is actively managing the impacts to ensure traffic keeps moving. Currently journey time reliability for the TLRN as whole for Q2 2015/16 is 0.4 per cent above target.

AM peak JTR has improved since 2013/14 on the following radial corridors:

A10 outbound	A10 inbound	A21 outbound
A316 inbound	A316 outbound	A4 outbound
A40 inbound	A41 outbound	

AM peak JTR has worsened since 2013/14 on the following radial corridors:

A1 outbound	A1 inbound	A12 outbound
A12 inbound	A13 outbound	A13 inbound
A2 outbound	A2 inbound	A20 outbound
A20 inbound	A21 inbound	A23 outbound
A23 inbound	A24 outbound	A24 inbound
A3 inbound	A3 outbound	A4 inbound
A40 outbound	A41 inbound	Blackwall south
Blackwall north		

* Assumptions:

* 2013/14 JTR is taken as the average JTR for the 13 periods that make up 2013/14.

* The comparison period JTR is taken as the average JTR across the last 13 periods (i.e. P7 2014/15 to P6 2015/16).

New river crossings - cost of preparatory work (1)

Question No: 2015/3252

[Darren Johnson](#)

How much has been spent in total on preparatory work for the Silvertown Tunnel?

[The Mayor](#)

The total expenditure on preparatory work for Silvertown Tunnel up to September 2015 is £8.6m. This includes a combination of design and feasibility work; traffic, site, river and environmental surveys; traffic, transport, environmental and economic modelling and analysis; stakeholder engagement and public consultations; legal and consents advice; commercial and procurement work; and project management.

In addition to this, £2.3m was spent on the overall river crossings programme before separate budgets were set out for Silvertown and crossings East of Silvertown.

New river crossings - cost of preparatory work (2)

Question No: 2015/3253

[Darren Johnson](#)

How much has been spent in total on preparatory work for river crossings east of Silvertown?

[The Mayor](#)

The spend on preparatory work specifically for river crossings east of Silvertown, up to September 2015, is £1.9m.

In addition to this, £2.3m was spent on the overall river crossings programme before separate budgets were set out for Silvertown and crossings East of Silvertown.

Consultations - Gallions Reach and Belvedere river crossings

Question No: 2015/3254

[Darren Johnson](#)

The Silvertown Tunnel consultation website states 'We will hold a consultation on our plans for new crossings at Gallions Reach and Belvedere at the end of November.' Will there be separate consultations for each project?

[The Mayor](#)

No. The planned consultation will cover both crossings in a single consultation, as per the previous consultation in 2014. This will give people an opportunity to comment on the options and provide us with valuable feedback to help us progress the crossings further.

Feeder routes to cycle superhighways

Question No: 2015/3255

[Darren Johnson](#)

Do you plan to develop, extend and improve feeder routes to cycle superhighways, in particular the new cycle superhighway 1?

[The Mayor](#)

Yes.

Lewisham Gateway Junction

Question No: 2015/3256

[Darren Johnson](#)

Is it acceptable that in 2015 a major junction in a town centre is being redesigned from scratch without providing safe space for cyclists? Will you therefore ask TfL to revisit its designs for the Lewisham Gateway road layout in the town centre?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Outer London cycling potential analysis

Question No: 2015/3257

[Darren Johnson](#)

Has TfL commissioned any updated research to assess the extent to which outer London cycling potential has been realised since the 'Analysis of Cycling Potential' 2010 report?

[The Mayor](#)

TfL is currently carrying out research to assess the extent to which London cycling potential (as identified in the 'Analysis of Cycling Potential' 2010 report) has been realised. This will include analysis of outer London cycling potential. A report summarising the findings will be published in 2016.

Abbey Wood cycle superhub

Question No: 2015/3258

[Darren Johnson](#)

Thank you for your response to 2015/2066 in which you confirm a suburban cycle parking superhub will be delivered at Abbey Wood station by 2017. How many cycle parking spaces will be provided, what type of spaces will be provided e.g. Sheffield stands, secure lockers and what data did TfL use to decide how many spaces overall of each type would be appropriate?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Consistency in fares and free travel eligibility on suburban rail

Question No: 2015/3259

[Darren Johnson](#)

TfL provides free travel on all its services across the capital for those aged under 11 as do several other train operating companies. However almost all train operators in South London require children aged 5-10 to pay child fares. Whilst suburban rail ultimately needs to come under TfL control, will you lobby rail companies for consistency in fares and free travel eligibility in the meantime?

[The Mayor](#)

I agree that they should offer this. On rail services we already operate we do, and we would roll this out on any new services. I will continue to lobby the Train Operating Companies to do this.

Fare increases 2008 - 2015

Question No: 2015/3260

[Darren Johnson](#)

What was the average rise in (a) all TfL fares (b) tube and TfL rail fares, and (c) bus fares, each only for users who pay them, from May 2008 until the current date? What was inflation over this same period?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

GLA Computers - Supply Chain

Question No: 2015/3261

[Darren Johnson](#)

A recent report produced by 'GoodElectronics' showed that students as young as fifteen in China are being forced to work 12 hour days for months by their teachers, the government and local electronics companies, in order to graduate from school. The report traced the servers that they were making right back to major suppliers of the UK public sector, including Dell, Lenovo and HP. Will the Mayor look into whether any computers used in the GLA Group have been made by forced child or student labour, and check that procurement policies are adequate for this purpose?

[The Mayor](#)

I have noted the content of the report and the subsequent reported action by Dell and HP to suspend the use of interns in Chinese factories. Relevant contract managers across the GLA Group will be made aware of the issue.

Through its Responsible Procurement policy the GLA Group is committed to ensuring its suppliers source products ethically. TfL (who provide the procurement service to the GLA) have recently included new terms and conditions in its contracts enabling the termination of a contract if International Labour Organisation Conventions are breached by suppliers or their supply chains. TfL are currently considering the case to affiliate to Electronics Watch to support its ethical sourcing policy.

Air Quality - Enderby Wharf, Greenwich

Question No: 2015/3262

[Caroline Pidgeon](#)

Further to your approval of plans for a new cruise liner terminal at Enderby Wharf in Greenwich, are you satisfied that the independent air quality consultancy you instructed to study the impact of emissions arising from this development correctly identified the the typical electrical load, NOX emission rate, and 'hotelling' requirement of a cruise vessel in berth at this terminal?

[The Mayor](#)

The role of the GLA in reviewing planning applications is to assess the compliance or otherwise with relevant London Plan policies, not to duplicate the decision-making of the local planning authority. Amec Foster Wheeler (AMEC), as contractors to GLA, independently reviews some air quality reports on behalf of the GLA to verify their findings and provide advice to officers where necessary. In this case, the findings of AMEC's review were used to inform the overall assessment of the planning merits of the proposals and are summarised in the air quality section of the Mayor's stage two planning report (ref:D&P/2515b/02).

The electrical load used within the Council's own assessment was based on a typical medium sized cruise ship likely to berth at the terminal. AMEC's review of this assessment identified these figures as being compatible with a 3.5MW Tier II engine running at 1,050 rpm and the emission rates reflected Defra's emission factors for a ship in a SECA (Sulphur Emissions Control Area) in 2015. On review, the content of the report was considered acceptable.

As set out in the planning report, the assessment (as verified by AMEC) did find that in the worst case, that is if all the least favourable meteorological conditions coincided with the time spent by ships at berth, the development may give rise to small exceedances of the NO2 short term AQO. This is why over £400,000 has been secured towards local mitigation in accordance with Greenwich Council's Air Quality Action Plan, in addition to securing a low emissions transport scheme with the aim of minimising emissions from construction and operational traffic.

GLA officers are seeking further discussions with the Council's Environmental Health team with regards to the expenditure of the secured funds on the most effective mitigation measures possible.

Great Northern Train Cancellations

Question No: 2015/3263

[Andrew Boff](#)

On the Great Northern Hertford Loop Line there are frequent train cancellations. On weekdays between 5 pm and 6 pm only 4 trains per hour stop at Bowes Park Station although four other trains during that period stop at the stations before and after it. This means that cancellations impact unfairly on Bowes Park residents who can wait up to half an hour or more for the next train. Will the Mayor urge the train operator, Thameslink Railway, arrange for the other four trains to make an additional stop at Bowes Park when there are cancellations?

[The Mayor](#)

Trains serving Bowes Park station are operated by Great Northern as part of the Thameslink, Southern Great Northern (TSGN) franchise. TSGN is a Department for Transport (DfT) awarded franchise and therefore the provision of additional stops at Bowes Park during times of service disruption would be a matter for DfT, TSGN and Network Rail as the infrastructure provider.

I am continuing to make the case for TfL to have greater influence over rail services in London.

Sex Offenders

Question No: 2015/3264

[Andrew Boff](#)

In the last three measurable years, how many convicted sex offenders committed further sexual offences once released?

[The Mayor](#)

Sex offenders are managed through Multi Agency Public Protection Arrangements led by the National Offender Management Service. They will be able to provide this data.

Sex Offender Recidivism

Question No: 2015/3265

[Andrew Boff](#)

What measures have MOPAC put in place to tackle sex offender recidivism?

[The Mayor](#)

Tackling reoffending is a key priority for me and for partners across London. My Office for Policing and Crime has taken a leading role in bringing together local authorities and a wide range of criminal justice agencies to drive collective efforts and new approaches to tackle this issue.

At an operational level, sex offenders are managed through Multi Agency Public Protection Arrangements led by the National Offender Management Service and to which the MPS actively contributes. The MPS has a specialist public protection 'JIGSAW' team within each borough which has the responsibility for managing registered sexual offenders (RSOs) using risk management tools and a variety of tactics. Governance comes from the London Executive MAPPA Board, which consists of senior representatives from the Police, National Probation Service, London Prisons and other agencies that have a duty to co-operate such as health.

Car-Hill Formula

Question No: 2015/3266

[Andrew Boff](#)

Concerns have been raised that London's share of the 'Car-Hill Formula', deciding which proportion of NHS funding is allocated to each city, is not weighted correctly to London's health needs. How important do you think it is that London receives its fair share to enable our health service to help reduce health inequalities?

[The Mayor](#)

Through the London Health Board I will work to ensure that London gets its fair share of funding for primary care. High quality primary care is very important in addressing health inequalities through enabling all Londoners to access the health care and prevention services that they need.

Air Quality in London

Question No: 2015/3267

Andrew Boff

A recent project by the University College London found that eight out of nine areas surveyed in London breached EU limits for nitrogen dioxide in the air. What measures are being put in place to improve air quality ahead of the 2020 introduction of the Ultra-Low Emission Zone?

The Mayor

Like many other major cities in the world, nitrogen dioxide (NO₂) remains an issue for the Capital. However, things are improving - since 2008 there has been a 12% reduction in nitrogen dioxide (NO₂) concentrations and the number of Londoners living in areas exceeding EU limits for NO₂ has halved.

This is thanks to a wide range of measures I have put in place ahead of the world's first Ultra Low Emission Zone from 2020, including:

- Introducing a maximum age limit for taxis, which has led to more than 6,000 of the oldest taxis leaving the fleet since 2012;
- Enforcing Londonwide emission standards for heavy vehicles, with additional standards for large vans and minibuses from 2012;
- Converting all 50 buses on routes 507/521 to electric as part of my commitment for 300 zero emission buses in central London by 2020;
- Upgrading 1,800 of the older buses with SCR technology to reduce NO_x by up to 88%, and the introduction of Europe's largest hybrid bus fleet with 1,700 hybrid buses next year and 3,000 by 2020;
- Supporting the uptake of low emission vehicles thorough measures outlined in the Ultra Low Emission Vehicle Delivery Plan;
- Launching the Non Road Mobile Machinery Low Emission Zone, which is the world's first scheme to tackle both PM and NO_x from construction machinery;
- Delivering a new London-specific Local Air Quality Management system to help coordinate borough action on air quality;
- Providing £20million to London boroughs to deliver innovative air quality projects through the Mayor's Air Quality Fund.

Cancer Awareness

Question No: 2015/3268

[Andrew Boff](#)

Following your appointment of Zandra Rhodes as Ambassador for Breast Cancer, what measures have been put in place to raise awareness of the steps that can be taken to reduce breast cancer in London?

[The Mayor](#)

I am delighted that, as the London Breast Cancer Ambassador, Dame Zandra Rhodes has worked to raise public awareness of breast cancer, especially the importance of attending breast screening. Last year, with my former Deputy Mayor Victoria Borwick, she opened the new breast screening unit at the Sir Ludwig Guttmann Centre in Newham.

In July of this year Public Health England relaunched its 'Be Clear on Cancer' campaign specifically to raise awareness of the risk of breast cancer amongst women over 70 and increase their knowledge of lesser-known breast cancer symptoms. The same campaign last year saw a 25% increase in the number of breast cancers diagnosed, in women aged 70 and over, following an urgent GP referral compared with the same period two years earlier.

Santander Cycles to Greenwich (1)

Question No: 2015/3269

[Andrew Boff](#)

The Cutty Sark is just 400 metres from Island Gardens and is already a popular destination for Santander Cycles users despite them having nowhere to lock the bikes. Ignoring whether or not it would be TfL's preferred method of expansion, how much would it cost to introduce between 3 and 5 Santander Cycles docking locations around the Cutty Sark?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Santander Cycles to Greenwich (2)

Question No: 2015/3270

[Andrew Boff](#)

Will the Mayor ask TfL to come up with proposals for potential docking station/hire sites near to the Greenwich Foot Tunnel?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Santander Cycles to Greenwich (3)

Question No: 2015/3271

[Andrew Boff](#)

What would be the prerequisites for TfL to proceed with some initial Santander Cycles Docking stations in Greenwich?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Right to Buy

Question No: 2015/3272

[Andrew Boff](#)

Do you welcome the new voluntary deal that will enable housing associations to offer Right to Buy to their tenants?

[The Mayor](#)

I support the principle of extending the right to buy and am pleased that the housing associations have secured a deal with the Government to implement it.

Stamp Duty Devolution

Question No: 2015/3273

[Andrew Boff](#)

Can you please update us on your fiscal devolution discussions with Government?

[The Mayor](#)

Please see the answer to oral MQs 3279 and 3313 / 2015.

Affordable Housing (1)

Question No: 2015/3274

[Andrew Boff](#)

What is the estimated cost to i) Councils and ii) Housing Associations of requiring all affordable homes (at 80% of market rent or market sale) to be converted to social capped rent (50% of market value)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Affordable Housing (2)

Question No: 2015/3275

[Andrew Boff](#)

What is the likely impact on new housing delivery of requiring Councils and Housing Associations to convert all affordable homes (at 80% of market rent or market sale) to social capped rent (50% of market value)?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cost of Freezing Fares

Question No: 2015/3276

[Andrew Boff](#)

What would be the funding gap, compared to the current CPI +1 annual projection, of TfL freezing fares each year from 2016 to 2020?

[The Mayor](#)

If there were to be no increases in fares for the next five years this would result in a total reduction in TfL fares income of around £2bn over the period.

Garden Bridge

Question No: 2015/3277

[Andrew Boff](#)

How much of the £30m allocated by TfL to spend on the proposed Garden Bridge, has already been committed and is a sunk cost?

[The Mayor](#)

Approximately £20m of TfL's total contribution to the Garden Bridge has already been spent or committed: on the planning and development of the scheme; securing planning permissions; discharging planning conditions; and progressing to the point where the Garden Bridge Trust is able to let the construction contract and draw down on c£90m of private sector funding to cover construction costs.

GLA pension fund

Question No: 2015/3278

[Gareth Bacon](#)

Can you please tell me how much the GLA has invested in the LGPS? The total size of the GLA fund managed by the LPFA would be needed, as would the yearly contributions made to the LGPS over the last five years.

[The Mayor](#)

Current value of assets as at 31st March 2015 was £184,080,000.

Contributions received from members/GLA as follows:

	Members	Employer
2010/11	£1,847,000	£3,809,000
2011/12	£2,069,000	£4,258,000
2012/13	£2,272,000	£4,786,000
2013/14	£2,213,000	£4,732,000
2014/15	£2,767,000	£4,793,000

Use of Unmanned Aerial Vehicles near prisons

Question No: 2015/3282

[Kemi Badenoch](#)

Intelligence officers at the National Offender Management Service recently revealed they were concerned about the use of Unmanned Aerial Vehicles (UAVs) to drop packages containing illicit goods including illegal drugs, mobile phones and weapons into prisons. Has the Metropolitan Police Service dealt with any such instances of UAVs being used near prisons, and what steps have MOPAC taken to prevent such use?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Autism Charter

Question No: 2015/3283

[Kemi Badenoch](#)

Bedfordshire Police has recently become the first constabulary to sign up to the Autism Charter, and will deliver specific training across the force as part of a wider programme to educate officers about the different aspects of the autism spectrum and mental health. What plans does the Metropolitan Police Service have to introduce similar training for officers and staff?

[The Mayor](#)

As you may be aware, the MPS holds the National Police Chiefs Council lead for mental health and has led the way in terms of developing their response to working with vulnerable detainees.

The MPS is working closely with the College of Policing to develop the new Approved Professional Practice for Mental Health and Learning Disability. This includes identifying certain behaviors and symptoms that may relate to a number of conditions and illnesses, including autism in order to assess vulnerability, but recognises that officers are not medical professionals. In addition, the MPS will be delivering some voluntary autism awareness sessions in conjunction with City University in November 2015.

Moped Enabled Crime

Question No: 2015/3284

[Kemi Badenoch](#)

Figures obtained by Channel 4 news state that moped enabled crime where a suspect has tried to escape on a moped, bike or scooter has increased by 144% in the last 4 months in London. Given that recent guidance to Metropolitan Police Service officers states that if they are dealing with a moped rider who has failed to stop, they must request air support, what steps are being put in place to assist officers in tackling the growing number of moped enabled crimes?

[The Mayor](#)

Operation Venice is the MPS initiative to reduce the theft of Powered Two Wheel Vehicles (PTWs) and the subsequent offending linked to them. To reduce offences and bring offenders to justice, a number of tactics and initiatives are in place which includes:

- Target hardening in partnership with Local Authority and the vehicle industry
- Education and the supply / promotion of theft prevention opportunities
- The targeting of prolific offenders through proactive and reactive operations
- Creation of an industry impact statements to improve sentencing within the courts

In relation to pursuit capabilities, National and MPS guidance now allow for the pursuit of motorcycles only by suitably qualified drivers who are tactically trained. The deployment of air support is a useful tactic for all pursuits, not just for PTWs. In addition, the MPS is increasing the number of suitably trained drivers available to tackle this crime type to those boroughs where offences are greatest.

Driverless Buses (1)

Question No: 2015/3287

[Richard Tracey](#)

In Greece they are currently trialled driverless buses. Given London has a test-bed for driverless vehicles in Greenwich and has ordered a fleet of driverless trains, has TfL any plans to introduce driverless buses?

[The Mayor](#)

TfL does not currently have any plans to introduce driverless buses.

TfL is observing the CITYMOBIL2 European Project for automated transport systems in urban environments. This is currently trialling automated road passenger transport systems in Trikala, Greece. Although TfL is not a partner in this project, TfL is part of the stakeholder group and will maintain a watching brief.

Driverless Buses (2)

Question No: 2015/3288

[Richard Tracey](#)

If TfL has not come to any formal decision on driverless buses, has TfL conducted any analyses, no matter how rudimentary, on the costs or benefits of driverless buses?

[The Mayor](#)

TfL has not conducted any specific analysis on the costs or benefits of driverless buses.

TfL is observing the CITYMOBIL2 European Project for automated transport systems in urban environments. This currently is trialling automated road passenger transport systems in Trikala, Greece. Although TfL is not a partner in this project, TfL is part of the stakeholder group and will maintain a watching brief.

One Hour Bus Ticket

Question No: 2015/3289

[Richard Tracey](#)

How much would it cost TfL in lost revenue to introduce a one-hour bus ticket?

[The Mayor](#)

TfL estimates this would cost up to £50m per annum.

