

Written Answers to Questions Not Answered at Mayor's Question Time on 18 December 2013

"Fit for the future" programme

Question No: 2013/4865

[Valerie Shawcross](#)

Is the "fit for the future" programme of staffing cuts to stations affected by this year's fare decision?

Oral response

Olympic Transport Legacy

Question No: 2013/4711

[Richard Tracey](#)

What progress has been made in making the Javelin train service, which was so successful during the Olympics, available to Londoners using travelcards and Oyster cards, as recommended by the recent House of Lords Select Committee report?

Oral response

Tackling excess winter deaths and fuel poverty

Question No: 2013/4637

[Jenny Jones](#)

What impact will the Government's decision to scale back the Energy Company Obligation have on your plans to tackle London's energy inefficient and hard to treat homes?

Oral response

Making Cycling Safer in London

Question No: 2013/5263

[Caroline Pidgeon](#)

What action are you now taking to make cycling safer in London?

Oral response

Junior neighbourhood wardens' scheme

Question No: 2013/4709

[Roger Evans](#)

Southampton Council has a junior neighbourhood wardens scheme, whereby young people aged seven to twelve help look after the housing estates on which they live. Would you consider piloting a similar scheme to encourage young people to share in the responsibility for their neighbourhoods, through activities such as litter-picking, gardening and painting?

Oral response

Rising fuel bills

Question No: 2013/4866

[Murad Qureshi](#)

What would Londoners benefit from most, cuts to green levies that fund the war on fuel poverty or a 20-month energy price freeze?

Oral response

Mayor's Margaret Thatcher lecture for the Centre for Policy Studies

Question No: 2013/4867

[Andrew Dismore](#)

Given your responsibilities in respect of community cohesion and economic development, why do you favour a society characterised by an absence of fairness; does it demonstrate a high level of brain function to claim that "inequality is essential for the spirit of envy...that is, like greed, a valuable spur to economic activity"?

Oral response

Tackling FGM

Question No: 2013/4728

[Victoria Borwick](#)

What progress is being made to tackle FGM in London?

Oral response

Hackney Wick Conservation area

Question No: 2013/4698

[Andrew Boff](#)

Will you consider extending the conservation area in Hackney Wick as a way of protecting, nurturing and developing the existing character of the area, as has been done at Creekside in Deptford?

Oral response

London Minimum Wage

Question No: 2013/4868

[Fiona Twycross](#)

With regards to your responsibility for economic development in London, do you believe the National Minimum Wage is sufficiently enforced in the capital?

Oral response

London Pensions Fund Authority

Question No: 2013/4869

[Len Duvall](#)

Are you confident that the LPFA fund will be able to grow as currently envisaged?

Oral response

Turnham Green Piccadilly Line

Question No: 2013/4686

[Tony Arbour](#)

In the light of my recent report "All Aboard at Turnham Green", will the Mayor comment on the prospect of Turnham Green becoming a standard stop on the Piccadilly line?

Oral response

Draft London Housing Strategy

Question No: 2013/4870

[Tom Copley](#)

Does the draft London Housing Strategy do enough to tackle London's housing crisis?

Oral response

Crime Statistics

Question No: 2013/4871

[Joanne McCartney](#)

What steps are you taking to ensure the rigour of crime statistics collected by the MPS?

Oral response

Right to manage

Question No: 2013/4717

[Steve O'Connell](#)

I was delighted to see that your Housing Strategy includes a commitment to lobby the Government to improve the rights of leaseholders to take control of the buildings where they live, as recommended in my report 'Highly Charged'. How will you be taking this forward?

Oral response

Croydon Regeneration

Question No: 2013/4720

[Steve O'Connell](#)

What in your view will be the main benefits to Croydon and the wider London economy of the £1 billion regeneration scheme from Croydon Partnership that you recently approved?

Oral response

Hampstead police contact point

Question No: 2013/4872

[Andrew Dismore](#)

How much would it cost to retain a police contact point at the Old Hampstead Town Hall?

Oral response

London's recycling rates flatline

Question No: 2013/4638

[Jenny Jones](#)

London's household recycling rates only rose from 32 per cent in 2009/10 to 34 per cent in 2011/12, with the slowest annual rises in almost a decade. Last year they flatlined, staying at 34 per cent, and across the Western Riverside Waste Authority recycling rates fell significantly. How do you expect to reach your recycling target of exceeding 45 per cent in the next three years?

Oral response

Low carbon prize

Question No: 2013/4732

[James Cleverly](#)

How has your Low Carbon Entrepreneur competition helped drive innovation and cut costs in the green economy in previous years, and what are your aims and ambitions for this year's competition?

Oral response

Ticket Office Closures

Question No: 2013/4713

[Richard Tracey](#)

Is it possible to hold down fares without taking difficult decisions such as closing ticket offices?

Oral response

Air quality near schools

Question No: 2013/5304

[Stephen Knight](#)

How will you reduce the risk of air pollution to London's children?

Oral response

Part-time jobs (1)

Question No: 2013/4588

[Stephen Knight](#)

You have a manifesto commitment to create 20,000 part-time jobs, including 7,500 across the GLA Group, by 2015. In your answer to my question 2013/3936 on how many part time jobs you have created so far, you told me how many jobs were created in 2012/13 and informed me that 23% of total employment in London is made up of part-time workers. That did not answer my question. Do you not know how many of the jobs created by GLA Group projects are part-time? If not, how will Londoners know whether or not their Mayor has fulfilled his manifesto commitment?

[The Mayor](#)

GLA and functional body performance measures do not currently record details of whether jobs created are part-time. However, we are exploring whether the performance measures reported by projects and programmes can include part-time jobs.

As set out in my previous answer, I believe I am on track to fulfil my manifesto commitment in this area.

Part-time jobs (2)

Question No: 2013/4589

[Stephen Knight](#)

According to the Investment and Performance Board's 'measuring jobs - progress report' from 6 August 2013, of the 200,000 jobs you pledged to create, 20,000 will be part time. However the Investment and Performance Board's 'measuring jobs - methodology' paper from 19 July 2012 states that "all jobs (regardless of whether they are full or part time)" will count against your manifesto commitment to create 200,000 jobs. Therefore, how many of the remaining 180,000 jobs will also be part time?

[The Mayor](#)

My aim is for 20,000 part-time jobs to be created over this Mayoral term.

Part-time jobs (3)

Question No: 2013/4590

[Stephen Knight](#)

Your manifesto pledge to create 20,000 part time jobs was intended to help get parents back into work. How can you make sure these jobs are in a range of sectors and require a range of skills, to reflect the diversity of qualifications and experiences parents will have had before temporarily coming out of the workforce?

[The Mayor](#)

The 20,000 jobs commitment is not sector specific and relates to a range of opportunities created by my direct investments.

In addition, my London Enterprise Panel are developing the European Structural and Investment Fund (ESIF) Strategy for London, which in consultation with the Child Poverty Action Group and London Councils has developed two priorities specifically to address parental employment. The funds will focus on getting parents into the most suitable opportunities across a range of sectors.

Apprenticeship target

Question No: 2013/4591

[Stephen Knight](#)

Your manifesto pledged to create a further 250,000 apprenticeships if re-elected. Your answer to my question 2013/3942 said 131,310 apprenticeships were created between 2010/11 and July 2013. How many have you created since your re-election?

[The Mayor](#)

Figures published on the London Datastore show the number starts per academic year (Aug to Jul). The latest apprenticeship data indicates that 92,300 apprenticeship starts have been created from August 2011 up to end of July 2013. This figure covers full year figures for 11/12 and provisional full year figures for 12/13. The confirmed figure will not be known until the final data is released in January 2014.

2011/12	2012/13
47,230	45,070

Apprenticeship definition

Question No: 2013/4592

[Stephen Knight](#)

The Investment and Performance Board's 'measuring jobs - methodology' paper from 19 July 2012 states that "the number of apprentices will be counted against the Mayor's manifesto commitment where it can be shown that the apprenticeship position constitutes a new job." How can it be shown that an apprenticeship position constitutes a new job? What is the criteria?

[The Mayor](#)

The number of apprenticeships started as a result of GLA Group investment will be counted against my manifesto commitment. Apprenticeships can be counted only if they represent a new post in an organisation. An existing post in a business replaced by an apprenticeship post does not count. Apprenticeship work placements must be expected to last for 26 weeks to be recorded as successful apprenticeship starts.

Debt advice and credit unions

Question No: 2013/4593

[Stephen Knight](#)

In your answer to my question 2013/3943 you said you "will continue to promote free debt advice services and sources of affordable finance such as credit unions." Can you tell me how you have promoted free debt advice services and credit unions, and on which occasions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Since 2009, my officers have worked in partnership with Toynbee Hall and the Capitalise Debt Partnership to raise awareness of free debt advice services and credit unions in the capital through a range of initiatives including a debt summit hosted in 2010; my annual Know Your Rights media campaign; and a dedicated presence on the GLA website.

Overseas investment

Question No: 2013/4594

[Stephen Knight](#)

How are you making sure your efforts, such as your recent trip to China, encourage overseas investment in the capital's infrastructure and businesses, which generates jobs for Londoners, as opposed to investment in London's property market which is only of benefit to the investor themselves?

[The Mayor](#)

The objective of my visit to China was to position London as the city of choice for business, tourists, entrepreneurs and students, with a view to attracting jobs and growth to London. London & Partners, which is tasked with delivering overseas investment to London, has its performance measured by the number of jobs created and the value of additional GVA attracted. During the trip, the delegation engaged 273 priority investors and held 22 meetings with target companies, including global names such as Wanda, Alibaba, Huawei and Bank of China. Two companies L&P has been working with announced London investments, which will create around 30 jobs in banking and mobile interactive games. In addition, we progressed infrastructure investments at Nine Elms, Trinity Square, Crystal Palace and the Royal Albert Docks, which will all provide long term jobs and growth for the capital.

Direct, indirect and induced jobs

Question No: 2013/4595

[Stephen Knight](#)

The Investment and Performance Board's 'measuring jobs - methodology' paper from 19 July 2012 states that indirect and induced jobs will be counted against the Mayor's jobs creation manifesto commitment. According to the Investment and Performance Board's 'measuring jobs - progress report' from 6 August 2013, 251,193 jobs will have been created and supported by the end of your Mayoral term thanks to GLA group projects and programmes. What proportion of these jobs have been directly-created, indirectly-created and induced?

[The Mayor](#)

As set out in paragraph 6.2 of the August IPB report (see: <http://www.london.gov.uk/moderngov/documents/s27817/11%20Measuring%20Jobs%20cover%20paper.pdf>), performance measures do not record details of jobs broken down separately by jobs created directly, indirectly or induced.

Jobs 'created and supported

Question No: 2013/4596

[Stephen Knight](#)

The Investment and Performance Board's 'measuring jobs - progress report' from 6 August 2013 states that 251,193 jobs will have been created and supported by the end of your Mayoral term thanks to GLA group projects and programmes. What does 'supported' mean in this context?

[The Mayor](#)

'Supported' in this context refers to those jobs which would have been lost, or would not have existed, in the absence of GLA Group programmes.

GLA Group job definition methodology

Question No: 2013/4597

[Stephen Knight](#)

In your answer to question 776/2012 you said that "at present there is no consistent methodology applied across the GLA Group...for job definitions." This was repeated in the Investment and Performance Board's 'measuring jobs - progress report' from 6 August 2013. When will this be rectified?

[The Mayor](#)

The definitions provided in the Investment and Performance Board paper of August 2013 are recommended for use in the commissioning of new GLA projects.

However, projects in delivery before the start of the Mayoral term may already be legally contracted to deliver against outputs with slightly different definitions. In addition, European funded projects (through ESF or ERDF) have set employment outcome definitions which they are required to report against.

Jobs in housing

Question No: 2013/4598

[Stephen Knight](#)

I understand your office uses the government's estimate that for every home built, two jobs are created. However given that only 8,114 homes were completed in London during the 2012/13 financial year as a result of your programme (which would suggest 16,228 jobs) can you account for the 21,332 jobs in housing created in 2012/13 thanks to GLA group projects and programmes, according to table two of Investment and Performance Board's 'measuring jobs - progress report' from 6 August 2013?

[The Mayor](#)

8,114 affordable homes were completed in London during 2012/13, with a further 1,100 homes completed for the 'open market'. This is a total of 9,214 homes completed in London during 2012/13.

The remainder of the jobs in housing created during 2012/13 are accounted for through the Decent Homes programme.

2012 Employment Legacy

Question No: 2013/4599

[Stephen Knight](#)

The Investment and Performance Board's latest performance report for the 2012 Employment Legacy project is very poor, due to its employment outcomes being below target. Can you comprehensively explain why this is the case and how you plan to improve on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

The 2012 Employment Legacy Programme sought to reach the people that were furthest from the employment market, i.e. those that are economically inactive, as part of my convergence programme. Seetec, the delivery partner, did not have the experience in providing post-employment support to long-term economically inactive people or tracking beneficiaries in between jobs. This eventually led to delivery being scaled back and a portion of the funding being reallocated to another element of the 2012 Employment and Skills Programme.

Going forward, my convergence programme seeks to reduce the gap in employment (as well as health, education and other) outcomes between the Growth Boroughs and the rest of London. Given that engaging these groups can be the most challenging, I will continue to work with public sector partners, HE and FE institutions, the private sector and through the LLDC and the GLA to ensure the convergence programme benefits those Londoners experiencing the highest levels of disadvantage .

Construction Employer Accord

Question No: 2013/4600

[Stephen Knight](#)

The Investment and Performance Board's latest performance report for the Construction Employer Accord project is poor, due to it underperforming on twelve month sustained employment outcomes. Can you comprehensively explain why this is the case and how you plan to improve on this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

The Construction Employer Accord seeks to engage people furthest from the employment market, i.e. those that are economically inactive, by engaging them with skills and jobs in the construction sector. Achieving twelve month sustained employment outcomes is harder in the construction sector because of the specific skills required for each project and particularly challenging when working with this group.

Whilst the programme has underperformed in achieving its twelve-month sustained employment outcome target, it has over performed in six-month sustained employment outcomes. There is, therefore, a high likelihood that there will be sufficient follow through to increase performance on the longer-term employment outcomes. Progress on this will be reviewed on an ongoing basis to identify if remedial action is required .

Business rate relief in Croydon

Question No: 2013/4601

[Stephen Knight](#)

The Investment and Performance Board's latest performance report for the LB Croydon Business Rate Relief project is very poor, due to a low take up which is resulting in a forecast underspend of £370,000 from a budget of £476,000. Can you comprehensively explain why this is the case and how you plan to improve on this?

[The Mayor](#)

The Business Rate Relief project is attempting to attract new and growing businesses to locate in Croydon. Initially take up was very low with Croydon forecasting underspend of £370,000 in Period 6. Two reviews of the project have taken place. As a result of the first review promotional activity was increased and more effort concentrated on building high quality relationships with property agents and business networks. A lower rateable value eligibility threshold was introduced and the project's geographical boundary extended to the whole of the town centre. Consequently 10 businesses signed up with 294 gross jobs safeguarded or created as a result of their relocation and/or expansion. In November a further review led to a revised offer of 100% 'rates free for a year' linked to a marketing campaign and new microsite, as part of Croydon's Inward Investment programme. Although these steps have improved performance it has been agreed to reduce the project budget by £245,587, from the original total budget of £1,114,117. Please note £476,806 is the budget for financial year 2013/14, not the total budget.

Peckham Rye Station

Question No: 2013/4602

[Stephen Knight](#)

The Investment and Performance Board's latest performance report for the LB Southwark Gateway to Peckham project is very poor, due to capacity problems within LB Southwark and their coordination with Network Rail. Can you comprehensively explain why this is the case and how you plan to improve on this, particularly given that this has been allocated of the biggest project budgets?

[The Mayor](#)

This project has the potential to transform a key arrival point, to improve rail passenger experience, and to create flexible space for business and community life in Peckham to flourish. The GLA is providing £5.2million which is matched by LB Southwark while Network Rail's contribution is currently £1.5million but could rise considerably. Capacity and coordination issues reported on this project reflect the constrained funding, timescales, and complicated decision-making context of the project - which requires close collaboration between a range of stakeholders including the GLA, LB Southwark, Network Rail, Southern Trains, a large number of local businesses and the people of Peckham. We are satisfied that the issues are being actively managed by the Project Board, which has appointed a full time project manager, and been integral to the drafting of a legal agreement between Network Rail and LB Southwark which is now nearing completion. It is anticipated that the December project performance report will reflect this progress, while still taking account of constrained funding and timescales.

Cricklewood apprenticeships

Question No: 2013/4603

[Stephen Knight](#)

The Investment and Performance Board's latest performance report for the LB Barnet Cricklewood project is poor, due to the fact that seven out of ten apprenticeship placements may not be delivered due to the inability to match apprentices with opportunities. Can you comprehensively explain why this is the case and how you plan to improve on this?

[The Mayor](#)

While there has been difficulty in placing 7 apprentices, 31 young entrepreneurs have received business support equalling over 1,000 hours and 20 people under the age of 30 have been supported into employment.

The project has:

- Engaged with 19 referral agencies

- Contacted 32 local employers

- Recruited 37 young people

- Submitted 125 applications through the National Agency

- 7 young people were called for interviews

- 3 secured apprenticeships at Ashford Place

- 1 secured apprenticeship with Pret a Manger who are not registered with NA

Government help for credit unions

Question No: 2013/4604

[Stephen Knight](#)

In light of the government's announcement to spend £38 million on modernising and expanding the credit union industry, how much of that money will be coming to London-based credit unions and how many London-based credit unions will benefit?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

This is a matter for national government and I encourage London-based credit unions to bid.

Cost of move from Dean Farrar Street (1)

Question No: 2013/4605

[Caroline Pidgeon](#)

I asked the following question in September 2013 [MQ2811/2013] and have not received an answer, will you please provide a response:

"What was the total cost of MOPAC's move from Dean Farrar Street to City Hall?"

[The Mayor](#)

Please see my response to MQ 2811 / 2013.

Cost of move from Dean Farrar Street (2)

Question No: 2013/4606

[Caroline Pidgeon](#)

I asked the following question in September 2013 [MQ2812/2013] and have not received an answer, will you please provide a response:

"Further to MQ 3387/2012 please provide details of all of the costs which were incurred in moving MOPAC from Dean Farrar Street to City Hall, including but not limited to: removal costs; agents and other professional fees; costs of early surrender of the three leases; and dilapidations."*

[The Mayor](#)

Please see my response to MQ 2812 / 2013.

London Crime Prevention Fund

Question No: 2013/4607

[Caroline Pidgeon](#)

Further to MQ 2483/2013 regarding the publication of information on the successful bids to the London Crime Prevention Fund, will you include on the MOPAC website the details of which organisations are delivering the projects?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/02/2014

The majority of the London Crime Prevention Fund has been directed to Local Authorities in London. Local Authorities, in some cases, commission third sector organisations to deliver certain bids. Further information on these organisations is best obtained directly from the boroughs, as not all the services and projects were commissioned at the time of bidding to MOPAC.

Resettlement for young people in London

Question No: 2013/4608

[Caroline Pidgeon](#)

Deputy Mayor for Policing and Crime Decision 161/2013 approved £75,000 of funding for a post to develop a joint resettlement model for London with the Youth Justice Board. Has the YJB agreed to provide match funding and if so when will this post begin?

[The Mayor](#)

The Youth Justice Board have agreed to provide match funding for the joint resettlement model in London. The recruitment for the post will begin in the New Year, and we anticipate the post holder would be in place by the start of the 2014/15 financial year.

Employment programmes for young offenders - GLA ESF Youth

Programme 2011-2013

Question No: 2013/4609

[Caroline Pidgeon](#)

Further to MQ 3492/2013 has the second provider now been procured for the Resettlement of Young Offenders leaving custody ESF project? If so, when will they begin delivery?

[The Mayor](#)

Working Links is the second provider that has been procured for the ESF Resettlement of Young Offenders leaving custody project, and they started delivering on 4 November 2013.

They are delivering the service to the following boroughs: Barking and Dagenham, Barnet, Enfield, Hackney, Haringey, Havering, Islington, Newham, Redbridge, Tower Hamlets and Waltham Forest.

MOPAC redundancy payments (1)

Question No: 2013/4610

[Caroline Pidgeon](#)

What has been the total cost to MOPAC of redundancies from 1 June 2012 to date?

[The Mayor](#)

The total cost of compulsory and voluntary redundancies for the period 1 June 2012 to 31 November 2013 is £155,745.

MOPAC redundancy payments (2)

Question No: 2013/4611

[Caroline Pidgeon](#)

What has been the total cost to MOPAC of each redundancy package for staff who have left between June 2012 and December 2013 in the following bands: up to £25,000; £25,001 to £50,000; £50,001 to £75,000; £75,001 to £100,000; and over £100,001?

[The Mayor](#)

Details of compulsory and voluntary redundancy packages between June 2012 and December 2013 are as follows:

Up to £25,000	£0
£25,001-£50,000	£96,937
£50,001-£75,000	£58,808
£75,001-£100,000	£0
Over £100,000	£0

MOPAC redundancies

Question No: 2013/4612

[Caroline Pidgeon](#)

With how many former staff has MOPAC signed compromise agreements; final agreements; and/or non-disclosure agreements since June 2012?

[The Mayor](#)

30 former staff have signed compromise/settlement agreements since June 2012. No non-disclosure agreements have been signed since June 2012

MOPAC workforce

Question No: 2013/4613

[Caroline Pidgeon](#)

Please provide a breakdown of the number and percentage of MOPAC employees by the following categories broken down by Directorate of Audit, Risk and Assurance (DARA) and non DARA staff, in June 2012 and 1 December 2013:

a) Ethnic group

b) Gender

c) Disability

d) Age

[The Mayor](#)

Ethnic origin	30/06/12		01/12/13	
	No	%	No	%
Asian - DARA	3	3	3	4
Asian - Non DARA	7	7	2	2
Black - DARA	4	4	3	4
Black - Non DARA	15	16	8	10
White - DARA	23	24	22	27
White - Non Dara	39	41	39	48
Dual-heritage - DARA and Non DARA*	5	5	4	5
Total	96	100	81	100

MOPAC workforce - salary bill

Question No: 2013/4614

[Caroline Pidgeon](#)

What was the total salary bill and the total number of staff employed by MOPAC as of June 2012 and 1 December 2013?

[The Mayor](#)

At both of these points in time MOPAC was in a state of restructure/transition with staffing vacancies at various grades which makes accurate comparisons difficult. The analysis of permanent staff is as follows:

	No. of staff FTE	Monthly value of salary paid £
June 2012	94.55	£515,967
December 2013	80.10	£495,515

MOPAC workforce - salary bands

Question No: 2013/4615

[Caroline Pidgeon](#)

Please provide a breakdown of the number and percentage of MOPAC employees by salary band in June 2012 and in December 2013. Please include vacant posts and temporary arrangements.

[The Mayor](#)

Please see the table attached as Appendix 1.

Online Met Police Shop (1)

Question No: 2013/4616

[Caroline Pidgeon](#)

How much income does the Metropolitan Police aim to make per year from the planned online shop selling branded merchandise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The Metropolitan Police Service does not set an income target for online Met Police Shop sales.

During 2012/13 income received by the MPS via the sale of branded merchandise was £49.3k. The income generated up to November 2013 is £33.3k

Online Met Police Shop (2)

Question No: 2013/4617

[Caroline Pidgeon](#)

Have discussions taken place between MOPAC/MPS and TfL about whether the existing TfL online shop could be used to sell police branded merchandise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The MPS has been in contact with Internova, the company who currently hosts the TfL webshop, and is following up lessons learned from that discussion.

Policing around football matches and public events

Question No: 2013/4618

[Caroline Pidgeon](#)

It has been raised with me that the Metropolitan Police intend to remove policing from queues, for example at stations, across London for events including football matches. Has the MPS made a final decision about whether to remove policing from queues across London for all large-scale public events such as football matches? Please list which Clubs will be affected and when the MPS intends withdrawing from them. Have the necessary arrangements been made with TfL and other train companies to resource these operations instead?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/04/2014

It is the aim of the MPS for all deployments at public events to be based on the need to prevent, disorder and to preserve the Queen's peace.

Streatham High Road front counter (1)

Question No: 2013/4619

[Caroline Pidgeon](#)

The MOPAC/MPS Estate Strategy 2013-2016 states that Streatham Police Station is moving

to 326 Streatham High Road. When was the Streatham High Road property acquired? At what cost? Is it freehold, leasehold or rented? If the latter what is the rent?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

MOPAC took a lease from 1 September 2006 at an annual rent of £18,500.

Streatham High Road front counter (2)

Question No: 2013/4620

[Caroline Pidgeon](#)

The MOPAC/MPS Estate Strategy 2013-2016 states that Streatham Police Station is moving

to 326 Streatham High Road. I understand that subsequent to the acquisition of the High Road property structural defects were discovered and the building has remained boarded up ever since. Was a full survey carried out before the property was acquired? What is the extent of the structural problems? Will it be possible to use this High Road site as a replacement for Streatham Police Station or will MOPAC look to acquire an alternative site?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

A survey was carried out prior to acquisition. The landlord has repaired the structural defects reinstating structural brickwork that had been removed.

It is MOPAC's intention to occupy this site as per the MOPAC/MPS Estates Strategy 2013 - 2016.

Streatham High Road front counter (3)

Question No: 2013/4621

[Caroline Pidgeon](#)

The MOPAC/MPS Estate Strategy 2013-2016 states that Streatham Police Station is moving

to 326 Streatham High Road. What costs have been incurred since MOPAC acquired the building on Streatham High Road? What are the estimated costs of bringing this building into use? How much is it budgeted to spend on this building in 2013/14 and 2014/15?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

Total costs since acquisition amount to £213,823 and include all professional fees, construction project design and strip-out and temporary works.

The additional costs to bring the building back into use are estimated to be a maximum of £500,000. With £150,000 estimated to be incurred in 2013/14 and £350,000 in 2014/15.

Streatham High Road front counter (4)

Question No: 2013/4622

[Caroline Pidgeon](#)

In May 2013 you stated that "The replacement facilities for Streatham Police Station at Streatham High Road will take several months to complete and it is anticipated that the replacement site will be operational by the end of the year" [MQ 1346/2013] Given that it is now nearly the end of the year when can we expect the replacement front counter and deployment base to be operational?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

It is now anticipated the base will be operational by late spring 2014.

MOPAC/MPS Joint Investment Board

Question No: 2013/4623

Caroline Pidgeon

At the time of drafting the latest notes online for the Joint Investment Board were from the 10 September meeting. Will you commit to publishing notes of these meetings in a more timely fashion?

The Mayor

Notes of the Joint Investment Board are published on the website at

<http://www.london.gov.uk/priorities/policing-crime/how-we-work>.

MOPAC/MPS Joint Asset Management Panel

Question No: 2013/4624

Caroline Pidgeon

At the time of drafting the latest notes online for the Joint Asset Management Panel were from the 28 August meeting. Will you commit to publishing notes of these meetings in a more timely fashion?

The Mayor

Notes of the Joint Asset Management Panel are published on the website at

<http://www.london.gov.uk/priorities/policing-crime/how-we-work>

Cycle collision arrests (1)

Question No: 2013/4625

[Caroline Pidgeon](#)

In light of the recent cyclist fatalities on London's roads and the little information which the Metropolitan Police give about each incident, what is Met Police policy with regards to arrests at road collision scenes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/02/2014

The policy is to arrest where it is considered evidentially necessary to do so.

When deciding whether to make an arrest, police officers must be mindful of PACE code G, section 2.4 which states "the power of arrest is only exercisable if the constable has reasonable grounds for believing that it is necessary to arrest the person".

Every road collision has different circumstances which will inform a decision to arrest or not. In some circumstances, it may be appropriate to interview under caution (i.e. without making arrests) as no evidence would be lost by taking this approach.

Cycle collision arrests (2)

Question No: 2013/4626

[Caroline Pidgeon](#)

How many drivers have been arrested and prosecuted in relation to cycling collisions in London in 2012 and 2013 to date?

[The Mayor](#)

There is no requirement for drivers to be arrested in order to prosecute them for motoring offences. In the majority of cases, they will be issued a summons.

Current databases do not hold the information being requested.

Police numbers

Question No: 2013/4627

[Caroline Pidgeon](#)

Your Police and Crime Plan set out in Appendix 1 the proposed numbers of police officer posts working in each borough by 2015. Can you confirm that those proposed numbers are still valid? If not can you provide an updated set of figures for proposed officer numbers by borough?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The numbers in the Police and Crime Plan remain the working assumptions for MOPAC and MPS.

Centralisation of police units

Question No: 2013/4628

[Caroline Pidgeon](#)

Please provide details of which police teams, currently reporting to Borough Commanders, the Metropolitan Police is planning to centralise and how many officers and staff will be moving. By borough, how many staff will remain in borough but no longer report to Borough Commanders and how many will be physically centralised?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

The process of Met Change is ongoing and will continue a trend to manage some Pan-London services centrally. This work is continuing and I will be able to update you further when the work is concluded.