Sexting in schools

Question No: 2015/3292

[Roger Evans](#)

Some head teachers have suggested they are unsure whether to involve the police in incidents of "sexting" among pupils following an incident where a 14-year-old pupil was given a criminal record. What guidance does the Metropolitan Police Service provide schools on when to involve them in suspected incidents of "sexting" involving school pupils?

[The Mayor](#)

Issues of this sort need to be dealt with in accordance with the safeguarding protocols which operate in schools. If a child is at risk of sexual exploitation or abuse, it is normally appropriate to involve social services and the police through the usual multi agency protocols. Detailed and specific advice on "sexting" is currently being developed and will be circulated to all London head teachers once completed.

I also held a Schools Conference on the 7th of October which focussed on crime prevention and ensuring schools are supported to work with local community safety partners and the MPS to deliver this.

Gallows Corner Junction

Question No: 2015/3294

[Roger Evans](#)

What progress has been made on improvement works at Gallows Corner and will you offer my constituents an assurance that TfL will have completed the works by the spring of 2016?

[The Mayor](#)

In my response to MQ 2014/3639, I confirmed that TfL is commissioning design work for improvements at the Gallows Corner junction. TfL has now undertaken further assessments to identify potential solutions to reduce the number of traffic collisions. Preliminary designs are nearing completion and public consultation is scheduled for early 2016.

Subject to detailed design, consultation and relevant approvals, construction works will be coordinated with the nearby Ardleigh Green Bridge replacement works in order to implement the safety improvements by summer 2016. The Bridge works require a series of road closures and traffic diversions that will be managed to minimise impact upon Gallows Corner junction and local roads. The Bridge works began in early 2014 and are programmed to complete by late 2017.

Social Media Firms

Question No: 2015/3295

[Roger Evans](#)

Metropolitan Police Service Assistant Commissioner Mark Rowley recently warned that some internet firms are deliberately "undermining" terrorism investigations by refusing to cooperate on suspects. What conversations are being had between the Metropolitan Police Service and social media firms to ensure that important security information is not being withheld?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

GTR Franchise

Question No: 2015/3296

[Steve O'Connell](#)

The last Southern Railway franchise servicing Croydon & Sutton zones permitted TfL to specify service levels and frequencies of trains. TfL had no input to the GTR franchise, resulting in a number of stations in Croydon suffering a reduction in service and no stations in Sutton benefiting from an enhanced service - despite many demands and concerns shown by the public in these two boroughs. Will you raise these concerns with the Secretary of State for Transport?

[The Mayor](#)

I understand that your question refers specifically to Coulsdon South station.

I understand that the train frequency at Coulsdon South remains unchanged at four off-peak trains per hour to London Bridge via East Croydon.

As you know, I am continuing to make the case for TfL to have a greater role in rail services within London, which would enable TfL to seek opportunities to improve train frequencies, improve reliability, and enhance customer service.

Public Land

Question No: 2015/3297

[Steve O'Connell](#)

What are the key benefits of your new partnership with SEGRO to develop GLA land at London Riverside?

[The Mayor](#)

The key benefit of working with a single partner on the development of the GLA's land holdings at London Riverside is to promote the area as a whole as an employment destination to a range of occupiers, thereby diversifying the range of jobs available and revitalising the local economy.

The portfolio approach has secured a guaranteed minimum land value for the GLA and also created the potential for reinvestment of profit back into the project to make wider infrastructure improvements and initiatives to support the regeneration of industry of all sizes in this currently underused area. The portfolio will deliver a range of units sizes from an enterprise area for start-up and SME businesses to larger warehousing facilities.

By appointing a single partner the GLA is able to direct a strategic approach to the disposal and support high quality development across the portfolio, including investment into the implementation of locally-based employment initiatives. With the support of the local authorities it is anticipated that the partnership will create a strong brand for London Riverside and deliver over 4,000 direct jobs and 2,500 indirect jobs. The coordinated approach will enable the boroughs to more strategically consider the use of the developer's obligations to promote greater impacts for the area than would have been achieved on a piecemeal basis if the sites had been sold individually.

Government pension infrastructure funding

Question No: 2015/3298

[Steve O'Connell](#)

Does the Mayor welcome the Chancellor's decision to pool England government pension funds into regional funds to help finance infrastructure?

[The Mayor](#)

I strongly support the Chancellor of the Exchequer's statement on 5 October encouraging the 89 local government pension funds across England and Wales to 'pool' themselves into a small number of LGPS pools, with an aim of both reducing costs and increasing the scope for direct investment in British infrastructure. This announcement strongly encourages LGPS funds to demonstrate commitment to voluntary pooling initiatives, similar to the Lancashire and London Pensions Partnership which I have promoted.

Davies Commission (1)

Question No: 2015/3299

[Steve O'Connell](#)

Given the extensive mitigating factors that the Davies Report calls for in order for Heathrow to be an acceptable option for expansion and the fact that the Chief Executive of Heathrow has made clear that Heathrow would not consider signing up to many of them, do you think it possible that the Government could approve Heathrow expansion and claim to be acting according to the Davies Commission's advice?

[The Mayor](#)

The Airports Commission recommended Heathrow expansion subject to a series of conditions. We should be under no illusion as to the limited value of these conditions. These include: a quasi-night flights ban which actually leaves 33% more aircraft flying at night; claims of more predictable respite - yet the majority of local residents will get just half the respite offered to local communities today; noise insulation provision which gives support to just a third of homes exposed at 55dB Lden; a community engagement board and independent noise authority with little in the way of powers or purpose; and a restriction on using the infrastructure - subject to legal compliance on air quality that is yet to be demonstrated - that creates a level of risk no investor would accept and which would seriously undermine the business case. Certainly, these conditions do not alter the fundamental environmental and public health concerns that Heathrow expansion raises.

Many of these conditions are no more palatable to the airport and airlines, restricting their ability to operate. Notably the ban on flight movements before 6am will create difficulties for the key long haul flights currently scheduled to arrive in this period.

Notwithstanding the serious flaws in the conditions, the Commission makes clear that they are an integral part of their recommendation. Nonetheless, with or without these conditions, it is clear from the evidence presented that Heathrow expansion is - on both environmental and economic grounds - the wrong answer for London and the wrong answer for the UK.

Davies Commission (2)

Question No: 2015/3300

[Steve O'Connell](#)

Putting aside your preference for a Thames Estuary Airport, do you agree that the Davies Commission has, by including so many conditions that Heathrow will not meet, effectively endorsed the expansion of Gatwick?

[The Mayor](#)

Even if the Airports Commission may fail to grasp the logic of its own findings in drawing its conclusions, the evidence it presents makes clear the economic and environmental folly of a third runway at Heathrow.

Its evidence demonstrates how expanding will do next to nothing for connectivity, with three fewer domestic connections compared to today and 12 additional long haul routes - fewer than the number of destinations we should be serving in China and India alone. The new connections that London and UK business is crying out for - to stimulate new trade, investment and inbound tourism - will simply not materialise.

Equally, the Commission shows how Heathrow will remain the worst airport for noise in Europe - and will still expose more people than its five main European rivals combined. It shows how the majority of local residents will get just half the respite offered to local communities today and that night flights will increase by 33%. And the Commission singularly fails to demonstrate that air quality limits can be met, with the likelihood that an expanded Heathrow jeopardises the compliance of London and the UK. The conditions proposed do little to ameliorate the environmental impacts and their consequences for public health.

Only a four-runway hub to the east of London, away from populated areas, can provide the connectivity that London and the UK need - while absolutely minimising the environmental impacts.

Gatwick's geography prevents it from being that four-runway hub and from solving the key connectivity challenge that the UK faces. That is not to say that there might be other reasons for expanding Gatwick, if it can address its (lower) environmental impacts and the Airports Commission does highlight some of the benefits of its proposals. Any increase in capacity at Gatwick could only be taken forward if the severe capacity constraints that exist on the corridors serving the airport - notably the Brighton Main Line - are also addressed.

Housing Development

Question No: 2015/3302

[Steve O'Connell](#)

What is the estimated impact of requiring all developments to contain at least 50% affordable homes (with affordable defined as no more than 50% of market rent) on i) number of homes built in London against current forecasts ii) number of affordable homes built against current forecasts?

[The Mayor](#)

Viability can vary considerably across London and from scheme to scheme (due to site specific development costs). If a 50% target was applied across London, this would be likely to constrain housing provision in particular areas and on a number of sites. However, information is not available to quantify this in the way you request.

Illegal Gamblers on Westminster Bridge

Question No: 2015/3303

[Tony Arbour](#)

What steps are being taken to prevent the illegal gamblers who can often be seen giving London a bad name by fleecing tourists and causing obstructions on London's bridges?

[The Mayor](#)

In January 2014, Operation Unite commenced to focus, improve and track activity in relation to Foreign National Offenders (FNO). This is a partnership approach to target those committing crime and ASB in gambling hotspot areas such as Westminster Bridge and Oxford Street. Regular joint patrols are conducted with Home Office Immigration Enforcement officers, Westminster Council, Roads & Transport command and Lambeth / Westminster boroughs. In addition, in order to raise awareness of FNOs to frontline officers, briefings have been delivered and a pocket sized aide-memoir distributed.

External funding for Police and Community Support Officers

Question No: 2015/3304

[Tony Arbour](#)

How many and which London Boroughs and other organisations currently pay for additional Police and Community Support Officers, and how many officers are being funded, and if the information is held - for what purposes?

[The Mayor](#)

Details of the organisations, numbers and purpose are contained in the table attached in Appendix A.

BBC Panorama programme on VIP paedophile inquiry

Question No: 2015/3305

[Tony Arbour](#)

The BBC's decision to air a Panorama programme on child sexual abuse investigations was criticised by the Metropolitan Police Service (MPS) who suggested it could affect ongoing inquiries. What measures have the MPS and MOPAC taken following the broadcast to consider the issues it raised?

[The Mayor](#)

Following the broadcast MPS investigators have reviewed the programme and assessed the impact on the matters that remain under investigation. Operation Midland, which featured on the programme, remains a live investigation and it would not be appropriate for the MPS to provide further comment on this at this stage.

Police use of sniffer dogs

Question No: 2015/3306

[Tony Arbour](#)

At a recent session of the Police and Crime Committee the Commissioner of the Metropolitan Police Service (MPS) said that the force had been unable to train sniffer dogs to detect knives. What is the current list of items and substances that sniffer dogs used the MPS are trained to detect, and is there currently any on-going training related to new items or substances?

[The Mayor](#)

MPS dogs are currently trained to detect the following:

- Drugs - Various
- Firearms (including Ammunition)
- Cash (in the form of notes)
- Blood
- A range of explosives and component parts
- People who are alive (Missing Persons)
- Deceased Persons on land and at sea

Compulsory Severance for Police Officers

Question No: 2015/3307

[Tony Arbour](#)

Has the Commissioner of the Metropolitan Police Service told you if he is in support of introducing compulsory severance for police officers?

[The Mayor](#)

The Deputy Mayor and the Commissioner have asked the Home Office for greater flexibility to manage the police force as part of the response to the funding challenge. This would enable the commissioner to decide on the most appropriate configuration of his workforce in the same way that any other employer can and would be in accordance with the recommendations of the Winsor Review.

Contingency plan to deal with escaped zoo carnivores

Question No: 2015/3308

[Tony Arbour](#)

It was recently suggested that all police forces with a zoo within its borders have drawn up contingency plans in case of escaped carnivores. Is it true that the Metropolitan Police Service has such a contingency plan, and what is it?

[The Mayor](#)

The MPS, in partnership with Local Authority Planners have a number of contingency plans in place for various vulnerable sites across London in the unlikely event this occurs. London Zoo is the most prominent zoo within London. The zoo borders two boroughs, Westminster and Camden, and therefore there are two special schemes in place for local officers. In addition there is a tactical plan in place for MPS Firearms Command (SCO19) which includes maps and some additional information relating to most relevant weapons and ammunition to be deployed.

The MPS work closely in partnership with the zoo to review the plans regularly through joint table top and practical exercises. London Zoo has their own firearms team to deal with incidents inside the zoo and to provide tactical advice outside the zoo in these rare circumstances.

Smoking with children in cars

Question No: 2015/3309

[Tony Arbour](#)

What steps has the Metropolitan Police Service taken to make drivers aware of the new offence of smoking in a car while children are present, and how does it intend to monitor and apprehend breaches of the new law?

[The Mayor](#)

The legislation received national and local press coverage at the time of its implementation and there is guidance available on the British Lung Foundation, Government and NHS websites. Members will also be aware that there is a national publicity campaign underway funded by central government.

As is usual practice with such new offences, for the first three months on this new law the police will point out the new offence and offer advice to drivers who are found committing this offence. This is in accordance with guidance from the NPCC lead. Once this period has concluded the MPS will enforce this new legislation where it is viewed necessary and proportionate.

During this 3 month period staff are required to provide details of any such warnings they have given in order to assess the level of offending. As of today the MPS has not received any reports of such incidents.

Gun Amnesty

Question No: 2015/3311

[Tony Arbour](#)

Gun crime, including possession of a firearm, increased by 12 per cent in London in the year to September 2015. Taking the success of the Metropolitan Police Service's recent 'Gun Amnesty' into account where 370 guns and 12,459 rounds of ammunition were taken off the street, does the Metropolitan Police Service have any plans to carry out another?

[The Mayor](#)

As part of the MPS continued commitment to take firearms off the streets of London, a Firearm Surrender is planned for later this year and will be coordinated by the Trident & Area Crime Command.

Last year, of the 357 weapons surrendered, 222 were live firearms, 77 air weapons and 58 were imitation firearms. Therefore, this year not only will firearms be targeted but attention will also be drawn to air weapons and imitation firearms and the surrender of these will be sought as well.

Impact of the Living Wage

Question No: 2015/3312

[Tony Arbour](#)

What is the estimated economic impact of extending the London Living Wage to all London businesses, irrespective of size on i) number of minimum wage jobs available in London and ii) number of viable SME businesses in London iii) Overall levels of poverty in London?

[The Mayor](#)

A detailed economic assessment of the impact of these measures has not been conducted and would be a significant undertaking.

Buses in Waltham Forest

Question No: 2015/3324

[Jennette Arnold](#)

Would the Mayor indicate when bus services in Waltham Forest will be fully reviewed by TfL? Will the Mayor ask TfL to provide replacement new services or extensions to existing routes to restore the useful and well used links that were provided on Forest Road and Blackhorse Road when routes W11 and W15 were temporarily diverted away from Palmerston Road from May 2012 to December 2014?

[The Mayor](#)

TfL regularly monitors and reviews all bus services to ensure that reliability, capacity and connectivity reflect changing patterns of usage. They are monitoring the large scale developments planned or proposed in this part of Waltham Forest and the resultant impact on travel demand is considered in ongoing network reviews. TfL also met with borough officers earlier this year as part of the borough engagement programme to discuss issues within the borough. Services in the area will be looked at again in Winter 2015 and TfL will of course take your comments into account.

Cost of Forensic Services

Question No: 2015/3325

[Jennette Arnold](#)

Please can you provide me with the names of all external or outsourced medical, pathological or digital forensic services used by the MPS in the year 2014/15 and in the year 2015/16 to date and the amount spent with each company? Please provide this in excel format.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

SOCO roles per borough

Question No: 2015/3326

[Jennette Arnold](#)

Please can you provide me with the number of Scene of the Crime Officers on the Met payroll per borough over the years i)2011/12 ii) 2012/13 iii) 2013/14 iv) 2014/15 and v) 2015/16 forecast.

[The Mayor](#)

The number of Scene of Crime Officers (SOCO) on the Metropolitan Police Service (MPS) payroll is provided in the table below.

31-Mar-12	478
31-Mar-13	489
31-Mar-14	524
31-Mar-15	402
30-Sep-15	419

2015/16 forecast information is not available at this time.

Crime Scene Examiners and Forensic Practitioners are not posted to individual boroughs but come under the command of Specialist Crime and Operations (SCO).

FME roles per borough

Question No: 2015/3327

[Jennette Arnold](#)

Please can you provide me with the number of Forensic Medical Examiners on the Met payroll per borough over the years i)2011/12 ii) 2012/13 iii) 2013/14 iv) 2014/15 and v) 2015/16 forecast.

[The Mayor](#)

The MPS does not have any Forensic Medical Examiners (FME) on its payroll. The FME that the MPS uses are self-employed and contracted to cover shifts across London.

There are currently around 85 FMEs under contract.

Custody Nurse Practitioners

Question No: 2015/3328

Jennette Arnold

Please can you provide me with the number of Custody Nurse Practitioners in London, broken down by borough if possible, over the years i) 2011/12 ii) 2012/13 iii) 2013/14 iv) 2014/15 and v) 2015/16 forecast.

The Mayor

The number of Custody Nurse Practitioners (CNP) on the Metropolitan Police Service (MPS) payroll is provided in the table below:

31-Mar-12	69
31-Mar-13	75
31-Mar-14	55
31-Mar-15	42
30-Sep-15	51

2015/16 forecast information is not available at this time.

CNPs are not posted to specific boroughs but come under the command of Met Detention.

'Tips' and the Living Wage

Question No: 2015/3329

John Biggs

The Dept. for Business, Innovation and Skills are calling for evidence on how tips, gratuities and service charges are collected and what deductions are made from them by the employer. Given your commitment to the London Living Wage, will you condemn those practices where tips and service charges are used to boost company profits rather than going to the employees providing the service?

The Mayor

I believe that committed and motivated London workers who 'go the extra mile' for their customers, should benefit from the tips that they receive in recognition of the excellent service they provide, but I await the findings of the Dept. for Business, Innovation and Skills on how tips, gratuities and service charges are collected and what deductions are made from them by the employer.

I continue to champion the London Living Wage as I believe hard-working Londoners should be fairly rewarded through pay which reflects the cost of living in the capital. I urge all London businesses including those in the hospitality sector to adopt the London Living Wage and sign up to accreditation with the Living Wage Foundation.

East West Cycle Superhighway - effect on journeys into Central London by Road Vehicle

Question No: 2015/3330

[John Biggs](#)

I strongly support the use of Lower Thames Street/The Embankment for cycle traffic, with segregation and priority. However, the design being built-out is a disaster for other road users and will have an impact on London's economy, which does need road traffic other than bicycles. The road works on Lower Thames Street, together with changes to junction priorities and traffic light timings is causing a catastrophic increase in journey times for motorised traffic. Are you prepared to take a lead on challenging this, and urgently meet with those affected by these changes, or are you going to continue as an absent mayor, delegating this important work to a well-intended but misguided officer in the Mayor's Office?

[The Mayor](#)

Please see my answer to MQ 2015 /2777.

Waste Land between Westferry and Tower Gateway

Question No: 2015/3331

[John Biggs](#)

What steps are TfL taking to make better use of the waste land and space alongside and underneath the railway arches between Westferry and Tower Gateway?

[The Mayor](#)

TfL continues to look at all parts of its estate to see where commercial opportunities lie and the DLR is no exception. TfL does own a small number of commercially let arches between Westferry and Tower Gateway, and has transformed the arch underneath Shadwell station to create a more welcoming and commercially attractive space.

TfL also owns a small landscaped and fenced strip of land at Cable Street. This area is not let out as it is used for operational and emergency access to the viaduct and the Bank tunnel.

Enderby Wharf (1)

Question No: 2015/3332

[John Biggs](#)

A constituent has asked me to pose the follow question to you. The hotelling power requirement for the development is 8MW, yet, the emission modelling conducted by "experts" is based on a power requirement of 3.5MW. Is it not normal in planning procedures to consider the potential impact rather than one considerably less?

[The Mayor](#)

The role of the GLA in reviewing planning applications is to assess the compliance or otherwise with relevant London Plan policies, not to duplicate the decision-making of the local planning authority. Amec Foster Wheeler (AMEC), as contractors to GLA, independently reviews some air quality reports on behalf of the GLA to verify their findings and provide advice to officers where necessary. In this case, the findings of AMEC's review were used to inform the overall assessment of the planning merits of the proposals and are summarised in the air quality section of the Mayor's stage two planning report (ref:D&P/2515b/02).

The electrical load used within the Council's own assessment was based on a typical medium sized cruise ship likely to berth at the terminal. AMEC's review of this assessment identified these figures as being compatible with a 3.5MW Tier II engine running at 1,050 rpm and the emission rates reflected Defra's emission factors for a ship in a SECA (Sulphur Emissions Control Area) in 2015. On review, the content of the report was considered acceptable.

As set out in the planning report, the assessment (as verified by AMEC) did find that in the worst case, that is if all the least favourable meteorological conditions coincided with the time spent by ships at berth, the development may give rise to exceedances of the NO2 short term AQO. This is why over £400,000 has been secured towards local mitigation in accordance with Greenwich Council's Air Quality Action Plan, in addition to securing a low emissions transport scheme with the aim of minimising emissions from construction and operational traffic.

GLA officers are seeking further discussions with the Council's Environmental Health team with regards to the expenditure of the secured funds on the most effective mitigation measures possible.

Enderby Wharf (2)

Question No: 2015/3333

[John Biggs](#)

A constituent has asked me to pose the following question to you. Why did AMEC Foster Wheeler, being the GLA's air quality assessors, not consider the EU directive 2014/94/EU dated 22 October 2014 which mandates that shore side power be installed by 2025?

[The Mayor](#)

This is not correct.

The assessment undertaken by Amec Foster Wheeler did consider EU directive 2014/94/EU. However, this does not in fact mandate installation of shore side electricity at all ports by 2025 as demonstrated in Article 4, paragraph 5 of the EU Directive 2014/94/EU, which states:

"5. Member States shall ensure that the need for shore-side electricity supply for inland waterway vessels and seagoing ships in maritime and inland ports is assessed in their national policy frameworks. Such shore-side electricity supply shall be installed as a priority in ports of the TEN-T Core Network, and in other ports, by 31 December 2025, unless there is no demand and the costs are disproportionate to the benefits, including environmental benefits."

Enderby Wharf (3)

Question No: 2015/3334

[John Biggs](#)

A constituent has asked me to pose the following question to you. Why has AMEC Foster Wheeler not considered the effects of NOx (oxides of nitrogen) which is now a significant pollutant associated with diesel emissions?

[The Mayor](#)

As part of the planning process there has been extensive evaluation of the potential air quality impacts of the development beyond what is formally required by legislation. The Council's own assessment, which has been verified by independent experts on behalf of the GLA and summarised with the GLA planning report reference: D&P/2515b/02, did consider the emission of NOx.

As set out in the GLA planning report, the assessment (as verified by AMEC) did find that in the worst case, that is if all the least favourable meteorological conditions coincided with the time spent by ships at berth, the development may give rise to small exceedances of the NO2 short term AQO. This is why over £400,000 has been secured towards local mitigation in accordance with Greenwich Council's Air Quality Action Plan, in addition to securing a low emissions transport scheme with the aim of minimising emissions from construction and operational traffic.

GLA officers are seeking further discussions with the Council's Environmental Health team with regards to the expenditure of the secured funds on the most effective mitigation measures possible.

Enderby Wharf (4)

Question No: 2015/3335

[John Biggs](#)

A constituent has asked me to pose the following question to you. Will the GLA negotiate S106/CIL to take into account mitigation and a 'zero emission' goal by securing funding for Onshore Power Supply?

[The Mayor](#)

It was previously accepted that in light of the variations in ships power requirements, the incompatibility of the UK national grid with ships electrical requirements, the varying connection requirements of ships (if they can connect), in addition to the costs of providing the facilities and the environmental benefits to be realised from recent legislation, that the provision of on shore power is not feasible. The Council also commissioned an independent report to verify the feasibility of shore power which also concluded that it is unlikely the huge investment in shore side power can be justified.

In addition, as part of the overall planning assessment, the applicant submitted financial viability information which was independently assessed on behalf of the Council and verifies that the development as proposed would produce a financial deficit. The provision of onshore power facilities would further increase this financial deficit and therefore potentially threaten the delivery of scheme and its wider strategic benefits.

Notwithstanding the above, as set out in the GLA planning report (ref: D&P/2515b/02), over £400,000 has been secured towards local air quality mitigation in accordance with Greenwich Council's Air Quality Action Plan, in addition to securing a low emissions transport scheme with the aim of minimising emissions from construction and operational traffic.

The Council is currently in the process of finalising the section 106 agreement with the applicant, and GLA officers are currently seeking further discussions with the Council's Environmental Health team with regards to the expenditure of the secured funds on the most effective feasible mitigation measures possible.

Small builders (1)

Question No: 2015/3336

[Tom Copley](#)

Thank you for your response to question 2015/2792. The data you referenced appears to show that of the 165 schemes awarded funding in September 2014 just 3 were in Greater London - comprising just 1.8% of all the schemes and 5.5% of all the homes in the programme. Why was London's share so low?

[The Mayor](#)

The scheme is demand led and allocations are made after assessment dependant on the quality and delivery of each developer's proposals.

Small builders (2)

Question No: 2015/3337

[Tom Copley](#)

Thank you for your response to question 2015/2792. Why was this scheme administered by the Homes and Communities Agency and not the Greater London Authority?

[The Mayor](#)

The GLA operates the assessment process of the scheme but all the financial risk of recovery rests with the HCA.

Public Sector Borrowing Requirement

Question No: 2015/3338

[Tom Copley](#)

Are you still lobbying the Government to remove council housing development from the public sector borrowing requirement (as highlighted in your Housing Strategy), what successes can you point to on this front and how do you anticipate the Government policy to force councils to sell higher valued properties will impact on this?

[The Mayor](#)

Please see my answer to MQ 1769 / 2015. The Government policy of high value council house sales does not impact on my support for this policy.

Air BnB

Question No: 2015/3339

[Tom Copley](#)

Further to your answer to (2015/2784) what follow up actions were identified around enforcement issues?

[The Mayor](#)

Enforcement on this issue is a matter for boroughs which will be responsible for follow up actions.

Assets of Community Value

Question No: 2015/3340

[Tom Copley](#)

The Royal Vauxhall Tavern was recently awarded Grade II listed status following a strong community campaign, which received your backing. Following this example will you look into how this might be applied to other venues of community value in London?

[The Mayor](#)

My planning and culture teams have been looking at ways to support and sustain cultural venues in London. I am launching a planning and culture guide which highlights the range of tools available, including assets of community value. The guide provides a number of case studies, including the listing of the Vauxhall Tavern.

In addition, the Music Venues Taskforce has now published a rescue plan for music venues. This sets out how more support can be given to music venues across London.

Recent amendments were made to my London Plan to encourage boroughs to prevent the loss of valued local community assets, including public houses, when justified by robust evidence.

Emissions from boats on the Thames (1)

Question No: 2015/3341

[Tom Copley](#)

Will steps be taken to encourage other vessels on the Thames to adopt Ultra Low Sulphur Fuel in line with the Thames Clippers?

[The Mayor](#)

I am pleased that MBNA Thames Clippers has been able to set high standards of sustainability with its newest vessels, and I am committed to expanding this approach to other operators. All river vessels that operate from TfL piers must be licensed by London River Services (LRS), and as a first step LRS now requires all new vessels it licenses to be ultra-low sulphur diesel (ULSD)-ready.

LRS also intends to use the River Concordat to engage with a range of stakeholders on this issue, and ensure that operators are able to move towards the use of ULSD as soon as possible. Crucially, LRS has undertaken to discuss this issue with Pace Fuelcare, the single fuel supplier on the Thames, to ensure that the static fuel barges they operate at Westminster and Wapping are able to supply ULSD as demand increases.

Emissions from boats on the Thames (2)

Question No: 2015/3342

[Tom Copley](#)

I understand your officers have made representations to the Department for Environment Food and Rural Affairs for additional powers to be included in the revised Clean Air Act relating to emissions. Can you provide an update on this and the planning your officers are taking to mitigate the environmental impact of projected increases in traffic on the Thames?

[The Mayor](#)

My Air Quality Strategy states my commitment to liaise with river-based transport providers, and the Port of London Authority, to encourage the use of ultra-low sulphur diesel (ULSD) and other clean fuel technologies on passenger river services.

As part of this work, TfL has recently signed a new licence with Thames Clippers, the River Bus operator, which has committed to using ultra-low sulphur fuel to reduce the environmental impact of its operations. TfL is also evaluating diesel particulate filters that have been retro-fitted to one of the Woolwich Ferry vessels.

My officers are in the process of responding to Defra's National Air Quality Action Plan consultation and, where necessary, the case will be made for additional powers.

Abstractions across London

Question No: 2015/3343

[Joanne McCartney](#)

How many Officer Shifts were abstracted from each London Borough since January 2015? Please can these be broken down by month.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Abstractions across London

Question No: 2015/3344

[Joanne McCartney](#)

How many Officer Shifts were abstracted from each London Borough since January 2015?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Hideous developments

Question No: 2015/3345

[Nicky Gavron](#)

Zac Goldsmith has criticised the design of developments approved in London on your watch, warning that the "current trend of hideous developments built with scant regard to neighbours can't continue." What do you make of his statement?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Called in applications 1

Question No: 2015/3346

[Nicky Gavron](#)

Since July, you have directed that you will act as the local planning authority on three planning applications (56-70 Putney High Street, Wandsworth; Land at Blossom Street, Spitalfields; and Bishopsgate Goods Yard). Do you anticipate that you will hold hearings on each of these applications by May 2016?

[The Mayor](#)

Yes. The hearing on Putney High Street will be held at 10:00am on 27 October 2015 in the Chamber. The other hearing dates have not been fixed yet, but will be notified in accordance with the relevant procedures.

Called in applications 2

Question No: 2015/3347

[Nicky Gavron](#)

How do you respond to the Mayor of Hackney's assertion that your decision to call in the Bishopsgate Goods Yard application constitutes "outrageous disregard for the local democratic planning process"?

[The Mayor](#)

The power to take over applications was given to the Mayor of London following extensive debate and a vote in Parliament. It enables a democratically elected Mayor to make planning decisions in circumstances where in all likelihood the only other option is to appeal to a Government Quango based in Bristol.

I will of course hold a representation hearing where the councils, objectors and supporters can make their case to me. I will also take into consideration all the representations that have been made to the councils or directly to me.

Land prices and viability assessments 1

Question No: 2015/3348

[Nicky Gavron](#)

A planning inspector recently decided (200-004-148) that paying over-inflated prices for land is not an excuse to avoid affordable housing requirements. Do you agree with the inspector's assessment?

[The Mayor](#)

My reading of this decision is that while the inspector did recognise the council's concern in this regard, the inspector based their judgement on what affordable housing was viable on the 'Market Value' of the site, which included the price paid for the land.

My Draft Interim Housing Supplementary Planning Guidance supports the use of the 'Existing Use Value Plus' approach to viability assessments. This approach ensures that the price paid for the land is not factored into viability calculations. If 'Market Value' is used as a benchmark, it must take full account of policy requirements and obligations.

Land prices and viability assessments 2

Question No: 2015/3349

[Nicky Gavron](#)

Following the inspector's decision regarding the importance of the price paid for land in determining affordable housing contributions, will you update your guidance in the final Housing SPG to note that paying over-inflated prices for land is not an excuse for developers to avoid affordable housing requirements?

[The Mayor](#)

My draft interim Housing Supplementary Planning Guidance is already clear that the Existing Use Value Plus approach generally provides the most appropriate Benchmark Land Value in viability discussions and supports this approach.

My officers are considering the consultation responses to the draft SPG and further guidance may be included to ensure that if Market Value is used as a benchmark it fully reflects policy requirements and obligations - as set out in National Planning Policy Guidance (NPPG).

Productivity Plan 1

Question No: 2015/3350

[Nicky Gavron](#)

The Government announced a series of planning and housing measures in the productivity plan released with the summer Budget. Do you agree these changes will "ensure more homes are built that people can afford"?

[The Mayor](#)

The productivity plan aims to substantially increase house building which most commentators agree is the best long-term way address affordability.

Productivity Plan 2

Question No: 2015/3351

[Nicky Gavron](#)

Do you agree that with 260,000 planning permissions, the Government's focus on securing additional planning permissions is the wrong approach, and should instead be focused on bringing forward house building?

[The Mayor](#)

Government has acknowledged that translating the existing pipeline of planning permissions into completions is an important challenge in meeting housing need.

I believe that a balanced approach is required - the planning process must continue to bring forward additional housing capacity and all stakeholders involved in housing delivery must work together to address barriers to this. I am working with government and others to identify how it can be done most effectively.

Development Corporation powers

Question No: 2015/3352

[Nicky Gavron](#)

The Government has announced plans to give you further powers to produce Development Corporations. In response to 2015/2871, you noted that the proposals are still under discussion. When will the proposals will be finalised?

[The Mayor](#)

The Mayor already has powers to designate Development Corporations. The Government has now announced plans for the Mayor of Greater Manchester to produce Development Corporations.

Compulsory Purchase Order powers

Question No: 2015/3353

[Nicky Gavron](#)

The Government has announced plans to give you further powers to promote Compulsory Purchase Orders. In response to 2015/2872, you noted that the proposals are still under discussion. When will the proposals will be finalised?

[The Mayor](#)

I do not have a date for this yet. However, I am looking forward to an announcement by Government before the end of the year. There are also further powers in relation to the compulsory purchase process set out in the Housing and Planning Bill, which I welcome.

Permitted development

Question No: 2015/3354

[Nicky Gavron](#)

Has the GLA collected figures on dwelling types and numbers that have resulted from the Government's experiment in permitted development rights for offices to residential?

[The Mayor](#)

Yes. See response to 2015/3190:

According to data supplied to the GLA by the London boroughs from 30 May 2013 up to the end of March 2015, there have been an estimated 1,143 completed residential units in London arising from offices to residential permitted development rights. This includes 230 studio units, 498 one-bed units, 356 two-bed, 31 three-bed, 4 with four-plus bedrooms and 24 units where the number of bedrooms has not been recorded. Data is not available on tenure.

If all of the approved schemes were developed, they would provide approximately 17,500 residential units. Data on the number of bedrooms in the proposed units has been added where possible. From 17,183 of the approved units for which the data is available, 3,229 are studio units, 8,043 are one-bed units, 5,358 are two-bed units, 495 are three-bedroom units and 58 have four or more bedrooms.

Legacy of the Mayor's Mentoring Programme (1)

Question No: 2015/3355

[Joanne McCartney](#)

Can you tell me what support and initiatives has been provided by the GLA to young black boys aged 10-16 who are at risk of offending, or of being not in education, employment or training (NEET) since the Mayor's Mentoring Programme came to an end in March 2015?

[The Mayor](#)

Following the completion of the Mayor's Mentoring Programme those Local Delivery Partners which were able to offer mentoring alongside their other youth-services have continued to provide support to many of the boys who took part in the MMP; Salmon, Soul Project, Tottenham Hotspur Foundation and Track Academy. The MMP also succeeded in creating a bank of over 1500 trained and vetted mentors. Most of the LDPs have been careful to nurture and support their mentors, both as future volunteers and supporters of their own organisation and its services to the community, but also as a resource which is available to other social action initiatives via Team London Young people will also benefit from the other programmes the Mayor supports. Please also see my response to MQ 3358 / 2015.

Legacy of the Mayor's Mentoring Programme (2)

Question No: 2015/3356

[Joanne McCartney](#)

The Mayor's Mentoring Programme was introduced following the worrying increase in serious youth violence in London at the start of your first term. Now that knife crime with injury amongst young people is increasing again, has your approach to combat this issue failed?

[The Mayor](#)

My Mentoring Programme achieved its target of pairing 1,000 boys with mentors. The programme delivered 12-month mentoring relationships to black boys aged between 10-16 who were at risk of exclusion and low school achievement. The programme was also only one element of my overall approach to prevent young people from becoming involved in criminality and intervene with those that have.

The increase in serious youth violence is of course a concern and the police, MOPAC and I remain committed to a combined approach of proactive enforcement, prevention and intervention.

My Office for Policing And Crime is funding a range of programmes to tackle gangs and serious youth violence at a local level and across London.

Senior Advisor, Mentoring

Question No: 2015/3357

[Joanne McCartney](#)

Given that the Senior Advisor to Mentoring's role focused heavily on the Mayor's Mentoring Programme, can you outline what mentoring projects the Senior Advisor now oversees as the Mayor's Mentoring Programme has come to an end?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Funding for Young People in London

Question No: 2015/3358

[Joanne McCartney](#)

Can you outline the total amount of GLA funding provided for young people in 2014-15 and for 2015-16, by year? Can you also break this data down by programme?

[The Mayor](#)

The list below sets out programmes that are specifically aimed at young people, however young people also benefit from many other GLA programmes.

Programme	2014/15	2015-16

Championing Careers Guidance in Schools	249,375	417,050	
Global cities (London Ambitions)	-	163,000	
Earn Your Travel Back	44,666	-	
Leadership Clubs	581,900	231,364	
Mayor's Mentoring Programme	204,272	See Stepping Stones	
Project Oracle - 58% funded by ESRC and MOPAC	300,000	300,000	
You Matter Phase 2	76,530	20,000	
Near Peer Mentoring	5,091	-	
Peer Outreach Programme - 20% match funded in 2015/16	47,191	50,000	
ESF Youth - 50% funded by ESF	2,550,642	1,311,000	
Team London Young Ambassadors	379,334	97,008	
Small Grants Innovation Fund (Team London Volunteering)	40,000	22,500	
Healthy Schools London	343,851	290,000	
Youth.com (Well London) - 100% funded by Big Lottery	48,466	-	
West Croydon Investment Programme	284,217	177,261	
Fourth Plinth Schools Awards	30,000	30,000	
Big Dance Pledge (Bi-Annual)	85,000	20,000	
GIGS - Mayor's Young Buskers Competition	137,000	131,000	
Music Education	25,000	25,000	
Skills London	150,000	150,000	
Supplier Skills	160,000	-	
Apprenticeship Information Ambassadors Network (AIAN)	50,000	50,000	
London Enhanced ESF Apprenticeship Grant for Employers (AGE) - 50% funded by ESF	3,350,000	3,350,000	
Gold Club	66,955	104,000	
London Curriculum	122,862	212,000	
London Schools Excellence Fund -100% funded by DfE 2012/2014	15,046,531	2,650,000	
London Schools Excellence Legacy Fund		330,000	

English for Integration (EIF) - 75% funded by Home Office (EIF) and 25% funded by DfE	1,122,071	624,562	
Mayor's Sports Legacy Programme - Revenue	1,158,885	1,825,000	
Mayor's Sports Legacy Programme - Capital	618,911	1,375,000	
2work - Team London employability programme x3 delivery partners (GLA funding)	70,000	-	
Team London Headstart London programme funding	130,000	75,000	
Team London Volunteering - 50% funded by ESF	111,533	88,467	
Enterprise Advisers - match funded by Careers and Enterprise Company	-	93,125	
Stepping Stones Programme	-	71,000	
Youth Innovation Fund - 50% funded by ESF	-	250,000	
Sub-totals	£27,590,283	£14,533,337	
Overall Spend		£42,123,620	

Lift closures in Enfield and Haringey (1)

Question No: 2015/3359

[Joanne McCartney](#)

Lift closures due to staff shortage are causing considerable impact to disabled people travelling in London despite TfL previously stating that accessibility would not be affected when the Fit to Future programme is rolled out. However the number of hours of lift closure on the Underground has actually risen in the last year making travel much harder for disabled passengers who already do not have access to all the stations on the London Underground Network. What action are you taking to ensure that lift closures are kept to an absolute minimum?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Lift closures in Enfield and Haringey (2)

Question No: 2015/3360

[Joanne McCartney](#)

Can you provide me with how many lifts in stations in Enfield and Haringey have been closed, and the period of closure, with the reasons for closure since 2012. Can you provide this information by year please?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Youth offending funding

Question No: 2015/3361

[Joanne McCartney](#)

A Local Government Association report has warned that plans to reduce in-year funding for Youth Offending Teams, which work with young people who face legal trouble and run local crime prevention programmes, could result in an increase in the number of children in custody. Are you concerned that the further £9 million reduction, on top of cuts already identified by the Youth Justice Board for 2015-16, would be counterproductive and end up costing the public more due to the likelihood of more entrants into the youth justice system?