MOPAC public meetings

Question No: 2013/4629

[Caroline Pidgeon](#)

In answer to MQ4156/2013 you stated that "plans are underway" to undertake evening consultation meetings in London Boroughs "to discuss the roll out of the local policing model and changes to public access". When are these meetings going to take place? Please list details by borough. Will you be providing updated localised information about the changes the local policing model has brought in?

[The Mayor](#)

I am pleased to say that MOPAC is making excellent progress with these events. Starting with the Local Policing Model tranche one boroughs*, these events will provide an opportunity to hear about the roll out of the Local Policing Model in each borough and will also update communities on the progress made in delivering the Police and Crime Plan.

The dates for the events that have been confirmed so far are listed below. Further information will be provided to all Assembly Members when the details are finalised.

Merton	14 Jan
Haringey	21 Jan
Southwark	30 Jan
Westminster	5 Feb
Hackney	6 Feb
Lambeth	11 Feb
Bexley	25 Feb
Barnet	26 Feb
Havering	27 Feb
Hammersmith & Fulham	11 Mar
Kensington & Chelsea	13 Mar

*Barnet, Bexley, Camden, Hackney, Hammersmith & Fulham, Haringey, Havering, Hillingdon, Islington, Kensington & Chelsea, Lambeth, Merton, Tower Hamlets, Southwark, Sutton, Westminster

Sutton Police Numbers

Question No: 2013/4630

Caroline Pidgeon

As of 1 December 2013, how many: full time police officers; sergeants; PCSOs; special constables and police staff were there in Sutton? What were the comparable figures for 1 May 2010; 1 May 2011; 1 May 2012; 1 May 2013 and 30 November 2013; and what do you expect the figures to be in 2015?

The Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	01 May 2011	01 May 2012	01 May 2013	30 November 2013	01 May 2015
Police Officers	351.38	338.53	332.68	316.07	329.55	Not Available
Sergeants	72.30	72.70	68.99	63.84	64.25	
PCSOs	95.69	76.58	49.21	67.79	50.95	
MSC	41.00	108.00	78.00	106.00	72.00	
Police Staff	69.65	66.93	58.09	42.32	44.83	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Sutton will have 336 police officer posts overall by 2015 with 97 posts in Safer Neighbourhood teams.

Kingston Police Numbers

Question No: 2013/4631

Caroline Pidgeon

As of 1 December 2013, how many: full time police officers; sergeants; PCSOs; special constables and police staff were there in Kingston? What were the comparable figures 1 May 2010; 1 May 2011; 1 May 2012; 1 May 2013 and 30 November 2013; and what do you expect the figures to be in 2015?

The Mayor

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	01 May 2011	01 May 2012	01 May 2013	30 November 2013	01 May 2015
Police Officers	322.80	313.25	305.52	292.76	297.81	Not Available
Sergeants	59.75	61.35	58.35	51.10	57.00	
PCSOs	88.59	70.52	49.77	38.89	30.09	
MSC	92.00	124.00	119.00	80.00	93.00	
Police Staff	54.34	49.42	44.98	37.82	42.03	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Kingston will have 314 police officer posts overall by 2015 with 91 posts in Safer Neighbourhood teams.

Lambeth Police Numbers

Question No: 2013/4632

[Caroline Pidgeon](#)

As of 1 December 2013, what were the Target and Actual number of full time police officers; sergeants; PCSOs; special constables for the following wards in Lambeth: Bishops; Oval; Streatham Hill; Streatham Wells; St Leonard's; Vassall; Stockwell; Streatham Common?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05/02/2014

All the wards listed in your question are currently at full target strength with 1 Police Sergeant (PS), 1 Police Constable (PC) and 1 Police Community Support Officer (PCSO). St Leonards shares its sergeant with an adjacent ward.

In addition, these wards can draw on the increased neighbourhood teams, which in Lambeth will see an extra 115 officers added to neighbourhood capability.

Special Constables are not aligned to wards, but instead to Neighbourhood Policing Teams.

Police Misconduct Cases

Metropolitan Police Expenditure

Question No: 2013/4633

[Caroline Pidgeon](#)

How much did the Metropolitan Police spend on taxis and minicabs in 2012/13 and 2013/14 to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

The contracted spend on taxis and minicabs in 2010/11 was £177,824, reducing to £119,245 in 2011/12 and reducing further to £77,495 in 2012/13.

The contracted spend to date in 2013/14 is £65,140.

Hampstead Police Front Counter

Question No: 2013/4634

[Caroline Pidgeon](#)

It has been reported that the Mayor's Office for Police and Crime did not allow expenditure of £30 per week to enable a Contact Point to operate at the Old Hampstead Town Hall, which had been identified locally by police as the preferred location for a Contact Point. It has subsequently been reported that you have said that this decision "sounds mad" and that you will "look at the problem and we will see what we can do". Given the closure of Hampstead Police Station in June, will you now agree to providing a Contact Point in the Old Town Hall?

[The Mayor](#)

Please see my response to oral MQ 4872 / 2013.

Metropolitan Police Paladin Team (1)

Question No: 2013/4635

[Caroline Pidgeon](#)

How many officers were there in the MPS Paladin team in 2012/13 and 2013/14? How many officers are budgeted for in 2014/15?

[The Mayor](#)

In 2012/13 the Paladin Team strength was 1 x Detective Sergeant and 5 x Detective Constables, and two full time Immigration officers.

In June 2013 the Sexual Offences Exploitation & Child Abuse Investigation Command were merged and the officers from Paladin became part of the Child Sexual Exploitation Team with a budgeted workforce of 79 officers. No decision has yet been made about resources in 2014/15.

MOPAC workforce - temporary staff

MOPAC workforce – temporary staff

Question No: 2013/4636

[Caroline Pidgeon](#)

How much did MOPAC spend on a) temporary staff, b) seconded staff and c) consultants by month from June 2012 to 1 December 2013?

[The Mayor](#)

A breakdown of the expenditure is provided on the spreadsheet attached as Appendix 2.

NB: During this period MOPAC has been recruiting to a new structure.

Save Earl's Court Exhibition Centres from demolition proposals

Question No: 2013/4639

[Darren Johnson](#)

The Earl's Court Area Action Group which is supported by 30 leaders in the field of art, music and science and more including designers Oswald Boeteng and Bella Freud, Neil Tennant of the Pet Shop boys condemned the Earl's Court Exhibition Centres demolition proposals.

Their objections were published in an Evening Standard letter on the 28th November, and included the following: it's an act of cultural vandalism; the venues attract millions of international visitors and crowd-drawing events on the world map - maintaining Olympia open is not a replacement for them; the substantial loss of income to local traders and to London as a whole is inexcusable; a mere 11% of the proposed development is "affordable" and that affordability will be out of reach of the majority of hard-working people; the last minute addition of a significantly smaller "cultural" building by the developers Capco offers scant compensation for the loss of the Exhibition Centres and; a modest spend on the buildings infrastructure would guarantee the Earls Court heritage for the long term future.

Given your decision to approve this planning application, the action group have contacted me to request that you address each of their specific criticisms. Will you please do this?

[The Mayor](#)

I fully considered matters relating to the loss of Earl's Court Exhibition Centres, local economic impact and affordable housing provision in both my initial response to consultation on the applications and in my final decision. The planning reports set out this reasoning in detail.

Tech City - local benefits

Question No: 2013/4640

[Darren Johnson](#)

In Hackney, 26% of the population has never used the internet, the local youth unemployment rate is unacceptably high, and high tech employers have told the Assembly that there aren't enough local people with the skills they need. What are you doing as part of the Tech City initiative to redress these issues and ensure it benefits local people?

[The Mayor](#)

In the Smart London plan, published on 18 December, we have also committed to reviewing pan-London requirements to address the digital skills gap.

Tech City - local engagement

Question No: 2013/4641

[Darren Johnson](#)

What are you doing to make sure organisations behind Tech City and large companies in the area engage with community organisations, for example to offer training and job opportunities?

[The Mayor](#)

As part of the Smart London plan, published 18 December, next year Team London is developing a pilot micro-volunteering and work platform to enhance the employment prospects of young Londoners (supported by Technology Strategy Board funding). The pilot is intended to encourage volunteering involving local organisations and employers to release opportunities that would enable young people to build their CVs through a combination of volunteering, work experience and paid work.

We will also be launching the Smart London Innovation Network, which will be designed to connect large and small technology and other businesses, as well as London boroughs.

Shared ownership and lease extensions

Question No: 2013/4642

[Darren Johnson](#)

A constituent has written to me about the lease on her shared ownership home. She bought a 50 per cent stake in 2002, and now wants to extend the lease. But the landlord, Peabody, refuse to extend the lease on any homes with less than 100% ownership, contradicting national guidance from the Homes and Communities Agency. Will you ask Peabody to relax their requirement for existing leaseholders, and will you ensure this is addressed through your Housing Covenant for future low cost home ownership schemes?

[The Mayor](#)

My officers will discuss with Peabody this individual case.

I am committed for the shared ownership market to work in the same way as the private market. As part of the consultation on my draft London Housing Strategy, the GLA will review these issues and consider the impact on shared owners in the future.

Global Peace and Unity (GPU) Conference at Excel Arena, 23rd-24th November

Global Peace and Unity (GPU) Conference at Excel Arena, 23rd-24th November

Question No: 2013/4643

[Darren Johnson](#)

Please provide an explanation as to why you as Mayor endorsed this event through a statement on its website when it was providing a platform to seven speakers who have previously made extremist, homophobic, racist and sexist remarks in public, including, in some cases, defending the killing of apostates, blasphemers and people who have sex outside of marriage?

[The Mayor](#)

I am proud of London's diversity and appreciate the contribution of the Faith community. However, I can confirm that I did not issue a message of support for 2013 Global Peace and Unity Conference.

Please note that invitations to speakers are a matter for the event organisers.

Funding for electric cycle hire project

Question No: 2013/4644

[Darren Johnson](#)

Will you give a categorical assurance that any funding required for the electric cycle-hire project will be in addition to the budget identified for cycling in the rest of your term and will not be at the expense of funding required for the implementation of "Love London, Go Dutch" standards for cycling that the Mayor signed up to in April 2012?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The £913m budget includes delivery of all elements of the cycling vision portfolio. Sponsorship will also be sought for the electric bike project.

Living Street's Time to Cross Campaign

Question No: 2013/4645

[Darren Johnson](#)

Following the publication of University College London's research which found that most older people are unable to cross the road in time, will you give your support to the Living Streets' "Give us time to cross" campaign and revise TfL guidance on assumed walking speed to 0.8m/s?

[The Mayor](#)

The standard universally applied walking speed recognised by the Department for Transport and many other organisations across the world, including TfL, is 1.2m/s.

Nevertheless, TfL signal engineers design each crossing on an individual assessment basis, applying the guidance as appropriate to the location and circumstances. In appropriate cases the 1.2m/s design speed is reduced and the timing commensurately increased. This is done on a case by case basis.

If there are any junctions in particular that your constituents are concerned about, TfL would be happy to look into this.

Outcome of TfL's consideration of implications of NICE public health walking and cycling guidance

Question No: 2013/4646

[Darren Johnson](#)

In your response to 132/2013 you stated that you had asked TfL to consider the implications of the new NICE walking and cycling guidance across their work programmes and in policy work. What was the outcome of TfL's considerations and is a report available?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL will be publishing their Health Action Plan in 2014. This will set out how TfL is already improving the health of Londoners in line with the NICE guidance and their plans for new ways of working that more explicitly recognise and demonstrate their role in improving the health of Londoners.

Opportunities to support TfL policing partners in implementing NICE Walking and Cycling guidance

Question No: 2013/4647

[Darren Johnson](#)

Did any opportunities for TfL to support its policing partners arise following TfL's considerations of the NICE Walking and Cycling guidance, as referred to in your response to 133/2013? If so, what were these and is a report available?

[The Mayor](#)

The NICE public health walking and cycling guidance has provided useful background in helping to develop joint priorities between TfL and the MPS in overcoming barriers to cycling and walking. The Right Direction, my strategy to improve transport safety and security in London, is being updated and will set out the objectives, priorities and key actions for TfL and its policing partners to further promote cycling and walking in London. In particular, TfL and the MPS will work closely to improve cycle safety, reduce cycle theft, and help tackle the barriers to walking such as lack of confidence and fear of crime.

The updated Right Direction is due to be published in March 2014. In addition to this, the MPS is working with TfL to support the delivery of the Road Safety Action Plan, Cycle Safety Plan, the Cycling Vision and the Pedestrian Safety Action Plan which all aim to improve cycling and walking in London.

The important role of TfL's policing partners in improving the health of Londoners is also recognised in TfL's Health Action Plan which will be published in 2014.

Pedestrian crossing provision at Bow roundabout

Question No: 2013/4648

[Darren Johnson](#)

In your response to 135/2013, you stated: "The quality of the pedestrian walking experience in London is, however, carefully considered by TfL in the operation of the road network, in particular with regard to undertaking signal timing reviews" and you went on to highlight the potential role of pedestrian SCOOT. Could you explain how it came to be that there are no signalised pedestrian crossings provided at Bow roundabout, in the light of these earlier comments you made?

[The Mayor](#)

My answer to MQ 135 /2013 made specific reference to the utilisation of SCOOT at existing pedestrian controlled crossings. Whilst there is currently no controlled pedestrian facility at Bow Roundabout, SCOOT signal technology is already in operation at the signals here. As you know, many improvements to the traffic signals at Bow Roundabout have been carried out recently to improve cycle safety.

Introducing controlled pedestrian crossings at this location has proved to be extremely challenging in balancing the needs of all road users but TfL is working towards the production of options that can introduce these facilities.

Cycle marking following road resurfacing

Question No: 2013/4649

[Darren Johnson](#)

A recent complaint from a constituent has revealed that, following resurfacing work by TfL, cycle markings can be delayed for days and maybe weeks, rather than hours for lane markings for vehicle drivers. As a matter of policy can you ensure TfL agree to the principle that reinstatement of road safety line markings that directly impact safety should not be unduly delayed following road repairs?

[The Mayor](#)

TfL confirm that road markings are reinstated as a matter of course as soon as physically possible following carriageway surfacing.

Of course when conditions are wet, the road markings fail to adhere to the new road surface, and in these situations stop lines and pedestrian crossing markings are temporarily reinstated until such time as the permanent markings can be applied.

As part of the ongoing resurfacing programme, TfL is taking the opportunity to review road markings and layouts to ensure they are fit for current purpose. It may have been as a result of such a review that your constituent witnessed a period of delay in cycle markings being applied. TfL undertake in future to complete all such reviews before any resurfacing commences.

KSI's - TfL and FOI requests

Question No: 2013/4650

[Darren Johnson](#)

The recent publication of the 'Clear Road Ahead' report by Richard Tracey AM drew attention to statistics showing that during your tenure as Mayor there has been an average of one collision involving a bus per day that results in a person being killed or seriously-injured in London. A pedestrian campaigner has contacted me to report that TfL is failing to respond to his FOI requests concerning deaths and serious injuries involving its buses within the time limit indicated by the FOI Act. As Chair of the TfL board, please provide an explanation as to why these requests are not being responded to within statutory timescales.

[The Mayor](#)

The numbers referenced in the report need to be considered in the context of the London bus network that comprises more than 8,600 buses operating across 700 bus routes and carrying more than 2.3 billion passengers every year, in the process travelling more than 490 million kilometres in passenger service annually.

The proportion of road traffic accidents involving London buses which result in an injury is actually very small, at six per cent and falling. Collisions with pedestrians have fallen by around 40 per cent since 2008/09 and fatal collisions have been reduced by around 60 per cent.

TfL receives around 2,500 FOI requests every year and responds to over 87 per cent in full within the statutory timescales. Performance has continued to improve year on year since 2010 and performance statistics are now published on the TfL website <http://www.tfl.gov.uk/foi/28430.aspx>. However, I have asked TfL to contact you regarding this specific FOI request.

Bus collisions

Question No: 2013/4651

[Darren Johnson](#)

Thank you for your response to 4051/2013. Please now provide a breakdown by calendar year instead of by fiscal year of the number of cyclists killed or suffering a 'major injury', as a result of a collision with a bus in 2008, 2009, 2010, 2011 and 2012.

[The Mayor](#)

Cyclists in collisions with buses	Major Injuries	Fatalities	Total cyclists killed or suffering "major" injuries
2008	11	1	12
2009	8	1	9
2010	23	1	24
2011	17	1	18
2012	19	0	19

TfL has committed to publishing bus incidents data on a regular basis on its website from spring next year. This will include quarterly reports of collision accidents across the bus network with a breakdown of data by bus operator, route and which borough.

Involvement of National Standard cycling trainers

Question No: 2013/4652

[Darren Johnson](#)

Will you ensure that National Standard cycle trainers will be involved in the consultation process on improving cycle superhighways and can you give an assurance that those involved in delivering cycle training will be properly represented in the junction review?

[The Mayor](#)

All future Cycle Superhighway routes and Better Junctions schemes will be subject to a full public consultation process. The Junction Review also includes consultation with a range of stakeholder groups, including the London Cycling Campaign, Sustrans and the London boroughs.

Cycle parking in Danson Park, London borough of Bexley

Question No: 2013/4653

[Darren Johnson](#)

In your cycling vision you pledged to 'deliver 80,000 additional cycle parking spaces in residential locations, stations, workplaces and other trip destinations by 2016'. Danson Park in Bexley is a highly popular trip destination which hosts the annual Danson Festival - an event which attracts up to 30,000 visitors to the park - but which currently lacks cycle parking facilities. Will you add your support to LB Bexley's bid to TfL for cycle parking funding through the Borough Cycling Programme?

[The Mayor](#)

TfL has provided £15,000 to London Borough of Bexley for cycle parking in 2013/14 under the Borough Cycling Programme. In addition, the Borough has bid for additional support to deliver more cycle parking in future years (2014/15 to 2016/17). Its bid, alongside those from other London boroughs, is currently being reviewed and TfL hopes to be in a position to confirm funding within the next month.

I understand that there are a number of the green spaces across Bexley where the Borough is looking to provide additional secure cycle parking, of which Danson Park is one.

Road safety

Question No: 2013/4654

[Darren Johnson](#)

Your answer to my question 3412/2013 you failed to explain why there was an increase in the total road casualties of over 700 people a year since you became Mayor, despite there being a fall of 17,000 in the previous eight years. Can you please explain why London was so successful at reducing total casualties in the period 2000 - 2008, but has failed to do so since?

[The Mayor](#)

It is incorrect to say that the total number of casualties in London has increased by "over 700 people a year" - this is an inaccurate representation of important casualty data. As I stated in my previous answer, there were 477 fewer casualties on London's roads in 2012 compared to 2011, a reduction of two per cent, and the number of casualties on London's roads in 2012 was two per cent down on the 2005-09 average. This is the baseline against which TfL measures progress towards the target of a 40 per cent reduction in Killed or Seriously Injuries (KSI) casualties by 2020, and shows that in 2012 the number of KSI casualties was also down, by 17 per cent against this baseline.

Reducing road casualties in London remains a key priority and London's new Road Safety Action Plan to 2020, entitled 'Safe Streets for London', sets out the actions that TfL, the Boroughs, the police and other agencies will take to save lives to further reduce injuries on London's roads. The plan can be found at the following link:

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

Blaming rise in pedestrian and child casualties on headphones

Question No: 2013/4655

[Darren Johnson](#)

In response to my questioning on pedestrian road safety on the 12th October 2011, you stated that: "it may be that we need to get out a stronger message to people about paying attention when using handheld devices of all kinds." However, you did add that "I just want to stress that we have no data". Given that you have once again blamed a rise in casualties on handheld devices and the use of headphones, can you please tell me what research TfL have gathered in the last two years to support your claims?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL has looked at the reported number of collisions where a pedestrian was injured and which may have involved distraction by a handheld device. The number of pedestrians injured in these types of collisions has more than tripled in the last decade, from 14 in 2003 to 44 in 2012. This is not however a complete record of all collisions involving distraction and TfL is undertaking further analysis to understand what might reduce pedestrians' awareness of their surroundings, and how to prevent this.

TfL has also sought to make young pedestrians aware of the risks of being distracted through the teenage road safety campaign 'Stop. Think. Live'. TfL continues to use education and marketing campaigns to influence behaviours and through its Pedestrian Safety Action Plan working group, TfL is working with stakeholders to develop actions to reduce pedestrian casualties and collisions and will share this document with you later this year.

Safer Junctions (1)

Question No: 2013/4656

[Darren Johnson](#)

Whilst there is a logic to spending more money on each of London's most dangerous junctions in order to make them safer, why are you not expanding the total cycling budget, instead of cutting back by three quarters the total number of junctions which will get the full range of improvements they need prior to 2016?

[The Mayor](#)

As I stated in my Cycling Vision, the Better Junction programme has been refocused away from minor improvements at a large number of junctions to genuinely transformational

improvements at the worst and most dangerous junctions.

We have also expanded the total cycling budget more than three-fold and have increased the budget for junctions more than five-fold, from £19 million to £100 million. The total amount spent on junctions will in practice be even greater than this, since some will be paid for from the Cycle Superhighway and Quietway programmes, not to mention the doubling of investment in roads generally.

Safer Junctions (2)

Question No: 2013/4657

[Darren Johnson](#)

You have consistently underspent the safer cycle budget for every year you have been Mayor. Will you learn your lesson and now start to over program in order to ensure that you do actually deliver the limited improvement to cycling that you are now promising?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

My Cycling Vision sets out an unprecedented level of investment in cycling with £913m to be spent over the next decade. A large proportion of this will be delivered during this Mayoral term, including new substantially segregated east-west and north-south cycle routes, improvements at some of London's most notorious junctions and gyratories, and a significant upgrade of the section of Barclays Cycle Superhighway Route 2 between Aldgate and Bow. I am determined that the money will be spent effectively.

Safer Junctions (3)

Question No: 2013/4658

[Darren Johnson](#)

How many reviews of safer junctions have been completed and how many are still ongoing?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Fifty junctions have so far been reviewed by TfL in conjunction with key stakeholder groups. Detailed designs and physical improvements are being developed at over half of these locations. Proposals for improvements at all 33 of the large junctions and gyratories that now comprise the Better Junctions programme will be discussed at TfL's stakeholder review group meetings during 2014.

Safer Junctions (4)

Question No: 2013/4659

[Darren Johnson](#)

You have decided to scale down your dangerous junctions programme from 100 to 33. What action, if any, will you take on the remaining 67 junctions, and what will the budget for this work be?

[The Mayor](#)

Please see my response to MQ 4656 /2013.

Safer Junctions (5)

Question No: 2013/4660

[Darren Johnson](#)

How much of the £100m for cycling safer junctions will be spent on the 25 junctions you hope to complete by 2016?

[The Mayor](#)

TfL is currently developing its detailed delivery programme for the refocused Better Junctions programme.

Safer Junctions (6)

Question No: 2013/4661

Darren Johnson

Is a lack of finance the only limitation on dealing with the 67 dangerous junctions that were previously on your list?

The Mayor

Please see my response to MQ 4656 /2013.

Safety camera upgrade programme update

Question No: 2013/4662

Darren Johnson

Further to your response to 2426/2012, please share the outcome of TfL's discussions with boroughs concerning their safety camera requirements and please detail how many ageing 'wet film' cameras have since been replaced by modern digital safety cameras as part of the £40m upgrade programme mentioned.

The Mayor

Consultation with the boroughs on the Safety Camera Replacement Project has taken two forms. Firstly, in October 2012, TfL presented a paper to the London Councils' Transport and Environment Committee which informed councillors from all boroughs of the intended policy on which the replacement programme is based. This paper can be found on the London Councils' website at www.londoncouncils.gov.uk

Secondly, TfL carried out face to face meetings with individual boroughs in order to understand each borough's requirements and establish support for the programme. To date 22 boroughs have confirmed support in writing. The remaining 11 boroughs have also indicated support for the project, but have specific queries regarding some camera locations in their boroughs which TfL is discussing with them.

No cameras have yet been replaced as TfL is still in the procurement process. Replacement of the cameras is likely to start in June 2014.

Public transport fares

Question No: 2013/4663

[Darren Johnson](#)

What is 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.

Written response from the Mayor received 17/02/2014

Focusing only on users who pay fares excludes all the benefits of the existing, new and extended fare concessions that I have maintained or introduced since 2008, including the 24 hour Freedom Pass and new concession for Londoners aged 60 and over.

On the narrow basis in which this question has been framed:

Between 2008 and 2013, Tube and TfL Rail fares for users who paid fares rose by 6 per cent in real terms.

Bus fares for users who paid fares rose by 19 per cent in real terms.

This larger increase in bus fares reflects the reversal of the unaffordable and cynical cuts to bus fares made by my predecessor in the run-up to the 2008 election.

Overall, the TfL fare per journey rose by 13 per cent in real terms for users who paid fares.

RPI rose by 17 per cent over the period.

Fares freeze

Question No: 2013/4664

[Darren Johnson](#)

Based upon the existing proportions of travel products sold on buses, tubes and rail; what percentage of people will have an increase above inflation, below inflation and at the level of inflation?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

On average, the rise in fares will be below inflation at 2.7 per cent.

Central London cycling grid

Question No: 2013/4665

Darren Johnson

Are you concerned that parts of the central London cycling grid in Westminster Council's consultation document (e.g. the northbound section of the 'Jubilee Line') appear to look more like a meandering rollercoaster than an effective and accessible cycle network? Can Transport for London encourage the local authorities involved in the production of the grid to introduce more cycling contraflow lanes on one-way streets in order to ensure quicker journeys and a more useful end product?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

My Cycling Commissioner and TfL have been working closely with Westminster City Council on their proposed routes for the Central London Cycling Grid. Westminster forms more than a third of the Grid area and the network across central London continues to evolve. Westminster has released their draft cycling strategy for consultation until January 2014. Following public feedback on Westminster's route proposals, we will continue to develop the Grid network to be as direct, effective and accessible as possible. The consultation paper we issued last month includes a number of alternative routes in Westminster, including an alternative to the "Jubilee Line Quietway" through St James's.

As you will know, the draft network was published on 19 December and further details are available at www.tfl.gov.uk/cyclinggrid.

Cyclists and buses

Question No: 2013/4666

[Darren Johnson](#)

Are you aware that since you became Mayor there are some years when the number of cyclists killed or suffering major injury per bus km travelled is greater than the number of killed or seriously injured per HGV km travelled? Given your direct control over how London buses perform, will you include reducing casualties as part of the bus contracts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/04/2014

I am strongly committed to ensuring the safety of cyclists and other vulnerable roads users when sharing the road with London's buses. I recently published my Road Safety Action Plan: Safe Streets for London. This sets an ambitious target of a 40 per cent reduction in killed and seriously injured (KSI) casualties by 2020. This covers all road traffic KSI casualties, including those involving buses and coaches.

TfL has an on-going programme of measures to reduce the number of collisions involving buses. This includes training and advice for bus drivers and cyclists, improvements to junction design and infrastructure, route risk assessments and a comprehensive incident reporting system.

London's bus drivers are trained to consider the safety of cyclists through the bus driver BTEC module on cyclists and other vulnerable road users. TfL and bus operators work together to increase drivers' awareness of cyclists, how they use the road and their vulnerability, through such initiatives as the Big Red Book, the 'Big Bus Little Bike' DVD and Exchanging Places events at bus garages.

Bus route risk assessments are undertaken on every bus route and cycle initiatives, including new cycle infrastructure, are explained to bus operators to make sure they understand how to use them safely. Bi-annual audits are conducted to ensure the risk assessment process is thorough and relevant and all serious bus collision incidents are reviewed collaboratively with the MPS Collision Investigation Unit.

Furthermore, TfL will continue to examine collision statistics and police collision investigation reports to ensure measures are deployed where they can most effectively improve safety.

Cycling superhighways

Question No: 2013/4667

[Darren Johnson](#)

What is your budget for completing the seven additional Cycle Superhighways which you have promised to install between now and 2016?

[The Mayor](#)

TfL is currently developing its detailed delivery programme for the refocused Cycle Superhighways programme.

Free 'New Bus for London' shuttle service in Ipswich

Question No: 2013/4668

[Darren Johnson](#)

Could you give details as to why a 'New Bus for London' has been operating as a free shuttle service in Ipswich, Suffolk? Please also provide details as to whether any costs have been or will be incurred by TfL in the running of this bus for its operation both within Ipswich and in transit to and from London to East Anglia.

[The Mayor](#)

The bus that operated in Ipswich was brand new and not required on route 390 until its conversion to New Bus for London vehicles the following week. The loan therefore had no impact on the bus network in London.

There was no cost to TfL for operating the vehicle on a free shuttle route in Ipswich as fuel and staffing costs were met by Ipswich Buses.

The low cost associated with getting the vehicle to and from Ipswich has been offset by income generating activities recently undertaken by New Bus for London vehicles, such as commercials and films.

The Ipswich activity showcased London and the West End as a leading tourist attraction and raised awareness of how the latest diesel-electric hybrid technology is being harnessed in the UK to make public transport greener.