[The Mayor](#)

I am firmly committed to reducing youth reoffending, which is why I am investing more than £9m in projects to cut youth crime by 2016. There has been good progress in reducing numbers of first time entrants and reoffending rates of those leaving custody, in line with the Police and Crime Plan target. We need to ensure future funding reductions do not undermine these achievements.

It is my belief that as budgets continue to be squeezed, greater budgetary responsibility needs to be devolved to London in order to meet these challenges. This will improve the ability of public organisations to pool and target their funding on front line services to have greatest impact on preventing offending in the first place and to tackle reoffending.

Budget for NPCC Officer Cars (1)

Question No: 2015/3362

[Joanne McCartney](#)

What was the budget for cars for NPCC officers in i) 2014/15 and that forecast for ii) 2015-16?

Please provide the included costs of insurance, petrol and maintenance.

[The Mayor](#)

The revenue budget for all cars for NPCC officers in financial years 2014/15 and 2015/16 is as follows:

Revenue Costs	2014/15	2015/16 (forecast)
Insurance	£8,268.00	£6,201.00
Fuel	£62,000.00	£56,000.00
Maintenance	£143,000.00	£129,000.00

Budget for NPCC Officer Cars (2)

Question No: 2015/3363

[Joanne McCartney](#)

Excluding those used for security purposes, how many MPS NPCC officers are provided by the MPS with personal cars, and what is the total annual cost? Please provide the included costs of insurance, petrol and maintenance.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Senior Officer's Driver Cost

Question No: 2015/3364

[Joanne McCartney](#)

What was the cost in 2014/15 and what is the forecast spend in 2015/16 on drivers for senior officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cost of MPS Press and Media Team

Question No: 2015/3365

[Joanne McCartney](#)

Please can you provide me with i) the number of press officers or media associated staff within the Met (excluding in house staff) and ii) the budget for these staff costs and iii) any other associated costs of the MPS press team in 2014/15 and forecast for 2015/16?

[The Mayor](#)

All press officers and media associated staff are in-house, there are no external staff.

For details of any other associated costs of the MPS press team for 2014/15 and the 2015/16 forecast please see MQ 3371 / 2015.

Cost of Flights and Hotels (1)

Question No: 2015/3366

[Joanne McCartney](#)

What is the cost of i) flights and ii) hotels for MPS officers for 2014-15 and 2015-16 so far?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Cost of Flights and Hotels (2)

Question No: 2015/3367

[Joanne McCartney](#)

How many of those flights were either in i) business or ii) first-class and what was the total cost of these flights?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Water Cannon Cost

Question No: 2015/3368

[Joanne McCartney](#)

Please can you provide the cost of i) maintaining ii) storing and iii) upgrading of water cannon iv) training officers for the use of the water cannon in the year 2014/15 and the forecast cost of these in 2015/16?

[The Mayor](#)

Please see MQ 894 and MQ 4966.

Embassy Policing Costs

Question No: 2015/3369

[Joanne McCartney](#)

Please provide the cost of policing embassy buildings in the capital in the year i) 2013/14 and ii) 2014/15 iii) 2015/16 to date (including the cost of policing the Ecuadorian embassy).

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MPS use of Taxi and PHV

Question No: 2015/3370

[Joanne McCartney](#)

What was the cost of the MPS's use of Taxis and private hire vehicles in 2014/15 and what is the forecast cost in 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

MPS use of Taxi and PHV

Question No: 2015/3371

[Joanne McCartney](#)

How much did the MOPAC and the MPS spend on advertising and public relations campaigns in 2014/15 and how much is being forecast to spend in 2015/16? Please can this be broken down by i) in house staff costs ii) agency staff costs iii) any other associated costs?

[The Mayor](#)

Details of the spend is set out below

Cost	2014-15	2015-16
	£m	£m
MPS Staff	0.5	0.5
Agency staff costs	0.0	0.0
Other	1.9	2.3
Total	2.4	2.8

These figures include spend on advertising as well as spend on internal communication (such as the Job), research, publicity materials, media monitoring and training.

Amount received in Civil Court statements

Question No: 2015/3372

[Joanne McCartney](#)

How much have MPS officers received in payment for written or oral statements given in civil court cases over the last 2 financial years?

[The Mayor](#)

This data is not held by the MPS.

Cost of CommandPoint Software

Question No: 2015/3373

[Joanne McCartney](#)

What has been the cost to the MPS of the CommandPoint software technology including i) the tendered cost for the system, and for what period this covers ii) the cost of implementation to date, including all training for staff and any additional consultancy costs and iii) any cost incurred by replacement of faulty software or misuse of the software?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Domestic Violence (1)

Question No: 2015/3374

[Joanne McCartney](#)

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

[The Mayor](#)

Please find attached as Appendix B the Domestic Abuse offences by borough for September 2015.

Please note that Domestic Abuse offence data (by rolling year) is available on the Domestic & Sexual violence Dashboard, which is updated quarterly.

<https://www.london.gov.uk/priorities/policing-crime/data-information/vawg-dashboard>

Please be aware an increase in incidents may be due to an increased confidence to report.

Domestic Violence (2)

Question No: 2015/3375

[Joanne McCartney](#)

Please can you provide the number of offences categorised 'domestic violence with injury' per borough over the last 4 years to date? Please provide this information in excel format.

[The Mayor](#)

Please find attached as Appendix C Domestic Abuse Violence with Injury offences by borough for the last 4 rolling years (October-September).

Please note that Domestic Abuse VWI offences are available on the Domestic & Sexual Violence Dashboard which is updated quarterly.

<https://www.london.gov.uk/priorities/policing-crime/data-information/vawg-dashboard>

As you are aware increasing reporting of domestic violence is a key part of my second Violence Against Women and Girls Strategy.

Serious Youth Violence

Question No: 2015/3376

[Joanne McCartney](#)

Please can you provide me with the number of offences flagged as 'Serious Youth Violence' per borough over the last 5 years to date? Please provide this information in excel format.

[The Mayor](#)

Please see attached the requested data in Appendix D.

For future information Serious Youth Violence data is available through the [MOPAC Gangs Dashboard](#) which is updated on a monthly basis.

Historic Rape Offences

Question No: 2015/3377

[Joanne McCartney](#)

Further to Question 2015/2898 with the number of i) rape and ii) serious sexual offences where the offence had occurred a year before the victim reported the offence over the years a) 2011/12 b) 2010/11 c) 2009/2010? Please provide this information in excel format.

The Mayor

Please see tables below which provide the requested information. As this request is further to MQ 2015/2898 - the date range is Sep - Aug.

i) Count of Rape Offences where the offence was recorded 1 year or less after it was committed:

Rolling Year by Recorded Date	Recorded One Year or Less after Committed	Recorded more than a Year after Committed	Not Known	Total
RY2009/10 (Sep - Aug)	2435	641	14	3090
RY2010/11 (Sep - Aug)	2626	741	17	3384
RY2011/12 (Sep - Aug)	2434	758	17	3209
Total	7495	2140	48	9683

ii) Count of Serious Sexual Offences where the offence was recorded 1 year or less after it was committed:

Rolling Year by Recorded Date	Recorded One Year or Less after Committed	Recorded more than a Year after Committed	Not Known	Total
RY2009/10 (Sep - Aug)	7015	1287	29	8331
RY2010/11 (Sep - Aug)	7055	1460	18	8533
RY2011/12 (Sep - Aug)	6760	1358	21	8139
Total	20830	4105	68	25003

NOTE: Rape Offences are a subset of Serious Sexual Offences, and so the data in the two tables should not be summed.

Heathrow PLC Advertising Spend

Question No: 2015/3378

[Murad Qureshi](#)

How much has Heathrow PLC spent on advertising on the London Underground and TfL buses in September and October? Please could you provide the total spend for 2015 so far?

[The Mayor](#)

Heathrow Airport Limited has spent £143,267 on London Underground and Rail during September, and £272,812 on London Underground and Rail during October. There was no spend on buses during these months.

The total spend so far during 2015 is £1,893,493 on London Underground and Rail and £259,000 on buses.

Gatwick PLC Advertising Spend

Question No: 2015/3379

[Murad Qureshi](#)

How much has Gatwick PLC spent on advertising on the London Underground and TfL buses in September and October? Please could you provide the total spend for 2015 so far?

[The Mayor](#)

Gatwick PLC has spent no money on advertising on London Underground, London Rail and buses during these months.

The total spend so far during 2015 on London Underground and London Rail is £1,236,060. There has been no spend on buses.

A4 Great West Road & New LED Lighting on A4

Question No: 2015/3380

[Murad Qureshi](#)

Can we have an update on the TfL works on the A4 Great West Road and in particular on the LED lighting on the A4?

[The Mayor](#)

The installation of new lamp columns and LED lanterns on the A4 Great West Road is almost complete between the junction with the A312 and the junction with the M4 elevated section. Once the columns have been commissioned, the old catenary lighting will be removed. The Central Management System to control the lighting is being tested to ensure that the scheme operates as designed once fully completed.

Further to the lighting scheme, drainage maintenance works are planned on 21 October 2015 for two nights on A4 Great West Road between Sutton Court Road to Harvard Road. Carriageway resurfacing will then be undertaken in November.

Traffic Pollution Along Grafton Way, Euston

Question No: 2015/3381

[Murad Qureshi](#)

Residents of Grafton Way are complaining of queuing diesel vehicles as changes to the road layout are causing buses to stop in front of the hospital. Why are taxis not allowed along the front of UCL Hospital on the Euston Road, where there is a bus lane along the red route?

[The Mayor](#)

As part of the TfL scheme at Euston Circus completed in 2014, a bus stop and bus lane were relocated from Grafton Way to the front of the hospital, better serving hospital users. TfL considered allowing taxis to use the bus lane, however due to the high frequency of buses it was not possible to accommodate both buses and taxis in the limited road space without causing congestion at the junctions at each end of the bus lane.

Threat to Metropolitan Open Land

Question No: 2015/3382

[Murad Qureshi](#)

Thank you for your response to Question No 2015/2912. Can you provide a list of planning applications of strategic importance that you have thrown out as a threat to Metropolitan Open Land during your time as Mayor?

[The Mayor](#)

I have not directed refusal of any applications on MOL. However, there are a number of cases where I objected to schemes at stage 1, which were subsequently refused by the borough council.

Renaming the Hammersmith and City Line to Fit Its Destination (1)

Question No: 2015/3383

[Murad Qureshi](#)

Given the Hammersmith and City line does not actually end in the City but in Barking, should it not be called Hammersmith & Barking line instead?

[The Mayor](#)

The naming of London Underground (LU) lines is not necessarily based on terminus stations, as evidenced by the Jubilee, District and Piccadilly lines for example. In this context, the Hammersmith & City line is perfectly apt.

Renaming the Hammersmith and City Line to Fit Its Destination (2)

Question No: 2015/3384

[Murad Qureshi](#)

How many Hammersmith and City tube trains going east from Hammersmith actually go to Barking?

[The Mayor](#)

During normal periods of operation, all Hammersmith & City line trains heading eastbound from Hammersmith are scheduled to run to Barking.

Threat to Metropolitan Open Land From New Schools

Question No: 2015/3385

[Murad Qureshi](#)

What are you doing about the threat posed to Metropolitan Open Land by new schools proposing development on such land? For example, will you inform the Education Funding Agency of your position?

[The Mayor](#)

Please see my response to oral MQ 3310/ 2015.

Protecting Soho

Question No: 2015/3386

[Murad Qureshi](#)

How does the London Plan protect the cultural melting pot of Soho and what planning interventions have you made over your time as Mayor to protect it?

[The Mayor](#)

I fully recognise the importance of Soho and the role it plays in London's success as the leading cultural and creative capital of the world. The London Plan includes policies to improve and manage the country's largest concentration of night time activities in Soho/Covent Garden (Policy 2.11Ae) and promotes the West End (including Soho) as a Strategic Cultural Area (Policy 4.5). The Plan identifies strategic clusters of night time activities in Policy 4.6, highlighting Soho's contribution to London's world city offer as well as meeting Londoners' needs (paragraph 4.36). Further guidance on managing pressures on cultural venues and Soho is provided in my draft Supplementary Planning Guidance on the Central Activities Zone, currently out for public consultation.

I have given my support to the Save Soho campaign and proposed a five point plan to help retain Soho as a creative hub and ensure it can thrive for years to come. The Music Venues Taskforce has now published a rescue plan for music venues, setting out how more support can be given to music venues in London. In addition, I am launching a planning and culture guide which will highlight a range of tools available to support and sustain cultural venues across the capital including those in Soho.

Signage at Edgware Road Station

Question No: 2015/3387

[Murad Qureshi](#)

Thank you for your response to 2015/2929. You have not addressed the lack of signage on the tube signs at Edgware Road when we have this at Warwick Avenue. Why can the same not be done for Church Street market on Edgware Road tube station signs?

[The Mayor](#)

TfL's approach to determining appropriate station signage ensures that visual information is clear and uncluttered, so customers can navigate their way around the transport network with ease.

TfL has assessed the request for Church Street market and although the demand is not high enough to require dedicated signage on the tube signs, clear directions to the market are in place at the station exit, on the Legible London maps within the station and on street signs.

Network Rail Footbridges in London

Question No: 2015/3388

[Murad Qureshi](#)

Thank you for your response to 2015/2928. When was the last time a comprehensive survey of the conditions of footbridges over the railways of London was undertaken by Network Rail?

[The Mayor](#)

I am not in a position to respond on behalf of Network Rail.

However, I understand that Network Rail are required to conform to the technical standards required to satisfy the regulator, the Office of Rail and Road.

Fruit and Vegetable Stalls in London Underground

Question No: 2015/3389

[Murad Qureshi](#)

Thank you for your response to question 2015/2926. Please could you list the 36 vending pitches on London Underground selling fruit & vegetable and the proposed sites that will double that number over the next two to three years.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Crossrail Adaptation Costs for HS2 Terminus at Old Oak Common

Question No: 2015/3390

[Murad Qureshi](#)

How much did Crossrail say would be the additional cost to adapt its intersection with HS2 Terminus at Old Oak Common?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Kew Gardens and Tube Works

Question No: 2015/3391

[Murad Qureshi](#)

What notice do you provide to Kew Botanic Gardens of maintenance and upgrade works on the tube lines that serve Kew Gardens Station, given it is a major transportation gateway to one of London's best loved tourist attractions?

[The Mayor](#)

TfL is in regular contact with the Royal Botanic Gardens regarding station improvement works that will affect visitors using Kew Gardens Underground station. TfL is currently producing a look-ahead document, detailing all works impacting Kew Gardens Underground station over the next 18 months. This will be shared with the Royal Botanic Gardens when complete.

Tube Signage at Kew Gardens

Question No: 2015/3392

[Murad Qureshi](#)

Could the signage at Kew Gardens tube station not be improved to help tourists find Kew Gardens better once off the Tube?

[The Mayor](#)

TfL is currently reviewing the signs at the station, including working with the local authority to improve the on street signs between the station and the Gardens.

London Energy Efficiency Fund

Question No: 2015/3393

Murad Qureshi

What are the projected returns to the London Energy Efficiency Fund (LEEF) from current investments for 2015, 2016, 2017, 2018, 2019 and 2020?

The Mayor

The projected annual repayments expected from projects that have received funding from LEEF are set out below:

Year	£m
2015	8.8
2016	12.6
2017	6.6
2018	3.3
2019	3.2
2020	4.4

The fund manager will continue to using capital repayments to invest in projects until 2018, and this should lead to an increase in the annual reflows.

Urban Community Energy Fund

Question No: 2015/3394

Murad Qureshi

How many community energy projects supported by the Mayor have been awarded funds through the government's Urban Community Energy Fund (UCEF)?

The Mayor

To date 8 projects in London have been awarded UCEF support, 2 of which have been announced: <https://www.cse.org.uk/projects/view/1249>. Our current understanding is that UCEF funded projects have not received financial support from the Greater London Authority.

Licence Lite

Question No: 2015/3395

[Murad Qureshi](#)

Your response to MQ [2015/2350](#) stated that you estimated an announcement on your Licence Lite initiative to be made "prior to the end of August". When do you now expect to make an announcement?

[The Mayor](#)

I expect to make an announcement about Licence Lite by January 2016. The procurement process involving the electricity generators has taken longer than originally anticipated.

London Energy Plan Advisory Group

Question No: 2015/3396

[Murad Qureshi](#)

How many meetings has your London Energy Plan Advisory Group had to date? When will minutes and papers from these meeting be posted online?

[The Mayor](#)

There have been three meetings. Minutes are available upon request by emailing environment@london.gov.uk.

Green Deal

Question No: 2015/3397

[Murad Qureshi](#)

The government has recently announced changes which all but brings their disastrous Green Deal programme to a close. The failure of government to listen to its critics over the past five years has put back the delivery of energy efficiency measures across the UK. How will the closure of the Green Deal impact on your energy efficiency plans in London?

[The Mayor](#)

As at the end of June 2015, London had 106 Green Deal Plans in place, 1% of the total across Britain. I do not expect the closure of the Green Deal to have a significant direct impact on my energy efficiency plans.

Fuel Poverty

Question No: 2015/3398

[Murad Qureshi](#)

With reference to your response to MQ [2015/1268](#) on the lack of a plan for tackling fuel poverty in London, can you quantify how many households have been taken out of fuel poverty through the list of actions provided?

[The Mayor](#)

Please refer to MQ 2014 /3398 for information on phases 1 and 2 of RE:NEW. We are currently developing a proxy indicator for fuel poverty for RE:NEW phase 3. It would not be possible to measure the impacts of the other programmes and initiatives referred to in MQ 2015 /1268.

Smart Meters

Question No: 2015/3399

[Murad Qureshi](#)

What actions are you undertaking to help facilitate the roll out of smart meters in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Electric Heating

Question No: 2015/3400

[Murad Qureshi](#)

What work is currently taking place to help Londoners on electric heating reduce their energy bills? What RE:NEW supported programmes are involved with residents on electric heating?

[The Mayor](#)

The RE:NEW programme supports landlords and housing providers to deliver a range of energy efficiency projects, including replacing electric heating systems and installing energy conservation measures in electrically heated properties. It also supports them to access funding for new gas connections and central heating systems, to save energy and cut bills. For example, a recent bid to the government's Central Heating Fund secured £360,000.

Tempus Energy

Question No: 2015/3401

[Murad Qureshi](#)

Can you confirm the total level of funding you have authorised to Tempus Energy and progress on the project funded?

[The Mayor](#)

Further to endorsement from the London Enterprise Panel (LEP) in March 2014 and Mayoral Decision in November 2014 (MD1416), the GLA invested £250,000 (by way of loan) in Tempus Energy. The finance was drawn from the Growing Places Fund (GPF) in financial year 2014/15 and is profiled to be repaid with interest by 2019. This investment contributed to the capital costs associated with the development and operations of the business.

The project is progressing well to date; Tempus Energy have set up their Control Room to manage and monitor electricity utilised by customers, staff numbers are increasing ahead of plan, they have completed the recruitment process for their first 4 Smart Energy Academy apprentices and customer uptake in the electricity supply business is going well.

GLA Consultations

Question No: 2015/3402

[Murad Qureshi](#)

Can you provide a list of all government and select committee consultations the GLA have responded to over this year, and confirm whether all of these responses are posted on the GLA website?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Greenwich Power Station

Question No: 2015/3403

[Murad Qureshi](#)

Can you provide an update on progress made to establish a new heat network from Greenwich Power station?

[The Mayor](#)

London Underground (LU) is procuring the combined heat and power plant and will invite potential contractors to register their interest in November this year. LU expect to start the plant procurement in March 2016. Meanwhile the Royal Borough of Greenwich has just completed their district heating network feasibility study and started their work on the business case.

RE:NEW

Question No: 2015/3404

[Murad Qureshi](#)

Can you confirm all organisations signed to your new RE:NEW framework and the duration of their contract to the programme? What targets are in place in relation to the contract?

[The Mayor](#)

The RE:NEW framework has been set up with 11 suppliers listed below. The framework is available for the next four years. The framework does not set targets.

1. Climate Energy
2. Ecologic Energy
3. Keepmoat
4. Kier
5. Lakehouse
6. Lawtech Group
7. Mark Group
8. Mears
9. Mulalley
10. Osborne Energy
11. Willmott Dixon

Green Deal

Question No: 2015/3405

[Murad Qureshi](#)

Will the demise of the Green Deal affect progress on the introduction of minimum energy efficiency standards for the Private Rented Sector (PRS) in London?

[The Mayor](#)

I expect the Government's minimum energy performance standards for the Private Rented Sector, which were adopted earlier this year, to remain in place. The domestic standards require any measures to be at no upfront cost to the landlord, so we will be talking to government about how to ensure that London gets its fair share of any future supplier obligation to help support implementation of the Regulations.

Allowable Solutions

Question No: 2015/3406

[Murad Qureshi](#)

With reference to MQ [2015/2957](#) can you provide a list of all London councils with carbon offset funds in place, as required by your London Plan, and all councils currently planning to introduce a carbon offset fund?

[The Mayor](#)

As indicated in my previous response (2015/2957), the London Plan includes provisions which allow a shortfall of on-site carbon reductions to be met off-site or through a cash-in-lieu contribution where it is clearly demonstrated that on-site measures cannot meet required targets. This flexible approach ensures on-site savings are maximised while recognising practical site based constraints.

Individual councils are responsible for arrangements for off-site provision of carbon dioxide reductions. Our list of London borough schemes is due to be updated as part of the London Plan evidence base and I will be happy to share this with you once it is completed.

The Mayor's Sustainable Design and Construction Supplementary Planning Guidance document provides options for establishing a carbon price, including nationally recognised prices of carbon that could easily be adopted by individual boroughs, or used for development management purposes.

Refuse Collection Vehicles

Question No: 2015/3407

[Murad Qureshi](#)

Will you look at the potential of switching London refuse collection vehicles from diesel to gas?

[The Mayor](#)

The GLA and TfL are supporting boroughs that want to examine opportunities to reduce emissions from both their own fleets and contracted commercial fleets, such as refuse collection vehicles. Proposals have been invited as part of the latest round of funding from my £20m Air Quality Fund for boroughs.

Substitute Natural Gas

Question No: 2015/3408

[Murad Qureshi](#)

What is the potential to generate BioSNG (Substitute Natural Gas) in London? How many BioSNG are currently in operation in London?

[The Mayor](#)

We have not modelled the potential to generate BioSNG in London and do not have any plans to do so in the near future. Our focus has been on policy levers and programmes that reduce the demand for gas, rather than looking at alternatives.

Tipping Policies in London's Restaurants

Question No: 2015/3409

[Onkar Sahota](#)

What is the Mayor doing to encourage London's restaurants to pay their waiting staff the London Living Wage, exclusive of tips and so-called administration fees?

[The Mayor](#)

Please see my response to MQ 3329 / 2015.

London Strategic Migration Partnership 1

Question No: 2015/3410

[Onkar Sahota](#)

Will the Mayor confirm when the last meeting of the LSMP was held?

[The Mayor](#)

The last LSMP meeting was held on 24 September 2015, covering demographic and policy trends.

London Strategic Migration Partnership 2

Question No: 2015/3411

[Onkar Sahota](#)

Will the Mayor confirm if the internal review of the LSMP, as discussed at the meeting of the LSMP on 26th November 2014, has been carried out and would he share the results?

[The Mayor](#)

Yes, we have undertaken the review of the LSMP. I have asked officers to send you the details.

London Strategic Migration Partnership 3

Question No: 2015/3412

[Onkar Sahota](#)

Will the Mayor outline what actions the LSMP have taken in light of the current refugee crisis?

[The Mayor](#)

I co-chaired a pan-London meeting with Munira Mirza, Chair of the LSMP and Mayor Jules Pipe (Leader of Hackney & Chair of London Councils) on 10 September 2015.

I wrote to the new minister for resettling Syrian refugees, Richard Harrington MP, requesting further information on the detail of the Government's plans so that London can make an informed response and provide a sustainable offer.

The Home Office has asked the GLA to co-ordinate London's response, and to that end Munira Mirza has written to Local Authorities and is working with community organisations.

London Strategic Migration Partnership 4

Question No: 2015/3413

[Onkar Sahota](#)

Will the Mayor outline what the LSMP has done to meet its 2015/16 objective to "provide opportunity for strategic insight into the challenges for migrants and refugees in the capital"?

[The Mayor](#)

The LSMP brings different stakeholders together to enable London to remain internationally competitive and support migrants and refugees to integrate.

We have consulted the Mayor's Migrant and Refugee Advisory Panel on integration priorities and are convening a wider meeting with Migrant and Refugee Community Organisations (MRCOs) on 23 October.

The latest data on migration in London was presented to the LSMP on 24 September 2015. The objective was to better understand and anticipate current and future strategic opportunities and challenges, including by identifying gaps in current data and additional data sources that would help to provide further insight.

The meeting on 18 November will build on this and insight from the wider meeting with MRCOs to focus on integration priorities and challenges.

London Air Ambulance

Question No: 2015/3414

[Onkar Sahota](#)

Will the Mayor join me in welcoming the news that London's Air Ambulance have secured funding for a second air ambulance, and congratulate their hard work in raising £4m to fund it?

[The Mayor](#)

I am delighted that London's Air Ambulance has now raised enough money for a second helicopter and offer them my congratulations on this fantastic achievement. I was very pleased to support their efforts by hosting a fundraising event here at City Hall last year.

I welcome the expansion to this hugely valuable service for Londoners and look forward to the new helicopter taking to London's skies.

Out-of-hours Cuts

Question No: 2015/3415

[Onkar Sahota](#)

Given the ongoing concerns over access to primary care services, is the Mayor concerned by reports that of the 18 pilot schemes funded by the government's Challenge Fund, eight have now been cut or discontinued, including the project in North West London. Will he further confirm what progress he is making towards achieving the recommendations of his London Health Commission report that seek to improve access to GP services?

[The Mayor](#)

I understand from NHS England that all the Challenge Fund first wave pilots, including North West London remain operational

I am assured by NHS England (London) and London's clinical commissioning groups that good progress is being made within the Healthy London Partnership towards delivering the London Health Commission recommendations regarding access to GP services.

1036 New Cases of FGM

Question No: 2015/3416

[Onkar Sahota](#)

Given that the latest released figures by the NHS suggest there were 1036 reported cases of FGM in just three months, can the Mayor update the Assembly on the progress of his 'Harmful Practice' pilot scheme, and outline what further actions he is taking to combat this crime?

[The Mayor](#)

The Harmful Practices pilot has been established since April and is now being delivered across one East and one West London pilot site in the following boroughs; Tower Hamlets, Waltham Forest, Westminster, Kensington and Chelsea, and Hammersmith and Fulham. This programme will see the upskilling of around 350 professionals, equipping them with an improved knowledge of Harmful Practices and the ability to identify an appropriate local response.

In addition to this, I have secured funding from the Department for Education to develop a specific and enhanced model for FGM victims which takes an innovative approach to tackling FGM through the recruitment of Social Workers (who will work closely with midwives) and Community Advocates that have an FGM specialism.

My refreshed Violence Against Women and Girls strategy firmly grounds FGM in a wider continuum of harmful attitudes that are at the root cause of Harmful Practices (HP). As such my HP Pilot takes an integrated approach to tackling FGM, 'honour' based violence, faith based abuse and forced marriage.

GP Access - Overseas Working

Question No: 2015/3417

[Onkar Sahota](#)

Given that the number of doctors applying for a Certificate of Current Professional Status has reached an all-time record high, with 1,644 requests for CCPS documents from the GMC occurring in just three days after the Government's announcement on plans for a new junior doctor contract, is the Mayor alarmed that such an exodus of doctors from London will have a serious impact on access to both primary and acute care, and what steps is he taking with government to avoid a deepening access crisis?

[The Mayor](#)

I want Londoners to get the health and care services they need, where and when they need them. The London Health Board is looking at ways to improve primary care including workforce issues.

Policing of Remembrance Events (1)

Question No: 2015/3418

[Onkar Sahota](#)

What costs recovery are being requested by the Metropolitan Police for the policing of remembrance events throughout London, including those operated by the London Boroughs.

[The Mayor](#)

Please see MQ 3419 / 2015.

Policing of Remembrance Events (2)

Question No: 2015/3419

[Onkar Sahota](#)

Will the Mayor please provide us with the cost of policing remembrance events in the last 3 years, and provide a breakdown of how much of those costs were paid for by either local councils, event organisers or other sources?

[The Mayor](#)

The cost of policing remembrance events was:

2012/13	£323,246
2013/14	£356,026
2014/15	£398,153

The above is an estimate of the pay costs and overheads of supplying Inspectors, Police Sergeants and Police Constables for the policing of remembrance events.

The increase in resourcing and spend is a result of the adjustment to the threat assessment to both the principals and to the police and the military against Joint Terrorism Analysis Centre assessments. The number of events policed has also increased from 8 in 2012/13 to 25 in 2014/15.

There was no recovery of costs from any public or private body.

Stanmore Hill Traffic Lights

Question No: 2015/3420

[Navin Shah](#)

Traffic Lights on Stanmore Hill junction have been exceptionally chaotic resulting in confusion and congestion and long queues. This is deterring shoppers and raising obvious concerns from local shops and business. Can you ask TfL to deal with this matter urgently to ensure benefits to pedestrians and to improve flow of traffic for Stanmore Hill?

[The Mayor](#)

TfL has worked closely with the London Borough of Harrow to redesign the junction at Stanmore Hill to improve pedestrian safety. The new junction layout was implemented in August 2015 and TfL is continuing to monitor and modify the new traffic signal timings to reduce delays to buses and traffic in the Stanmore area, with the aim of achieving the best balance for all road users.

Stanmore Station Bins

Question No: 2015/3421

[Navin Shah](#)

I've received complaints of litter at the station due to problems of bins not being emptied by TfL's contractor(s). Can you ensure that TfL gives full commitment that the station areas will be kept clean and bins emptied regularly?

Please advise what arrangements are being made for additional rubbish collections when All Night Weekend Service commences which will affect this station?

[The Mayor](#)

TfL has spoken to the relevant cleaning contractor to ensure that these bins are emptied regularly and station areas kept clean. TfL will continue to monitor this issue and raise it with the contractor again, if it still proves a concern.

Following the start of Night Tube, TfL will put in place additional rubbish collections when required.

Harrow Cycling

Question No: 2015/3422

[Navin Shah](#)

Thank you for your reply to Question No: 2015/2973.

Many of the current Quietway proposals, especially the one proposed in Harrow, seem to be minor adaptations of existing LCN quiet routes, and are not necessarily quiet or direct. With such little Quietway money spread thinly among the boroughs, it will not be possible to make much difference to overall cycling levels.

Harrow's Cycling lobby recommends and contends that targeted high quality schemes will be more cost effective in boroughs such as Harrow. Instead of the long, convoluted Quietway considered for Harrow, could the Quietway money be spent instead on segregated cycle routes around Northwick Park roundabout and along roads leading from it to the town centre (Sheepcote Road / Station Road and Kenton Road / Lowlands Road)?

This would tie in with the major redevelopment of Harrow Town Centre (the proposed 'Opportunity Area') and would help Harrow residents to see the benefits of high quality cycle paths and that it is feasible to build them in Harrow.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Chamberlayne Road, Buses (Brent)

Question No: 2015/3423

[Navin Shah](#)

Thank you for your encouraging response to my previous questions on this matter. However, this is not the first time that the issue of speeding bus drivers has been put to the Mayor with similar responses received and very little by way of discernible changes to bus driver behaviour happening - they speed regardless.

The fact is that that Chamberlayne Road, a mile long residential road, has an unfortunate record of 41 collisions in just over three years on a road and poor emission records.

Will the Mayor commit to get TfL to fund a speed camera for this road, as well as commit to TfL undertaking regular monitoring (strips across the road) every 6 months to monitor the success of proposed measures (briefing drivers etc)?

Can I also ask a commitment from TfL that they would keep the local residents' associations informed of the monitoring results and let them also know what mitigating measures are being put in place to tackle adverse impact shown up in the monitoring.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

London Overground (1)

Question No: 2015/3424

[Navin Shah](#)

Following your previous answers, can you now give a start date for four trains-per-hour on the Euston to Watford Junction line?

Will late evenings become three trains-per-hour at the same time? Will Sunday late evenings have the same timetable as other days of the week?

[The Mayor](#)

Please see my response to MQ 2015 /2980.

London Overground (2)

Question No: 2015/3425

[Navin Shah](#)

What is the theoretical maximum number of London Overground trains per hour that could operate on the Willesden Junction to Gospel Oak section of the North London Line?

What enhancements to the infrastructure would be needed to reach that figure?

[The Mayor](#)

Please see my response to MQ 2015 /2981.

London Overground (3)

Question No: 2015/3426

[Navin Shah](#)

Since your new London Overground trains in north-east London will have some transverse seating as on the Metropolitan Line, why will you not introduce the same on your new Euston to Watford Junction trains?

[The Mayor](#)

Please see my response to MQ 2015 /2982.

Brent Cross (1)

Question No: 2015/3427

[Navin Shah](#)

When specifically did you first become aware of an "A5 Corridor Study" regarding the Brent Cross Cricklewood scheme?

Has the scope and definition of this study changed to your knowledge, and if so, when and how?

[The Mayor](#)

Please see my response to MQ 2015/2983.

Brent Cross (2)

Question No: 2015/3428

[Navin Shah](#)

Have you been content to consider the Brent Cross scheme under its still-current supplement to the London Plan, which predicts over 29,000 extra vehicle movements per working day in the area?

Are you still measuring your approval of, or opposition to, the scheme against that measure?

[The Mayor](#)

Please see my response to MQ 2015/2984.

Brent Cross (3)

Question No: 2015/3429

[Navin Shah](#)

What do you consider to be an appropriate degree of saturation, when considering the effect of development on existing road junctions?

Will any junctions be operating over capacity in the end state? Will any be far over capacity? In both cases, which ones?

[The Mayor](#)

Please see my response to MQ 2015/2985.

Brent Cross (4)

Question No: 2015/3430

[Navin Shah](#)

The new roundabout at the north end of Tempelhof Avenue Bridge will have six lanes around its southern edge. Do you approve? Why are so many needed? Can cyclists use the roundabout?

[The Mayor](#)

Please see my response to MQ 2015/2986.

Brent Cross (5)

Question No: 2015/3431

[Navin Shah](#)

Do you think there are sufficient committed walking and cycling measures to mitigate phase one and later traffic growth? If not, what others are needed?

[The Mayor](#)

Please see my response to MQ 2015/2987.

Brent Cross (6)

Question No: 2015/3432

[Navin Shah](#)

Do you endorse the policy that mitigation should only apply to road junctions currently operating below 90% saturation?

[The Mayor](#)

Please see my response to MQ 2015/2988.

Brent Cross (7)

Question No: 2015/3433

[Navin Shah](#)

Are you satisfied that all your pilot Quiet Way and announced Cycling Superhighway initiatives are totally integrated into the Brent Cross plans? Where will that happen?

[The Mayor](#)

Please see my response to MQ 2015/2989.

Brent Cross (8)

Question No: 2015/3434

[Navin Shah](#)

Are you satisfied that every cycle route at Brent Cross can be used by disabled cyclists and by supervised children?

Do any Brent Cross cycle routes previously mentioned by you involve having to carry cycles up and down flights of steps?

[The Mayor](#)

Please see my response to MQs 2015/2990 and 2015/2991.

Brent Cross (9)

Question No: 2015/3435

[Navin Shah](#)

Have you by now ensured there will only be segregated cycle paths at Brent Cross, meaning no painted unsegregated cycle lanes along roads, and no advance stop lines on roads at traffic lights?

[The Mayor](#)

Please see my response to MQ 2015/2992.

Old Oak Common (1)

Question No: 2015/3436

[Navin Shah](#)

Can you confirm that you have obtained assurances from HS2 Ltd. that all parts of the rebuilt Old Oak Common Lane will have segregated cycle paths?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Old Oak Common (2)

Question No: 2015/3437

[Navin Shah](#)

What location or locations for extra northern access points to Wormwood Scrubs do you support?

[The Mayor](#)

Wormwood Scrubs is an important open space and I am keen that it is protected as a place for all Londoners to enjoy its amenity and ecological benefits. For existing and future residents to be able to get into the Scrubs from the new HS2-Crossrail super hub station, there will need to be new and improved access points. More detailed work is needed to identify the best locations for this and this will be undertaken in close consultation with key stakeholders. There is an opportunity to work with High Speed 2 to consider how the delivery of their new station in the area could facilitate such a new entrance.

Old Oak Common (3)

Question No: 2015/3438

[Navin Shah](#)

Given that the Secretary of State has the statutory power to reassign non-operational Network Rail land to yourself, have you supported doing so?

[The Mayor](#)

Yes, I am supportive of this approach as land ownership is a powerful means of achieving regeneration and associated social and economic benefits for an area.

Old Oak Common (4)

Question No: 2015/3439

[Navin Shah](#)

Would taking ownership of all unwanted public land from Network Rail increase the chance of social rented housing, rather than settling for Network Rail's policy of always selling the land at maximum value?

[The Mayor](#)

I will explore the maximum potential for the delivery of housing at Old Oak and a tenure mix that includes affordable housing will be encouraged. A final version of the Old Oak and Park Royal Opportunity Area Planning Framework will be adopted shortly and OPDC Officers are now working on a local plan that will include policies to secure a tenure mix aimed at meeting local and London wide needs. Clearly, any unwanted public land that can be brought straight forward in a wide masterplan for Old Oak and Park Royal will be part of OPDC's considerations.

Child summer travel concession

Question No: 2015/3440

[Valerie Shawcross](#)

What progress have you made on pursuing the goal of a free summer travel scheme for school children with London's Train Operators?

[The Mayor](#)

TfL offers generous concessions to children and young people including free travel for accompanied under fives and Zip Oyster photocard giving free travel for five to 11-year olds and free or discounted travel for 11 to 16-year olds.

I believe the best answer is for train operators to adopt the same policies to bring consistency across London's transport services. TfL and I continue to lobby for greater consistency and wider concessions for children across rail services.

Garden Bridge

Question No: 2015/3441

[Valerie Shawcross](#)

Have you any doubts now about your support for the 'Garden Bridge project' ?

[The Mayor](#)

The Garden Bridge will be a fantastic project for London. It will bring significant transport, health, cultural, economic and environmental benefits to the area and the city.

Cycles on London Overground

Question No: 2015/3442

[Valerie Shawcross](#)

I have been contacted by a constituent whose commute involves travelling on peak time London Overground services away from central London, rather than towards it. As a result the Overground trains he uses are generally not busy and have plenty of capacity. He has been ejected from services with his bicycle, even though there is plenty of space on the services he uses and the bike does not cause any problems for fellow passengers. Could LOROL reconsider their position on bicycles on trains during peak hours on services running out of central London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Bus Driver health

Question No: 2015/3443

[Valerie Shawcross](#)

What medical checks are in place to ensure that bus drivers are healthy enough to drive safely in London's crowded environment ?

[The Mayor](#)

The Driver and Vehicle Licensing Authority requires bus drivers to have an initial medical at the time they first apply for a public carriage vehicle licence, then a medical at the age of 45, and every five years after that until the age of 65. At that age, a medical is required every year.

For licence holders with certain medical conditions such as heart disease and diabetes, there are additional checks in place which are specific to the condition and often involve more frequent examinations.

TfL works with the bus operators to provide training that makes drivers aware of the importance of maintaining a health lifestyle and the potential impact of not doing so.

TfL Bids to Treasury

Question No: 2015/3444

[Valerie Shawcross](#)

Please list the main Transport projects which you are submitting as lead items to the Treasury.