Bus capital expenditure

Question No: 2013/4669

[Darren Johnson](#)

According to the TfL business plan, the annual 'Capital Bus Expenditure' drops from £71m in 2015/16 to £25m or under for the next three years. Can you outline what this capital expenditure will cover in the years 2016/17 to 2018/19?

[The Mayor](#)

The reduction reflects completion of the New Bus for London roll out programme in 2016. From this point on capital expenditure predominantly involves work to upgrade bus stations, stands, stops and shelters on the network between 2016/17 to 2019/20. There are also investment plans for upgrading systems for passenger information, monitoring performance of the bus network, new electronic ticketing equipment on buses, and replacing Dial-a-Ride vehicles when they approach life-expiry.

London Affordable rent definition

Question No: 2013/4670

[Darren Johnson](#)

You have committed to working with London Citizens and others to define a London Affordable Rent and to publish the figure annually. In your answer to question 2013/3318, you told me that your approach to affordability would be set out in your new draft housing strategy. Yet there is no mention in your strategy of such a definition being developed with London Citizens. How are you planning to honour this commitment?

[The Mayor](#)

Section 2.4 of my draft London Housing Strategy sets out proposals for an approach to Affordable Rent that reflects the specific circumstances of the capital. London Citizens has been invited to comment on the strategy's proposals, and was represented at the Mayor's Housing Forum consultation event in December 2013.

2015-18 affordable housing

Question No: 2013/4671

[Darren Johnson](#)

How many (a) 'disposals' and (b) 'conversions' do you expect housing associations to make between 2015-18 in order to deliver the 15,000 homes a year mentioned in your draft housing strategy?

[The Mayor](#)

Our modelling for the 2015-18 period assumes a similar level of total conversions/disposals as the 2011-15 programme. The exact number and balance between them will depend on the response from individual providers of affordable housing. We expect cross-subsidy from market supply homes to be the most significant contributor to capacity.

Encouraging more competition in the house building industry

Question No: 2013/4672

[Darren Johnson](#)

I share this aspiration in your new draft housing strategy to encourage new entrants into a very concentrated market. Given that the main barrier for smaller builders identified by your research is acquiring land, what are you doing with the GLA land bank to support new entrants into the house building industry?

[The Mayor](#)

Developers for the vast majority of all GLA land that is suitable for house building will be procured via the London Development Panel (LDP), which I established to make it easier, faster and cheaper for public sector land owners to bring forward land for development. We are looking at ways of using some of this land to encourage smaller builders through initiatives such as custom build where they could partner with an LDP member.

Homelessness charities struggling

Question No: 2013/4673

[Darren Johnson](#)

According to Homeless Link, 50 per cent of homelessness services across the UK experienced a fall in investment last year. Charities in London like Centrepoin, Crisis and Thames Reach are struggling to cope with cuts in public funding, and are diverting resources to fundraise from shops and other voluntary donations. What are you doing to ensure that homelessness charities are financially stable so that they can help the growing number of homeless individuals and families in London?

[The Mayor](#)

Ensuring that homelessness charities operating in London have sufficient funding to assist homeless households is not primarily a role for the Mayor. London Councils retains the London-wide voluntary sector budgets that are the main public funding for these agencies, alongside funding from individual boroughs, and I have made representations to London Councils to protect these budgets in recent years.

The GLA also commissions a range of voluntary sector organisations to provide pan-London services to assist people who are sleeping rough. The contracts we have with them are worth about £9 million a year.

I am working hard to reduce homelessness in London. For example, My No Second Night initiative has reduced the proportion of new rough sleepers who spend more than one night on the streets from 41 per cent in 2008/09 to 25 per cent in 2012/13.

RE:NEW delivery by the end of 2015/16

Question No: 2013/4674

[Darren Johnson](#)

Your draft housing strategy sets out projected carbon dioxide emission reductions for RE:NEW to 2015. Can you confirm the total annual savings expected by the end of 2015/16, that is the annual savings arising from all the homes retrofitted through RE:NEW from its inception to the end of that financial year?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The total annual savings expected by the end of 2015/16 through RE:NEW are currently ~163,500tCO₂ per annum based upon the existing timescales for ECO. Given the government's commitment to extend ECO to 2017, the GLA is working with partners on the profile of savings.

Redefining Fuel Poverty

Question No: 2013/4675

[Jenny Jones](#)

According to official figures London has over 300,000 households in fuel poverty. Given your duty to tackle inequalities, have you objected to the Government's attempt to redefine fuel poverty in the Energy Bill? According to the Environment Audit Committee this will have the effect of instantly reducing the number of households considered by the Government to be fuel poor by nearly a third, further understating the problem.

[The Mayor](#)

The proposed new definition of fuel poverty considers income after housing costs, an approach that I have long been asking Government to consider. The new definition aims to identify those most in need. Under the new definition, London has the second highest number of households in fuel poverty of any other English region, supporting my case as I continue to work with the Department of Energy and Climate Change to ensure London receives its fair share of Energy Company Obligation funding.

Further information on my position is available in my consultation response at <http://www.london.gov.uk/priorities/environment/publications/mayors-response-to-fuel-poverty-consultation#sthash.J5fjUZej.dpuf>.

Malnutrition and public health

Question No: 2013/4676

[Jenny Jones](#)

Given the increase in cases of malnutrition in London during the last five years and the increasing reliance upon food banks, will you ask your public health board to examine the impacts of food poverty in London?

[The Mayor](#)

My London Food Board is considering the issue of food poverty in London and trialling new initiatives. The Board published research with Ipsos Mori which highlighted the extent of the problem in children. They supported the launch of a London food map which helps to identify where people can access free or heavily discounted food.

Greed isn't good

Question No: 2013/4677

[Jenny Jones](#)

As an admirer of Pericles and his funeral oration, wouldn't you agree that wealth is "something to be properly used, not as something to boast about", and that it is qualities of ambition and public service rather than greed and a spirit of envy which public figures such as ourselves should promote?

[The Mayor](#)

Please see my response to oral MQ 4867 / 2013. As I made clear in MQT, my exact quote was as follows:

"But I also hope that there is no return to that spirit of Loadsamoney heartlessness - figuratively riffling banknotes under the noses of the homeless; and I hope that this time the Gordon Gekkos of London are conspicuous not just for their greed - valid motivator thought greed may be for economic progress - as for what they give and do for the rest of the population, many of whom have experienced real falls in their incomes over the last five years.

And if there is to be a boom in the 20-teens, I hope it is one that is marked by a genuine sense of community and acts of prodigious philanthropy, and I wish the snob value and prestige that the Americans attach to act of giving would somehow manifest itself here, or manifest itself more vividly."

Expanding London River Restoration to tackle flood threat

Question No: 2013/4678

[Jenny Jones](#)

Looking beyond your 15km target of restoring London's rivers to reduce flood risk, so far as I can tell you have no further plans in this area. Given your environment advisor's warning (as reported in the Evening Standard on the 29th November) that London is likely to experience an "extreme weather event" in the form of a major flood arising from heavy rainfall, will you agree to take a leading role in the restoration of the 100's of kilometres of London's rivers (River Thames tributaries)?

[The Mayor](#)

The London Plan has Policy 7.28 to drive forward river restoration and a target to restore 25km by 2020. To date 14km has been restored, well on the way to meeting the 15km target by 2015.

Flood risk management is also an important element of my policies and programmes. Actions to address and mitigate flood risk should be built into river restoration projects and a wide range of other activities. The Drain London project is leading the way in this respect and will be developing a London Sustainable Drainage Action Plan during 2014.

The Environment Agency intends to refresh the London Rivers Action Plan next year in order to identify the next phase of river restoration opportunities.

Two million more trees in London by 2025

Question No: 2013/4679

[Jenny Jones](#)

Your answer to question 2013/4093 referred me back to 2013/3358 in which you were unable to supply me with the number of trees planted towards your goal of two million more trees in London by 2025. Instead you provided me with an estimate that was based on analysis by Trees for Cities during your predecessor's term of office. Given that this is a vital strategic goal in helping London to prepare for more frequent extreme weather, up to date information is essential. Excluding your street tree programme, will you in collaboration with key stakeholders, agree to undertake an assessment of the actual numbers of trees planted since the beginning of your term of office, breaking this down by (a) date of planting (b) the estimated number and location, indicating whether there were planted on open green space or on streets/the urban built environment?

[The Mayor](#)

As previously stated it is not feasible to collect definitive data on all trees planted because of the very many Borough, organisations, community groups and individuals planting trees across London.

My target is to increase canopy cover by 5% by 2025 I have set out how we will be measuring progress towards this target in my responses to MQ3357 / 2013 and 4092 / 2013.

National Domestic Extremism and Disorder Intelligence Unit Database

Question No: 2013/4680

[Jenny Jones](#)

When an individual's records are deleted from the National Domestic Extremism and Disorder Intelligence Unit (formerly National Domestic Extremism Unit) database, do the Metropolitan Police make sure that such records are also deleted from any copies of backups of that database, and from other related databases as appropriate?

[The Mayor](#)

National Domestic Extremism and Disorder Intelligence Unit (NDEDIU) holds and manages data in accordance with the Management of Police Information (MOPI) standards, and has also been comprehensively reviewed by Her Majesty's Inspectorate of Constabulary (HMIC) in May 2013 and found to be compliant. Any deletion of individuals' data held within the NDEDIU is also deleted from any backups that may exist. The MPS is only responsible for data that it holds.

In respect of the second question ("and from other related databases as appropriate?"), the MPS cannot comment on other data owners (e.g. other related police forces and organisations), who will be subject to other guidelines.

Safer Transport Command and Traffic Criminal Justice Unit

Question No: 2013/4681

[Jenny Jones](#)

How much money will TfL contribute towards the cost of the Met Police Safer Transport Command and also, the Traffic Criminal Justice Unit in 2013/14? What is the total cost of Safer Transport Command and also, the Traffic Criminal Justice Unit? Can you briefly describe the contracted duties of the Met Police in return for this money?

[The Mayor](#)

TfL will contribute an estimated £89.67 million towards the MPS Safer Transport Command (STC) and £3 million towards the Traffic Criminal Justice Unit (TCJU) in 2013/14. The total budgeted cost of the STC in 2013/14 will be an estimated £114.56 million and TCJU is £6.22 million.

The MPS STC provides policing services to TfL to:

- improve safety and security on the bus network and at key transport hubs and confidence to travel;

- improve reliability and minimise disruption on London's roads and surface public transport networks; and

- improve road and cycle safety and enforce the laws relating to taxis and private hire vehicles.

The contracted MPS TCJU services cover the loading and unloading of cameras and film in the red light and speed cameras and processing offences from all cameras. This includes issuing Conditional offers of Fixed Penalty Notices, offering Speed Awareness Courses and issuing summons to court for speed and red light running offences.

20mph enforcement

Question No: 2013/4682

[Jenny Jones](#)

Will you ensure that the Met's Safer Transport Command gives priority to enforcing 20mph speed limits on borough and TfL roads as a measure to keep cyclists, pedestrians and other road users safe?

[The Mayor](#)

A key objective of the TfL funded Safer Transport Command and for the Traffic OCU is to enhance safety on London's roads, especially for pedestrians, cyclists and powered two wheelers.

TfL supports the introduction of 20mph zones and limits in boroughs which choose to implement them. The TLRN already has a number of 20mph limits and TfL it is willing to consider 20mph on the TLRN at specific locations.

Road user behaviour

Question No: 2013/4683

Jenny Jones

As a step towards an evidence led approach to roads policing, can you outline the proportion of injuries to cyclists in London which stem from the top five main causes in terms of road user behaviour?

The Mayor

For the period 1/9/12-31/8/13 there were 4357 PI collisions reported in the MPS where a cyclist was involved.

Causation factors* are taken from the STATS19 data recorded in the collision report books. STATS19 allows up to 6 causation factors (from a specified menu) to be cited in any one collision. A total of 12,933 factors were cited from those collisions. The five most frequently cited causation factors were:

Factor	No. citations	% total
Failed to look properly	3,781	29.2%
Failed to judge other persons path or speed	1,642	12.7%
Careless/Reckless/In a hurry	1,558	12.0%
Poor turn or maneuver	1,384	10.7%
Too close to cyclist, horse or pedestrian	663	5.1%

* Please note that the top four may apply to pedal cyclists and not just the driver of any other vehicle involved.

A causation factor may also apply to more than one party in the same collision. The MPS are in discussions with TFL with a view to developing a more accurate data set specific to London.

Hit and runs

Question No: 2013/4684

[Jenny Jones](#)

Can you provide a breakdown of the number of fatalities, seriously injured and slight injuries involving a hit and run vehicle, broken down by borough, for the calendar year 2012? What was the proportion of cyclists, pedestrians and car occupants involved in these injuries.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

My Road Safety Plan, Safer Streets for London, includes tackling uninsured driving, illegal driving and hits and run collisions. TfL's analysis has found that the proportion of 'failing to stop' collisions is higher in areas of deprivation and failure to stop may occur because the driver does not have valid insurance, a valid licence, valid tax or is under the influence of drugs or alcohol.

TfL is working with the MPS to target uninsured and illegal drivers, and other root causes of hit and run collisions, through high visibility operations such as Operation Cubo.

Table 1 below provides a breakdown of the number of fatal, serious and slight casualties recorded as hit and run during 2012, by London borough. Of these casualties, car occupants made up 38 per cent of casualties, pedestrians 26 per cent and pedal cyclists 21 per cent.

ANPR (1)

Question No: 2013/4685

[Jenny Jones](#)

How many officers and staff are dedicated to the use of ANPR as a full time role in London for the financial years 2012/13 and also 2013/14?

[The Mayor](#)

When the ANPR Bureau was formed in October 2012 it consisted of 53 staff and officers. In order to maximise the use of ANPR, the intelligence, governance and investigation needed to be strengthened. There are now 87 staff and officers.

Bonuses

Question No: 2013/4687

[Tony Arbour](#)

How much did the MPS pay out in bonuses in the last year for 'outstandingly unpleasant' work?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

In line with Home Office circular 010/2012 on Police Regulations 2003 police forces may recognise whole teams with a team recognition award for outstandingly demanding, unpleasant or important work, or outstanding work for the public.

The MPS do not break down bonuses by these categories that they can be paid for. During 2013 the MPS has so far paid a total of £19,700 to officers.

Bonuses (II)

Question No: 2013/4688

[Tony Arbour](#)

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What other bonuses are still being paid out by the MPS?

How much was paid out, in the form of bonuses, in each of the last three years?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

In addition to the scope within Police Regulations to pay bonuses to police officers for acts that are outstandingly important, outstandingly unpleasant and outstandingly demanding, the MPS operates a bonus scheme for police staff, to recognise particularly compelling performance achievements. During 2013 to date, £16,150 has been paid to police staff under this scheme. No other bonus arrangements are currently in place in the MPS.

	Police Staff	Police Officers
	Payment	Payment
2010-11	£76,882	£279,913
2011-12	£52,585	£350,373
2012-13	£46,039	£193,629
2013- to date	£16,150	£19,700

Overcrowding

Question No: 2013/4689

[Andrew Boff](#)

Given that 106,000 affordable homes in London are overcrowded, compared with an estimated 43,000 affordable homes that are under occupied, how can we make the best use of the planning system to tackle overcrowding and ensure that new housing supply is best matched to demand?

[The Mayor](#)

The issue you raise bears on both affordable housing investment and planning.

The emerging Strategic Housing Market Assessment which informs my draft London Housing Strategy and which will be taken into account when I change the London Plan suggests that we need to improve the supply of attractive, smaller affordable homes that will be attractive to residents of under-occupied larger dwellings to downsize into, freeing up larger dwellings for currently over-crowded families. Provision of affordable family homes will remain a long term priority for the Plan.

Improving the existing stock of specialist affordable housing for older people may also help in this, together with some new build. I am giving serious consideration to changing the London Plan to include benchmarks to be taken into account by boroughs when assessing and addressing the needs of older Londoners for smaller, specialist homes.

In addition I have asked the Outer London Commission to investigate how higher density, housing led redevelopment of some town centres can lead both to an improvement in the commercial and community offer of these centres and provide a significant uplift in provision of smaller flats.

Housing Strategy (1)

Question No: 2013/4690

[Andrew Boff](#)

How will your proposed new Housing Zones and London Housing Bank work?

[The Mayor](#)

Detailed discussion papers about Housing Zones and the London Housing Bank will be published in 2014, following consideration of the issues and options with relevant partners.

Housing Strategy (2)

Question No: 2013/4691

[Andrew Boff](#)

What will be the benefits to London's private rented sector of your plans to achieve institutional investment in 5,000 new homes as set out in your new draft Housing Strategy?

[The Mayor](#)

A purpose-built private rented sector would ensure good quality homes and professional management standards. Some institutional investors have also demonstrated that such schemes can offer households greater stability through longer tenancies and transparent rent setting arrangements.

Berlin road laws

Question No: 2013/4692

[Andrew Boff](#)

In Berlin, any fine issued to a cyclist over €45 also results in penalty points of the driving licence of said cyclist. Do you think that such a scheme could help ensure that all road users obey the rules of the road and help dispel some of the tension between cyclists and other road users?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

No.

Driving lessons in Holland

Question No: 2013/4693

[Andrew Boff](#)

Driving instructors in Holland teach new drivers to use their right hand to open the car door, forcing drivers to turn in their seat, putting them in a better position to see if a cyclist is approaching from behind. Would you support this good practice and urge the Driving Standards Agency to look into the proposal?

[The Mayor](#)

While this is something I would in principle support, this is a matter for the Driver & Vehicle Standards Agency (DVSA) at a national level. TfL has a good relationship with the DVSA and I will ask them to follow up with them on this proposal.

To raise awareness of this type of danger, TfL recently produced a sticker for taxi and private hire drivers to affix to cab windows, reminding passengers to look out for cyclists before they exit their cab. Approximately 25,000 stickers were produced for taxi cabs and 20,000 for private hire vehicles in the autumn. Posters with this same message have been sent to private hire booking offices to raise awareness among customers waiting for their cabs.

New research on cycling risk

Question No: 2013/4694

[Andrew Boff](#)

Have you read the new paper from the International Cycling safety conference that has found that when sex and age group are accounted for, cycling is not systematically riskier than walking or driving, and that young males are five times more at risk when driving than when cycling?

[The Mayor](#)

TfL and I welcome such papers from academics and research groups alike and this kind of research is invaluable in adding to our own comprehensive programme of road safety investigation and analysis. I will ask my Cycling Commissioner to study the conclusions of the International Cycling safety conference.

Enforcing road laws

Question No: 2013/4695

[Andrew Boff](#)

Might plain clothes policemen on bikes be better placed to enforce traffic rules for all road users, than uniformed policemen placed stationary at some busy junctions?

[The Mayor](#)

An officer must be in uniform to stop vehicles using Section 163 of the Road Traffic Act so this would not be practical. Likewise, only officers in uniform can issue fixed penalty notices.

Chobham Manor cycling infrastructure

Question No: 2013/4696

[Andrew Boff](#)

Why does the recently submitted reserve matters planning application for Chobham Manor state that cycle lanes will stop, and therefore make cyclists get off their bikes, at junctions?

[The Mayor](#)

The reserved matters planning application for Chobham Manor contains a proposal for cyclists to be accommodated on off-carriageway cycle lanes, rather than on the carriageway in an area where it is expected a high level of families would be keen to be on bikes.

However, given the low level of motorised traffic now expected it has been recognised that this may not be the best solution and the proposal is being re-examined to see if it is possible to accommodate cycles on the carriageway.

East Village

Question No: 2013/4697

[Andrew Boff](#)

Why did the first tenants have to wait for so long to move into their new homes in the former Athletes Village on the Olympic Park?

[The Mayor](#)

The work to transform East Village from its use by 23,000 athletes and officials during the London 2012 Games into 2,818 new homes for London is a huge task undertaken in an ambitious timescale.

The sign off and handover process for each home is complex, with multiple stakeholders and has taken longer than anticipated. It includes a very rigorous series of checks by independent inspectors to make sure the homes are of a consistent and high quality, for the long term.

As many as 2,000 workers have been on site in recent months and as East Village has been a construction site whilst work takes place, it was not possible to hand over individual properties until each residential area, or 'plot', was completed.

The first plots were handed over to the legacy owners Get Living London and Triathlon Homes in October and November, and they are now being occupied by their respective tenants. The ODA is working closely with Get Living London and Triathlon Homes on handing over the remaining plots, with the legacy owners managing the occupation of the homes.

New Ticket Machines

Question No: 2013/4699

[Andrew Boff](#)

Will you guarantee that the new, upgraded ticket machines, which will help ensure that Tube ticket offices are no longer necessary, will give foreign visitors the chance to buy a ticket using their own language?

[The Mayor](#)

The Tube Fit for the Future plan will ensure the network is accessible to tourists as well as Londoners.

Police enforcement against sex workers

Question No: 2013/4700

[Andrew Boff](#)

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``Please can you

formally ask the Commissioner to ensure that police do not use enforcement-only methods against sex workers?``

``Is it pointless for the police

to fine a street sex worker for soliciting on the street, since she is often in such a vulnerable state that she can only pay back a police fine by selling sex on the streets?``

``

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The Violence against Women and Girls (VAWG) Strategy sets out my approach to prostitution. This includes working with criminal justice partners including the MPS to ensure a more holistic approach is taken towards persons involved in prostitution while seeking stronger enforcement against those who pay for sex, e.g. kerb crawlers. Through my VAWG Panel, I will work with the MPS and other partners to develop a London-wide protocol focusing on women's safety.

Hate crimes against sex workers

Question No: 2013/4701

[Andrew Boff](#)

I have heard reports that police are dismissing sex workers after they experience attacks and try to report the offence. Will you take a stand and also recommend to the Commissioner that crimes against sex workers are treated as hate crimes, or an equivalent escalated crime type, to ensure no officers treat sex workers in this way, putting them at heightened risk?

[The Mayor](#)

As highlighted in my refreshed violence against women and girls (VAWG) strategy, I will work with partners through my VAWG Panel to develop a pan-London protocol to inform the way the MPS and other London agencies respond to prostitution. This will include a focus on women's safety to ensure that crimes against women and everyone involved in prostitution are taken seriously and escalated appropriately.

Three women in South London (1)

Question No: 2013/4702

[Andrew Boff](#)

The recent 'slave house' case in South London revealed how trafficking can be unorganised. Will you be encouraging the MPS Trafficking Unit to recognise the need to proactively seek trafficking that isn't taking place within international criminal networks?

[The Mayor](#)

Yes. I will ask the VAWG Panel co-chaired by the Deputy Mayor for Policing and Crime and Joan Smith to explore this matter further with the MPS.

Three women in South London (2)

Question No: 2013/4703

[Andrew Boff](#)

The Police warned Lambeth council about their concerns regarding the 'slave house' 15 years ago. Will you be calling on local authorities to be taking more steps to recognise and act on concerns regarding exploitation?

[The Mayor](#)

Across all our areas of strategic operation we work positively with partners including local authorities. As stated in the refreshed violence against women and girls strategy, I will work with the MPS, NHS England and local authorities to develop plans to ensure that frontline agencies receive training on human trafficking and exploitation. This will equip staff with the knowledge and skills to identify victims, provide an appropriate response and refer on to specialist support.

Soho brothel raids

Question No: 2013/4704

[Andrew Boff](#)

After the Newham raids in 2011 there was no effective support in place or any follow-up work and women ended up working on the streets in Ilford. Similar large-scale raids took place in Soho on the 4 December 2013. Do you know what processes to support the women, found on brothel raids, are now in place so that these women have not ended up being even more vulnerable?

[The Mayor](#)

On 4 December, during the Soho brothel raids, support was offered. The working girls have all been offered assistance, contact details of relevant support groups have been provided and every girl was invited to attend a dedicated, discreet Reception Centre staffed by a specialist charity.

Soho raids and victim focus

Question No: 2013/4705

[Andrew Boff](#)

On 4 December 2013 brothel raids took place which aimed to find vulnerable, at-risk trafficking victims; however the police brought the Evening Standard to the raid and allowed them to publish photos of the women (who tried to hide their faces but could possibly be recognised by their hair and clothes etc). If police are looking for vulnerable trafficking victims, do you think they should avoid creating further stigmatization and risk, and not allow the media to take pictures of them?

[The Mayor](#)

Women and girls who have been trafficked and are involved in prostitution are vulnerable victims; their protection must be the overriding factor in planning policing operations. This should be considered when any decision to invite the media to attend a policing operation is made.

Increase in Domestic Violence Offences

Question No: 2013/4706

[Roger Evans](#)

I am very concerned that figures obtained by the London Probation Trust from police show that domestic violence offences in the 12 months leading up to September 2013 have increased in Redbridge by 18.8 per cent. Do you know why is this happening and what are the police doing to ensure that victims of domestic violence are being helped?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The MPS anticipated an increase in offences due to changes in the Home Office definition of Domestic Violence to include victims aged 16-17. Of the 18.8% rise in Redbridge, 14 percentage points is directly attributable to these changes.

A DV continuous improvement plan has been rolled out across the MPS from November 2013 with Senior Leadership Team members being appointed to drive activity at a borough level. In addition to this, MOPAC has awarded Redbridge £204,000 to invest in a DV programme over the next 4 years.

Burglary Hotspot Areas

Question No: 2013/4707

[Roger Evans](#)

Do you know what measures the police are taking in tackling the prevention of burglaries in hotspot areas of Havering and Redbridge?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Havering and Redbridge police are working closely with partners and the community to tackle burglary hotspots in line with the wider MPS/MOPAC Crime Prevention Strategy. A range of policing tactics are deployed by Neighbourhood Policing Teams including media campaigns, weekly press briefings, crime prevention campaigns and banners in hotspots, target hardening (e.g. alley gating) and the use of the Selecta DNA kits which allow households to protectively mark their property.

Through the London Crime Prevention fund, MOPAC has invested in programmes in both boroughs to tackle burglary. This includes concentrating prevention efforts in burglary hotspots and investment in drug and alcohol rehabilitation programmes to combat addiction, one of the root causes of the issue.

Drug Hotspot Areas

Question No: 2013/4708

[Roger Evans](#)

Do you know what measures the police are taking in tackling youth and adult drug offenders in London before it gets to the point of going through the criminal justice system?

[The Mayor](#)

Police officers work with schools in London to raise awareness of the harm caused by drugs. Youth Offending Teams (including MPS officers) identify and refer any young person misusing drugs to appropriate services. The police are also part of the Multi Agency Safeguarding Hub (MASH) which acts as the single point of contact for all professionals to report safeguarding concerns regarding a young person, including taking action around drug use.

Prior to arrest, the MPS does not participate in any preventative programme for adults who misuse drugs as this is undertaken by other agencies. However, the MPS drug tests offenders on arrest where drug misuse is suspected, with the aim of getting drug misusing offenders out of crime and into treatment services.

Road traffic police targets

Question No: 2013/4710

[Richard Tracey](#)

Is it right that road traffic police in London have been given a target to issue ten tickets per month to cyclists?

[The Mayor](#)

No. The Traffic Operational Command Unit has a range of performance measures that record enforcement activity focused on reducing the number of people killed and seriously injured on the road. This enforcement activity tackles the main causation factors in collisions. The focus is on behaviour and targets both motorists and cyclists.

24 Hour Tube

Question No: 2013/4712

[Richard Tracey](#)

What effect do you expect the introduction of a 24 hour per day Tube on Fridays and Saturdays to have on London's economy?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I am delighted that I have been able to deliver a 24 hour tube on Friday and Saturday nights from 2015, which is over and above my election commitments. The Night Tube will support London's vibrant night-time economy and boost businesses, jobs and leisure opportunities. Since 2003, there has been a 50 per cent increase in demand for Tube services on Saturday evenings after 9.00 pm, reflecting that London is one of the greatest cities in the world, with excellent late night entertainment options.

Londoners deserve a range of safe and easy travel choices. This applies as much to workers (both those travelling home after late shifts in the night time economy, and those going to work very early) as to leisure users making the most of restaurants, theatres, bars and clubs.

Heathrow Noise (1)

Question No: 2013/4714

[Richard Tracey](#)

Do you support London First's suggestion of a Noise Pollution Tsar?

[The Mayor](#)

Yes. I would like to see London have an independent airport noise ombudsman. However, such a move must not be motivated by a desire to make Heathrow's expansion more palatable. First and foremost, an independent noise regime could and must ensure that airports do more to reduce and mitigate the harm that they already cause. The new noise regulator must deliver a robust and comprehensive monitoring programme, to incentivise the right airline behaviours and to instigate a penalty regime that is fit for purpose.

This is why I have consistently called on the Government to establish an independent expert panel, as has been done in many other European countries, to set specific noise limits and to monitor subsequent compliance.

The recommendation of the Airports Commission in their Interim Report that an Independent Aircraft Noise Authority be established is a step in the right direction. But their proposals fall woefully short of what is required, with the body they outline having no powers of sanction over either airlines or airports.

I am pleased to have the support of the London Assembly in helping me press the Government and the Airports Commission to act decisively on this issue.

Heathrow Noise (2)

Question No: 2013/4715

[Richard Tracey](#)

Do you agree that, whilst a Noise Pollution Tsar would be desirable, even a radical reduction in aircraft noise would not render Heathrow Airport suitable for expansion?