[The Mayor](#)

TfL has put forward its priorities for the Spending Review to HM Treasury and the Department for Transport. TfL has four 'key asks': first, protecting its Business Plan in order to deliver vital investment and improvement in transport given a rapidly growing population; development funding to take Crossrail 2 through to receive Royal Assent during this Parliament; support for improving national rail services in London and the south east; and greater devolution of fiscal powers to enable London to pay for more infrastructure investment itself.

I welcome the Chancellor's support for London's transport infrastructure announced in our Long Term Economic Plan for London; and TfL has prepared five additional business cases at the Chancellor's request. These are for Crossrail 2, new river crossings east of Silvertown, the Bakerloo Line Extension into south east London, the proposed Tramlink extension to Sutton and new road tunnelling schemes.

Tour De France Grand Depart (1)

Question No: 2015/3445

[Valerie Shawcross](#)

How much was London being asked to pay for hosting of the Grand Depart in 2017? What were the estimated costs of staging the event?

[The Mayor](#)

The Tour de France organisers (The Amaury Sports Organisation ASO) asked TfL to pay a fee of 5.5 million euros (c£4.0m) to host a three day Grand Depart. The total cost to stage the event was estimated to be £29.8m, excluding contingency. The total estimated cost, including contingency, was £35.8m.

In the context of the Spending Review, I made the tough decision, in conjunction with the Secretary of State for Culture, Media and Sport, that London cannot afford to host the Grand Depart. My priority is protecting frontline services and investing in long term cycling projects. As a result of this decision TfL's cycling budgets will not be affected.

Tour De France Grand Depart (2)

Question No: 2015/3446

[Valerie Shawcross](#)

What were the actual costs for the fee and staging for the previous Grand depart event in London? And for the pass through event in 2014?

[The Mayor](#)

The total cost of the three stage 2014 Grand Depart, through Yorkshire, Cambridge, Essex and London, was £29.4m, including a fee of £4.2m payable to the ASO. Transport for London contributed £5.8m of the total £29.4m to cover the cost of the London finish of the third stage.

In the context of the Spending Review, I made the tough decision, in conjunction with the Secretary of State for Culture, Media and Sport, that London cannot afford to host the Grand Depart. My priority is protecting frontline services and investing in long term cycling projects. As a result of this decision TfL's cycling budgets will not be affected.

Tour De France Grand Depart (3)

Question No: 2015/3447

[Valerie Shawcross](#)

How much money and staff time had already been expended in the preparation and negotiations for the event by 29 September this year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tour De France Grand Depart (4)

Question No: 2015/3448

[Valerie Shawcross](#)

Did the Treasury make any comments or give advice on this project? If so what were they?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

TfL Colour Blind Policy (1)

Question No: 2015/3449

[Valerie Shawcross](#)

TfL have informed me that they do not have a specific colour blind policy. Can you explain why this is and whether you will commit to creating one?

[The Mayor](#)

TfL's 'Accessible Communications Policy' commits to producing information presented in an appropriate format so that it is easier to understand, read or hear and meets the requirements of customers with visual, aural or other impairments. This includes providing for colour blind customers.

As far as is reasonable and deliverable TfL will produce specific printed information to meet these requirements, and respond to any requests received.

TfL Colour Blind Policy (2)

Question No: 2015/3450

[Valerie Shawcross](#)

Only one of the TfL Accessibility Guides has been designed for colour blind customers. Can you explain why this is and whether TfL plans to make more of its maps and guides accessible to colour blind Londoners?

[The Mayor](#)

TfL produces a black and white Tube map specifically for colour blind customers as well as step-free, audio and large-print versions.

TfL's policy is that it will make any reasonable adjustments to documents and materials to remove communications barriers for its customers, as well as meeting statutory obligations under the Equality Act.

TfL will work with relevant stakeholders to determine if producing colour blind versions of other maps and guides would be useful for customers, or whether it could integrate information, such as step-free access or toilet locations, into the existing black and white Tube map.

Taxi Ranks (1)

Question No: 2015/3451

[Valerie Shawcross](#)

On 14th April 2015, TfL confirmed that of the 144 night tube stations, 63 had a taxi rank already. Please can you name these 63 stations?

[The Mayor](#)

The 63 stations on the Night Tube network that already had a taxi rank are listed in Appendix E. This includes the number of TfL appointed ranks and those located on private land.

TfL looks to work with the taxi trade led Cab Ranks Committee to identify and prioritise rank locations.

In May 2015 Sir Peter Hendy wrote to all London Boroughs seeking their support for implementing Night Tube ranks as well as other ranks in general.

Taxi Ranks (2)

Question No: 2015/3452

[Valerie Shawcross](#)

On 14th April 2015, TfL said they had identified 95 night tube stations that may benefit from changes to their rank provision. Please can you name these 95 stations?

[The Mayor](#)

Appendix F shows a list of the 95 stations where, following an initial review by TfL, it was felt that the station could benefit from the inclusion of a taxi rank or amendments to an existing rank where one is already in place. Amendments range from making the rank larger, improving signage, changing the operating hours of ranks or relocating or extending an existing rank.

Taxi Ranks (3)

Question No: 2015/3453

[Valerie Shawcross](#)

On 8th July 2015, TfL said there were 50 night tube stations that already had a taxi rank. Please can you name these 50 stations?

[The Mayor](#)

The 50 stations on the Night Tube network that already had a taxi rank appointed by TfL or the City of London are listed in Appendix G.

TfL works with the taxi trade led Cab Ranks Committee to identify and prioritise rank locations.

In May 2015 Sir Peter Hendy wrote to all London Boroughs seeking their support for implementing Night Tube ranks as well as other ranks in general.

Taxi Ranks (4)

Question No: 2015/3454

[Valerie Shawcross](#)

On 8th July 2015, TfL said there were 16 night tube stations that did not need a rank due to plenty of passing trade. Please can you name these 16 stations?

[The Mayor](#)

The 16 stations on the Night Tube network where appointing a new taxi rank may not be feasible but where passengers should be able to hail a passing taxi are listed below.

1. Bank
2. Bond Street
3. Covent Garden
4. Goodge Street
5. Green Park
6. Holborn
7. Hyde Park Corner
8. Lancaster Gate
9. Marble Arch
10. Notting Hill Gate
11. Oxford Circus
12. Pimlico
13. Russell Square
14. Southwark
15. Tottenham Court Road
16. Westminster

Taxi Ranks (5)

Question No: 2015/3455

[Valerie Shawcross](#)

On 8th July 2015, TfL said there were 6 night tube stations that already had a taxi rank, but that the rank needed to be improved. Please can you name these 6 stations?

[The Mayor](#)

The 6 stations on the Night Tube network that already had a taxi rank but where TfL consider improvements or changes are recommended prior to the launch of the Night Tube are listed below.

1. Archway
2. Canning Town
3. Edgware
4. Finsbury Park
5. Golders Green
6. Tooting Broadway

Taxi Ranks (6)

Question No: 2015/3456

[Valerie Shawcross](#)

The Transport Committee Report, "Future Proof" looked at what tube stations had taxi ranks within 250m of them. Can you explain what criteria TfL use to determine whether a tube station has a rank or not?

[The Mayor](#)

When assessing the suitability of a station to accommodate a taxi rank TfL take a number of factors into account including:

- the space available for taxis to queue
- whether there is appropriate kerbside space which is easy for passengers to reach
- whether the location allow passengers to board on the nearside of the taxi so as the wheelchair ramp and other accessibility features can be used
- Any impacts on customer safety
- whether the TAXI light on the front of the taxis be seen as people leave the station

Not all of these factors will always be possible, and assessments are made on a case-by-case basis depending on the local requirements.

Taxi Ranks (7)

Question No: 2015/3457

[Valerie Shawcross](#)

The Transport Committee Report, "Future Proof" contained figures relating to the budget for new taxi ranks and ranks related work (for example, new signs, markings, advertising in the London Gazette) between 2010/11 and 2016/17. On 25th February 2015 TfL said they would provide £600,000 in funding to further increase the number of ranks by 20% by 2020. Can you update the budget figures for 2014/15 up until 2020/21 to show when this £600,000 will be spent.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Taxi Ranks (8)

Question No: 2015/3458

[Valerie Shawcross](#)

In Transport Committee Report, "Future Proof", TfL confirms it costs between £2,000 & 10,000 to appoint a new taxi rank. Since 2010/11 can you confirm how many different ranks the budget for new taxi ranks and ranks related work has been spent on? Please break the figures down by financial year and by each individual rank.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Taxi Ranks (9)

Question No: 2015/3459

[Valerie Shawcross](#)

How many open rank location requests do TfL have? Please provide details of where the requested ranks are located.

[The Mayor](#)

TfL works directly with the taxi trade led Cab Ranks Committee to identify requests for new ranks and improvements to current ranks.

In May 2015 Sir Peter Hendy wrote to all London Boroughs seeking their support for implementing Night Tube ranks as well as other ranks in general.

The list of locations in Appendix H covers both new ranks and improvements to existing ranks received from the Cab Ranks Committee, London Boroughs and members of the public, as well as those chosen to support the Night Tube. It also includes those provided to the Transport Committee as part of the "Future Proof" report.

It is a working document so some of the requests are still to be assessed for issues such as practical kerbside space.

As the majority of rank requests are for locations on borough roads or private land, TfL would welcome your support in encouraging boroughs to progress ranks across the Capital.

Finally, as implied above, TfL welcomes suggestions relating to taxi ranks from members of the public which can be submitted via tphranksinterchange@tfl.gov.uk.

Fares (1)

Question No: 2015/3460

[Valerie Shawcross](#)

What would the cost of freezing all fares across the network be to Transport for London? Please give the network wide figure as well as figures for Underground, Overground, DLR, bus, tram, river service & Emirates Air Line.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Fares (2)

Question No: 2015/3461

[Valerie Shawcross](#)

What would the cost of cutting all fares across the network by 1% be to Transport for London? Please give the network wide figure as well as figures for Underground, Overground, DLR, bus, tram, river service & Emirates Air Line.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

One Hour bus Ticket

Question No: 2015/3462

[Valerie Shawcross](#)

What is the current estimate of the cost of introducing a one hour bus ticket?

[The Mayor](#)

Please see my answer to MQ 2015 /3289.

Cycle Parking (1)

Question No: 2015/3463

Valerie Shawcross

Please outline how many cycle parking places TfL currently provides. Please break down the number by location of the parking.

The Mayor

There is a total of 4,609 cycle racks provided by TfL on the TLRN, providing 9,214 cycle parking spaces. Provision on the TLRN will be increased as part of the Cycle Superhighway, Quietway, Grid and Mini-Holland programmes.

In addition, there are 21,566 cycle parking spaces at stations in London. This figure is from an audit carried out in July 2015 and includes some cycle parking provided by train operating companies and boroughs, depending on the land ownership at each station. TfL is currently analysing the data from this audit to determine which stations would benefit most from increased cycle parking.

TfL's Cycle Parking Programme also provided 18,485* new cycle parking spaces across London in 2014/15 by funding new cycle parking at stations, in schools, through borough LIPs and the Borough Cycling Programme. TfL is working with the London Cycling Campaign (LCC) to develop the website www.urbancyclingparking.org.uk, which will map the locations of all TfL cycle parking spaces.

*[*The answer originally provided stated this figure, incorrectly, as 17,144. After clarification, this answer was amended on 9 November 2015.]*

Cycle Parking (2)

Question No: 2015/3464

[Valerie Shawcross](#)

Please outline any future plans you have to expand TfL provided cycle parking in London.

[The Mayor](#)

I set an ambitious target to deliver 80,000 new cycle parking spaces in London by 2016. TfL is on track to deliver this.

TfL's Cycle Parking Programme provided 18,485 new cycle parking spaces across London in 2014/15. This includes 97 spaces at stations, 2,000 at schools, 628 on the TLRN, 1,171 at workplaces and 14,305 through borough schemes.

The Cycle Parking Programme will deliver a similar mix of new cycle parking this financial year, plus additional parking as part of the Superhighways, Quietways, Grid and Mini-Holland programmes.

TfL is also working on the Cycle superhubs programme, which will deliver large numbers of cycle parking at stations. The first superhubs will be delivered in 2016 at Hounslow West and North Greenwich stations, and further superhubs are being developed as part of Crossrail station upgrades at Romford and Abbey Wood. TfL is also looking at the feasibility of a superhub for thousands of bikes at Waterloo station to create a Dutch-scale hub for central London.

Oyster (1)

Question No: 2015/3465

[Valerie Shawcross](#)

Do you have any plans to extend Oyster to London cycle hire?

[The Mayor](#)

As my cycling vision said, we intend to integrate Oyster and contactless payment into cycle hire. Work on this is progressing.

Oyster (2)

Question No: 2015/3466

[Valerie Shawcross](#)

Do you have any plans to extend Oyster to London's various car clubs?

[The Mayor](#)

TfL is working with Car Club operators to assess the compatibility of their payment systems and fare regimes with Oyster, in line with the Car Club Strategy that was published in May. However, TfL has made no commitment to extend Oyster as a payment method to Car Clubs.

The international EMV security standards have very strict requirements for the deployment, maintenance, storage and usage of card readers. Therefore, Car Club operators would need to work together to identify how they would meet security standards and ensure that their transactional processing costs are not subsidised by the public purse.

Smoke Alarms/Carbon Monoxide Alarms

Question No: 2015/3467

[Fiona Twycross](#)

What are you doing to ensure that landlords in London are installing smoke alarms and carbon monoxide alarms now that the new Government regulations have come into force?

[The Mayor](#)

It is the role of local authorities to enforce the new regulations. I am working closely with the government to ensure local authorities have enhanced powers to enforce against landlords who do not comply with their legal responsibilities.

Emergency Fire Service operatives (1)

Question No: 2015/3468

[Fiona Twycross](#)

How many weeks training do Emergency Fire Crew Capability operatives receive, and do you think this equips them to deal with a major incident?

[The Mayor](#)

Emergency Fire Crews receive 12 days initial training with an additional seven days of continuous personal development training on an annual basis.

Emergency Fire Crews and Command Support Teams are trained in standard operational procedures that are in-line with London Fire Brigade policies.

The provision, known as 'CapitalGuard', is a contracted service providing up to 27 fire engines and is intended to provide a reduced level of operational capability sufficient to fulfil the Authority's basic statutory duties. This means that the 27 fire engines will attend a limited range of incidents and that, in the first instance, the normal initial attendance to incidents will be just one fire engine. The arrangements are not intended to replicate or replace what the LFB does but gives, so far as is reasonably practicable, an acceptable level of contingency cover.

Emergency Fire Service operatives (2)

Question No: 2015/3469

[Fiona Twycross](#)

Are you aware of any plans to use Emergency Fire Crew Capability operatives on a more permanent basis in the near future?

[The Mayor](#)

There are no plans to utilise Emergency Fire Crews operatives within the LFB for anything other than the roles for which they are currently contracted.

Impact of the cuts on London's emergency services

Question No: 2015/3470

[Fiona Twycross](#)

Given the impact of the cuts on London's emergency services, do you think there is enough resilience in our emergency services to cope with incidents?

[The Mayor](#)

My priority throughout budget cycles has been to maintain officer numbers to ensure that London does have the capability to cope with all incidents.

Norwood Police Station site (1)

Question No: 2015/3471

[Fiona Twycross](#)

The site of the former Norwood Police Station was due to open as the STEM Academy Croydon Gateway sixth form college in September 2015. However STEM walked away from this leaving the site vacant. What are the current plans for the site?

[The Mayor](#)

MOPAC sold this site in March 2014 to the Department for Communities and Local Government (DCLG). The responsibility for the site and its future use therefore now sits with them.

Norwood Police Station site (2)

Question No: 2015/3472

[Fiona Twycross](#)

When the Norwood Police Station site was sold were there any stipulations about a claw back clause if the site was not then developed for the use it was sold for, and has STEM faced any penalties for not opening a college here, while there is a high demand for school places in the area?

[The Mayor](#)

Upon disposal MOPAC's position was protected by a standard claw back clause which provides that, if the building is sold on, for whatever use, then MOPAC receive 50% of any increase in value. The claw back provision runs for five years from the sale date of 25 March 2014.

TfL staff and homelessness

Question No: 2015/3473

[Fiona Twycross](#)

I recently complained to TfL about a hand written sign at Balham underground station which advised passengers not to give 'money to the beggar who sits on the top step. He causes a dangerous obstruction when customers are exiting the station'. I had a response on the same day to say the sign had been removed, however I wanted to know what advice is given to TfL staff about assisting rough sleepers in and around TfL property.

[The Mayor](#)

Many rough sleepers seek refuge on the transport system and it is a common occurrence for TfL's frontline staff to intervene and provide assistance to these people, often putting them in contact with the appropriate outreach team or support service and in some cases, the police. Transport staff usually deal with the situation locally, using their judgement on the best course of action for the situation.

TfL staff work with GLA officers who lead the Mayor's work on rough sleeping, including commissioning pan-London services, when developing policies on how staff should deal with rough sleepers. For example TfL works in partnership with the London Street Rescue service; funded by the Mayor and provided by Thames Reach, on various initiatives to support rough sleepers on the TfL network, particularly in areas where there are persistent or entrenched issues. One recent piece of work was undertaken on the route 25 bus to identify and assist rough sleepers and get them into accommodation and meetings have taken place to plan for the introduction of the night tube.

TfL recognises that it would be helpful to staff across its transport networks to have an overarching policy and guidance on how to deal with vulnerable adults (including rough sleepers) and children on the transport network. This is being developed as part of the London Transport Community Safety Partnership's (LTCSP) safeguarding project which aims to enhance the safeguarding response across the transport network, ensuring appropriate support and the improved safety of vulnerable adults and children using the network. The project will help to ensure consistency across London's transport networks - in staff awareness, training, policies, practices and priority given to safeguarding. The development of a safeguarding framework in TfL will build on the excellent work TfL staff do every day to provide assistance to people in need and will be informed by learning from the local initiatives already in place and best practice in this area.

Sutton Hospital Site

Question No: 2015/3474

[Fiona Twycross](#)

Will you look into the issue of derelict and underused public land at the Sutton Hospital site in the Belmont area of Sutton, owned by the Epsom and St Helier Trust? Have you looked into the capacity for land at the Sutton Hospital site being used to provide much needed affordable and social housing? Following news that the £219m redevelopment fund for St Helier has been axed by the Government residents need a future solution that will safeguard services at that hospital and which will utilise spare public land at the Sutton Hospital site.

[The Mayor](#)

I am aware of the land at the Sutton Hospital Site and I will be discussing how to bring it quickly forward for development with the NHS at the next meeting of the London Land Commission.

Garden Bridge

Question No: 2015/3475

[Fiona Twycross](#)

Do you think it is appropriate to continue pushing ahead with the Garden Bridge when an incoming mayor with a fresh mandate may want to review whether it is offering taxpayers value for money? What would be the cost of scrapping the scheme in May 2015?

[The Mayor](#)

It is the new Mayor's prerogative if he or she wishes to review any scheme or project being progressed or supported by the Greater London Authority or its functional bodies. I am of the view that the Garden Bridge will be a fantastic project for London, which will bring significant transport, health, cultural, economic and environmental benefits to the area and the city.

If the project were to be cancelled for any reason then this would result in the loss of c£90m private sector investment already secured by the Garden Bridge Trust, and would sacrifice the creation of hundreds of jobs in the bridge's construction and operation. It would also throw away valuable partnerships that have been established with private sector backers which have already led to productive partnerships elsewhere in Lambeth and further afield, such as Citi's support for work in the Angell Town Estate in Brixton.

If the new Mayor were to direct Transport for London to withdraw its support for the scheme it is uncertain what costs would be incurred through the unpicking of the legal agreements in place between TfL, the Department for Transport and the Garden Bridge Trust. Approximately £20m of TfL's contribution for the Garden Bridge has already been spent or committed.

Bendy Buses

Question No: 2015/3476

[Fiona Twycross](#)

What was the cost of scrapping bendy buses, and where did these buses end up?

[The Mayor](#)

There were no capital costs associated with the phased withdrawal of bendy buses from the London fleet as these were owned or leased by contracted bus operators. As with all types of vehicles no longer required for service in London, these would be redeployed elsewhere in the UK or abroad, sold or returned to leasing companies.

Air Quality

Question No: 2015/3477

[Fiona Twycross](#)

Due to the poor air quality in London, would you recommend people wear pollution masks when cycling or walking around the city? Would this be suggested when air pollution alerts are issued?

[The Mayor](#)

No. The health benefits of walking and cycling for travel purposes (active travel) far outweigh the health risks posed by poor air quality for the majority of people in London. In addition there is limited evidence of effectiveness of masks.

Water Cannon

Question No: 2015/3478

[Fiona Twycross](#)

Where are the water cannons you purchased and how much is it costing per month to store them?

[The Mayor](#)

Please see MQ 894 / 2015.

Divestment

Question No: 2015/3479

[Fiona Twycross](#)

Do you know how much the London Pension Fund is investing in fossil fuels?

[The Mayor](#)

As of 31 July 2015 the LPFA estimates that 3.3% or c£132m of its investment portfolio has some form of fossil fuel exposure. This is based on industry standard categorisations. The 3.3% comprises c1% of direct investment in the energy extraction sector and the remaining exposure is via passive equity index investments or service providers.

Increased Traffic on the Thames

Question No: 2015/3480

[Fiona Twycross](#)

With traffic on the Thames set to treble by 2019, how are you planning to make sure it is safe for Londoners?

[The Mayor](#)

My River Action Plan will continue to promote more commuter and tourism journeys on the River Thames and encourage more freight operators to use the river for projects such as the Thames Tideway Tunnel. As a result traffic on the Thames will increase.

To make sure the Thames continues to be safe for Londoners and to understand the impact future increases in traffic will have on the river, the Port of London Authority (PLA) and TfL have recently jointly commissioned a river capacity study which will be published by Spring 2016. The PLA and Marine and Coastguard Agency will work with TfL to use the study's findings to plan effectively for increases in river traffic and make sure the river remains safe for Londoners.

Beddington Incinerator (1)

Question No: 2015/3481

[Fiona Twycross](#)

While there is was not a statutory need to complete a Health Impact Assessment as part of the plans for an incinerator at Beddington, the GLA Act 1999 requires Londonwide policies to account for and promote health, and the London Plan also requires consideration of the impact of health and wellbeing on communities to be considered. When you approved the Beddington Incinerator were you satisfied that a Health Impact Assessment had been properly considered?

[The Mayor](#)

The application for the energy recovery facility was accompanied by an Environmental Statement, which included an assessment of socio-economic and health effects of the proposed development. This included a health impact assessment, which you can view via Viridor's website here:

https://viridor.co.uk/assets/Uploads/SouthLondonERF/Environmental_Statement/Environmental_statement_main/Chap13_Socio_economic_health.pdf

In considering the application at Stage 1 and Stage 2, the impact of the scheme in terms of air quality was carefully considered and I am satisfied that the effects upon health were properly assessed. It is also noted that the Environment Agency has issued an Environment Permit, and there are tight limits placed on ERF facilities by EU legislation.

Beddington Incinerator (2)

Question No: 2015/3482

[Fiona Twycross](#)

Why did Sir Edward Lister delegate the planning process to Sutton Council for the Beddington Incinerator?

[The Mayor](#)

He didn't. I delegated my planning powers to Sir Edward Lister to make the Stage 2 decision on the application for an energy recovery facility in August 2013:

<http://www.london.gov.uk/priorities/planning/strategic-planning-applications/mayors-planning-decisions/beddington-farmlands-waste-management-facility>

Under the arrangements set out in Article 5 of the Town and Country Planning (Mayor of London) Order 2008 the Deputy Mayor resolved to leave the decision to the local authority and not direct refusal or call in the application for his own determination.

Incinerator Safety

Question No: 2015/3483

[Fiona Twycross](#)

What guidance and research on incinerator safety would your office consider when approving an Incinerator, do you think it would be more appropriate for an independent Health Impact Assessment to be carried out to ensure the independence of this report?

[The Mayor](#)

I am of course concerned to ensure that incinerators operate safely. My planning powers are primarily concerned with the use of land but in exercising them I take account of health and safety considerations in line with London Plan policy

Alongside these, there is a separate licensing regime for incinerators, controlled by the Environment Agency which deals with issues of air quality and pollution and this provides the sort of independent assessment to which you refer.

Competitiveness

Question No: 2015/3484

[Fiona Twycross](#)

Following the news that Britain has slipped to 10th place in the World Economic Forum's League Table for global competitiveness, what steps are you taking to improve London's competitiveness?

[The Mayor](#)

I am taking action on numerous fronts including improving London's infrastructure, lobbying for more devolved and efficient taxation powers, promoting our strengths including in life science, financial services and tourism, supporting innovations, especially where new technology can improve productivity, supporting improvements in education and skills at all levels, and making planning more streamlined. London remains one of the most productive places on earth.

Climate Change and the Economy (1)

Question No: 2015/3485

[Fiona Twycross](#)

Do you agree with Mark Carney's recent comments that companies need to do more to ensure greater transparency about the extent of their current and future carbon emissions?

[The Mayor](#)

Yes, I welcome Mark Carney's suggestion for a Climate Disclosure Task Force, to design and deliver a voluntary standard for disclosure by those companies that produce or emit carbon. I would like to see disclosure creating more opportunities for innovation and growth of low carbon goods and services. My Business Energy Challenge (BEC) encourages businesses to measure and manage their carbon emissions, as well as be transparent with their energy demand and carbon emissions by recognising the businesses that are willing to publish their BEC data in the public domain.

Climate Change and the Economy (2)

Question No: 2015/3486

[Fiona Twycross](#)

What steps are you taking to ensure London businesses are aware of the extent of their exposure to climate change risks?

[The Mayor](#)

The Mayor has been working through the London Climate Change Partnership (LCCP) to raise awareness of London's businesses to the challenges and opportunities presented by our changing climate.

Businesses of all sizes can access free information and support online by visiting Climate UK's [Business Resilience Health Check](#), which was created in partnership with LCCP. The tool enables businesses to access a bespoke report outlining the actions that they should address, in order to secure long-term survival, profitability and growth by being more resilient to the risks they face both now and in the future.

Also, the LCCP is working with Trucost and Lloyds on a research project proposal to understand the challenges and opportunities of a single climate impact on a single key sector of the London economy.

Climate Change and the Economy (3)

Question No: 2015/3487

[Fiona Twycross](#)

Will you commit to work the business community to establish the true extent of London's exposure to the risk of the bursting of the carbon bubble?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tech City

Question No: 2015/3488

Fiona Twycross

Who is responsible for leading policy on matters relating to Tech City, Is it Tech City UK, London and Partners, the boroughs or No10 directly?

The Mayor

Tech City UK is responsible for leading on policy matters relating to Tech City. Since their launch in 2010, their remit has grown and now includes support to other UK cities as well as to London.

In London, Tech City UK works in close collaboration with London and Partners and the GLA.

Long-term Worklessness

Question No: 2015/3489

Fiona Twycross

A new study from the Joseph Rowntree Foundation and the National Institute of Economic and Social Research has found that 3.4% of working age households in Central London is made up of people who have never had a job, almost three times higher than the UK average. They conclude that many of those affected are young people who have been unable to find work after leaving education. What steps will you take to provide help and advice for Londoners entering the job market?

The Mayor

In June 2015, I launched the London Ambitions careers offer for all young Londoners (<https://lep.london/sites/default/files/documents/publication/London%20Ambitions%20Careers%20Offer.pdf>). The report proposes seven key evidence-based elements designed to underpin a coherent careers framework for all young people regardless of the particular school or college that they attend.

The LEP's Skills and Employment Working Group is also working closely with Prospects, the National Careers Service provider, to develop the new Inspiration Agenda, creating networks across schools, colleges and employers.

Divestment

Question No: 2015/3490

[Fiona Twycross](#)

How exposed are pension rights holders of the London Pensions Fund Authority to the rapid devaluation of carbon assets?

[The Mayor](#)

Pension benefits are fully protected. The financial performance of the LPFA's investments does not have a direct bearing on the future entitlements of members of the Fund or their beneficiaries. When analysing investments the LPFA balances a wide range of factors in order to weigh the merits and risks relevant to that investment. If at any point they feel that the balance of risk and return are no longer in their favour they will seek to reposition the investment. The Fund's investment portfolio is diversified across a range of assets, sectors and geographies which limit the impact from any single sector. Therefore, LPFA do not feel that there is currently a substantial risk to the Fund from stranded or devalued assets.

London and Partners (1)

Question No: 2015/3491

[Fiona Twycross](#)

What is the current ratio of GLA grant to commercial income for L&P?

[The Mayor](#)

2.7:1 (based on budgeted GLA grant of £12.446m and commercial income of £4.575m)

This excludes additional income generated from ring-fenced funding (£1.05m) and value in kind (£1.55m).

London and Partners (2)

Question No: 2015/3492

Fiona Twycross

Please detail the level of GLA grant and level of commercial income raised for L&P for every year since its establishment?

The Mayor

	Actual	Actual	Actual	Actual
	2011/12	2012/13	2013/14	2014/15
	£'000	£'000	£'000	£'000
GLA Core Grant	15,825	13,166	12,865	12,048
Commercial Earnings	2,187	3,025	2,908	3,517
	18,012	16,191	15,773	15,565

Note

This excludes additional income generated from the following sources;

	Actual	Actual	Actual	Actual
	2011/12	2012/13	2013/14	2014/15
Non-GLA grants	407	122	5	307
Ring-fenced funding	1,053	1,224	1,314	1,144
Value in kind	1,126	2,525	2,188	4,236
	2,586	3,871	3,507	5,687

London and Partners (3)

Question No: 2015/3493

[Fiona Twycross](#)

What is London and Partners role in the organisation of the NYE Fireworks event? Are they responsible for securing sponsorship for both the fireworks and the free travel?

[The Mayor](#)

London & Partners is not involved in the organisation of the Mayor's New Year's Eve Fireworks event. Securing sponsorship for the event and free travel is organised by GLA and TfL commercial teams respectively.

However, given the international significance of the event, London & Partners provides dedicated marketing and promotional support. This includes, but is not limited to; marketing across a range of digital channels such VisitLondon.com, newsletters to the UK and international markets, a bespoke app and optimised content on social media.

Since the introduction of ticketing, London & Partners has worked more closely with the GLA to help communicate the message that the event is ticketed to consumer audiences as well as corporate partners across the leisure industry.

Fake apprenticeships (1)

Question No: 2015/3494

[Fiona Twycross](#)

The Government have launched a crackdown on 'fake apprenticeships' so apprenticeships that do not provide young people with the qualifications they expect to have once they have completed the course or are of a very low quality. How many fake apprenticeships do you think there are in London?

[The Mayor](#)

Please see my response to MQ 3317 / 2015.

Fake apprenticeships (2)

Question No: 2015/3495

[Fiona Twycross](#)

Are fake apprenticeships counted in your figures?

[The Mayor](#)

No. All apprenticeship starts reported by my office have been verified by the Skills Funding Agency to ensure that the apprenticeship training delivered is to a government approved framework or standard.

Fake apprenticeships (3)

Question No: 2015/3496

Fiona Twycross

What action do you take to ensure apprenticeships provided in London actually provide meaningful qualifications and skills?

The Mayor

Please see my response to MQ 3317 / 2015.

Apprenticeship levels

Question No: 2015/3497

Fiona Twycross

Can you provide a breakdown of apprenticeships in London, by age, gender, ethnicity, disability and level of apprenticeship for each sector? Can you provide this by year since 2012?

The Mayor

The information that you have requested is in the public domain and can be accessed via the following link;

<https://www.gov.uk/government/statistical-data-sets/fe-data-library-apprenticeships>

Apprenticeships in TfL

Question No: 2015/3498

Fiona Twycross

Can you provide a breakdown of apprenticeships in TfL, by Level? Can you further break this down by age, gender, ethnicity and disability? Can you provide this by year since 2012?

The Mayor

Please see Appendix I.

National Minimum Wage for apprentices

Question No: 2015/3499

[Fiona Twycross](#)

You have previously stated that apprentices should be paid the London Living Wage for their work, so in London that would be £9.15 per hour. Do you agree that the increase of the National Minimum Wage this month for apprentices in their first year or under 19 to £3.30 is far from what they need to live on in London?

[The Mayor](#)

I continue to advocate that all employers pay their apprentices, regardless of their age, the London Living Wage (LLW). I believe it is right that all hard working Londoners, should be rewarded with fair pay.

To lead by example, all apprentices employed by the GLA Functional Bodies are paid the LLW.

New National Living Wage (1)

Question No: 2015/3500

[Fiona Twycross](#)

The new compulsory 'National Living Wage' that will be introduced next April will not apply to apprentices, some of whom may be over 25. Do you think that this will discourage people from taking up apprenticeships in London?

[The Mayor](#)

As the national living wage (NLW) will not apply to apprenticeships, there is a risk that people may choose to pursue NLW paying employment over an apprenticeship if the apprenticeship is offering comparatively lower pay.

I continue to advocate that all employers pay their apprentices the London Living Wage (LLW) which is more than the NLW, as I believe it is right that all hard working Londoners, should be rewarded with fair pay.

To lead by example, all apprentices employed by the GLA Functional Bodies are paid the LLW.

New National Living Wage (2)

Question No: 2015/3501

[Fiona Twycross](#)

The new compulsory 'National Living Wage' that will be introduced next April will not apply to people aged under 25. Do you agree that people aged under 25 should be paid the same rate as those doing the same job but are aged over 25?

[The Mayor](#)

I have long championed the London Living Wage as I believe it is right that hard-working Londoners should be rewarded with fair pay. The London Living Wage applies to all Londoners of age 18 and over, and this recognises the contribution that those younger workers make to the London economy. I believe that these younger hard-working Londoners should be fairly rewarded through their pay.

Internships

Question No: 2015/3502

[Fiona Twycross](#)

The issue of unpaid internships still persists across London. Can you list what action and discussions you have taken to end this exploitative practice across London during your mayoralty? What further action will you take as Mayor?

[The Mayor](#)

I continue to promote paying the London Living Wage to all members of staff including interns. I am also launching, as part of the ESF programme, activity that will promote to business raising opportunities for good quality paid work and internships to young people.

Tipping in restaurants

Question No: 2015/3503

[Fiona Twycross](#)

Further to your response to question 2015/3043, can you extrapolate from your failure to answer the question that you are therefore unconcerned that many restaurant chains retain customer tips that were intended to go their workers?

[The Mayor](#)

Please see my response to MQ 3329 / 2015.

Free School Meals

Question No: 2015/3504

[Fiona Twycross](#)

Have you lobbied the Government to retain universal Free School Meals for Infants?

[The Mayor](#)

As you are aware, during my Mayoralty I have been fully supportive of the work of the School Food Plan team which is working towards increasing take up of and improving the quality of school food. My commitment has been reflected through delivering two food flagship boroughs in London where an important element has been the implementation of the School Food Plan. I will continue to lend my support to universal free school meals for infants and encourage others to do so.

Zero-Hours Contracts

Question No: 2015/3505

[Fiona Twycross](#)

How is the Greater London Authority using its procurement powers to ensure that work undertaken by contractors and organisations in receipt of GLA-family funds are employed on decent, regular, employment contracts?

[The Mayor](#)

The GLA considers fair employment and ethical sourcing issues in each procurement as part of the Procurement Strategy. Where relevant, contract clauses are included to oblige suppliers to pay the London Living Wage or adhere to the Ethical Trading Initiative Base Code. TfL (who provide the procurement service to the GLA) have recently included new terms and conditions in its contracts enabling the termination of a contract if International Labour Organisation Conventions are breached by suppliers or their supply chains.

Mount Pleasant

Question No: 2015/3506

[Andrew Dismore](#)

The Mount Pleasant community have worked up a detailed alternative proposal for the development of the site. Will you support their alternative proposals and bid?

[The Mayor](#)

I have not seen the scheme. If a planning application is submitted and is of such a scale that it is referable to me (which may well be the case), then I am duty bound to consider it and advise the Council(s) if it complies with the London Plan. I am not able to lend support or comment publically on it if so, so as to not fetter my decision making role.

Regeneration' of Spur Road/Stonegrove estate Edgware

Question No: 2015/3507

[Andrew Dismore](#)

One of your flagship projects Mayor of London's First Steps Project is part funding the 'regeneration' of Spur Road/Stonegrove estate Edgware. Are you aware that the construction standards are poor, and that repairs are not effected properly , and complaints to Barratts and Family Mosaic ignored or not satisfactorily dealt with, including frequently interrupted heating and hot water supply, poor noise insulation, badly built roofs (one blew off entirely), and flooding in the car park likely to lead to damp problems. Residents have written to you about these issues. Do you think it right that GLA money should be used on substandard construction on homes for first time buyers and tenants; and if not what are you going to do about it?

[The Mayor](#)

My team have contacted the developer and are investigating the claims. These issues are largely regulatory matters which sit with the Homes & Communities Agency.

Proscribed terrorist organisations

Question No: 2015/3508

[Andrew Dismore](#)

At the demonstration against the visit of Prime Minister of Israel, Benjamin Netanyahu, held outside Downing Street on Wednesday 9 September, some protesters were flying the flags of the proscribed terrorist organisations Hamas and Hezbollah. Hezbollah and Hamas' military wings are proscribed by the UK as terror organisations. What action has the Metropolitan Police taken over this?

[The Mayor](#)

The right to peaceful protest is a part of our constitution.

However we should not have people supporting terrorism and terrorist organisations on the streets of London, and following an earlier incident in Parliament Square concerns were raised with the Police. On this occasion I am informed that the Hezbollah flag was seen to be flown. The display of this flag alone does not constitute an offence unless it is combined with other actions such as chanting. Officers actively sought this additional evidence, but there was none. However, the Police recognised the concern this flag might cause and directed the flags be put away to prevent any disorder.

I am aware that video of the protest has been reviewed. The only chanting recorded was, "Free Palestine". The Office of Security & Counter Terrorism (CT) and the CT Section of the Crown Prosecution Service were consulted, and concurred that no offences had been committed. Had there been evidence I am confident that the MPS would take action where offences are committed.

Children under 18 in police cells

Question No: 2015/3509

[Andrew Dismore](#)

Over the last 6 months, how many children under 18 have been held a) overnight and b) over a weekend in police cells?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Dangerous Dogs (1)

Question No: 2015/3510

[Andrew Dismore](#)

How many dogs were held in kennels by the Met in the last 12 months?

[The Mayor](#)

The MPS record data on dog seizures by financial year. The data provided is the most recent data based on the first 6 months of the current financial year which is readily available.

Between 1st April and 30th September the MPS seized 556 dogs.

Dangerous Dogs (2)

Question No: 2015/3511

[Andrew Dismore](#)

How many of those dogs held in kennels by the Met in the last 12 months were returned to their owners?

[The Mayor](#)

Between 1st April and 30th September the MPS returned 366 dogs to their owners. 40 dogs were re-homed to charities after either a Court Ordered Deprivation or Safe Guarding intervention identified an unsuitable owner.

Dangerous Dogs (3)

Question No: 2015/3512

[Andrew Dismore](#)

How many of those dogs held in kennels by the Met in the last 12 months were destroyed with the consent of the owners?

[The Mayor](#)

Between 1st April and 30th September the MPS destroyed 65 dogs after disclaimers were received.

Dangerous Dogs (4)

Question No: 2015/3513

[Andrew Dismore](#)

How many of those dogs held in kennels by the Met in the last 12 months were ordered to be destroyed by a court?

[The Mayor](#)

The MPS records data on dog seizures by financial year timescales. The data provided is the most recent data based on the first 6 months of the current financial year which is readily available.

Between 1st April and 30th September the MPS destroyed 42 dogs on the order of a Court.