[The Mayor](#)

Heathrow has a truly devastating impact on the quality of life of those living under its flightpaths. Recent studies have shown the dire impact this is having locally on people's health and on the reading age of school children. An independent noise regulator could ensure that Heathrow does more to reduce and mitigate the harm that it already causes. It is most certainly not a fig leaf under which an expansion of Heathrow can be allowed to proceed.

It is also clear that the Independent Aircraft Noise Authority proposed by the Airports Commission, but without any enforcement powers, will be very limited in what it can achieve in tackling noise impacts.

There is no realistic prospect of a radical reduction in aircraft noise around Heathrow. This is why I believe the airport should move. The airport's own assessment of a less-than-half-utilised third runway in 2030, with heroic technology assumptions, still exposes more people to noise than Heathrow's next five European rivals combined.

Transport Links to Airports

Question No: 2013/4716

[Richard Tracey](#)

Do you agree that, whilst improvements in transport links to London's airports are sensible and desirable, they will not be sufficient to allow the Government to ignore the need to choose a new hub airport to replace Heathrow?

[The Mayor](#)

Yes. Improved surface access links to London's airports are welcome, both for airport passengers and in helping address the considerable growth in non-airport traffic on key corridors. In the short-term, improved links to Stansted and Gatwick, can help enhance their ability to compete and in a small way, support London's connectivity in the interim.

Better access to Stansted and Gatwick cannot, however, address the fundamental problem blighting UK aviation: the lack of sufficient hub capacity. Nor will new rail links to Heathrow help: the key challenge is not how to get (more) people to Heathrow but what to do with them once they are there, since the airport is already operating at its practical maximum utilisation. Planning for new rail links to the airport should reasonably await a decision on its future role.

The lack of hub capacity can only be solved with a 4-runway hub airport. Heathrow's space constraints and dire local noise impacts leave it wholly unsuitable for this. Relocating the hub to the east of London, whether on the Isle of Grain, at Stansted, or in the Outer Estuary, could tackle these challenges and at the same time unlock significant economic development for the region.

Outer London Fund

Question No: 2013/4718

[Steve O'Connell](#)

What are the future plans and timescales for the Outer London Fund?

[The Mayor](#)

The aim of the Outer London Fund is to bring vitality and growth to many of London's struggling High Streets. The fund focuses on improvements to the physical fabric of our town centres, supplemented with a range of activities to coordinate and support business development and increase footfall.

Round 1 of the programme successfully drew to a close spring / summer 2011 and has been subject to a positive independent evaluation. The second round of more substantive projects is ongoing with the majority completing in the spring / summer of 2014. A further independent evaluation has already commenced, will report June 2014 and will inform future Mayoral Actions to support High Streets.

The GLA has also been working with the Outer London Commission to consider ongoing support for High streets in Outer London. This includes commissioning further research to strengthen the Town Centre policy framework as part of the Further Alterations to the London Plan (FALP) and the formulation of a bid for funds to enable a third round of funding.

Planning Protection for Pubs

Question No: 2013/4719

[Steve O'Connell](#)

What plans do you have to improve protections for pubs in next year's alterations to the London Plan, and in any Supplementary Planning Guidance in the meantime?

[The Mayor](#)

My Deputy Mayor for Planning is happy to meet with you to discuss this.

Tram Extensions (1)

Question No: 2013/4721

[Steve O'Connell](#)

In the light of the TfL Business Plan, please detail the ongoing work with Sutton, Croydon and Merton in order to make future tram extensions more likely?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL is engaged in work with all three of the boroughs you name, including regular meetings between TfL and borough officers, as well as regular meetings at a political level between Borough Leaders/portfolio holders and my Deputy Mayor for Transport. TfL is further developing its technical work to now explore the funding opportunities for the Crystal Palace and Sutton Tramlink extensions. This includes consideration of the level of development that could be served by these extensions and the developer contributions that could be potentially generated from this growth. Other funding opportunities are being considered, to ensure a full range of options are taken into account.

Tram Extensions (2)

Question No: 2013/4722

[Steve O'Connell](#)

In the light of the TfL Business Plan, please detail which potential funding opportunities you believe are likely to be most fruitful in facilitating future tram extensions?

[The Mayor](#)

Any funding package would need to include a range of funding sources, including third party funding that could be realised due to growth resulting from the extension. TfL and the boroughs are currently undertaking work into potential funding opportunities.

Road drug testing

Question No: 2013/4723

[Steve O'Connell](#)

Would you consider piloting swab tests, currently being used by Sussex Police, to help police catch drivers who have been taking cannabis over the Christmas period?

[The Mayor](#)

There are no plans to pilot swab testing over the Christmas period. However, we will be following the Sussex pilots with interest and may adopt a similar approach in the future if it proves to be effective.

London's Waterways (1)

Question No: 2013/4724

[Victoria Borwick](#)

Can the Mayor encourage developers with riparian developments to increase the number of moorings and marinas on the Thames?

[The Mayor](#)

I already do this through London Plan policy 7.27, which encourages development to provide new waterway support infrastructure including moorings (clause Ac). However, they should normally be off line from main navigation routes, i.e. in basins or docks.

London's Waterways (2)

Question No: 2013/4725

[Victoria Borwick](#)

As eyes on the river are a useful for a range of reasons, what can the Mayor do to increase the number of moorings particularly in renovated waterways?

[The Mayor](#)

I already do this through London Plan policy 7.27, which encourages development to provide new waterway support infrastructure including moorings (clause Ac). However, they should normally be off line from main navigation routes, i.e. in basins or docks.

London's Waterways (3)

Question No: 2013/4726

[Victoria Borwick](#)

If we want to fully utilise the space in London we need to be more flexible and encourage more moorings both in the canals and on the Thames. Can the Mayor therefore review the London Plan to encourage more moorings?

[The Mayor](#)

The London Plan already strikes the right balance between promoting the use of the waterways and their protection both in terms of their character and the functions. It maintains that the Blue Ribbon Network "should not be used as an extension of the developable land in London nor should parts of it be a continuous line of moored craft" (paragraph 7.84).

Engagement with the Canals and River Trust suggests that currently opportunities for additional moorings are likely to be limited and that their realisation should be essentially a local rather than a strategic concern.

London's Waterways (4)

Question No: 2013/4727

[Victoria Borwick](#)

As public money has transformed the Olympic Park, can the Mayor confirm as to why only two new visitor moorings will be provided in the Olympic park?

[The Mayor](#)

The LLDC has been working closely with the Canal and River Trust to produce an Olympic Legacy Waterways Framework which looks at ways to open up the waterways to as wide a variety of users as possible.

No new visitor moorings are being created at this time due to the land and water levels within Queen Elizabeth Olympic Park which mean additional infrastructure would be needed for new moorings.

Provision of additional taxi ranks in the London borough of Bexley

Question No: 2013/4729

[James Cleverly](#)

Whilst all other outer London boroughs have a provision of 3 or more taxi ranks, many of which are located at or very close to mainline railway stations, according to the list of TfL Appointed Taxi Ranks updated on 4 September 2013 there is only 1 taxi rank with space for 2 vehicles in the London Borough of Bexley, and that is located on Townley Road, Bexleyheath, some distance from the railway station. Will the Mayor ask TfL to undertake a feasibility study on the provision of a further taxi rank in the London Borough of Bexley, ideally close to one of the railway stations which serve the borough in order to assist suburban taxi drivers to ply their trade and members of the public to use their services?

[The Mayor](#)

Taxi ranks are an essential part of London's transport network, providing a dedicated space where the public can safely access taxi services.

TfL's Taxi Ranks team work continuously to try and find locations for new taxi ranks in all boroughs. However we need the local borough's support as London's boroughs are responsible for the vast majority of roads in the capital. Because multiple stakeholders need to be involved, including Network Rail when the proposed location is on their property, it isn't a quick process to appoint a new taxi rank and unfortunately isn't always possible.

Of course it is important to try and support suburban taxi drivers and ensure that the public can safely and easily access taxi services. I will ask TfL to examine whether a new taxi rank can be created near Bexleyheath Station.

Provision of additional taxi ranks outer London boroughs

Question No: 2013/4730

[James Cleverly](#)

According to the list of TfL Appointed Taxi Ranks updated on 4 September 2013, the boroughs of Bexley and Hillingdon have the lowest provision of taxi ranks, with Bexley having 1 and Hillingdon having 3 (of which 2 serve mainline railway stations). Will the Mayor ask TfL to undertake a feasibility study on the provision of additional taxi ranks in all outer London boroughs to assist suburban taxi drivers ply their trade and members of the public to use their services?

[The Mayor](#)

As I stated in my manifesto, I have asked TfL to produce a 'ranks plan' to protect existing ranks and identify new ones. I have also asked TfL to produce a 'Suburban Action Plan' to identify and address the concerns of yellow badge holders.

Following my election, TfL has held two workshops with suburban taxi drivers and invited comments and suggestions from them on what could be done to improve their situation and address their concerns. These comments and suggestions have been collated and a consultation on the resulting proposals will be held with taxi drivers in 2014.

The consultation will cover a wide range of topics including taxi ranks, and also extension areas and the current suburban sectors - all of which I know are areas that suburban drivers have concerns about. The responses to the consultation will be used to inform a final Suburban Action Plan, which will of course consider the need for additional ranks in suburban London. I look forward to hearing your detailed views in the consultation.

Air quality funding

Question No: 2013/4731

[James Cleverly](#)

What will be the main benefits of the £335,000 Government funding that you have secured to improve London's air quality?

[The Mayor](#)

Thanks to GLA representations, the Department for Environment, Food and Rural Affairs (DEFRA) has awarded 12 grants, totalling £335,000 to nine London boroughs from its £1m Air Quality Grants Programme.

Projects include a cross-borough partnership with Barts NHS Trust to raise awareness of air pollution with vulnerable patients, a scheme to encourage businesses to adopt low emission vehicles and a 'green wall' made of vegetation to shield children in primary schools from air pollution along the A4.

The funding will also be used to support a campaign led by Southwark Council to get people to turn off their engines while waiting in traffic at Tower Bridge in a bid to reduce emissions at this iconic London landmark.

I expect these projects to support my objectives of reducing emissions, minimising exposure and raising awareness.

Excess Winter Mortality

Question No: 2013/4733

[Jennette Arnold](#)

Are you doing anything to ensure that the number of Londoners who die this year as a result of the phenomenon known as Excess Winter Mortality is zero?

[The Mayor](#)

Please see my response to MQ 4251 / 2013 and 3836 / 2013.

Ticket Office Closures (1)

Question No: 2013/4734

[Jennette Arnold](#)

When you close ticket offices across the TfL network, how will you ensure your decision does not breach Safety Certificate and Safety Authorisation documents?

[The Mayor](#)

Ticket offices are not specifically part of the Tube's Safety Certificate (and Safety Authorisation). All Tube stations will continue to be staffed, with more staff visible and able to offer face to face support to any customers who require personal assistance with ticket transactions.

I would not allow any changes that would put staff or customers at risk. For every element of these proposals TfL will carry out risk assessments to ensure any safety risks are identified and mitigations implemented as necessary.

TfL Ticket Office Closures (2)

Question No: 2013/4735

[Jennette Arnold](#)

When you close ticket offices across the TfL network, where will you re-locate the communications equipment that is currently located in the ticket offices, and which is used to contact other stations across the network, used as a public address, and used as the liaison with emergency services? How much do you envisage this will cost? And where will you find the money to do this?

[The Mayor](#)

Critical equipment such as the public address system is not typically located in the ticket office. However, where equipment within a ticket office is required for further use, this will be relocated to a suitable alternative space within the station. Funds have been identified for this within the overall project budget.

TfL Ticket Office Closures (3)

Question No: 2013/4736

[Jennette Arnold](#)

Where are the relevant documents to show that you have shown due regard to the Public Sector Equality Duty (PSED) when making the decision to close ticket offices and cut hundreds of jobs across the TfL network by 2015? Please may I have a copy of them?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

London Underground's proposals will see more staff available in public areas where Tube customers need and want them most, not behind panes of glass but out in ticket halls, at ticket machines and on the platforms helping customers to make their journeys easier.

The current "turn up and go" assistance service for disabled and visually impaired passengers, and the disability training given to staff, will continue. London Underground will continue to prioritise personal assistance for those who need help.

In relation to the Public Sector Equality Duty, the Equality Impact Assessment in Appendix 4736 shows that the changes will be positive or neutral for all equality target groups. Of course London Underground is listening carefully to any concerns or issues raised during the current consultation with trades unions and engagement with stakeholders, including groups representing disabled people. This will inform the changes that eventually take place in 2015.

Congestion Charge

Question No: 2013/4737

[Jennette Arnold](#)

Since you were first elected in 2008, can you provide me with a breakdown of the total revenue received through the Congestion Charge, and the cost breakdown of where and how this has been re-invested?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

By law, all surplus income generated by the Congestion Charging Scheme must be reinvested in public transport in London. Revenue is therefore incorporated into the overall TfL Business Plans. In the first 10 years of its operation, the Scheme generated in excess of £1.2bn.

Appendix 4737 shows how funds have been allocated since 1 April 2008.

Freedom Pass

Question No: 2013/4738

[Jennette Arnold](#)

Can you update me on the timeframe for when users of Freedom Passes will be able to use them 24 hours per day on trains run by other Train Operating Companies outside of TfL's remit?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/04/2014

Please see my response to MQ 1635 / 2014.

CCTV cameras on London Buses (1)

Question No: 2013/4739

[Jennette Arnold](#)

A recent incident at Walthamstow Bus Station I have dealt with alerted me to the fact that CCTV equipment is not always fit for purpose when it comes to identifying people. At which stations/stops are CCTV cameras located across the entire London Buses network? How many are there at each of these sites? How are they maintained to ensure they are always operational? Is there any review of whether there needs to be an increase in the number of CCTV cameras/whether they need to be re-located for better effect?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Walthamstow Bus station is staffed each day of the week from early morning to evening, and CCTV systems are checked daily by on-site operational staff. Picture quality is suitable for identifying people.

There are currently around 1,200 cameras at bus stations and stands. The choice of locations is based on operational requirements, such as the scale of passenger and vehicle movements in the area, security requirements and their past issues. All cameras are covered by a fully-comprehensive service-maintenance contract which requires regular site visits, cleaning of all cameras, refocusing lenses where required, and checking connections and cabling. There is also a 24 hour rectification agreement to repair or replace faulty equipment.

Deployment of cameras across these sites is routinely reviewed by TfL to ensure resources are effectively deployed.

For security reasons, TfL does not publicly list the locations of CCTV cameras on its network.

If you have any queries regarding specific incidents, do please let TfL know.

CCTV cameras on London Buses (2)

Question No: 2013/4740

[Jennette Arnold](#)

I believe it is necessary to install 'Help Points' at all key stations on the London Buses network. Do you have any plans to do this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The busiest bus stations on the network are manned 24/7, so on-site help is always available. At other staffed bus stations, operational employees conduct routine checks of the site and CCTV systems. Help points at ground level in open areas can be susceptible to damage and do not offer the same level of reliability and security as other arrangements, hence TfL's strong emphasis on visible staffing. There are no plans to fit these to more of the bus network.

Free Schools sites

Question No: 2013/4741

[Jennette Arnold](#)

Can you update me on where the sites are that you are providing for new Free Schools to be built on?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I made a manifesto commitment to audit the GLA Group estate for 10 sites which can be used for Free Schools. This was reflected in my Education Inquiry Report. I remain committed to this objective and work in this area is ongoing, with the GLA and Education Funding Agency working closely together to identify suitable sites. While several sites have already been identified, commercial sensitivity and related issues prevent us from making further details available at this time.

Help to Buy

Question No: 2013/4742

[John Biggs](#)

Having slithered around the question of whether the second round of Help to Buy risked inflating a bubble, would you now agree with your Chief Economic Adviser that it does?

[The Mayor](#)

Help to Buy has a role in stimulating the housing market to encourage developers to build more homes, thus helping to alleviate the lack of housing supply in London. It is also helping first time buyers to get a foot on the property ladder.

Bow Roundabout

Question No: 2013/4743

[John Biggs](#)

I have been contacted by a constituent who is confused about the signage on the approach to Bow Roundabout from west to east, on the north side. There is no signage to signal to motorists that they can use the flyover to get to Stratford, the sign is only visible when it would be too late for the motorists to take the flyover. Please could you ensure that this flyover is properly signposted so motorists can use it instead of joining the congestion at Bow Roundabout?

[The Mayor](#)

There is a large Advance Directional Sign approximately 200 metres (outside the ATS tyre garage) before the Bow Flyover for eastbound traffic in accordance with national standards. The sign clearly displays Stratford as a destination that can be reached by continuing straight ahead on the A11. However, TfL are happy to look at your constituent's specific complaint.

Construction Site Safety

Question No: 2013/4744

[John Biggs](#)

Construction deaths in London have doubled from four in 2011/12 to 8 last year. I understand that the trade union UCATT have requested a meeting with you to discuss construction safety. Will you agree to this request and meet with them as soon as possible on this serious topic?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/04/2014

This increase in construction deaths in London is concerning. However, as you will be aware, health and safety legislation is not in my remit as Mayor of London and I would recommend that UCATT contact the Minister responsible for overseeing the Health and Safety Executive, the Rt Hon Mike Penning MP, to discuss what more can be done to improve safety for construction workers.

EU migrants

Council Tax under your predecessor

Question No: 2013/4745

[John Biggs](#)

What was the Real Terms increase (i.e. after inflation) of Council Tax element of the GLA Group's budgets under your predecessor?

[The Mayor](#)

The real terms increase in my predecessor's council tax was 126.5 per cent.

Fares Under your predecessor

Question No: 2013/4746

[John Biggs](#)

What was the Real Terms increase (i.e. after inflation) of Fares under your predecessor?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Between 2000 and 2008, there was a 1 per cent increase in Tube fares in real terms while bus fares in real terms fell by around 20 per cent, at a significant cost to the London taxpayer. The apparent large fall in bus fares partly reflects the unaffordable and cynical bus fare cuts introduced just prior to the 2008 election which I had to reverse in order to keep TfL's finances on a prudent footing.

I have always made clear my intention to keep fares affordable for Londoners, balanced against the need to maintain investment in London's transport network. This has already resulted in great improvements in the quality and reliability of the services offered. Fares this year are rising by less than inflation.

I have maintained an extensive range of concessions for the most vulnerable groups in society, for young and older people, and for those seeking to move into the workplace.

I have also expanded the range of concessions to help those least able to pay. In particular I have:

- Allowed Freedom Passes to be used on all TfL services in the morning peak;

- Provided free travel on TfL services for Londoners over 60 who are under the qualifying age for a Freedom Pass;

- Introduced concessions for apprentices;

- Introduced free travel for disabled war veterans and armed forces personnel in uniform;

and

- Extended the Bus and Tram discount scheme to include more Londoners seeking work.

Fares Under your administration

Question No: 2013/4747

[John Biggs](#)

What has been the Real Terms increase (i.e. after inflation) of Fares under your administration?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Between 2008 and 2013, Tube fares increased by 6 per cent in real terms, around RPI+1 each year.

Bus fares rose by 17 per cent in real terms.

The greater increase in real bus fares reflects the reversal of the cynical and unsustainable cut in fares made by my predecessor just prior to the 2008 election.

The effects of this necessary correction have been mitigated by my extension to the Freedom Pass to operate 24/7 and my new concession for Londoners aged 60 and over.

Please note that the 17 per cent bus fare increase cited here is the overall figure including concessions. The 19 per cent figure in the answer to MQ4663/2013 excludes concessions because that question asks explicitly for this exclusion.

Safety Camera Replacement & Average Speed Cameras

Question No: 2013/4748

[John Biggs](#)

Why have you vetoed further Average Speed Cameras on TfL roads, even though it is proved that in the right places they can save lives?

[The Mayor](#)

I have not vetoed the use of average speed cameras.

Council Cuts

Question No: 2013/4749

[John Biggs](#)

Do you share Sir Merrick Cockell's view that council services are at 'breaking point' and that further cuts, which are particularly impacting upon local authorities in the capital, should be reversed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I do not share the view that council services are at breaking point. Councils have demonstrated over recent years that they can provide quality services at a lower cost to the taxpayer.

However, I welcome the Chancellor's announcement in his Autumn Statement that local authorities will be exempted from the further reduction of £3 billion to public expenditure.

Sanofi Aventis

Question No: 2013/4750

[John Biggs](#)

Will you publish in full your reasoning behind the recent decision on this vital project?

[The Mayor](#)

The detail behind the LEP's recent decision with regards to the Sanofi site will not be published because the information contained in this analysis is commercially sensitive in nature.

The LEP's decision, which was taken under the LEP's Urgency Procedure in November 2013, will be formally reported to next LEP meeting on 7 January 2013.

Racial discrimination in London's letting agencies

Question No: 2013/4751

[Tom Copley](#)

In the light of the recent shocking reports about racial discrimination by letting agents in London, what steps will you take through your London Rental Standard to stamp out this illegal and discriminatory practice?

[The Mayor](#)

Any landlord found not to be compliant with the London Rental Standard's commitments to tackle discrimination should be stripped of their accreditation by their accrediting organisation.

Landlords checking visas

Question No: 2013/4752

[Tom Copley](#)

The Government has introduced plans for private landlords to check tenant's immigration status from October 2014. Do you support these plans, do you believe they are implementable and what are you doing through your London Rental Standard to help landlords with this new requirement?

[The Mayor](#)

The government is right to ensure we have robust checks on immigration. I have written to Ministers to ensure that these plans do not result in tenants suffering discrimination, or landlords becoming over-burdened.

Meetings with Trade Unions

Question No: 2013/4753

[Tom Copley](#)

What meetings have you had with officials from trade unions representing police, fire and transport staff since your re-election in May 2012?

[The Mayor](#)

The dates of my meetings in my role as Mayor of London are listed in the Mayor's Report.

Cycling in London

Question No: 2013/4754

Tom Copley

Please set out what urgent action you intend to take to make London's streets safer for cyclists.

The Mayor

I am deeply saddened by the six recent cyclist fatalities on London's roads over a period of two weeks in early November.

There is no room for complacency where road safety is concerned and urgent action is needed to improve cycle safety. This is why TfL has an extensive programme of activity underway to improve conditions for cyclists across the capital. It is important we continue to work to deliver this ambitious programme and avoid ill thought through or 'knee-jerk' reactions which could compromise the safety of cyclists or other road users.

TfL's programme includes infrastructure improvements through Better Junctions, Cycle Superhighways, Quietways and mini-Hollands, as well as Bikeability training for cyclists, Safe Urban Driving training for commercial and HGV drivers, Cycle Taskforce expansion and campaigns such as the cycle safety tips campaign, which sets out balanced safety messages for drivers and cyclists.

In spring 2014, TfL will publish an updated Cycle Safety Action Plan, expanding on activities contained within my Vision for Cycling in London and in my Road Safety Action Plan.

The current Cycle Safety Action Plan can be found at:

<http://www.tfl.gov.uk/assets/downloads/corporate/Cycling/Cycle-Safety-Action-Plan.pdf>

and the Road Safety Action Plan can be found at:

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

Minimum number of staff at a Tube station

Question No: 2013/4755

Tom Copley

What will be the minimum number of staff at a Tube station during opening hours if your proposals to close ticket offices are implemented?

The Mayor

Each and every station will remain staffed, managed and looked after at all times that services are operating. As is the current practice, some of the smaller above-ground Tube stations, mostly in outer London or beyond that have lower customer numbers and serve mainly regular customers will have one member of staff rostered at the station at times.

Meetings with Unions about changes to Underground Service

Question No: 2013/4756

[Tom Copley](#)

What discussions did you and TfL officers have with trade unions before announcing your proposal for a 24-hour Tube service at weekends?

[The Mayor](#)

Mike Brown, the Managing Director of London Underground and London Rail, met with the trade unions prior to the announcement to discuss the plans for the Night Tube.

Between now and 2015 when London Underground plans to start running the Night Tube service, it will be continuing its engagement with stakeholders including the trade unions and working through the operational requirements.

Night Buses

Question No: 2013/4757

[Tom Copley](#)

Will there be any reduction in weekend night bus services if TfL's proposal to run a 24-hour weekend Tube service are implemented?

[The Mayor](#)

The new 'Night Tube' network will complement existing 24 hour and Night Bus services, giving passengers an extensive and integrated service throughout the night.

Clearly TfL will be reviewing the weekend night bus service to ensure it works with the Tube service - for example, to ensure connections from the Tube to bus services in the suburbs are appropriate.

Cultural Strategy

Question No: 2013/4758

[Tom Copley](#)

You previously stated you would update your Cultural Strategy in 2013 (3662/2012) - when can we expect this to be published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I will publish a Culture Strategy Update in March 2014.

Londoners' Card

Question No: 2013/4759

[Tom Copley](#)

The GLA website still says that the GLA is working with London Councils to explore the feasibility of introducing a 'Londoners' Card' to the capital. What was the outcome of this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/04/2014

My Culture team has market tested the idea of a new Londoner's culture card and carried out consultation with a wide range of stakeholders. Following this, it became clear there are a number of similar products already in the market including a new London discount card launched by Time Out this year. However, we will continue to keep this under review.

Liaison with London Councils about Cultural Services

Question No: 2013/4760

[Tom Copley](#)

Please can you list meetings that have taken place in the past twelve months with London Councils about cultural services, as Policy Proposal 2.3 in your Cultural Metropolis plan outlines.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Between November 2012 and November 2013 my advisers either led or attended the following meetings with London Councils and/or other local authorities.

12 November 2012	Showtime/2012 Stakeholder Event - wrap up/evaluation meeting (with all London boroughs and London Councils)
16 November 2012 (with	Secrets/2012 Stakeholder Event - wrap up/evaluation meeting partners, 8 boroughs and London Councils)
3 December 2012	High Streets Network Meeting - led by Regeneration (London Councils and boroughs invited)
11 February 2013	Meet LB Croydon (MRF Cultural Programme)

27 February 2013	The Mayor's Cultural Strategy Group
13 March 2013	London Events Officers Forum Meeting
16 April 2013 Authorities,	River Month Meeting with London Councils, 19 Riparian TFL and L&P
8 May 2013	Meet LB Newham (the Royal Docks)
14 May 2013 Wandsworth (to discuss partnership working)	Meeting with London Councils, Arts Councils and LB
16/17 May 2013	Consultation re LB Haringey Cultural Strategy
25 June 2013	The Mayor's Cultural Strategy Group
16 July 2013 lighting	Meeting with Westminster and City Of London (to discuss river bridges)
17 July 2013	High Street Networking Event - Launch of 'Culture On The High Street Guide' (London Councils/boroughs/bids/developers)
18 July 2013 Boroughs	Convergence Programme with 5 x East London/Growth
30 July 2013	Arts Officers Planning Meeting
10 September 2013	Meet LB Southwark re: S106 planning opportunity
24 September 2013	Meet LB Wandsworth re: 9 Elms/Vauxhall
30 September 2013	Meet LB Wandsworth re: 9 Elms/Vauxhall
17 Sept 2013	The Mayor's Cultural Strategy Group
3 October 2013	London Events Officers Forum (2 meetings per year)
11 October 2013	Site Visit to Crystal Palace Park with LB Bromley
16 October 2013	Meet LB Southwark re: Peckham regeneration opportunity

18 October 2013 Site Visit to Royal Docks with LB Newham

24 October 2013 Discussion with London Councils and 10-12 outer London Boroughs
re: advocacy

12 Nov 2013 The Mayor's Cultural Strategy Group

13 November 2013 1st Arts & Culture Forum with London Councils and 26 London
Boroughs

28 November 2013 High Streets Catch Up Meeting with London Councils

My Deputy Mayor and her special assistant also attended CCLOA Meetings (Chief Cultural and Leisure Officers Association).

Cultural Events at City Hall

Question No: 2013/4761

[Tom Copley](#)

Your Cultural Strategy highlights the Music Education Summit in 2009 and Children's Art Day held in 2010 - are you planning any follow up or similar events?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

My Music Education Strategy was published in 2010. This was followed by a series of conferences, seminars and publications including London's first Music Education Survey in 2012. During the current year my Music Education Programme will have invested over £1m to support young musicians across London including those who face poverty and disadvantage. My Music Education Group, chaired by Darren Henley, Managing Director of Classic FM, is currently developing its action plan to the end of the Mayoral term and will publish this in Spring 2014. My highly successful Fourth Plinth Schools Award has grown significantly over the last two years and has engaged thousands of young Londoners in drawing and creating new artworks over the course of my Mayoralty.

Open House Weekend

Question No: 2013/4762

[Tom Copley](#)

In your Cultural Strategy you say that you endorse the annual Open House weekend. Do you think this scheme could be extended, and would your office be willing to facilitate discussions about this?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Yes, my Culture team would be willing to facilitate discussions about the extending the Open House scheme more widely across the capital.

Lease Extensions

Question No: 2013/4763

[Tom Copley](#)

A constituent has contacted me about extending the lease in their shared ownership property. They own 50% of the property but cannot extend the lease without owning the property outright, which makes the property difficult to sell. Due to the increase in property prices buying outright has become very expensive. Will you lobby for a change to the existing legislation (the Leasehold Reform Housing and Urban Development Act 1993) so housing associations offer more assistance to Londoners who having invested in Shared Ownership are now effectively unable to move.