Dangerous Dogs (5)

Question No: 2015/3514

[Andrew Dismore](#)

What was the cost of destroying and other vet fees relating to dogs held in kennels by the Met in the last 12 months?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Dangerous Dogs (6)

Question No: 2015/3515

[Andrew Dismore](#)

How much was recovered from owners of the dogs held in kennels by the Met in the last 12 months?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Dangerous Dogs (7)

Question No: 2015/3516

[Andrew Dismore](#)

In what circumstances is the Met legally entitled to recover costs of kenneling dangerous from dogs' owners?

[The Mayor](#)

While the CPS can make an application for reasonable costs incurred in bringing the prosecution, or for the costs in retaining a dog pending its destruction, any award made by a Court is subject to the discretion of the Justices.

Knife crime (1)

Question No: 2015/3517

[Andrew Dismore](#)

How many incidents of knife crime have there been in Barnet over the last 6 months; and what were the comparative figures for the same period last year?

[The Mayor](#)

There were 184 knife crime offences in Barnet in the last 6 months (April to September 2015) compared to 121 similar offences in the same period the previous year (April to September 2014).

The change to recording of violent crime may have had an effect on recorded violent crime that has been flagged as knife crime.

Knife crime (2)

Question No: 2015/3518

[Andrew Dismore](#)

How many incidents of knife crime have there been in Camden over the last 6 months; and what were the comparative figures for the same period last year?

[The Mayor](#)

There were 163 knife crime offences in Camden in the last 6 months (April to September 2015) compared to 120 similar offences in the same period the previous year (April to September 2014).

The change to recording of violent crime may have had an effect on recorded violent crime that has been flagged as knife crime.

Islamophobic crime (1)

Question No: 2015/3519

[Andrew Dismore](#)

How many incidents of Islamophobic crime have there been in Barnet over the last 6 months; and what were the comparative figures for the same period last year?

[The Mayor](#)

Please find below the number of Islamophobic offences in Barnet for April 15- September 15, and also for the same 6 months in 2014.

	April 14-Sept 14	April 15- Sept 15
Barnet	7	9

It is never acceptable for people in London to face an attack on the basis of their faith. Tackling Hate Crime is a key priority and last year I launched my Hate Crime Reduction Strategy. I am always extremely concerned about incidents of hate crime and I am watching this issue closely. It is also important that people feel confident to report all incidents of hate crime when they occur.

I welcome the Prime Minister's recent announcement that all Islamophobic hate crimes will now be recorded in a separate category across all force areas.

Islamophobic crime (2)

Question No: 2015/3520

[Andrew Dismore](#)

How many incidents of Islamophobic crime have there been in Camden over the last 6 months; and what were the comparative figures for the same period last year?

[The Mayor](#)

Please find below the number of Islamophobic offences in Camden for April 15- September 15, and also for the same 6 months in 2014.

	April 14-Sept 14	April 15- Sept 15
Camden	23	15

It is never acceptable for people in London to face an attack on the basis of their faith. Tackling hate Crime is a key priority and last year I launched my Hate Crime Reduction Strategy. I am always extremely concerned about incidents of hate crime and I am watching this issue closely. It is also important that people feel confident to report all incidents of hate crime when they occur.

I welcome the Prime Minister's recent announcement that all Islamophobic hate crimes will now be recorded in a separate category across all force areas.

PCSOs (1)

Question No: 2015/3521

[Andrew Dismore](#)

How many PCSOs posts in Barnet are in jeopardy due to funding cuts?

[The Mayor](#)

It is likely that the Metropolitan Police Service (MPS) will face an extremely challenging budget situation. However, neither the police funding formula proposals nor the Spending Review have been agreed and finalised and therefore no decisions have yet been made.

PCSOs (2)

Question No: 2015/3522

[Andrew Dismore](#)

How many PCSOs posts in Camden are in jeopardy due to funding cuts?

[The Mayor](#)

Please see MQ 3521 / 2015.

Chief Inspectors (1)

Question No: 2015/3523

[Andrew Dismore](#)

How many Chief Inspectors posts in Barnet are in jeopardy due to funding cuts?

[The Mayor](#)

It is likely that the MPS will face an extremely challenging budget situation. However, neither the police funding formula proposals nor the Spending Review have been agreed and finalised and therefore no decisions have yet been made on savings.

Chief Inspectors (2)

Question No: 2015/3524

[Andrew Dismore](#)

How many Chief Inspectors posts in Camden are in jeopardy due to funding cuts?

[The Mayor](#)

It is likely that the MPS will face an extremely challenging budget situation. However, neither the police funding formula proposals nor the Spending Review have been agreed and finalised and therefore no decisions have yet been made on savings.

Merging BCUs

Question No: 2015/3525

[Andrew Dismore](#)

Which Police Borough commands are under consideration for merger due to funding cuts?

[The Mayor](#)

As part of the work the MPS are undertaking in response to the proposed reductions in funding, they are exploring all options to meet the funding challenge. No decisions have been taken.

Police Buildings

Question No: 2015/3526

[Andrew Dismore](#)

Which police buildings are being considered for disposal due to funding cuts?

[The Mayor](#)

MOPAC continues to deliver its approved Estates Strategy for 2013 - 2016.

Graffiti in East Finchley

Question No: 2015/3527

[Andrew Dismore](#)

Graffiti in East Finchley has been getting worse, including

shop fronts on Church Lane being graffitied with anti-Semitic abuse. What are you doing about this, bearing in mind your cuts to the ward safer neighbourhood team has made deterring and catching offenders of such anti social behaviour more difficult?

[The Mayor](#)

I recognise your concern that these sorts of incidents can make a communities feel unsafe.

Graffiti incidents in East Finchley and the Church Lane area are being investigated by the Community Safety Unit and have been linked to a suspect identified from their enquiries.

This is a priority patrol area for the Dedicated Ward Officers who have conducted reassurance visits with local businesses. Additional Safer Neighbourhood Team officers have also patrolled the area to increase a police presence. Police have liaised with both the Community Safety Team and Shomrim regarding the incidents.

There have been no cuts to neighbourhood terms, in fact, in Barnet the numbers have risen by 75 since 2011.

A41 flooding

Question No: 2015/3528

[Andrew Dismore](#)

On 16th September, and not for the first time, the A41 was badly flooded northbound at Brent Cross. When will you sort out the drainage of this road, so that traffic is able to flow properly at times of heavy rain?

[The Mayor](#)

TfL has a pumping station at this location which worked as planned throughout the recent heavy rainfall. They have however contacted Thames Water relating to limited capacity of the drainage system beyond the pumps and Thames Water acknowledges capacity constraints on their network. These could potentially be addressed by Thames Water constructing an attenuation tank, the cost of which has been estimated to be in the region of £7m and is being considered in conjunction with potential works related to the Brent Cross Redevelopment.

Stirling Corner (1)

Question No: 2015/3529

[Andrew Dismore](#)

What progress is being made with improvement to pedestrian crossing facilities across the A1 at Stirling Corner?

[The Mayor](#)

I understand that you met TfL officers on site in June to discuss potential designs for improved pedestrian crossing facilities on the southern side of Stirling Corner roundabout. The designs are currently being updated and a feasibility assessment will be completed by January 2016.

Stirling Corner (2)

Question No: 2015/3530

[Andrew Dismore](#)

As is now well over 3 years since you promised to cycle round Stirling Corner, and despite regular reminders of your promise you have failed to do so, do you intend to honour your promise before you leave office as Mayor next May?

[The Mayor](#)

It is now well over 3 years since you first asked a question about cycling round Stirling Corner. The answer I gave at the time was 'I cycle the whole of London. When I next do Stirling Corner I will give you a report.'

Mill Hill Circus

Question No: 2015/3531

[Andrew Dismore](#)

What progress is being made with plans to improve Mill Hill Circus?

[The Mayor](#)

TfL has completed preliminary design for a proposed scheme to reduce congestion at the junction. The scheme requires a transfer of land from the London Borough of Barnet to TfL before the proposals can progress to public consultation. Discussions are underway and final agreement on this issue is expected by early 2016.

Dollis Valley Greenwalk

Question No: 2015/3532

[Andrew Dismore](#)

Barnet Council have spent hundreds of thousands of pounds of Transport for London money on the "upgrade" of Dollis Valley Greenwalk from Dollis Road to Fursby Road. This was done without any public consultation, proper planning or consideration of the Health and Safety of users. Users were not informed of the works until the month before the project was scheduled and then with just basic information. The resulting path does not comply with the Department for Transport 'Shared Use Routes for Pedestrians and Cyclists (LTN 1/12)' or TfL's 'London Cycling Design Standards'. This is also an area for Nature Conservation and Green Chains but this was not considered with trees and vegetation removed, the contours changed, and, many plants, likely in seed form, foreign to the area brought in during the path construction and not monitored or eliminated when they later grew. In the process of building this path, the contractors raised it in some places by more than 40cm and it consisted of various layers - gravel, base layer asphalt and top layer. The majority of users are pedestrians where the interaction with the surface is with a foot strike. The harder the surface is, the greater the force back through the body. If you are jogging or running the force is even greater. The needs of pedestrians have been overlooked in the interest of cyclists: do you agree that pedestrians should be given proper priority in this Walk and what are you going to do to ensure TfL money is spent appropriately?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Railings on island in Euston Rd

Question No: 2015/3533

[Andrew Dismore](#)

Further to Question No: 2015/2845:

'As part of their London-wide policy Transport for London have removed railings on the island in the middle of Euston Rd at the junction with Judd St and Midland Rd. This has a detrimental impact upon blind and partially sighted people as the railings act as a vital guide for blind and partially sighted people to follow as they seek to cross one lane of traffic then the other. Without the railings people will simply walk straight across if they can't see how the

crossing works and therefore face the situation of walking into moving traffic. Will you reverse this change, especially as the crossing is close to the head office of RNIB?'

Your response being:

'The removal of unnecessary and redundant street furniture aligns with my Better Streets initiative. When considering the removal of pedestrian guard railing the objective must always be to remove it without negative impact on pedestrian safety.

The guidance criteria used in assessing the removal of guard rail, issued in 2012, is based on analysis of around 150 junctions and 200 staggered crossings in central London. It notes that in delineating between footway and carriageway the kerb edge can perform the same function as guard rail. The nationally recognised means of assisting blind or partially sighted people in locating crossing places is by the use of tactile paving, and not guard rail.

Guard rail can provide a false sense of security to pedestrians in situations where the barrier itself would not in reality provide protection from a moving vehicle. In some busy areas the reduction in space combined with the barrier has also been seen to force pedestrians into the carriageway on the 'wrong' side of the railing - particularly in central reservations.

All guard rail removal locations undergo a thorough design and review process, part of which includes a Road Safety Audit. This process ensures a balanced assessment of all guard rail removal locations which takes into account the requirements for all user groups and Stakeholders. Furthermore, whenever guard rail is removed, the site is monitored for any change in casualty statistics. If the RNIB has specific concerns over this site, then of course TfL would be happy to consider them and they have, on occasions, made exceptions to the standard practice based on the specific needs of the local population. I will ask TfL officers to contact the RNIB in this regard.'

Have TfL now discussed the issue with RNIB, and if so with what result; and if not, when will contact with RNIB be made and what is the explanation for any delay?

[The Mayor](#)

TfL has made contact with the RNIB, and TfL officers would be happy to meet with them on site to discuss further. TfL is currently awaiting the RNIB's response.

Torriano Primary school pedestrian safety

Question No: 2015/3534

[Andrew Dismore](#)

Are you aware of the concerns of Torriano Primary school over pedestrian safety at the junction for which TfL is responsible at Camden Road (A503) with Camden Park Road/Torriano Avenue (A5200); and what are you going to do about them ?

[The Mayor](#)

TfL was made aware of the pedestrian safety concerns raised by Torriano Primary School in September 2015. Possible alterations to the junction are being considered and I understand a meeting is being arranged with Torriano Primary school to discuss their concerns in detail.

HS2 (1)

Question No: 2015/3535

[Andrew Dismore](#)

further to Question No: 2015/2817:

'What assessment have you made of the increase in lorry movements as a consequence of HS2 construction in a) Euston and b) Hampstead and Kilburn?'

Your response being:

'HS2 has undertaken a number of assessments utilising TfL strategic highway models to test the impacts of HS2 construction on London's road network. TfL has been working with HS2 on these assessments and has been pressing HS2 to undertake more detailed modelling to better understand the impacts at key junctions. In addition, TfL has been pressing HS2 to consider the cumulative impacts of construction at numerous worksites across London which will impact on London's strategic road network (TLRN).

Amongst the measures that TfL has proposed is that HS2 adopt stricter standards for construction vehicles including embedding the Construction Logistics and Cycle Safety (CLOCS) and the Freight Operator Recognition Scheme (FORS) to ensure that the highest quality logistics operation is used to minimise vehicle emissions and improve safety for all road users. Adopting CLOCS and FORS is widely recognised by the UK construction industry and has yielded significant benefits to local communities affected by construction as well as wider benefits to London. In addition, TfL has been working with HS2 to utilise more sustainable modes across London and in particular the use of rail for the transport of construction spoil and materials'.

What has been HS2's response to your arguments?

[The Mayor](#)

As I have said previously, the current HS2 proposals are inadequate and TfL has been pressing for changes for sometime.

HS2 Ltd is in the process of revising their Draft Code of Construction Practice and Route Wide Traffic Management Plan and has had meetings with TfL to further understand its requirements with regard to vehicle emissions and road safety for vulnerable road users.

TfL is confident that HS2 Ltd will adopt industry-leading standards on these important issues as already agreed for other major projects including the Northern line Extension and Thames Tideway Tunnel. With regard to the use of rail for the transportation of construction materials, I understand that HS2 Ltd is currently investigating how the use of rail can be maximised for its construction works and I look forward to seeing the results of this work in the near future.

HS2 (2)

HS2 (2)

Question No: 2015/3536

[Andrew Dismore](#)

Will you conduct an alternative traffic survey to that of HS2 Ltd, to check their conclusions of the effect of HS2 on traffic; and to determine the scale and extent of traffic and traffic flows now, prior HS2 works commencing?

[The Mayor](#)

Our approach from the outset has been to work with HS2 on the development of their plans and where required to use existing and established traffic surveys and models for their analysis of traffic impacts.

The traffic survey data used by HS2 is a combination of datasets collected by both TfL and HS2. TfL and HS2 agreed on the calibration methodology used to join the datasets and HS2 has undertaken a number of assessments utilising TfL strategic highway models. To complement the modelling exercise, TfL has permanent traffic counts in the area and will be able to monitor the variation in traffic flows prior and during HS2 works.

As the project progresses we would expect HS2 Ltd to undertake further surveys which take account of any changes to London's traffic ahead of the start of construction.

HS2 (3)

Question No: 2015/3537

[Andrew Dismore](#)

Will you be petitioning against HS2's AP3 proposals and supplementary Environmental Statement; and if so what will your arguments be, in summary; and if not, why not?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

HS2 (4)

Question No: 2015/3538

[Andrew Dismore](#)

Once the new expanded post HS2 Station is operational, what are TfL's predicted figures for Station traffic, i.e. Servicing vehicles and taxis? Is the expectation that Camden residential roads like Delancey Street will have to tolerate this extra traffic? Can and will TfL restrict numbers of servicing vehicles and taxis?

[The Mayor](#)

Proposals for the new station at Euston need to adequately accommodate all traffic movements that will be generated once the station is operational. This includes provision for buses, taxis, cars and servicing vehicles. The proposals being put forward to Parliament do address these issues and as the plans progress further I will continue to press HS2 to ensure impacts on local streets are minimised.

HS2 (5)

Question No: 2015/3539

[Andrew Dismore](#)

Given the already dangerous levels of air pollution in Camden now, what additional measures is the Mayor and TfL going to take to make sure residents are not exposed to any increase in pollution as a consequence of HS2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

ESOL and ASB cuts (2)

Question No: 2015/3540

[Andrew Dismore](#)

What do you consider the impact on Londoners will be of central Government's decisions to cut both ESOL (English for Speakers of Other Languages) funding and the Adult Skills Budget (ASB) including for 'Mandated' ESOL courses, which are ESOL courses for unemployed people referred directly by Job Centre Plus because of their low level of English as a second language and who are obliged to attend in order to continue to receive benefit usually, Job Seeker's Allowance or Employment and Support Allowance?

[The Mayor](#)

I do not currently have responsibility for skills budgets. However I recognise that the reductions will impact the availability of much needed provision for low skilled groups in London. I will be assessing more precisely the need in provision for ESOL as part of our ongoing reform and devolution plans.

ESOL and ASB cuts (3)

Question No: 2015/3541

[Andrew Dismore](#)

How many teaching and other redundancies do you expect to occur in London FE colleges as a result of central Government's decisions to cut both ESOL funding and the Adult Skills Budget (ASB)?

[The Mayor](#)

I do not have access to this information; this is the responsibility of the Government.

ESOL and ASB cuts (4)

Question No: 2015/3542

[Andrew Dismore](#)

The Adult Skills Budget, which had already been cut by 32% over the last 5 years, has been further cut by 27.8% this year. What will be the impact on adult (19+) courses for ESOL, for those students enrolling on these courses are not obliged to do so by job centres, but are either unemployed or in low-paid/part-time employment, including refugees and asylum-seekers, as well as those who have come from within the EU to work?

[The Mayor](#)

Please see my response to MQ 3540/ 2015.

Taxi Drivers

Question No: 2015/3543

[Andrew Dismore](#)

Do you regret calling taxi drivers 'luddites'?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Tour de France

Question No: 2015/3544

[Andrew Dismore](#)

How much money and staff time was spent in the preparation of your bid to host the 2017 Tour de France grand depart which you withdrew at the last minute?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Metropolitan Police services

Question No: 2015/3545

[Andrew Dismore](#)

What Metropolitan Police services are under consideration for privatisation?

[The Mayor](#)

The Commercial Strategy supports the delivery of the medium term financial strategy. This will see MPS exploring a number of commercial approaches to ensure that back and middle office services are being operated in an as effective and economic way as possible and is currently made up of the following areas:

Corporate Real Estate - This is an outsourced service

Transport - This is an outsourced service

Business Support Services - payroll and pensions has previously been outsourced, and in October 2015 Finance, HR and Procurement transactional functions were outsourced to SSCL.

Logistics - the National Managed Uniform Service is currently at contract award stage, and will be implemented from April 2016. Other logistical services are currently in the process of being scoped or are at various business case stages;

ICT Services - This is an outsourced service.

Command and Control - This is a contract for the Command and Control system, it is not an outsourced service.

Criminal Justice - This is currently being scoped and consists of a number of administrative and IT areas supporting prosecutions.

Policing Fraud

Question No: 2015/3546

[Andrew Dismore](#)

Are you satisfied with the performance of the Metropolitan Police in dealing with fraud?

[The Mayor](#)

I identified fraud as a priority in my business crime strategy, creating the Business Crime Change Board to drive forward improvement in the response to online fraud and increasing the Met's capability to deal with fraud.

A significant investment has been made creating FALCON, providing the necessary expertise to investigate all reported cases where there are viable lines of enquiry. Recent evidence shows performance rates increasing with 814 arrests made and £1.1m in cash seized or confiscated.

I am also pleased that with the recent launch of the London Digital Security Centre, small and medium sized businesses can seek help to protect themselves against cyber risks and threats including frauds.

This is no time to be complacent and I look forward to further improvements in both enforcement and prevention over the coming years.

£125k cut from Barnet road fund

£125k cut from Barnet road fund

Question No: 2015/3547

[Andrew Dismore](#)

How do you justify the cut of £125,000 in Barnet's expected funding from the Mayor of London and TfL for road and transport works; this funding was due to be spent on supporting the development and regeneration of Barnet's town centres and the council have now had to reduce the number of town centre regeneration schemes in their Local Implementation Plan submission to TfL.

[The Mayor](#)

There has not been a cut to LIP funding. The LIP funding for all 33 London local authorities was fixed for three years announced in 2013, for the period 2014/15 through to 2016/17 at £147m per annum for the whole of London, with Barnet receiving £3.325m per annum.