[The Mayor](#)

The last government reviewed these issues in Sep 2009 and concluded that no action was necessary with regards to allowing an extension of the lease without full ownership.

I am committed for the shared ownership market to work in the same way as the private market. As part of the consultation of my draft London Housing Strategy, the GLA will review these issues and consider the impact on shared owners in the future.

Lifetime Homes

Question No: 2013/4764

[Tom Copley](#)

What was the (a) total number and (b) proportion of affordable homes in London that were delivered to (i) Lifetime Homes standards and were (ii) wheelchair accessible in each year since 2008?

[The Mayor](#)

This information will be published on the GLA website in due course

Housing Moves (1)

Question No: 2013/4765

[Tom Copley](#)

How many households have moved each month through the Housing Moves website since it was established?

[The Mayor](#)

There have been a total of 374 households who have moved through our mobility schemes since the start of the Mayoral term. This comprises of:

200 through housing moves

65 East Village

109 Seaside and country homes

Housing Moves (2)

Question No: 2013/4766

[Tom Copley](#)

What is the average daily number of unique visitors to the Housing Moves website?

[The Mayor](#)

Over the last year, there have been around 22,200 unique visitors to the Housing Moves website, an average of over 60 a day.

Housing Moves (3)

Question No: 2013/4767

[Tom Copley](#)

What have been (a) the total number of moves facilitated by the Housing Moves websites and (b) the total number of moves requested through the website?

[The Mayor](#)

a) Please see my response to MQ 4765/2013.

b) 8,200 households applied to the Housing Moves scheme between May 2012 and mid-November 2013.

Housing Moves (4)

Question No: 2013/4768

Tom Copley

What has been the GLA's total expenditure on the Housing Moves website to date?

The Mayor

Expenditure of around £154,000 has been incurred to set up the Housing Moves website, to incorporate the G15 London Moves scheme into Housing Moves, to enhance the scheme for the pan-London East Village lettings secured by the Mayor, to incorporate the Seaside & Country Homes scheme and to make various improvements and enhancements.

Rough sleeping (1)

Question No: 2013/4769

Tom Copley

How many people have been counted as sleeping rough in London so far this winter?

The Mayor

The GLA does not yet have figures for winter.

Rough sleeping (2)

Question No: 2013/4770

Tom Copley

How much of the £3.5 million in grants announced by the government on 6 November 2013 will be allocated to London? How will this funding compliment the Mayor's work on rough sleeping?

The Mayor

A full breakdown of allocations is available at <https://www.gov.uk/government/news/35-million-to-tackle-rough-sleeping>.

London received a third of both allocations made and funding allocated.

GLA is represented on the board that determines how this funding is allocated. Moreover, the key aim of this most recent allocation, ensuring that nobody spends a second night on the streets, is closely aligned with the Mayor's priorities in tackling rough sleeping.

Draft London Housing Strategy

Question No: 2013/4771

[Tom Copley](#)

What was the evidence base used to arrive at the draft London Housing Strategy target of 42,000 new homes per year?

[The Mayor](#)

The target was informed by emerging findings from the 2013 London Strategic Housing Market Assessment and the 2013 Strategic Housing Land Availability Assessment. It is intended to publish both of these alongside the Further Alterations to the London Plan.

Help to Buy

Question No: 2013/4772

[Tom Copley](#)

Do you agree with your Chief Economic Adviser, Gerard Lyons, that "Help to Buy was not necessary" and that the policy has created a "lethal combination of cheap money, leverage and one way expectations" that was "one of the problems we had before the crisis"?

[The Mayor](#)

Please see my response to MQ 4742/ 2013.

Overseas investment in London residential property

Question No: 2013/4773

[Tom Copley](#)

Why have you thus far refused the Assembly's request that you commission research into the impact of overseas investment in London residential property on London's housing market?

[The Mayor](#)

The GLA is not the best body to conduct this research, at the expense to the taxpayer, but is working with industry and other bodies to ensure we regularly have up to date information.

Sale of Metropolitan Police Accommodation

Question No: 2013/4774

[Tom Copley](#)

The Metropolitan Police is selling family accommodation which it leased to Crown Housing Association in Croydon, threatening families with homelessness. I understand Croydon Council wants to buy this housing, what steps will you undertake to assist with the transfer of these properties to Croydon Council?

[The Mayor](#)

The lease of a block of flats leased to Crown Housing Association expires at the end of 2013. Negotiations with the London Borough of Croydon are underway.

Demand at North Greenwich: Network Rail Emergencies

Question No: 2013/4775

[Len Duvall](#)

The fire at a signal box just outside London Bridge on the 26th of November led to overcrowding and angry scenes at North Greenwich underground station and bus interchange for much of the evening. Passengers complained at the lack of informed staff, fights broke out and eventually the police were called. How rapidly can TfL react to such events and what spare capacity is there in the South East London bus network to allow a degree of flexibility to meet unusual patterns of demand?

[The Mayor](#)

TfL re-deployed operational staff from other parts of the bus network to North Greenwich bus station to assist with crowd management, boarding and alighting, and passenger information at the Tube station as soon the impact of the Network Rail incident became clear.

The area is covered by CCTV cameras and can be monitored in the event of an incident. Regular updates were passed to the Metropolitan Police as the situation developed. This led to officers being deployed to the area to manage the crowds and assist with queuing at bus stops.

Where there is planned work on the rail network and anticipated disruption, TfL is able to add capacity to specific bus routes but this is more difficult to implement immediately following unplanned events like the sudden failure of Network Rail signalling equipment at London Bridge rail station.

Demand at North Greenwich: the London Bridge Fire and its Upcoming Redevelopment.

Question No: 2013/4776

[Len Duvall](#)

The fire at a signal box just outside London Bridge on the 26th of November led to overcrowding and angry scenes at North Greenwich underground station and bus interchange for much of the evening. Passengers complained at the lack of informed staff, fights broke out and eventually the police were called to marshall the bus queues. What lessons can this incident provide for Transport for London's planning for the upcoming redevelopment of London Bridge, during which Greenwich line trains will be unable to stop at this major terminus?

[The Mayor](#)

TfL is working collaboratively with Network Rail and Train Operating Companies to:

- fully understand the implications of service changes resulting from the London Bridge National Rail station upgrade to feed into operational planning and communications; and

- ensure that passengers and operational staff are provided with all the information and travel advice they need on the planned changes to services.

A full customer information programme for passengers and businesses will commence from spring 2014.

The 132 Bus

Question No: 2013/4777

[Len Duvall](#)

Despite being upgraded to a double decker only last year, demand for the 132 bus between Bexleyheath and North Greenwich appears to outstrip supply. I am regularly contacted by constituents complaining that in the morning peak it is full by Eltham and in the evening, the queue at North Greenwich regularly outstrips the capacity of one bus. Residents are also suspicious of the route's claim to run "every 10-12 minutes" when Countdown regularly displays 18 or 23 minute waits. Will the Mayor direct Transport for London into looking at increasing capacity on this successful and popular route?

[The Mayor](#)

Overall, route 132 meets the performance standard across the length of its route and has sufficient scheduled capacity to meet demand. However, it can be heavily affected by traffic congestion during morning and evening peaks.

Recently the route was affected by ongoing roadworks at Gravel Hill and as a result of regular lane and periodic road closures, performance has been affected.

During the road works, the operator maintained road-side control at Bexleyheath Shopping Centre during the day and North Greenwich early and late on most days. The operator has since noted an improvement in performance following completion of the highway works.

TfL will continue to keep this route under review.

Convoys Wharf

Question No: 2013/4778

[Len Duvall](#)

What discussions did the Mayor of London and GLA officers have with the London Borough of Lewisham in regard to its progress with the developers, Hutcheson Whampoa, of Convoys Wharf? Did the GLA seek the views of the local authority on the progress of the application before deciding to take it over?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

GLA officers attended a series of regular joint pre application meetings with Lewisham officers and Hutchinson Whampoa and were copied in to correspondence between Lewisham and Hutchinson Whampoa, and were in regular contact with Lewisham officers before taking over the application. GLA officers therefore had a clear understanding of Lewisham's position and of progress on the application.

Convoys Wharf 2

Question No: 2013/4779

[Len Duvall](#)

What discussions has the Mayor of London and GLA officers had with the London Borough of Lewisham since the decision to take over the Convoys Wharf application?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

GLA officers have had regular weekly meetings with Lewisham officers since the decision to take over the Convoys Wharf application.

Convoys Wharf 3

Question No: 2013/4780

[Len Duvall](#)

Did the Mayor meet with Hutcheson Whampo on his recent trip to China?

[The Mayor](#)

Yes, however Convoys Wharf was not discussed.

Run to the Beat 2013

Question No: 2013/4781

[Len Duvall](#)

Now the stakeholder debrief has occurred, would the Mayor outline the lessons for Transport for London and the Metropolitan Police Service from this year's Run to the Beat?

[The Mayor](#)

Run to the Beat is not a TfL sponsored event. However, TfL worked closely with the event organiser, IMG UK Ltd, and the RB Greenwich, who licensed it.

TfL agreed a Traffic Management Plan, as is usual for other large scale events, which ensured the event ran safely and balanced the needs of the local community and the public.

TfL also worked collaboratively with the event organiser to develop and help distribute travel information through its communication channels, so people in the area were advised ahead of the event and could make informed decisions about their travel on the day of the race.

Overall, TfL feels that the route changes put in place this year, following the lessons learnt in 2012, were a success in terms of traffic impacts with no customer complaints.

TfL has provided feedback to the event organisers and the RB Greenwich about the event including the more efficient removal of barriers in the Grand Depot area, which would allow the road to be reopened earlier, if the same route is used in future.

Affordable Housing Renegotiations

Question No: 2013/4782

[Len Duvall](#)

In what circumstances would you agree to a zero contribution for affordable housing in a strategic development?

[The Mayor](#)

My policy is to seek the maximum amount of affordable housing feasible on all housing developments, as set out in the London Plan. I have made it clear that affordable housing provision is a particular priority when negotiating with developers. There will be occasions where the developer is funding significant improvements in transport or education and as a result, we may accept a reduced level of affordable housing. In exceptional cases we may take a commuted sum, to be used to build affordable homes elsewhere in the borough.

I am on track to deliver 100,000 affordable homes during my two terms in office.

Housing Strategy 1

Question No: 2013/4783

[Nicky Gavron](#)

Your draft Housing Strategy proposes the creation of 'Housing Zones' and notes that one of the "measures" for these designated areas could be "effective land assembly." What role would the GLA play in the land assembly process within these zones?

[The Mayor](#)

This will be addressed when further details are published in a discussion paper in 2014.

Housing Strategy 2

Question No: 2013/4784

[Nicky Gavron](#)

Your draft Housing Strategy proposes the creation of 'Housing Zones' and notes that you have "asked the government to work jointly on developing options." When did you first approach the Government about this proposal?

[The Mayor](#)

The GLA has been involved in on-going discussions with government about the concept of Housing Zones since the summer.

Housing Strategy 3

Question No: 2013/4785

[Nicky Gavron](#)

Your draft Housing Strategy says you are likely to support "any proposals which restrict or reduce the ability of developers to extend the life of existing, unimplemented, planning permissions." Does this include use it or lose it planning permissions?

[The Mayor](#)

Yes. I am investigating a range of measures to incentivise the implementation of planning permissions including the concept of 'use it or lose it'.

Earls Court

Question No: 2013/4786

[Nicky Gavron](#)

Did you actively consider whether to delegate your planning function on the Earls Court application? If so, what actions were taken in this regard?

[The Mayor](#)

No, there was no reason to. Active measures were put in place to ensure that I was not put in a position where there was, or could be reasonably perceived to be, a prejudicial interest.

In particular I did not take part in TfL board meetings relating to London Underground's land ownership in the Earls Court development.

London Planning Statement

Question No: 2013/4787

[Nicky Gavron](#)

Consultation on the draft London Planning Statement, which was published in December 2012, closed in February 2013. When will you publish the final version?

[The Mayor](#)

I hope to publish the London Planning Statement in the New Year.

Basement development

Question No: 2013/4788

[Nicky Gavron](#)

Do you support the proposed Bill (Permitted Development (Basements) Bill 2013-14) to give powers greater councils to regulate construction of new basements and basement extensions?

[The Mayor](#)

I support the principle of enabling boroughs to address the harmful impacts of basement developments and I have already provided guidance to support boroughs in minimising these impacts through the Housing Supplementary Planning Guidance and the draft Sustainable Design and Construction Supplementary Planning Guidance. I will review the draft Bill once published before commenting on it.

Betting shops

Question No: 2013/4789

[Nicky Gavron](#)

Planning minister Nick Boles wrote a private letter to Ladbrokes promising to make it easier to open more betting shops, noting provisions in the Growth and Infrastructure Act. Do you agree with the minister that local authorities' attempts to stem the proliferation of betting shops is a "significant problem"?

[The Mayor](#)

Please see my response to MQ 3620 / 2013.

Pan London Dementia Action Alliance

Question No: 2013/4799

[Onkar Sahota](#)

Given that the London Fire Brigade, TfL and the Metropolitan Police are already members of the Pan London Dementia Action Alliance, will the Mayor commit the GLA to join the alliance, sign the National Dementia Declaration, and move London a step forward to becoming a Dementia Friendly City?

[The Mayor](#)

My health team is currently working with the Dementia Action Alliance Coordinator for London.

24 Hour Tube in Hillingdon

Question No: 2013/4800

[Onkar Sahota](#)

Considering the Mayor is closing ticket offices across Ealing and Hillingdon, does he not think that it would be fair to ensure that residents along the Metropolitan line and Uxbridge branch of the Piccadilly also had access to 24 hour Tube lines?

[The Mayor](#)

On the five initial Night Tube lines - the Piccadilly, Central, Jubilee, Victoria and Northern - it is planned to run simple end-to-end services, serving the areas where there is the highest known demand for travel based on usage of Night Bus services and night time activity on Friday and Saturday nights.

Of course, once the initial Night Tube network is up and running, LU will keep it under review and would hope to extend it in future. Additionally, if customer demand and travel patterns suggest that changes need to be made the initial network, LU will do so.

On the Metropolitan line (as well as the Circle, District and Hammersmith & City lines) there is a major improvement and renewal programme underway which will continue to require a higher level of overnight engineering work. Once this is completed, LU will look at introducing Night Tube on the parts of those lines where there is known to be a night time demand.

Heating on TfL Busses

Question No: 2013/4801

[Onkar Sahota](#)

How many complaints relating to broken heating on busses did TfL receive last year, and what action is the Mayor taking to ensure that busses are maintained at a comfortable temperature throughout the winter months?

[The Mayor](#)

All buses in the fleet now have temperature-controlled heating systems rather than manual systems that need to be switched on for the start of winter and turned off ahead of summer. This has removed a significant source of earlier complaints about heating not working, being permanently switched off, or being left on in summer when not needed.

TfL received 288 complaints on heating and temperature issues from December 2012 to March 2013 although many would not have related to system faults but to the temperature range on board. Complaints with details on routes or identified vehicles would have been referred to the operators concerned so checks could take place and any defects found could be rectified. This is a relatively low level in relation to the estimated 700 million bus journeys made in the same period.

Inequality

Question No: 2013/4802

[Onkar Sahota](#)

Given his steadfast defence of inequality in his speech at the Margaret Thatcher lecture, how does the Mayor reconcile his belief in the value and importance of inequality, with his statutory duty to reduce health inequalities, of which wider determinants such as childhood poverty, school readiness, pupil absence, social isolation, 16-18 years olds not in education employment or training all impact, and is this the reason that of his almost 6 years as Mayor to date, he has only had an action plan for reducing health inequality for 2?

[The Mayor](#)

My initial work to tackle health inequalities involved consulting with stakeholders, collecting evidence and developing my Health Inequalities Strategy. Since its publication in 2010, a significant amount of work has been undertaken towards delivering its commitments.

In 2014 I shall review next steps to a refreshed delivery plan in light of information gathered from the London Health Commission's 'Call for Evidence' and its subsequent recommendations.

Smoking in Public

Question No: 2013/4803

[Onkar Sahota](#)

Given that smoking prevalence, cancer screening and mortality from cancer are all key indicators of Public Health, and that the Mayor has a statutory duty to reduce health inequality, can he explain how he has managed public places across London to be safer and more inclusive through the reduction of smoking, as outlined in his 'First Steps to Delivery'?

[The Mayor](#)

I am aware that some local authorities have already gone further than smoke free legislation requires - such as introducing smoke free outdoor areas including children's playgrounds.

I am pleased that City Hall is a smoke free building, including the open air balcony.

Cigarette Plain Packaging

Question No: 2013/4804

[Onkar Sahota](#)

Given that smoking prevalence, cancer screening and mortality from cancer are all key indicators of Public Health, and that the Mayor has a statutory duty to reduce health inequality in London, does he support the government's U-turn on cigarette plain packaging?

[The Mayor](#)

I support action that will reduce the uptake of smoking by children.

Health Inequalities unit (2)

Question No: 2013/4805

[Onkar Sahota](#)

How do you measure the outcomes of the work of your Health & Equalities - Health team?

[The Mayor](#)

The work of the Health Team is evaluated formally and informally as appropriate to the nature and scale of each project. Some examples of formal evaluation include:

Healthy Schools London evaluation in collaboration with the National Institute for Health Research (NIHR)

The Well London programme evaluation by the University of East London. Well London is also taking part in an evaluation commissioned by the Big Lottery.

Health Inequalities unit (3)

Question No: 2013/4806

[Onkar Sahota](#)

Can the Mayor outline the roles and responsibilities of his Health & Equalities - Health team?

[The Mayor](#)

The GLA Health Team fulfils the following functions:

Provides advice to me and my Health Advisor on health policy, health services, public health and health inequalities issues to support the GLA's statutory health duties. Seeks to mainstream health and health inequalities into the work of the GLA.

Supports the work of the London Health Board.

Health Inequalities unit (4)

Question No: 2013/4807

[Onkar Sahota](#)

What is the remit the Mayor's Health & Equalities - Health team?

[The Mayor](#)

Please see my response to MQ 4806 / 2013.

Kilburn Tube station

Question No: 2013/4808

[Navin Shah](#)

I understand TfL have recently informed some local residents that the level access would not be available at Kilburn until middle of next year. Can you confirm the date when access ramps will be made available at Kilburn Tube Station and rolled out across London?

[The Mayor](#)

The platforms at Kilburn Tube station involve a "step down" from platform to train. TfL is working on a new solution which will allow step-free access at such stations, and which would be acceptable to the Department of Transport (DfT) and the Office of Rail Regulation (ORR). As you will appreciate, any boarding solution must be agreed with the DfT and ORR as safe in order for it to be introduced. The timescale is therefore subject in part to their decision making.

Barclays Cycle Hire scheme (1)

Question No: 2013/4809

[Navin Shah](#)

I am delighted to hear that the southwest expansion of Barclays Cycle Hire scheme will go live on 13 December 2013. When do you plan to bring a scheme like this to Brent and Harrow?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I am delighted to say that large parts of southwest London are now accessible by Barclays Cycle Hire, and the expanded scheme now covers over 100km² of central and inner London - an increase of more than 50 per cent.

Already the second largest cycle hire scheme in Europe, it now boasts an additional 2,000 new bicycles and around 5,000 more docking points, making popular London destinations like Battersea Park, Fulham, Hammersmith and Portobello Market accessible by hire bike.

I am always looking for opportunities to expand the scheme, and encourage Brent and Harrow to make their case.

Barclays Cycle Hire scheme (2)

Question No: 2013/4810

[Navin Shah](#)

What discussions have you had with officers in Brent and Harrow to facilitate this?

[The Mayor](#)

TfL has not had discussions with either borough regarding bringing Barclays Cycle Hire to the area.

Public Health England

Question No: 2013/4811

[Navin Shah](#)

According to Public Health England (PHE), about 40 people in the Brent are expected to die as energy bills surge during plummeting temperatures. However, the statistics, the most recent collected by PHE, are for the year 2010/11, raising concerns that the death toll could be higher as heating costs rise. Can you do anything to tackle fuel poverty?

[The Mayor](#)

Please see my responses to MQ 4251 / 2013 and 3836 / 2013 regarding the many actions I am taking to tackle fuel poverty and especially households most vulnerable to cold.

Harrow-on-the-Hill Tube station (1)

Question No: 2013/4812

[Navin Shah](#)

Can you give me an update on what is happening with regards to step free access at the station?

[The Mayor](#)

TfL staff are in dialogue with officers at LB Harrow to assess how we can collectively deliver improvements to Harrow on the Hill station. LB Harrow have indicated that are considering whether they can provide a financial contribution to the step free access and public realm improvement works at this station and TfL is awaiting formal confirmation of this. TfL will continue to work closely with the Council, along with other parties, to ensure that this investment, combined with other potential sources of funding, will help to create an accessible 21st century interchange for everyone.

Harrow-on-the-Hill Tube station (2)

Question No: 2013/4813

[Navin Shah](#)

Harrow-on-the-Hill Station is located in the area designated as 'Intensification Area' in London Plan. Does it therefore not make sense that it gets a funding priority by TfL to help vital economic growth without losing any further time?

[The Mayor](#)

The 'Heart of Harrow' Area Action Plan was prepared and adopted with the GLA family support for the Harrow & Wealdstone Area for Intensification. Following on from this, TfL is in dialogue with officers at LB Harrow to assess how we can deliver improvements to Harrow on the Hill station. LB Harrow have indicated that are considering whether they can provide a financial contribution to step free access and public realm improvement works at this station and we are awaiting formal confirmation of this. TfL will continue to work closely with the Council, along with other parties, to ensure that this investment, combined with other potential sources of funding, will help to create an accessible 21st century interchange for everyone.

Harrow-on-the-Hill Tube station (3)

Question No: 2013/4814

[Navin Shah](#)

To assist funding of step-free access and other improvements for this vital transport hub (a key to longstanding regeneration of Harrow) should TfL not be looking at alternative ways of finding new funding streams like re-developing the existing bus station with a mixed use scheme (e.g. a bus garage with residential / offices above)? Don't you agree that there are other TfL properties / land adjacent the station that could and should also be given development consideration? Also, can you please advise me if any such viability is being undertaken?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL has been considering options for development at Harrow-on-the-Hill station. There is potential for significant development, but this will require the cooperation of the borough and adjoining land owners. There are shorter-term development opportunities, but these would not be sufficient to pay for step-free access. Discussions with LB Harrow are active and ongoing.

Harrow-on-the-Hill Tube station (4)

Question No: 2013/4815

[Navin Shah](#)

What recent representations have been made recently from Harrow to you, Sir Edward Lister and TfL about the accessibility and town centre regeneration issues related to this station?

[The Mayor](#)

My Chief of Staff, Sir Edward Lister, recently visited the London borough of Harrow and was accompanied on a tour of key development sites by the Leader of the Council, Cllr Susan Hall.

The visit incorporated Harrow on the Hill station and Cllr Hall raised the issue of step-free access and regeneration opportunities around the station with Sir Edward. Following his visit, further discussions are currently taking place between senior officers in the GLA and in Harrow about the regeneration opportunities that exist in the Borough, of which this site is one. Discussions are also taking place between the Borough and TfL on the issue of accessibility to the station.

Stanmore Station (1)

Question No: 2013/4816

[Navin Shah](#)

My constituents in Harrow, local residents, stakeholders (including a leading local disability group) and I totally reject TfL's and your contention that Stanmore Station is accessible. A constituent has complained to me that she wrote to you on 29th February and has still yet to receive a reply to her letter. Don't you think that this is discourteous and outright negligent behaviour? Can you promise to write to the constituent concerned and apologise?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

I appreciate that the current step-free route is not ideal. However, it is preferable to having no step-free route at all and is of benefit to a number of users, including some wheelchair users.

TfL has recently updated its maps to give a better reflection of the accessibility route at Stanmore station and the maps now qualify that the station has step-free access via a steep ramp.

I am afraid that there is no record of my office having received a letter regarding Stanmore Station around the date you mention. If you could pass me your constituent's details, I will look into this and ensure that she is contacted directly.

Stanmore Station (2)

Question No: 2013/4817

[Navin Shah](#)

Whilst an opportunity was missed to re-configure the arrangements to provide a well-designed fit for purpose station for step-free access when the new platform was added to the station. Don't you think it's high time that a suitable lift access is provided for commuters plus those travelling to the world most famous RNOH and ASPIR?

[The Mayor](#)

As set out in my answer to question 4816/2013, I appreciate that the current step-free route at Stanmore station is not ideal. Unfortunately, there is currently no funding available to install a lift at the station. If customers cannot manage the ramp, they do have the option of using local buses, all of which are fully accessible, to other nearby stations that may offer a more suitable step-free route to the platforms (via bus 324 to Kingsbury or bus 142 to Edgware for example).

TfL has been working with the development team from the Royal National Orthopaedic Hospital (RNOH), LB Harrow and Hertfordshire Country Council in order to improve access to RNOH. The 615 bus route was recently diverted to provide a direct link between Stanmore station and RNOH and TfL will continue to liaise with RNOH to ensure there is adequate provision for bus services.

Cuts in Tube Station Staffing (1)

Question No: 2013/4818

[Navin Shah](#)

Prior to the elections in 2008, you made a pledge outside North Harrow Tube station to keep ticket offices open and to keep stations safe etc. I am deeply disappointed to hear that every ticket office on the Tube is to be shut by 2015 under your plans that will see 750 jobs cut. Will the staff cuts not adversely impact on passenger service including risk to the vulnerable and raise serious issues of safety and security?

[The Mayor](#)

I have made a commitment to ensure all Tube stations are controlled and staffed while services are operating which will mean that staff are more visible and available than today, to help customers buy the right ticket and plan their journeys.

The trend of ticket sales away from ticket offices has surged over recent years and today less than three per cent of all Tube journeys involve a visit to a ticket office. Staff will remain at the heart of LU stations. These proposals simplify the station staffing model and open up stations by removing ticket windows and freeing up staff from behind closed doors and glass windows to focus on customer service in ticket halls, at ticket machines, on gatelines and on platforms.

No compromise on safety or security will ever be made, nor on the current "turn up and go" assistance service for disabled and visually impaired passengers, and the disability training given to staff. The same number of staff will be present on platforms as now and making staff more mobile and liberating them from behind glass windows will enhance the assistance available to all customers, and particularly those with accessibility needs.

London Underground's 24 Hour weekend service (1)

Question No: 2013/4819

[Navin Shah](#)

You have announced London Underground will run weekend services 24 hours on the Piccadilly, Victoria, Central, Jubilee and Northern lines. Would you not require more staff to run a more efficient and safe service for those longer hours?

[The Mayor](#)

Yes. London Underground (LU) will need around 200 extra staff as a result of the introduction of the Night Tube.

When coupled with the reduction in posts of around 950 as a result of the improvements being made at stations, LU's proposals would mean a net reduction of around 750 posts, as confirmed in the recent announcement.

London Underground's 24 Hour weekend service (2)

Question No: 2013/4820

[Navin Shah](#)

How many more staff would you be deploying at those 24 hour stations?

[The Mayor](#)

Please see my answer to MQ 4819 /2013.

London Underground's 24 Hour weekend service (3)

Question No: 2013/4821

[Navin Shah](#)

Why is the Bakerloo Line not included in the 24hr weekend service?

[The Mayor](#)

The five initial Night Tube lines - the Piccadilly, Central, Jubilee, Victoria and Northern - will serve the areas where there is the highest known demand for travel based on usage of Night Bus services and night time activity on Friday and Saturday nights

Once the initial Night Tube network is up and running, TfL will keep it under review and would hope to extend it in future.

Bakerloo Line

Question No: 2013/4822

[Navin Shah](#)

When are Bakerloo Line trains to be refurbished and replaced?

[The Mayor](#)

TfL's New Tube for London programme, currently being developed, will renew the assets on the remaining deep Tube lines, including the Bakerloo line. This will provide a new generation of trains and signalling and deliver a very significant boost in capacity with faster and more comfortable journeys. The first line to be renewed under this programme will be the Piccadilly line from 2019 with the first new trains in service by 2022. The Bakerloo, Central and Waterloo & City lines are planned to follow later.

Running Tracks (1)

Question No: 2013/4823

[Navin Shah](#)

How many properly-constructed running tracks were there in London when you took office?

[The Mayor](#)

According to information provided by UK Athletics, in May 2008 there were 31 400-metre outdoor synthetic athletics tracks, certified by UK Athletics in London.

There were also three indoor running tracks.

Running Tracks (2)

Question No: 2013/4824

[Navin Shah](#)

Are you aware of how many running tracks are not in use any longer? Also are there any that you consider to be currently under threat?

[The Mayor](#)

All of the 31 outdoor and three indoor UK Athletics certified tracks that were open in London in May 2008 continue to be used.

In addition, since 2008, one new outdoor 400-metre athletics track has opened at Woodcote High School in Croydon. The new track received a grant of £200,000 from my Sports Legacy Programme to contribute to the build cost. Furthermore, the world's first compact athletics facility, including a synthetic sprint running track, opened at Stoke Newington School in Hackney in September 2013.

When the Olympic Stadium reopens in 2015, there will be a total of 34 UK Athletics certified outdoor running tracks in London for use by the community.

I am not aware of any running tracks that are under threat.

Running Tracks (3)

Question No: 2013/4825

[Navin Shah](#)

Will you undertake to protect any running track under your control ownership, for the benefit of Londoners?

[The Mayor](#)

I oppose the closure of any local sporting facility unless there is a compelling case otherwise.

Old Oak Common Super hub (1)

Question No: 2013/4826

[Navin Shah](#)

I refer to your recent announcement via a London newspaper proposing a Super hub at Old Oak Common creating 80,000 homes, 20,000 jobs and bringing major economic benefits to the area. I appreciate that you have consulted the relevant Councils like Brent but can you please explain why the members of Assembly's Planning Committee and Assembly Members for the Old Oak Common area were not even informed. let alone consulted?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

We have been working closely with stakeholders and the local community on the emerging proposals to transform Old Oak. The GLA consulted over 47,000 people in the vicinity of Old Oak Common together with publicity on the GLA, Hammersmith and Fulham, Ealing and Brent websites; and coverage in local and regional newspapers. Assembly Members were also consulted during the previous stakeholder consultation in spring 2013. A further public consultation is planned for 2014.

I am determined to help unlock the potential of Old Oak for the benefit of all Londoners for generations to come.

Old Oak Common Super hub (2)

Question No: 2013/4827

[Navin Shah](#)

Is the super hub concept described as 'Mini Manhattan' in the newspaper a likely example of planning / regeneration model you would replicate elsewhere in London to meet the growth projections of London?

[The Mayor](#)

Each area is different so must be considered on their own merits and character.

Old Oak Common Super hub (3)

Question No: 2013/4828

[Navin Shah](#)

Does 'Mini Manhattan' solution reflect your thinking for major infrastructure development in London to meet London's future growth or is it just one off solution to make the best use of Crossrail and HS2 schemes?

[The Mayor](#)

Old Oak Common will become one of the best connected places in Britain with the arrival of HS2, Crossrail and potentially the London Overground. It would seem the right solution to make the best use of the largely undeveloped land around the new Station. This principle of developing at high densities around transport hubs has been an underlying principle of successive London Plans.

In terms of developing other opportunity areas, each area is different so must be considered on their own merits and character.

Wembley Central Station

Question No: 2013/4829

[Navin Shah](#)

My constituents have complained about the state of the station. Whilst one appreciates the changes taking place at the station my constituents are concerned at the length of time its taking to complete the building works and lack of facilities. May I please have some idea of completion programme of the station and what new/modern facilities will be available when the works at and around the station are completed.

[The Mayor](#)

As you may be aware, Wembley Central is owned by Network Rail and only managed on a day-to-day basis by London Underground (LU). When LU took over the running of the station from Silverlink in 2007 improvements were made to install new CCTV, PA systems and signage. Lifts were also installed in time for the 2012 Games, which were funded by the Department for Transport's 'Access for All' scheme.

The work currently taking place is a third-party development to build a hotel and retail units over and around the existing station building. This scheme was agreed by Network Rail. As part of this, the developer will also construct a new station entrance.

Upon completion of the project - expected in about 18 months - the station will benefit from a brand new entrance and frontage, better lighting and improved safety and ambience.

Safety on Buses

Question No: 2013/4830

[Navin Shah](#)

Concerns of the safety of the elderly on 183 buses along Kenton Road (near Kingsbury Circle) and Pinner Road (near VB & Sons) in Harrow have been raised during school time (between about 3 to 5pm) to me and complaints of bus drivers driving away before elderly passengers take their seat. Can these issues be looked into jointly by both TfL and local police?

[The Mayor](#)

Passenger safety is covered through all aspects of driver training and frequent reminders to staff. Complaints about unsatisfactory driving standards are taken very seriously by TfL.

Driver quality assessments are undertaken and many vehicles are fitted with equipment that records driving standards. These measures are used to provide feedback to drivers and where necessary additional training is given to ensure the quality of driving and customer care improves. Where an individual driver is identified as consistently failing to meet the standards, appropriate action is taken by the operating company.

I can confirm more capacity will be provided on Route 183 from 18th January 2014, when the day time frequency improves from every 10 minutes to every 8 minutes from Monday to Saturday. In addition the Sunday service will improve from every 15 minutes to every 12 minutes.

Bus Stop No. BL SG04 - Stanmore

Question No: 2013/4831

[Navin Shah](#)

Bus Shelters in Stanmore have been changed recently. The Wemborough Road bus stop (BL SGo4) on 186 bus route never had a bus stop. Can TfL provide a shelter as part of the renewal programme a shelter on Wemborough Road?

[The Mayor](#)

With a slight adjustment to the position of the stop, it will be possible to provide a shelter at the Wemborough Road bus stop. TfL is liaising with London Borough of Harrow officers to agree the revised location with a view to providing a shelter in the spring of next year.

New Bus Route: Crest Road to Neasden Station

Question No: 2013/4832

[Navin Shah](#)

Crest Road (NW2) is a major road with 2 schools located on it and connects to other major roads infrastructure in the vicinity. The local schools/parents and residents have requested that TfL considers a bus service linking Neasden Station and Crest Road. Can TfL look into this asap?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Routes 182, 245 and 332 provide 21 buses per hour between Crest Road and Neasden town centre, and links to Wembley Park, Cricklewood and Hendon.

The road layout presents a number of challenges for TfL to alter existing services. To serve Neasden Station, buses would need to run to Church End and turn back at the southern end of Neasden Lane before returning to Neasden Town centre, increasing route length by over 2km. This would cause significant disbenefit for through passengers and increased operating costs. However, as ever, TfL will continue to monitor the bus network in this area to look for improvements.

Outer London Fund - Cricklewood, Brent

Question No: 2013/4833

[Navin Shah](#)

Can your office help with the public realm project funded by OLF? The issue in the main involves removal of the two existing BT telephone kiosks, located in the planned upgrade area, subject of major ASB etc. All efforts to persuade BT have failed to date. Will you instruct relevant officers please to meet 'Cricklewood Town Team' and I to provide the necessary support to progress this for a satisfactory outcome and deliver a high quality public realm?

[The Mayor](#)

Street clutter, including phone boxes, is an issue throughout many high streets and town centres across London that may impact on our effort to improve the vitality of these places through the Outer London Fund and Mayor's Regeneration Fund. Yes, officers in the GLA Regeneration Team are happy to meet with you to discuss how best to engage BT and other relevant companies to address this issue in Cricklewood.

Bury Farm - Barnet

Question No: 2013/4834

[Navin Shah](#)

The recent proposal for a golf course on Bury Farm would have impact on Harrow's 'Green Grid' which is linked wider London Green Grid. Do you think that green/open spaces and access offered by this site should be preserved and protected?

[The Mayor](#)

Barnet Council consulted me on the planning application at Bury Farm. Acting under delegated authority the Deputy Mayor for Planning issued an initial response on 20 November 2013. If Barnet Council resolves to make a draft decision to grant permission, it must consult me again and I will then decide whether to allow the draft decision to proceed unchanged or direct the Council to refuse the application, having regard to all representations received. As you will understand it would be inappropriate for me to comment further on the application at this stage.

New Light rails

Question No: 2013/4835

[Navin Shah](#)

With 100,000 more Londoners every year, will you reaffirm your new published policy of considering new light-rail lines in outer London, particularly for orbital journeys?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

The GLA are currently producing an Infrastructure Investment Plan, with close involvement from TfL on the transport work stream. This will provide a high-level view on London's long-term infrastructure requirements, and will help shape thinking on future infrastructure provision including the options for funding this infrastructure.

Hammerson

Question No: 2013/4836

[Navin Shah](#)

Do you welcome the £15-million contribution of Hammerson (and Westfield) towards light-rail in their Croydon shopping centre project? Have you been involved in negotiating that figure?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Yes. The £15 million Tramlink contribution is an important part of the Whitgift redevelopment planning application transport package required to provide additional capacity to mitigate the impact of a new shopping centre. The funding will be used to enhance the existing tram infrastructure in the town centre and to support growth, either by providing additional trams or a new loop in the town centre. Tramlink is a well established key mode of transport to and from Croydon town centre and funding from the Hammerson/Westfield joint venture partnership will improve the network. We have negotiated the funding along with TfL and Croydon Council as part of the planning application and associated transport assessment.

Brent Cross Cricklewood (1)

Question No: 2013/4837

[Navin Shah](#)

Can you explain your refusal for similar light-rail studies around Brent Cross Cricklewood, a much bigger scheme from the same developer that will adversely affect my constituency?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09/04/2014

TfL has looked at the proposals for a light-rail scheme linking Brent Cross Cricklewood and concluded that the scheme would not produce sufficient benefits to warrant the substantial costs.

However my office, in conjunction with LB Barnet, has lobbied Government to support a finance package to bring forward a station on the Thameslink line at Brent Cross, as part of the wider development of the Brent Cross Cricklewood area, and we are encouraged by the Chancellor's announcement in his recent Budget. Following this announcement, further discussion will take place with LB Barnet, GLA, TfL and Government.

This is one of the largest and most exciting development and regeneration opportunities in the country, with potential to deliver between 7,500 and 10,000 new homes in a desirable well-connected location and to create over 20,000 new jobs. A new rail station would serve the surrounding residential area and the expanded shopping centre and provide good links to central London. The development would also include enhanced cycling and walking links.

Brent Cross Cricklewood (2)

Question No: 2013/4838

[Navin Shah](#)

Do you agree that otherwise, Brent Cross shopping centre will remain largely car-based, with little modal shift towards use of the distant Northern Line station and the maybe-never-feasible Thameslink station?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The existing Brent Cross shopping centre has well established car parks and these are vital to the operation of Brent Cross in maintaining its status as a regionally important shopping centre. However, the proposed redevelopment which has planning permission includes significant investment in buses, rail and underground, as well as significant changes to walking and cycling accessibility.

Measures to further improve pedestrian and cycle links between Brent Cross Northern Line station and the shopping centre itself include a new 'Living Bridge' across the North Circular Road, and have been committed to by the developers. Delivery of a new railway station on the Midland Mainline serving the shopping centre also forms part of the application and TfL, the GLA and Barnet Council are in discussions with Network Rail and the Department for Transport about the possibility of bringing delivery of the station forward. Importantly, on the issue of mode share, the proposed redevelopment will result in around 50 per cent of trips being made by public transport, walking and cycling.

Old Oak Common report

Question No: 2013/4839

[Navin Shah](#)

When you shortly publish your new Old Oak Common report, including about land in my constituency, will you agree to supply separate cost-benefit-ratios for North London Line, West London Line, Hounslow line and Dudding Hill line services of London Overground, to and from Old Oak Common?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL and Network Rail are undertaking a study looking into providing further connections to Old Oak Common (OOC). This work considers the technical/engineering, operational and economic feasibility of providing a direct Overground station/link at OOC and a Crossrail 1 link to the West Coast Main Line (WCML). TfL and NR are proposing to share the emerging conclusions from this study later in 2014.

Hounslow-to-Hendon

Question No: 2013/4840

[Navin Shah](#)

Do you acknowledge that an interim Hounslow-to-Hendon London Overground service, without involving Old Oak Common at all, should be studied immediately?

[The Mayor](#)

As you know I am keen to facilitate orbital travel between different parts of outer London.

TfL has previously looked at the possibility of a Hounslow - Hendon service but, without substantial expenditure on major infrastructure works, implementing such a service would necessarily entail reductions to some London Overground and South West Trains services. Given the popularity of those services, I could not support taking any step that would reduce them.

Major works may be justified if the new route serves an interchange with Crossrail and HS2 at Old Oak Common, because of the extra passengers and new journey opportunities this would provide. I have asked TfL to consider again such a service in the context of my 2050 Infrastructure Investment Plan.

In tandem, the London Borough of Hounslow is undertaking a new assessment of the feasibility of introducing a Hounslow - Hendon service, building on TfL's proposals for an Overground station at Old Oak Common. TfL will look at the outcomes of the Borough's assessment with interest.

Accessibility ramps on platforms

Question No: 2013/4841

[Navin Shah](#)

What progress are you making to provide accessibility ramps on platforms?

[The Mayor](#)

Manual Boarding Ramps (MBRs) are now available at 31 stations following their introduction at a further 19 stations this year.

These 31 stations all feature a "step up" from the platform to the train. Transport for London (TfL) is currently working to identify similar stations where MBRs can be introduced, and expect further stations to benefit from this next year.

In addition there are 25 step-free stations which provide level access to trains on all Underground platforms through the use of low-floor trains or raised platforms; a further 12 have level access to trains on some but not all Underground platforms provided by the same means.

At stations which feature a "step down" from the platform to the train, such as Kilburn, TfL is working on a new solution which will allow step-free access between platform and train and which would be acceptable to the Department for Transport (DfT) and the Office of Rail Regulation (ORR) - as any boarding solution must be agreed with the DfT and ORR to be safe in order for it to be introduced.

TfL is aiming to complete preliminary off-system testing, which will review the manual handling and safety elements of the ramps, by the end of January 2014. Following this, a final prototype will be produced, which will be used to carry out further trials which will involve customers. More information regarding timescales will be available following these trials.

Peabody Hill bus service

Question No: 2013/4842

[Valerie Shawcross](#)

Further to your answer to my question number 2013/4336 please update further on the outcome of the route test on 20th November with regards to a bus service for the Peabody Hill estate?

[The Mayor](#)

A route test was undertaken on 20 November 2013 with representatives from TfL and Lambeth Council. While it was possible to take a bus around the area, the route test highlighted that some additional parking restrictions would be required, notably near the junction of Birkbeck Hill and Thurlow Hill and possibly in the estate itself.

The next steps are for Lambeth Council to discuss, and hopefully, resolve these issues with the Peabody Trust. TfL will be involved in these discussions.

Number 1 bus

Question No: 2013/4843

[Valerie Shawcross](#)

I have received an increasing number of complaints about the number 1 bus and a lack of reliability in recent months. How are TfL responding to this issue?

[The Mayor](#)

TfL is aware of the complaints on route 1 and has been working with the bus operator to ensure reliability is more robust. Recently the service was affected by four-way temporary signals at the Southwark Park Road junction with Drummond Road, which has impacted on the service during the morning and afternoon peaks. This disruption finished on 10 December 2013.

TfL also revised the schedule from 16 November 2013. It is anticipated that this will help reliability over the forthcoming months.

Bus services from Southwark Park Road

Question No: 2013/4844

[Valerie Shawcross](#)

I have had several suggestions from constituents lately about improving bus connections between the Southwark Park Road area and Borough/London Bridge. What plans do TfL have for addressing concerns about bus connectivity in this area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The Southwark Park Road area is served by high frequency routes 1, 381 and P12, providing links to Elephant and Castle, Waterloo, Tottenham Court Road and Peckham. Considering the high levels of service in the Southwark Park Road area, providing further links to Borough and London Bridge would be difficult to justify. Journeys by bus from the Southwark Park Road area to Borough and London Bridge can be made by taking Route 1 and interchanging to route 21 at the Bricklayers Arms roundabout.

However, I will ask TfL to look at any specific suggestions.

London Underground's vision for the future - station staffing proposals (1)

Question No: 2013/4845

[Valerie Shawcross](#)

What equality impact assessment have you made on your proposals in respect of the effect on older people?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4736 /2013.

London Underground's vision for the future - station staffing proposals (2)

Question No: 2013/4846

[Valerie Shawcross](#)

What equality impact assessment have you made on your proposals in respect of the effect on disabled people?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4736 /2013.

London Underground's vision for the future - station staffing proposals (3)

Question No: 2013/4847

[Valerie Shawcross](#)

What equality impact assessment have you made on your proposals in respect of the effect on women?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4736 /2013.

London Underground's vision for the future - station staffing proposals (4)

Question No: 2013/4848

[Valerie Shawcross](#)

What assessment has have you made on whether the same range of tickets will be still available to passengers following his proposals?

[The Mayor](#)

Customers will still be able to purchase the same range of tickets in the future, as they can today. I understand that TfL has been in contact with you to provide further details.

More staff will be available to help customers at ticket machines. Staff will also be able to log on to the ticket machines and resolve issues for customers on the spot. Customers will also be able to purchase tickets through TfL contact centres and online channels.

London Underground's vision for the future - station staffing proposals (5)

Question No: 2013/4849

[Valerie Shawcross](#)

What assessment have you made on whether passengers will still be able to receive the same level of advice on ticket options following his proposals?

[The Mayor](#)

As per my answer MQ 4848 /2013 to you, staff will remain at the heart of LU stations. More staff will be available to help customers at ticket machines and in ticket halls. Staff will also be able to log on to the ticket machines and resolve issues for customers on the spot. Customers will also be able to purchase tickets through TfL contact centres and online channels.

London Underground's vision for the future - station staffing proposals (6)

Question No: 2013/4850

[Valerie Shawcross](#)

What assessment did you make on the impact on the security of passengers and staff following his proposals?

[The Mayor](#)

The Tube is today carrying more people, more reliably and more safely than ever before, with customer satisfaction at a record high and crime at an all-time low. No compromise on safety or security will ever be made. Each and every station will remain staffed, managed and looked after at all times that services are operating, with staff more visible and available to help customers in future.

No compromise on safety or security will ever be made, nor on the current "turn up and go" assistance service for disabled and visually impaired passengers, and the disability training given to staff. The same number of staff will be present on platforms as now and making staff more mobile and liberating them from behind glass windows will enhance the assistance available to all customers, and particularly those with accessibility needs.

London Underground's vision for the future - station staffing proposals (7)

Question No: 2013/4851

[Valerie Shawcross](#)

What protections will be put in place to ensure that passengers do not pay more for tickets as a result of not receiving correct travel advice following your proposals?

[The Mayor](#)

Please see my response to MQ 4849 /2013.

London Underground's vision for the future - station staffing proposals (8)

Question No: 2013/4852

[Valerie Shawcross](#)

What estimate have you made of which stations and for how long may be unstaffed as a result of cutting the overall number of station staff?

[The Mayor](#)

TfL will ensure that all stations will be staffed from the first train to the last, and will ensure that all stations have the right number of staff to meet the needs of customers.

London Underground's vision for the future - station staffing proposals (9)

Question No: 2013/4853

[Valerie Shawcross](#)

What estimate has you made of the number of stations that will be staffed by a single member of staff and what are those stations?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The specifics of proposed staffing levels are part of the formal consultation with the trades unions now in progress. TfL would be happy to share those with you once those discussions are complete.

There are already a number of stations which are single staffed. These are small, surface level stations which are often in outer London suburban locations.

Each and every station will remain staffed and controlled at all times that services are operating, with more staff visible and available to help customers in future.

London Underground's vision for the future - station staffing proposals (10)

Question No: 2013/4854

[Valerie Shawcross](#)

How will you guarantee that stations which just have a single member of staff are staffed at all times?

[The Mayor](#)

As per my answer to MQ 4852 /2013 to you, TfL will ensure that all stations are staffed from the first train to the last and will ensure that all stations have the right number of staff to meet the needs of customers.

Single staffing of stations is not new practice and many outer London above-ground Tube stations already have one member of staff on duty at times.

London Underground's vision for the future - station staffing proposals (11)

Question No: 2013/4855

[Valerie Shawcross](#)

Will you guarantee that all LUL stations will be staffed at all times?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL and I have committed to ensuring that all stations are staffed from first train to last and will ensure that all stations have the right number of staff to meet the needs of customers.

Furthermore there will be more staff visible than there are today - to help customers buy the right ticket, plan their journeys and to keep them safe and secure.

London Underground's vision for the future - station staffing proposals (12)

Question No: 2013/4856

[Valerie Shawcross](#)

What other options were considered to making savings as an alternative to your proposals?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The Tube station proposals are about offering the best possible customer service across the network and making journeys easier for customers.

In doing that, of course London Underground needs to ensure its station operations are as efficient as they can be, making the best use of technology and reflecting changes in customers' behaviour.

TfL's revised Business Plan sets out how £16 billion of efficiencies and savings are being made across TfL to support billions of pounds of investment in transport in London.

London Underground's vision for the future - station staffing proposals (13)

Question No: 2013/4857

[Valerie Shawcross](#)

What is your view on TFL providing retail facilities to companies who have been criticized for tax avoidance?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL is keen to improve the quality of and income from its extensive retail estate. TfL is expecting to work with a combination of national and international brands and independent retailers. With an overriding aim of improving the service to customers whilst generating higher revenues to invest in the transport network, TfL's main criteria will be identifying high quality retailers who will be popular with its customers on a station-by-station basis across the network.

London Underground's vision for the future - station staffing proposals (14)

Question No: 2013/4858

[Valerie Shawcross](#)

What consultants have you and TFL employed to advise on how to make efficiency savings in the last two years and how much have they been paid.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/02/2014

In the last two years TfL has not specifically hired consultants to advise on how to make efficiency savings. TfL have engaged Deloitte and PwC to support overall programme reviews of the identified £16bn efficiencies programme outlined in the recently published Business Plan.

London Underground's vision for the future - station staffing proposals (15)

Question No: 2013/4859

[Valerie Shawcross](#)

What consultants have you and TFL employed to advise on your proposals in the last two years and how much have they been paid.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL has engaged consultants to give expert advice and to help develop these plans and also to identify options to increase TfL's commercial revenue by £1bn over the next decade. To date a total of £4.3 million has been invested on that support (which goes far beyond station staffing), which is a small proportion of the potential savings and revenue that they have helped identify.

DBS check (1)

Question No: 2013/4860

[Valerie Shawcross](#)

Please state how long the average taxi driver DBS check took in every financial year since 2008/9, up to and including the current year to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/03/2014

As I am sure you are aware, the Home Office made substantial changes to the Disclosure and Barring Service (DBS) in June 2013, which resulted in a change to the procedures for licensing new taxi and private hire drivers and for renewing existing licences. As a result of these changes, DBS certificates are now sent only to the applicant and not the registered bodies making the request, such as TfL.

My primary concern is the safety of the travelling public and the continued good reputation of the taxi and private hire trades in London. However, I know drivers rely on their licence to earn a living and while the vast majority of drivers that apply for a licence are honest and present no risk to the public, there are a small number of drivers that fail to inform TfL of an offence they've committed which may impact their ability to remain licensed.

The changes introduced by the Home Office therefore compelled TfL to amend their processes so they could wait until they know the outcome of the DBS check before processing an application. While TfL was only given two weeks notice of the changes in the DBS, they subsequently amended their processes so that renewal packs are sent out to drivers earlier to minimise the risk of delays. Unfortunately there were already a significant number of drivers in

the process whose applications were consequently delayed because of the changes.

When I became aware of the financial hardship being caused to drivers I wrote to the Home Office to express my deep concerns, and Sir Peter Hendy CBE also met with them. Ordinarily the Home Office would usually only highlight cases over 60 days old with the police, but it was agreed that taxi and private hire driver cases would be highlighted after 45 days. TfL has also amended their processes to ensure renewal applications about to expire are prioritised.

The combination of these measures has resulted in a significant reduction in the number of drivers affected by the DBS change. I am told the number of taxi and private hire driver cases older than 45 days old is currently 211, with a 24 per cent drop between December and January.

Unfortunately TfL don't hold records on the average length of time taken by the DBS to process a check going back as far as 2008/09. Records exist from 2011/12 and are listed below:

2011/12	- 9.96 days
2012/13	- 14.89 days
2013/14	- 20.33 days (year to date)

Both TfL and I are aware a number of drivers have been affected by delays in processing their disclosure applications. I am keenly aware of the effect this can have on drivers and am not happy with the situation. I have raised it personally with the Home Secretary, and Sir Peter Hendy CBE has met with Home Office officials to discuss the matter. Although this is a situation caused by the Home Office, I am sure you will appreciate TfL cannot license drivers until all checks have been completed and it has established that they meet the necessary criteria.

Following my actions a number of measures have been implemented to improve the situation for drivers. The Home Office has agreed to escalate cases for taxi and private hire drivers that are over 45 days with the relevant police forces to ensure that they are prioritised.

DBS check (2)

Question No: 2013/4861

[Valerie Shawcross](#)

Will you consider giving applicants temporary licenses, while they are waiting for their DBS check to be completed as other licensing authorities in the UK do? Please give your reasons.

[The Mayor](#)

There is no need for temporary licences to be issued as the problems applicants were experiencing with their DBS checks have now very largely been resolved. Both TfL and I raised the issue with the Home Office which resulted in improved processing times between the DBS and police forces.

TfL now has an automated system for renewal packs to be sent out to taxi and private hire drivers 120 days prior to the expiry date of their licence, giving them sufficient time to submit their application and complete the DBS check.

Operation Safeway

Question No: 2013/4862

[Valerie Shawcross](#)

For every day of Operation Safeway can you list how many officers are involved and which locations they have been deployed at? Please list all the locations.

[The Mayor](#)

Please see the spreadsheet attached as Appendix 3.

Bus Routes

Question No: 2013/4863

[Valerie Shawcross](#)

Following November's TfL finance and policy sub-committee can you confirm the 15 daytime bus routes and 15 night-time bus routes that have been identified for possible withdrawal?

[The Mayor](#)

This was a purely illustrative exercise, undertaken at the request of the members of the Committee. TfL has no plans to withdraw any route as part of this.

TfL and the Living Wage

Question No: 2013/4864

[Valerie Shawcross](#)

Please can you list all companies that are part of the TfL chain of contracting that do not pay the London Living Wage?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL requires its direct contractors to pay the London Living Wage (LLW) in all relevant contracts to all of their employees working all of their hours on the contract.

The only two contracts where TfL understands there are employees being paid below LLW are the subcontracted cleaning contracts for the Docklands Light Railway (DLR) and London Tramlink. The DLR cleaning supplier is Carlisle, and the Tramlink cleaning supplier is MPM Graffiti Solutions.

This will be addressed when the franchises are retendered. The DLR refranchise process is currently underway, with the contract award due in April 2014.

'Ready for Business' programme

Question No: 2013/4873

[Joanne McCartney](#)

I have been contacted by a resident who attended the National Enterprise Network conference in November and was interested to hear that the 'Ready for Business' programme, part funded by the Regional Growth Fund and matched by Barclays, was going well but is not delivered in London. The only mainstream support available in London is the New Enterprise Allowance and Start Up Loan Fund. Would you be able to look into providing a programme like this in London?

[The Mayor](#)

I do not believe there is a shortage of business support in London. The London business support marketplace offers a wide range of products and services from public and private sector organisations that address the need of SMEs. My London Enterprise Panel is therefore focusing on trying to help in the co-ordination of the provision of this fragmented landscape of support and encouraging activity that addresses key issues for London SMEs seeking to grow their business, including access to finance, export support and workspace provision.

I am happy to ask officers to look at your constituent's individual case to see if there are programmes which the GLA supports that could be of assistance.

Cycle Task Force (1)

Question No: 2013/4874

[Joanne McCartney](#)

Following on from MQ 1571/2013, can you outline the job description of the Cycle Task Force and whether they specifically focus on enforcing the rules of the road?

[The Mayor](#)

The TfL-funded MPS Cycle Task Force supports the Mayor's ambition to increase the number of people cycling in London by focusing its efforts on improving cycle safety and reducing cycle theft, both are key barriers to cycling. The team's primary responsibilities focus on two main areas:

Education, engagement and enforcement to make London's roads safer for cyclists, by promoting responsible road use. This includes enforcing the rules of the road, taking a balanced approach between motorists and cyclists, and tackling careless, risky and dangerous road use which puts lives at risk. They also run the award winning Exchanging Places events and engage with businesses and communities to promote safer cycling and responsible road use.

Crime prevention and investigation activities to reduce cycle theft. This includes activities such as running bike marking events, giving out crime prevention advice to cyclists, disrupting the market in stolen bikes, and running covert operations to target prolific offenders.

The team works closely with other teams across the MPS to promote cycle safety and reduce cycle theft across London.

Cycle Task Force (2)

Question No: 2013/4875

[Joanne McCartney](#)

When will the number of the Cycle Task Force be increased from 39 to 50?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The additional 11 officers in the Cycle Task Force are expected to be in place by March. While these arrangements are being made, TfL is funding enhanced cycle safety activity to a similar level both within the TfL funded MPS Safer Transport Command and the Traffic operational Command Unit.

Cycle Task Force (3)

Question No: 2013/4876

[Joanne McCartney](#)

Can you break down by borough how will the 50 Cycle Task Force officers be deployed across London?

[The Mayor](#)

The officers in the TfL-funded Cycle Task Force (CTF) are not allocated to individual boroughs. The CTF deals with pan-London issues and deploys to priority locations across the Capital based on intelligence.

The CTF works closely with the 32 borough based Safer Transport Teams which have a shared responsibility for improving cycle safety and reducing cycle theft in their local areas.

Buses stopping near kerb

Question No: 2013/4877

[Joanne McCartney](#)

Can you tell me how many complaints TfL have received about buses not stopping near the kerb, causing difficulty for elderly people, people with pushchairs and buggies or those who have mobility difficulties?

[The Mayor](#)

There were 156 complaints of this nature for the 12 months December 2012 to November 2013.

Although a low number of complaints compared to usage, TfL is actively seeking to reduce these further. TfL's Bus Stop Accessibility programme will ensure that 95 per cent of bus stops meet accessibility criteria by the end of 2016. Bus driver training includes the 'delivering an inclusive bus service' module, which includes understanding the barriers faced by mobility impaired passengers. Aligning the bus with the kerb is also part of core driver training, but it should be noted that in some cases drivers cannot park close to the kerb due to obstructions, such as parked cars.

Please let TfL know if you have any specific complaints from constituents and they will be happy to investigate further.

Unemployment rate in Tottenham

Question No: 2013/4878

[Joanne McCartney](#)

Tottenham currently has the highest unemployment rate in London which stands at 6.8 per cent. What action are you taking to tackle this?

[The Mayor](#)

I am working with Haringey Council on a number of projects in Tottenham to improve people's opportunities and chances of securing employment. In particular;

I am directly funding a new Enterprise Centre at 639 Tottenham to offer people affordable workspace where people and new businesses are mentored and supported through the early days and years of their business idea

I am also directly funding a new employment and skills project to provide people with the skills necessary to secure work and to provide businesses with the support to help them grow

I am also working with Haringey Council to help them put in place a long term employment and skills programme for Tottenham

In addition, the Skills & Employment Working Group of the London Enterprise Panel is tasked with ensuring that all Londoners have the ability to compete for the opportunities available in London's jobs market. To do this, they are developing the ESI Funds London strategy, which will invest around £451m from 2014-220 into Skills and Employment programmes using European Social Funding to support Londoners into or to progress within work. This is feeding into our work in Tottenham.

Unemployment rate in Haringey

Question No: 2013/4879

[Joanne McCartney](#)

What is the youth unemployment rate in Haringey? What action are you taking to tackle this?

[The Mayor](#)

I am conscious that youth unemployment across London and in Haringey is an issue that needs to be addressed. Today (using 2011 census date) the youth (16 to 24 years of age) unemployment level is 24% (of those who are searching for work), which is higher than the London average of 22%.

To address this I am working closely with Haringey Council to deliver a range of employment and skills project in the borough and in Tottenham. Unemployment is an issue across all age groups and the work I am funding is geared towards providing people of all ages with the skills necessary to secure employment and also provide businesses with the support necessary to grow so they can take on additional staff.

In addition, the Skills & Employment Working Group of the London Enterprise Panel is tasked with ensuring that all Londoners have the ability to compete for the opportunities available in London's jobs market. To do this, they are developing the ESI Funds London strategy, which will invest around £451m from 2014-220 into Skills and Employment programmes using European Social Funding to support Londoners into or to progress within work. This is feeding into our work in Haringey.

Unemployment rate in Enfield

Question No: 2013/4880

[Joanne McCartney](#)

What is the youth unemployment rate in Enfield? What action are you taking to tackle this?

[The Mayor](#)

I am conscious that youth unemployment across London and in Enfield is an issue that needs to be addressed. Today (using 2011 census date) the youth (16 to 24 years of age) unemployment level is 25% (of those who are searching for work), which is higher than the London average of 22%.

To address this, I am providing support to North East Enfield through the Outer London Fund. Part of the funding is for the refurbishment and extension of the Enfield Business Centre in Enfield Highway. There is a target of 100 people under the age of 29 receiving business support or training, and 100 young people placed in apprenticeships, as a result of this funding.

Enfield is also receiving support from the Mayors Regeneration Fund for the Market Gardening project aiming to create 20 new work experience positions and 2 new apprenticeships, as well as supporting new SME's and several schools.

In addition, the Skills & Employment Working Group of the London Enterprise Panel is tasked with ensuring that all Londoners have the ability to compete for the opportunities available in London's jobs market. To do this, they are developing the ESI Funds London strategy, which will invest around £451m (£37m of which is Youth Employment Initiative funding) from 2014-20 into Skills and Employment programmes using European Social Funding to support Londoners into or to progress within work.

Waste capacity in North London

Question No: 2013/4881

[Joanne McCartney](#)

A resident has raised their concerns with the potential over-capacity in waste management in North London due to the North London Waste Alliance striving to surpass your targets instead of basing it on the latest waste figures. The resident has asked what action you are taking to ensure that there is not a potential waste of resources in your waste management plans?

[The Mayor](#)

I do not produce waste management plans. The London Plan uses the best available data at the time to apportion tonnes of waste that each borough must manage, either jointly or individually. Forecasting waste arising is a notoriously difficult business and so boroughs in developing their waste plans rarely if ever plan for exactly their apportionment, as there is always a margin of error. My Officers advise to err on the side of caution but ultimately decisions on waste capacity need are rightly made at the local level.

Waste capacity in London

Question No: 2013/4882

[Joanne McCartney](#)

How are you ensuring that waste in London is being dealt with according to the waste hierarchy introduced by the EU Waste Framework Directive? What actions are you taking to ensure we prevent creating unnecessary waste, and we reuse and recycle instead?

[The Mayor](#)

The waste hierarchy is at the heart of my Municipal and Business Waste Strategies. In implementing the hierarchy, priority is given to reduction, reuse and recycling activities achieving the greatest environmental and economic benefits. This is being demonstrated in partnership with the London Waste and Recycling Board through:

A £4.6m Efficiency Programme supporting boroughs deliver reduce, reuse and recycling communication programmes, new recycling services, and helping boroughs identify savings on their waste and recycling services

Funding support for a London Reuse Network, two anaerobic digestion facilities, and a plastics recycling plant

FoodSave - a project delivered in partnership with the European Regional Development Fund to support London SMEs reduce food waste

More information on these activities can be found at www.lwarb.gov.uk and <http://www.london.gov.uk/priorities/environment/putting-waste-good-use/foodsaver>.

Electric Vehicles (1)

Question No: 2013/4883

[Joanne McCartney](#)

Could you provide me with a breakdown of the number of electric vehicles in London by borough?

[The Mayor](#)

DVLA data for electric and hybrid vehicles confirms that there are currently some 3,000 pure electric and 32,500 hybrid electric vehicles registered in London. Unfortunately, the DVLA does not provide this data by borough so TfL is unable to provide a breakdown of the number of electric vehicles in London by borough.

Electric Vehicles (2)

Question No: 2013/4884

[Joanne McCartney](#)

Could you provide me with the number of electric vehicle charging points broken down by borough?

The Mayor

The following table shows the number of Source London charge points broken down by each London borough. Please note that each total includes charge points installed by the local authority and private partners within the boroughs boundary.

Chargepoint by Borough location	Total
Barking & Dagenham	8
Barnet	37
Bexley	10
Brent	25
Bromley	26
Camden	62
City of London	54
Croydon	42
Ealing	23
Enfield	52
Greenwich	31
Hackney	37
Hammersmith & Fulham	34
Haringey	23
Harrow	38
Havering	16
Hillingdon	55
Hounslow	41
Islington	17
Kensington & Chelsea	14
Kingston upon Thames	47
Lambeth	6
Lewisham	25
Merton	6
Newham	147
Redbridge	47
Richmond upon Thames	10

Southwark	50
Sutton	19
Tower Hamlets	23
Waltham Forest	19
Wandsworth	24
Westminster	252

Food Poverty

Question No: 2013/4885

[Joanne McCartney](#)

Haringey Food Bank and Muswell Hill Soup Kitchen are expecting to see a rise in demand of their services in the run up to Christmas. What action are you taking to ensure that Londoners do not go hungry this winter?

[The Mayor](#)

My food team continues to have a close focus on food poverty issues. Earlier this year they helped to launch the London Food Map which helps Londoners, and referral agencies, to identify sources of food for people in food poverty.

Bus between Barnet, Chase Farm and Middlesex Hospitals

Question No: 2013/4886

[Joanne McCartney](#)

Can you outline the discussions you have had, if any, with Barnet and Chase Farm Hospitals and North Middlesex Hospital regarding the trial shuttle bus being provided?

[The Mayor](#)

TfL was a member of the Barnet, Enfield and Haringey (BEH) Clinical Strategy Transport group at which the issue of providing the shuttle bus service was discussed. The provision of the Shuttle Bus services between Barnet, Chase Farm, and North Middlesex is a service developed and delivered by the NHS.

A406 junction with Milton Grove in Enfield

Question No: 2013/4887

[Joanne McCartney](#)

Further to MQ 2100/2013 can you provide me with an update on the monitoring that took place in the summer and when you expect to make your decision? Have you also taken into account that people's travelling habits may change during the winter months? Can you outline what updates you have provided local residents?

[The Mayor](#)

Monitoring for the Milton Grove trial scheme is continuing and will be complete by early March 2014. This follows a 12 month period to account for changes in travel patterns due to seasonal variation.

TfL undertook engagement with residents before the trial was implemented. A further update is planned for February 2014 when the outcome of the trial is known and TfL will be engaging with yourself and residents regarding this.

A406

Question No: 2013/4888

[Joanne McCartney](#)

I am receiving increasing complaints from local residents in Enfield regarding the increasing traffic on the A406. What action are you taking to monitor and resolve this situation?

[The Mayor](#)

TfL monitors Journey Time Reliability and key Traffic Flows along the A406. TfL is aware that in line with the economic recovery traffic flow has increased along the A406, and although TfL cannot directly influence traffic flow, it does use a range of measures to try and limit congestion caused by these increases.

This financial year, Signal Timing Reviews have been carried out at traffic signal groups around Bounds Green/A406, and in line with your enquiry, TfL will also be looking at further reviews in next year's programme.

In the longer term, TfL is looking at how best to implement the recommendations of the Roads Task Force, which will have an influence on the A406 and its surrounding roads.

Mayor's Mentoring Scheme Quarter 2

Question No: 2013/4889

[Joanne McCartney](#)

Following on from MQ 2013/4211 could you please provide a breakdown on the number of referrals, mentors and matches per borough for Quarter 2?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

At the end of Quarter 2 in Croydon there were 262 referrals, 288 mentors trained and 122 matched relationships (matches); in Brent there were 165 referrals, 184 mentors trained and 129 matches; in Haringey there were 193 referrals, 180 mentors trained and 115 matches; in Waltham Forrest there were 167 referrals, 139 mentors trained and 103 matches; in Southwark there were 189 referrals, 128 mentors trained and 125 matches; in Hackney there were 126 referrals, 174 matches and 88 matches; and in Westminster there were no referrals, mentors or matches reported to date as the local delivery partner commenced delivery in September 2013.

Electric bike trial in Haringey (1)

Question No: 2013/4890

[Joanne McCartney](#)

Following on from MQ 2013/4214, when do you expect to have the details of the length of trial, cost and potential take up for the e-bike trial in Haringey?

[The Mayor](#)

The results from the feasibility study are expected in summer 2014.

Electric bike trial in Haringey (2)

Question No: 2013/4891

[Joanne McCartney](#)

Following on from MQ 2013/4216, when will you make your decision on where the 30 e-bikes to the Metropolitan Police Service (MPS) will be deployed?

[The Mayor](#)

The MPS will provide a full timetable and pilot plan in January once expressions of interest from E-bike suppliers have been received. The pilot will start soon after the MPS receives the E-Bikes.

Crossrail 2 (1)

Question No: 2013/4892

[Joanne McCartney](#)

Given that 84 per cent of respondents to the Crossrail 2 consultation supported the regional option for Crossrail 2, do you support the regional or metro route?

[The Mayor](#)

In order to support London's future growth, TfL and Network Rail are developing proposals for a second Crossrail line across London. While the consultation identified very strong overall support for the project, it also highlighted that the preference of both the public and stakeholders was for the regional option. The work TfL and Network Rail have undertaken to date also supports this view, based on the broad range of benefits such a new line could provide. However, further work is necessary to ensure the optimal option and route is to be pursued, and therefore, TfL and Network Rail are undertaking more work to assess the options and develop the case, prior to reaching any final decision on a preferred option.

Crossrail 2 (2)

Question No: 2013/4893

[Joanne McCartney](#)

Can you confirm that all stations on the Crossrail 2 route will be fully accessible to all passengers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 17/02/2014

Please see my response to MQ 3478 / 2013.

Quietways in Haringey

Question No: 2013/4894

[Joanne McCartney](#)

When will the Quietways be implemented in Haringey? How long will you monitor them to ensure they are safe and to measure the uptake?

[The Mayor](#)

The Quietways are a ten year programme offering a high-quality network of guided routes on back streets, through parks and along canal towpaths. Construction on the first routes will begin in 2014 and the locations of these routes will be announced in the New Year.

TfL is building on the existing pan-London cycling monitoring programme which will cover the infrastructure delivered as part of my Cycling Vision. The results of this monitoring will be used to develop and improve each Cycling Vision programme to ensure they are contributing effectively to my overall cycling strategy and the 5 per cent cycling mode share target in my transport strategy.

Metropolitan Open Land (1)

Question No: 2013/4895

[Joanne McCartney](#)

A resident has contacted me to ask how many hectares of Metropolitan Open Land in London have been built on each year since 2000?

[The Mayor](#)

The GLA does not hold accurate records for the period prior to 2009 but since then it is believed that in subsequent years the following areas of MoL have been developed:

2009 0.15 ha

2010 0.12 ha

2011 10.55 ha

2012 2.58 ha

Metropolitan Open Land (2)

Question No: 2013/4896

[Joanne McCartney](#)

A resident has contacted me to ask what action are you taking to protect green belt and Metropolitan Open Land from development?

[The Mayor](#)

In my London Plan, I am very clear that "the strongest protection should be given to London Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance"

The Plan provides a similar strong level of protection to Metropolitan Open Land, adding that "essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL".

Safer Neighbourhood Teams/Local Policing Teams

Question No: 2013/4897

[Joanne McCartney](#)

Can you please provide a list of PC, Sergeant and PCSO actual strength and vacancy levels per Borough and per Ward for September 2013 for London's Safer Neighbourhood Teams/Local Policing Teams? Please provide this information in the same format as the appendix provided to question 3235/2012

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

This information is not currently available as the Metropolitan Police Service (MPS) are in the process of redeveloping and improving the relevant data monitoring systems.

Biodiesel (1)

Emergency Call Responses (1)

Question No: 2013/4898

[Joanne McCartney](#)

Please outline categories that the MPS use to classify different kinds of Emergency 999 calls, please also give the target response time the MPS has set for itself to respond to these different types of call.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

In 2009 the MPS adopted the National Call Handling Standards (NCHS). The NCHS grades calls as:

I (Immediate) - Those calls where the immediate presence of a police officer will have a significant impact on the outcome of the incident. If the officer is not required immediately then the S grade should be applied. The national target is 15 minutes.

S (Significant) - The majority of calls requiring a police response within an hour will attract this grade. These are priority calls and this grade must be considered before the I grade is used.

E (Extended) - Any call that requires police attendance but does not meet the criteria for a priority response within 60 minutes will attract this grade. Calls that can be scheduled should be dealt with by appointment agreed with the caller to take place on the day of the call or the day following it to ensure that an appropriate response is delivered within 48 hours.

R (Referred) - This grade will continue to be supplied to calls received that do not require the attendance of a police officer.

Emergency Call Responses (2)

Question No: 2013/4899

[Joanne McCartney](#)

Please give the number of emergency calls, by category per borough and per month for the past 24 months please include what number and percentage of the calls were responded to within the target time.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

There are 55 categories of calls that could attract an immediate (I Grade) response; to disaggregate data by category would take an excessive amount of time.

The two tables attached in Appendix 4899 show the total number of Immediate Graded calls and the percentage within target for the last 24 months broken down by borough and by month.

MPS First Class/Business ClassTravel

Emergency Call Responses (3)

Question No: 2013/4900

[Joanne McCartney](#)

Does your data recording show the number of calls that were miscoded? If so, please share the number of miscoded calls per Borough for the past 24 months.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The system is designed to extract performance data and does not provide data on miscoded calls.

FGM: flights to and from high-risk countries

Question No: 2013/4901

[Joanne McCartney](#)

What protocols exist or actions are you and the MPS taking with the UKBA regarding monitoring flights of high risk individuals to countries where FGM is prevalent?

[The Mayor](#)

The MPS has assured me that processes are in place to ensure the safety of individuals at risk of FGM being taken abroad to countries where FGM is prevalent. This includes, FGM awareness training which has been provided by the MPS to UKBA staff at Heathrow airport.

MPS Professional Standards Budget

Question No: 2013/4903

[Joanne McCartney](#)

Do you know how much of the Met's Professional Standards Budget will be reallocated to funding the IPCC?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The estimated national top slice for 2014/15 for IPCC is £18m. The proportion which will apply to MOPAC has not yet been determined. The full transfer of resources is likely to take place over two or three years.

Rise in reported rape

Question No: 2013/4904

[Joanne McCartney](#)

How many of the reported rape cases in the past year (rolling 12 months) have arisen from historic allegations and how many from recent incidents?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 27/01/2014

There is no recognised definition for 'historic allegations' that would allow cases to be filtered out on the Metropolitan Police Service's systems, therefore officers would have to manually go through the 3,755 recorded rapes (in the rolling months from December 13) to extract this data.

However, the Office of National Statistics (ONS) has produced an info graphic on reported rapes in 2013 and it provides a breakdown of when the allegations stem from; e.g. 1 year ago and 20+ years ago. This info graphic can be found here:

<http://www.ons.gov.uk/ons/rel/crime-stats/crime-statistics/period-ending-june-2013/info-sexual-offenses.html>.

Ringslade Rat Run, N22 (1)

Question No: 2013/4905

[Joanne McCartney](#)

There is an on-going issue with 'rat running' on Ringslade Road/Watsons Road in Haringey. I understand that TfL rejected the possibility of creating a right turn at Wood Green Station (for all Vehicles) into Station Rd which will help to alleviate the pressure on Ringslade road/Watsons road. What actions are you taking to prevent the 'rat running' and resolve the issue?

[The Mayor](#)

TfL has not rejected the possibility of creating a right turn at Wood Green Station (A105 High Road) into Station Road.

As the A105 forms part of London's Strategic Road Network, TfL have requested a detailed investigation into the level of impact that this new manoeuvre would have on traffic along the High Road.

The London Borough of Haringey is leading on this investigation and has commissioned Halcrow Ltd to model the traffic impact of the proposed right turn. A report has very recently been completed and the borough will need to review the findings internally before discussing these with TfL and other interested parties. An informed discussion is expected with all parties early in the New Year.

Ringslade Rat Run, N22 (2)

Question No: 2013/4906

[Joanne McCartney](#)

Is the report by TfL on Ringslade Road/Watsons Road due this month now ready? If so, can it be made public and where it can be found? Can you also ensure that I receive a copy.

[The Mayor](#)

The London Borough of Haringey is leading on this study and have commissioned Halcrow Ltd to undertake the required traffic modelling. A report has very recently been received by LB Haringey and borough officers will need to review the findings internally before discussing these with TfL and other interested parties. A full and informed discussion around the report is expected early in the New Year. I will ask TfL to make sure you receive a copy of the report when it is published.

Shop-lifting (1)

Question No: 2013/4907

[Joanne McCartney](#)

Please provide a breakdown of the number of shop-lifting offences per year over the past 4 years (rolling 12 months).

[The Mayor](#)

A Count of Theft from Shop Offences by rolling 12 months (1 December to 30 November):

2009/10	42587
2010/11	39068
2011/12	37040
2012/13	36819

Shop-lifting (2)

Question No: 2013/4908

[Joanne McCartney](#)

Does the MPS hold data on shop-lifting by type of item stolen? If so please provide a breakdown of shop-lifting offences per year over the past 4 years (rolling 12 months) by item type.

[The Mayor](#)

A list of items stolen in shop-lifting offences is attached as Appendix 4. More than one item may have been stolen per offence which is why totals do not sum to those provided in MQ 4907/2013.

MPS Status Dogs Unit

Question No: 2013/4909

[Joanne McCartney](#)

Please provide the annual kennelling costs for dogs retrieved by the Status Dogs unit for the past three financial years.

[The Mayor](#)

The costs of the annual kenneling for dogs retrieved by the Status Dogs Unit for the past three financial years are:

2010/11	£2,748,875
2011/12	£1,763,043
2012/13	£1,827,592

Care Leavers (1)

Question No: 2013/4910

[Fiona Twycross](#)

Considering that many children in care disproportionately become homeless, get involved in crime and are sufferers of mental illness when they leave their placements, do you not think that care leavers in London should be offered the chance to stay in care and supported until they are 21, given that the average age for leaving home is 24?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I recognise the high vulnerability of many children in care and care leavers in London. While the issues you raise in this and related questions are primarily the responsibility of boroughs, the NHS and government, I am taking forward the recommendation of my Education Inquiry to "ensure priority is given to children in care and care leavers in all London apprenticeship, mentoring, work experience and job opportunities, and through the London Schools Excellence Fund and our relationships with FE colleges, universities, business and other employers".

Specific areas of support under my Education programme include the following. I plan to publish a 'Request for Proposals' for children in care projects under the London Schools Excellence Fund in the new year. As of July 2013, over 380 looked after children/care leavers and teenage parents have been supported back into education, employment or training under the ESF Youth Programme 2011-13 (Round 1). My Education Conference 2013 gauged the best focus that can be given to this group in ongoing work to improve access to university for disadvantaged young Londoners and careers information and advice. Children in care are also among the young people being supported in my Mentoring Programme and Supplementary Programme for Schools.

Care Leavers (2)

Question No: 2013/4911

[Fiona Twycross](#)

Do you think that it is right that children in care who are placed with agency carers in out of borough placements for long periods of time are forced to return to the local authority who arranged the initial placement when they turn 18. Considering that these young people have forged personal ties, built their own emotional support structures with foster carers and friends, do you not think that leaves these young people in a vulnerable position?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910.

Care Leavers (3)

Question No: 2013/4912

[Fiona Twycross](#)

How can we ensure young people in London have access to a high level of emotional support after leaving care, particularly after they have had a while to adjust to living on their own, got past the initial excitement and are left just thinking and trying to deal with all the experiences of their past. Access to CAMHS (child and adolescent mental health services) isn't relevant post 18. Would you support a 'passport' for care leavers to access counselling services?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910.

Care Leavers (4)

Question No: 2013/4913

[Fiona Twycross](#)

When a young person in care reaches 18, they are allowed to read their files containing all their personal history and meeting reports. Much of this information will be very traumatic and all coincides with the ending of statutory responsibility for care leavers. What additional support do you think the GLA could give to support this process?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910 for detail of work the GLA is currently doing in relation to children in care.

Care Leavers (5)

Question No: 2013/4914

[Fiona Twycross](#)

Under Secretary of State for Children and Families Edward Timpson MP wrote a letter on October 30th to all local authorities regarding support for care leavers. Do you know how many local authorities in London have increased their care leavers grant to the £2000 minimum as suggested by the minister and the recommended amount of £3000?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

We do not have this information. I would suggest you contact local authorities directly.

Care Leavers (6)

Question No: 2013/4915

[Fiona Twycross](#)

Considering the tight budgets and tough choices local authorities have to work with, would you consider investing GLA funds into topping up local authority care leavers grants to ensure that our care leavers in London have the best possible start to living independently?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910 for detail of work the GLA is currently doing in relation to children in care.

Care Leavers (7)

Question No: 2013/4916

[Fiona Twycross](#)

Some care leavers wish to experience leaving care in trainer flats prior to making a decision. What are you doing to support care leavers living independently?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910 for detail of work the GLA is currently doing in relation to children in care.

Care Leavers (8)

Question No: 2013/4917

[Fiona Twycross](#)

Do you think that Hostels which are currently used as provision for care leavers in London should be inspected like children's homes are?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my reply to MQ 2013/4910 for detail of work the GLA is currently doing in relation to children in care.

Inspection of hostels would not be within the GLA statutory remit.

Train service to Denmark Hill and Peckham Rye

Question No: 2013/4918

[Fiona Twycross](#)

A constituent has contacted me calling for a more regular train service between Victoria and Denmark Hill/Peckham Rye. Did you submit a response to the recent Southeastern rail franchise consultation, and would you support the idea of four trains per hour stopping at all 'Catford loop' stations seven days a week?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Yes, TfL responded to the consultation run by Southeastern ahead of the extension of its franchise by four years to 2018.

In its response, TfL yet again made the case for a new 2 trains per hour (tph) off-peak Bromley South - Victoria service. I have also done so myself, with ministers, many times.

This new service would increase the frequency of trains between Denmark Hill/Peckham Rye and Victoria seven days a week (except during peak times Monday-Friday, when there is no additional capacity to run more services). It would also boost overall train frequencies at some other stations on the Catford Loop, which currently have as few as 2 tph.

However, the decision to implement this is one for the Department for Transport.

I remain committed to seeking greater devolution of London's suburban rail services to improve standards.

Bus Lanes

Question No: 2013/4919

[Fiona Twycross](#)

What proportion of TfL bus lanes do not operate 24 hours a day 7 days a week?

[The Mayor](#)

According to a survey of all bus lanes undertaken by TfL between December 2012 and March 2013, there are 394 bus lanes on the Transport for London Road Network, of which 277 do not operate 24 hours a day - a proportion of 70 per cent.

According to the same survey on all roads in London, there are 1,044 bus lanes of which 792 do not operate 24 hours a day - a proportion of 76 per cent.

Allotments (1)

Question No: 2013/4920

[Fiona Twycross](#)

In 2009 in your response to 3460/2010 you said 22 Boroughs responded to a survey and between them they had 507 sites which contained a total of 23,188 allotments. Have any further surveys been carried out about the number of allotments?

[The Mayor](#)

No.

Allotments (2)

Question No: 2013/4921

[Fiona Twycross](#)

In 2010 (3460/2010) you said support provided through your Capital Growth Fund would create 2,012 new urban food growing spaces in London by 2012 - was this target reached?

[The Mayor](#)

Yes, Capital Growth reached its target of creating 2,012 new community food growing spaces in December last year. The programme is continuing to support urban growers in London and the network now supports 2,187 spaces.

Crystal Palace

Question No: 2013/4922

[Fiona Twycross](#)

In your answer to my question last month (2013/4365) you said you would delegate your planning powers on the Crystal Palace Development. Will this be to someone who reports to you?

[The Mayor](#)

It will be delegated to one of the named officers set out in the Greater London Authority, Mayoral Scheme of Delegation (effective from 1 November 2013).

London Minimum Wage

Question No: 2013/4923

[Fiona Twycross](#)

Have you had the opportunity to read the report 'London Rising: The case for a London Minimum Wage', and would you support the introduction of the London Minimum Wage?

[The Mayor](#)

Please see my response to MQ 4095 / 2013.

Accident and Emergency Services at Kings

Question No: 2013/4924

[Fiona Twycross](#)

With A&Es across London struggling to meet targets and, trust bosses at Kings College Hospital admitting its A&E is "enormously challenged" what reassurances have you sought from the Secretary of State for Health on the capacity of the NHS in London to cope this winter?

[The Mayor](#)

My officers meet regularly with Dr Anne Rainsberry, Regional Director, NHS England (London) who has given the following assurances concerning NHS winter planning in London:

Planning began in May, with NHS England (London), hospitals, GPs, social services and other health professionals coming together to work out the best way of handling increased pressure on urgent and emergency services this winter

Local health systems have developed recovery and improvement plans to provide better out-of-hospital care for people with long-term conditions or non-life threatening but urgent care needs. These plans also include details about how hospitals will ensure their A&Es provide fast and safe care.

Winter plans have been tested.

Currently London health, community and social care providers have been allocated £55 million additional funding, which has been targeted at areas that need it the most to increase capacity during the winter months.

NHS 111 services in London have received an additional £1 million in order better to respond to patient demand and relieve pressure on other services.

Thames Water

Question No: 2013/4925

[Fiona Twycross](#)

In your response to my question about the floods in Herne Hill 3263/2013 you said 'I continue to maintain pressure on Thames Water' can you confirm specifically if you met with or contacted Thames Water and what assurances you were given?

[The Mayor](#)

My Environment and Energy Advisor has contacted Thames Water regarding this incident on several occasions and has received reassurances from Thames Water that they will honour their commitments to the community. He has also raised this with the Borough to ensure that Thames Water delivers on its promises.

Cyber-Bullying

Question No: 2013/4926

[Fiona Twycross](#)

What steps is MOPAC taking to address the growing problem of cyber-bullying?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

MOPAC recognises the seriousness of cyber-bullying and the impact it can have on victims. The Mayor's Violence against Women and Girls Strategy advocates a 'whole school' approach to tackling VAWG, which includes anti-bullying elements for children at school. As part of gangs and serious youth violence work, MOPAC are also considering the role of Safer Schools Officers, whose key function is to keep young people safe in school.

Domestic Violence Strategy

Question No: 2013/4927

[Fiona Twycross](#)

Your Violence Against Women and Girls strategy does not provide a timeline on the actions contained within it, when do you expect it to deliver results?

[The Mayor](#)

My refreshed VAWG strategy is to be delivered over a four-year period. Timelines will be developed with partners through the VAWG Panel.

Growing Places Fund (1)

Question No: 2013/4928

[Fiona Twycross](#)

Following MQ 2013/4381, can you tell me how many SMEs have received funding from the Growing Places Fund since the launch in June?

[The Mayor](#)

To date, SMEs have received funding for 496 apprenticeship starts from the Growing Places Fund Enhanced SME Grant.

Growing Places Fund (2)

Question No: 2013/4929

[Fiona Twycross](#)

How many apprenticeship starts have there been so far as a result of the allocation of £1.5m from the Growing Places Fund in June, and when you expect to have reached your target of 1,000 apprenticeship starts with an SME as a result of this funding?

[The Mayor](#)

To the end of April 2014, a total of 1,000 grants have now been recorded as paid.

Growing Places Fund (3)

Question No: 2013/4930

[Fiona Twycross](#)

How have you measured the success of the allocation of £1.5m from the Growing Places Fund to support 1,000 apprenticeship starts with an SME that had not employed an apprentice?

[The Mayor](#)

An evaluation for this project is currently underway. Findings are expected to be published in spring 2014.

Apprenticeship target (1)

Question No: 2013/4931

[Fiona Twycross](#)

Following MQ 2013/4382, can you please answer whether you expect to meet your target of 250,000 apprenticeship starts by 2016, judging by the number of apprenticeship starts so far?

[The Mayor](#)

My target remains the same and we are working hard to achieve this.

Apprenticeship target (2)

Question No: 2013/4932

[Fiona Twycross](#)

Following MQ 2013/4382, London Datastore figures show that the rate of apprenticeship starts have decreased by 10 per cent in 2012/2013 compared to previous years. Can you explain this decrease?

[The Mayor](#)

The final starts data for 2012/13 is due to be released in January 2014. The full impact will not be known until then.

Apprenticeship starts (1)

Question No: 2013/4933

[Fiona Twycross](#)

Can you provide me with your definition of an apprenticeship start in London, and a list of requirements that an apprenticeship start needs to meet in order to be included in your figures?

[The Mayor](#)

I report apprenticeships starts for London recorded by the data service. In this table full-year numbers are a count of the number of starts at any point during the year. Learners starting more than one Apprenticeship will appear more than once.

Apprenticeship starts (2)

Question No: 2013/4934

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeship starts per borough by year since 2010?

[The Mayor](#)

The London Data store reports figures annually and shows number of starts per academic year (Aug to Jul). Full year figures for years 2009/10, 2010/11, 2011/12 & 2012/13 by borough are provided in the table attached as Appendix 5.

Apprenticeship starts (3)

Question No: 2013/4935

[Fiona Twycross](#)

Can you provide me with a breakdown of apprenticeships starts by sector per year since the start of your scheme in 2010?

[The Mayor](#)

This data is not available at a London Level.

Apprenticeship Living Wage (1)

Question No: 2013/4936

[Fiona Twycross](#)

Given that apprentices across the GLA group are paid the London Living Wage, I assume that you do not believe the £2.68 minimum rate for apprentices in their first year is fair. What are you doing to encourage businesses across London to pay their apprentices a London Living Wage?

[The Mayor](#)

The £2.68 minimum rate for apprentices in their first year is set nationally and also increases according to age and experience. The higher living costs in London do make a case for paying apprentices a higher wage rate. That said, the main focus of my Apprenticeships campaign is increasing the number of young people undertaking work-based training which will give them the skills and experience to access higher-paid jobs in the future.

I am leading by example by paying the London Living Wage to apprentices across the GLA Group and I encourage employers that are able to do so do the same. I thank all those businesses who have taken on apprentices so far for their commitment.

Apprenticeship Living Wage (2)

Question No: 2013/4937

[Fiona Twycross](#)

Are contractors and agencies within the GLA family required to pay the London Living Wage to apprentices?

[The Mayor](#)

The Living Wage accreditation licences of all the GLA Group organisations exclude apprentices and interns, both in terms of direct employees and those employed by contractors. This is a normal provision included in the licences of accredited organisations.

The Living Wage Foundation rightly regards an apprenticeship as a training programme, not a full time job, and therefore they do not ask that apprentices be paid the Living Wage.

However, the GLA's functional bodies do pay the Living Wage rate of £8.80 per hour to all apprentices they directly employ, and strongly encourage their contractors to commit to doing the same if they are not already doing so.

London Living Wage (1)

Question No: 2013/4938

[Fiona Twycross](#)

Following your recent call on more employers to adopt the Living Wage, have you had any discussions with football clubs, including Arsenal about them adopting the Living Wage?

[The Mayor](#)

Football clubs are not among the businesses we have spoken to so far about the Living Wage specifically. We have focused our attentions on organisations with large numbers of employees in order to extend the reach of the London Living Wage to as many Londoners as possible. However, I am encouraging all employers to consider becoming London Living Wage employers and will ensure that the issue is raised when I have the opportunity to meet with them.

London Living Wage (2)

Question No: 2013/4939

[Fiona Twycross](#)

At November Mayor's Question Time we spoke about the fact your office sent 100 letters over the summer to employers. How many responses have you received, and how many are now paying the London Living Wage?

[The Mayor](#)

Following your query at November Mayor's Question Time, I have written to you directly to clarify these figures. The letter-writing campaign is just one of many measures I am undertaking to promote the London Living Wage to employers. We also work in close partnership with the Living Wage Foundation, a branch of London Citizens, to promote the initiative and support employers through the process.

In the past year alone, the number of accredited employers has risen by 174 per cent. I am assured by the Living Wage Foundation that the letter-writing campaign has been critical in raising the profile of the initiative and accelerating the growth in the number of accredited employers.

London Living Wage (3)

Question No: 2013/4940

[Fiona Twycross](#)

Following the 100 letters you sent over the summer to employers, will you now be contacting further employers about the London Living Wage?

[The Mayor](#)

It is our intention to continue contacting employers to encourage them to pay the London Living Wage. A particular focus will be to reach businesses with large numbers of staff who stand to benefit from improved pay conditions as a result of the London Living Wage. Work is already underway with many businesses at various stages of the accreditation process and a number of employers have already been identified for future contact on the Living Wage. This is an addition to our ongoing programme of business engagement on a range of policy areas.

London Living Wage (4)

Question No: 2013/4941

[Fiona Twycross](#)

In your '2020 Vision' you state that the London Living Wage should be "the norm" in London by 2020. Do you believe that (at least the vast majority) of London employers can afford to pay it?

[The Mayor](#)

The message I am highlighting to businesses is the London Living Wage makes good business sense. Independent research from Queen Mary, University of London has clearly established the tangible benefits to accredited employers beyond improved reputation, in terms of increased productivity, improved staff morale and decreased staff turnover. These benefits, already being enjoyed by the 214 accredited employers in London, make the argument that the vast majority of businesses can afford to pay the living wage clear.

London Living Wage (5)

Question No: 2013/4942

[Fiona Twycross](#)

How many members of staff at the GLA currently work on promoting the London Living Wage to employers in London?

[The Mayor](#)

Considerable resource is allocated to Living Wage work across City Hall and the wider GLA Group. For example, GLA Economics are responsible for calculating the London rate and producing the annual report. The London Living Wage is also a core part of the day-to-day business engagement work of the Economics and Business Policy Unit, while officers also work closely in partnership with colleagues at the Living Wage Foundation to support businesses through the accreditation process.

Apprenticeship over 25s

Question No: 2013/4943

[Fiona Twycross](#)

Can you provide me with a breakdown of the number of apprentices ages over 25, by age and per year since the start of your scheme in 2010?

[The Mayor](#)

Figures on the Data Service show a breakdown of apprentices' 25+ for the academic years 2009/10, 2010/11, 2011/12 and 2012/13. No further breakdown is published for London.

Age Band	2009/10	2010/11	2011/12	2012/13
	Full Year	Full Year	Full Year	Full Year
25+	3,900	17,810	22,820	21,560
Total	3,900	17,810	22,820	21,560

Apprenticeship travel

Question No: 2013/4944

[Fiona Twycross](#)

Can you provide me with the number of apprentices that live outside London, but commute into apprenticeships in London?

[The Mayor](#)

This information is not available. The published numbers that I report are for London residents who are in Apprenticeships only.

Apprenticeship travel discount (1)

Question No: 2013/4945

[Fiona Twycross](#)

Can you provide me with the number of apprentices that have taken up the 30 per cent discount in travel since it was launched?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL has issued 3487 Apprentice Oyster photocard to date.

We expect this to increase during our planned marketing campaign for National Apprenticeship Week, given that it is a great offer for young Londoners.

Apprenticeship travel discount (2)

Question No: 2013/4946

[Fiona Twycross](#)

Would you consider extending the 30 per cent travel discount to apprentices working in London that live just outside of London, and for the whole of the apprenticeship instead of the first year only?

[The Mayor](#)

I have no plans to change the eligibility criteria at present, but TfL is keeping the terms of the scheme under review with the National Apprenticeship Service. It is an important part of my apprenticeships offer to young Londoners.

The London borough residency restriction reflects the fact that the Apprentice discount is funded by London and Londoners. Local Authorities outside London make no contribution to the costs of the TfL travel concession and do not provide equivalent schemes themselves.

Apprenticeship advertising

Question No: 2013/4947

[Fiona Twycross](#)

Can you provide me with a breakdown of where apprentices find out about the apprenticeship opportunity that they apply for? For example, through your campaign, the job centre, school careers service or word of mouth?

[The Mayor](#)

Apprentices can apply for apprenticeship opportunities through the Apprenticeships Vacancies Database on the National Apprenticeships Service website. At any one time there are up to 17,000 vacancies advertised on the site. Employers will also advertise through other channels including their own websites, other commercial recruitment sites, JCP, training providers and colleges' own sites.

London Enterprise Panel

Question No: 2013/4948

[Fiona Twycross](#)

How is the London Enterprise Panel coordinating with regional partners in the wider South and South East of England?

[The Mayor](#)

Officers supporting the London LEP have regular meetings with LEPs across the wider South East. The London LEP's Deputy Chairs also attend regular meetings with other LEP Chairs across the network. Specific pieces of joint working have included:

- Hosting and attending events with LEPs across the South East in order to review and align strategies for the 2014-2020 European Structural Investment Funds;**
- Regular liaison with the South East LEP on matters affecting the Thames Gateway via the Thames Gateway Strategic Group;**
- Meetings between Chairs/Deputy Chairs of LEPs within the London Stansted Cambridge Corridor; and**
- Meetings between the Deputy Chair of the London LEP and Chairs/Members of the Oxfordshire and Greater Cambridge and Greater Peterborough LEPs regarding the science and technology sectors.**

TfL apprentices

Question No: 2013/4949

[Fiona Twycross](#)

Thank you for your answer to question 2013/4339 on apprentices within Transport for London. Can you please provide figures for the (a) total number and (b) proportion of apprentices employed by Transport for London that were female in each year since 2008?

[The Mayor](#)

Monitoring data for supply chain apprentices is only held from 2010/11. TfL regularly speaks to its suppliers about their apprenticeship schemes, but not all of our suppliers provide this information.

Since 2007/08 TfL and its suppliers have employed 3041 apprentices. Of the 1992 apprentices for whom data is available, 144 were women (7.2 per cent).

Year	Apprentices	Females	%	Prefer not to say	%
2007/08	53	10	18.9%	-	-
2008/09	53	8	15.1%	-	-

2009/10	192	12	6.3%	-	-
2010/11	981	29	3.0%	211	21.5%
2011/12	954	46	4.8%	466	48.8%
2012/13	808	39	4.8%	372	46.0%
Total	3041	144	4.7%	1049	34.5%

TfL is passionate about encouraging more women into engineering and is actively involved in driving through a number of initiatives encouraging more women and girls to pursue a career in engineering.

Its Partner School programme actively seeks to support and encourage girls to pursue STEM subjects in activities such as the Classroom to Boardroom school challenges and the non-financial sponsorship of the Royal Greenwich University Technical College.

Furthermore, TfL's staff volunteers (Engineering Ambassadors) are actively engaged in going to a wide range of schools, including a number of all girls schools, to promote engineering; and all of these activities are actively supported by our Women's Staff Network Group to ensure TfL has highly visible female engineering role models.

A Careers event was also recently delivered on the 23rd November in partnership with the Royal Academy of Engineering (RAE) and Women into Science and Engineering (WISE) to seek to attract more girls into engineering roles. This event was supported by a number of TfL suppliers from the Engineering and Project Management Framework who sent female engineers along and was also attended by 16 schools and over 90 female students.

GLA capital programmes

Question No: 2013/4950

[Fiona Twycross](#)

What, if any, pay and working conditions do you require companies to meet when they receive funding from the GLA for capital projects such as the Affordable Housing Programme?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

Generally GLA grant agreements require compliance with the law. This would include minimum wage legislation and health and safety (working environment). Any breach of the grant conditions gives the GLA a right to terminate.

However, the 2011-15 Affordable Homes Programme Framework Delivery Agreement, includes a clause in relation to the London Living Wage.

This specifies at clause 40.2:

'Without prejudice to any other provision of this Agreement, the Grant Recipient shall:

40.2.1 use all reasonable endeavours to ensure that none of its employees engaged in the provision of the Works is paid an hourly wage (or equivalent of an hourly wage) less than the London Living Wage;

40.2.2 use all reasonable endeavours to ensure that none of its employees engaged in the provision of the Works is paid less than the amount to which they are entitled in their respective contracts of employment"

The full version of the London contract is available on the website of the Homes and Communities Agency

(http://www.homesandcommunities.co.uk/sites/default/files/our-work/framework_delivery_agreement_-_ex_-_rsl_-_london.pdf).

These provisions will be replicated in the 2015-18 Mayor's Housing Covenant programme contracts.

Capital spending in London

Question No: 2013/4951

[Fiona Twycross](#)

What has been the annual amount of capital investment delivered through the Greater London Authority and its functional bodies in each year since 2000? Please break down these figures by functional body.

The Mayor

The annual amount of capital investment delivered through the Greater London Authority and its functional bodies in each year since 2000 is the following:

Financial Year	Greater London Authority £m	Metropolitan Police Authority / Mayor's Office for Policing and Crime £m	London Fire and Emergency Planning Authority £m	London Development Agency £m	London Legacy Development Corporation £m	Transport for London £m	Total £m
2000-01	0	60	6	123	NA	149	338
2001-02	1	78	11	182	NA	102	374
2002-03	2	111	15	159	NA	280	567
2003-04	1	165	12	168	NA	863	1,209
2004-05	3	136	12	221	NA	1,157	1,529
2005-06	2	232	6	218	NA	1,785	2,243
2006-07	1	154	17	333	NA	1,864	2,369
2007-08	2	148	38	312	NA	2,164	2,664
2008-09	4	297	19	425	NA	2,800	3,545
2009-10	4	186	23	146	NA	3,139	3,498
2010-11	5	188	38	212	NA	2,906	3,349
2011-12	11	193	15	56	NA	2,652	2,927
2012-13	702	179	8	NA	119	3,016	4,024
2013-	524	178	15	NA	254	3,639	4,61

142							0
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Notes

1. The GLA came into existence on 8 May 2000. Due to the transitional arrangements under the Greater London Authority Act 1999, for the first year of operation only, the members of the GLA Group did not have the same financial period of operation.
2. 2013-14 figures are current forecast outturn figures for the year.
3. The GLA figures have had payments to TfL to fund the construction of Crossrail removed for 2010-11, 2011-12, 2012-13 and 2013-14. This has been done to avoid double counting because expenditure on Crossrail is included in the TfL figures.

Education enquiry

Question No: 2013/4952

[Fiona Twycross](#)

Why did you reject the recommendation by the London Assembly's Health and Public Services Committee that early education and childcare be included in your Education Enquiry?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

It was not possible for the Mayor's Education Inquiry to address all aspects of children's education.

We are making good progress in implementing the recommendations of the inquiry and will continue to keep the focus of our work under review to ensure we target our efforts where they can bring the greatest value to London's children.

Street markets

Question No: 2013/4953

[Fiona Twycross](#)

Thank you for your response to my question (2013/4348) on street markets in London. Could you please outline which markets you are supporting "in 21 places across 15 Local Authorities" in London, and what you are doing in each instance to support these?

[The Mayor](#)

Please see Appendix 6.

Unemployment

Question No: 2013/4954

[Fiona Twycross](#)

Do you know how many people are currently unemployed in London and how many jobs are currently advertised in the capital?

[The Mayor](#)

In the three months to September 2013 there were 376,000 Londoners aged 16 and over classified as unemployed (International Labour Organisation definition; ONS data).

There are no national statistics regarding regional jobs vacancies. However, the DWP Universal Jobmatch website suggests that in the week of 8 to 14 December 2013 there were nearly 72,000 active jobs in London.

Youth unemployment

Question No: 2013/4955

[Fiona Twycross](#)

Thank you for your answer to question 2013/4377 regarding youth unemployment among those from black and ethnic minority communities. Can you update the Assembly one whether any targets have been set since this question was tabled and, if not, when you anticipate targets will be agreed? Furthermore, what targets are you seeking in regards to this issue?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

My business team is working hard on a number of initiatives to tackle youth unemployment, including an ambitious apprenticeships drive, an annual skills fair, and investments in training and skills improvements through the London Enterprise Partnership.

These initiatives are helping young people of all ethnic backgrounds find work. I am not inclined to set ethnically-specific targets. However, my schemes will be of benefit to young BAME.

Damp Housing

Question No: 2013/4956

[Fiona Twycross](#)

A constituent has contacted me about damp housing. With recent energy bill increases, many will be forced to switch off their heating this winter. Under-heating causes damp - for many vulnerable Londoners, black walls, respiratory health problems and disintegrating homes have become a daily reality and this creates health inequalities. While programmes like ECO are beginning to improve energy efficiency, they are failing to tackle the problem of damp, and in some cases exacerbate it as they seal old buildings without installing the necessary ventilation. Given your responsibility for housing, what investment will you make to ensure homes are healthy and dry as well as energy efficient?

[The Mayor](#)

The draft London Housing Strategy sets out how I will allocate around £145 million in 2015/16 to help 9,500 homes meet the decent Homes Standard, on top of the £695 million already invested in 2012-15 to bring 45,000 homes up to the Decent Homes Standard. This investment will significantly improve the living conditions of these households, including tackling damp conditions

Heating or Eating

Question No: 2013/4957

[Fiona Twycross](#)

In your response to my question (2013/4379) you said you are committed to ensuring London has a low-cost, secure and low carbon energy supply. Can you outline what action you have taken to meet this commitment?

[The Mayor](#)

Please see my response to MQ 4254/2013

Personal debt

Question No: 2013/4958

[Fiona Twycross](#)

What are you doing to help over-indebted households in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

People get into debt for a number of reasons. Since being elected as Mayor, I have encouraged Londoners to seek advice from organisations that can help them address debt issues. Details of can be found on the GLA's websites at www.london.gov.uk/priorities/equalities/debt.

Credit Unions (1)

Question No: 2013/4959

[Fiona Twycross](#)

The GLA offers a Credit Union facility to staff through the London Mutual Credit Union. Will you follow the Duchess of Cambridge's example and join the LMCU to help promote it?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

I am delighted to learn that the Duchess of Cornwall has joined the London Mutual Credit Union, which I have helped promote since 2010, along with other credit unions listed on www.londonmoney.org.uk.

Excess Winter deaths

Question No: 2013/4960

[Murad Qureshi](#)

What, if anything, are you doing to stop excess winter deaths in London?

[The Mayor](#)

Please see my responses to MQ 4251/2013 and 3836/2013

Children and Fuel Poverty

Question No: 2013/4961

[Murad Qureshi](#)

In answer to MQ 2013/4245 you stated that you recently obtained funding from the Department for Energy and Climate Change for tackling Fuel Poverty. Please outline how much has been received, what funding pot this has come from and more precise details on how it will be spent?

[The Mayor](#)

In December 2012, the GLA in partnership with 18 boroughs and three RE:NEW delivery agents, successfully obtained £5,627,342 funding from the Department for Energy and Climate Change (DECC) under the DECC Local Authority Competition 2012-13. The total funding was split into two elements: £5,360,421 under the Fuel Poverty fund being spent on heating repairs and replacement measures in fuel poor homes, and £266,921 from the Green Deal Pioneer Places funding stimulating early take up of Green Deal, testing marketing methods and supporting the setup of the RE:NEW delivery model.

96% has now been spent with the remainder forecast to be spent by end January 2014.

The funding was allocated to the delivery agents under contract to deliver RE:NEW in four of

London's sub-region:

Project workstream	Total budget	Boroughs
East London fuel poverty	£970,221	City of London, Hackney, Havering, Redbridge
North London fuel poverty	£562,617	Enfield, Westminster
SE London fuel poverty	£1,836,340	Bexley, Bromley, Greenwich, Lewisham, Southwark
SW London fuel poverty	£1,961,243	Croydon, Lambeth, Merton, Kingston-upon-Thames, Richmond, Sutton, Wandsworth
Fuel poverty project management	£38,522	
East London green deal	£12,500	Havering
North London green deal	£40,000	Westminster
SW London green deal	£155,899	Merton, Kingston-upon-Thames, Richmond
RE:NEW Support Team development and modelling	£50,000	
TOTAL	£5,627,342	

Nuclear Power versus decentralised energy

Question No: 2013/4962

[Murad Qureshi](#)

How does your emphatic support for a new generation of nuclear power stations square with your aim to see more decentralised energy generation in the capital?

[The Mayor](#)

They are wholly compatible. This country needs an energy mix in which both decentralised generation and large scale nuclear both play a part.

Green Levies

Question No: 2013/4963

[Murad Qureshi](#)

Do you agree with the reported comments of the Prime Minister that green levies which fund home insulation are nothing more than "green crap"?

[The Mayor](#)

I understand that Downing Street does not recognise the phrase you refer to.

October Storm

Question No: 2013/4964

[Murad Qureshi](#)

What conclusions were drawn on what could be learned from London's response to the storm?

[The Mayor](#)

As required by resilience procedures, the GLA hosted a debrief for the London Resilience Partnership on lessons learnt from the storm. This took place in November 2013. Comments from the debrief were positive, particularly commending the level of confidence in the Met Office forecast and the role of the London Resilience function in providing co-ordination. Lessons were also identified around improvements to information sharing processes and to certain aspects of inter-agency working. These improvements are being incorporated into reworked versions of the London Strategic Co-ordination Protocol and the London Adverse Weather Framework.

Thames Water Price Increase (1)

Question No: 2013/4965

[Murad Qureshi](#)

Why did you not make representations to Ofwat regarding Thames Water's proposed price increase?

[The Mayor](#)

I have written to Ofwat setting out my expectations for them to balance the need for investment in London's water infrastructure with the need to help Londoners afford the rising costs of living.

Thames Water Price Increase (2)

Question No: 2013/4966

[Murad Qureshi](#)

Given your apparent failure to stand up for Londoners against Thames Water, will you commit to make representations to regulators in future instances where utility companies seek to raise Londoners' bills still further?

[The Mayor](#)

You are incorrect. As per my response to MQ 495 / 2013, I wrote to Ofwat in November setting out my expectations for this price review and beyond.

I believe you are confusing my response to MQ4267 / 2013, where I stated that I did not make any representation to Ofwat regarding Thames Water's £29 IDoK request because I supported their interim determination to reject Thames Water's request.

Illegal Waste Sites

Question No: 2013/4967

Murad Qureshi

Has the Mayor made any estimation of the number of illegal waste sites in London?

The Mayor

No. The Environment Agency is responsible for issuing permits to waste site operators and enforcing any illegal waste-related activities on non-permitted sites. The London Plan requires boroughs to identify suitable sites to meet their waste apportionment responsibilities. The London Waste and Recycling Board has produced a London Waste Map identifying London's existing waste sites. This can be found at www.londonwastemap.org.

Wind Farms

Question No: 2013/4968

Murad Qureshi

Please explain in what sense the London Array is different from other wind farm projects which you recently described as not able to "pull the skin off a rice pudding"?

The Mayor

This country needs a diversified energy mix, in which wind plays a part.

DECC Fuel Poverty Funding (1)

Question No: 2013/4969

Murad Qureshi

Can the Mayor provide details of how the DECC fuel poverty funding received earlier this year by the GLA was spent?

The Mayor

Please see my response to MQ 4961/2013.

DECC Fuel Poverty Funding (2)

Question No: 2013/4970

Murad Qureshi

Can the Mayor confirm how much money was awarded by DECC to the GLA?

The Mayor

Please see my response to MQ 4961/2013.

DECC Fuel Poverty Funding (3)

Question No: 2013/4971

Murad Qureshi

Have all funds that the GLA received now been spent? How were the funds distributed?

The Mayor

Please see my response to MQ 4961/2013.

GLA Responses to Government Consultations

Question No: 2013/4972

Murad Qureshi

Can the Mayor provide a list of all GLA submissions to Government consultations this year. As per MQ [2013/2596](#), are all of these posted on the GLA's website?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 13/02/2014

Consideration was given to running a central log of all GLA/Mayoral responses to government consultations but, given the potential difficulty in administering this, the Head of Paid Service has instead instructed Directors to remind staff that responses to government consultations must be loaded onto www.london.gov.uk, under the 'publications' page for each policy area.

London Resilience

Question No: 2013/4973

Murad Qureshi

Is there a disaster response plan in place for London in the case of an incident involving the major release of radiation from a nuclear power plant? If no plan is in place, will you task the London Resilience Partnership to draw up such a plan?

The Mayor

The London Resilience Partnership has assessed that there is no direct and immediate risk to London from the release of a radio-active substance from a nuclear reactor because London is not within the emergency planning zones for any nuclear reactors.

The Radiation (Emergency Preparedness and Public Information) Regulations (REPPiR) of 2001 provides a framework for the protection of the public from radiation accidents. It directs local authorities, whether or not they have REPPiR premises within their area, to prepare plans to provide information to the public should there be a radiation release as a result of any incident. In London, LFEPA is the designated Planning Authority for REPPiR.

Canary Wharf Waste Heat

Question No: 2013/4974

[Murad Qureshi](#)

What discussions have the Mayor or his officers had regarding retrofitting the Canary Wharf estate to capture waste heat?

[The Mayor](#)

The Canary Wharf Group was approached 2008/2009 about their interest in a heat network serving their estate. Their interest at that time was the lack of electrical capacity to support future development and the heat network proposal was not taken-up.

Nuclear Energy (1)

Question No: 2013/4975

[Murad Qureshi](#)

Has the Mayor read the recent briefing published by London-based investment bank Liberum Capital on the Government's recent deal to support Hinkley C nuclear power plant, which states "we are flabbergasted that the UK government has committed future generations of consumers to the costs that will flow from this deal". Given this latest study, does the Mayor continue to believe that nuclear power represent a good deal for Londoners (Turbines won't do job...let's go nuclear, The Sun, 15.09.13)?

[The Mayor](#)

If this country intends to decarbonise its electricity grid and become less exposed to fluctuations in commodity prices in the medium-long term then nuclear has to play a major role. We are over a decade behind delivering new nuclear power because of the short-term and irresponsible decisions made by the former Labour government.

Nuclear Energy (2)

Question No: 2013/4976

[Murad Qureshi](#)

You have recently expressed strong support for both fracking and nuclear power playing an active part in London's energy future. How do you therefore respond to comments made by Lord Browne in his recent speech to the LSE who labelled nuclear power as "very, very expensive indeed" and that fracking would not help reduce gas prices in the UK?

How will these technologies help lower energy bills for Londoners?

[The Mayor](#)

The Coalition Government is working to repair the damage that the former Labour government's irresponsible, short-termist and incoherent so-called "energy" policy has left this country: a capacity crunch in just 2 years and the UK exposed to the sometimes wild fluctuations in commodity prices.

The only way that the UK's energy prices can be stabilised is through new supply from a mix of UK sources: new nuclear, UK sourced gas and renewables.

Nuclear Safety

Question No: 2013/4977

[Murad Qureshi](#)

Are there estimates on the economic and health impacts to London which could arise as a result of a UK nuclear power station radiation leak?

[The Mayor](#)

The London Resilience Partnership has assessed that there is no direct and immediate risk to London from the release of a radio-active substance from a nuclear reactor because London is not within the emergency planning zones for any nuclear reactors.

The Government has assessed the national impacts of such an incident. The assessment is not publicly available.

The Partnership is not aware of any publicly available London assessments for the economic and health impacts of a UK nuclear power station radiation leak.

Fracking

Question No: 2013/4978

Murad Qureshi

With the Mayor supporting the wider use of gas fracking will he commission work by GLA Economics to estimate the energy costs to Londoners that may arise as a result of fracking?

The Mayor

No. Londoners' energy prices are comparable to those paid by the rest of the UK and so this is a piece of work which would be better done by central government.

London Food Board

Question No: 2013/4979

Murad Qureshi

How many times has the Mayor's London Food Board met over the past two years? Are the minutes of these meetings posted on the GLA website?

The Mayor

The full London Food Board has met four times over the last two years. Minutes of these past meetings can be found on the GLA website at: <http://www.london.gov.uk/priorities/business-economy/working-in-partnership/london-food-board/london-food-board-meetings-archive>

Advisor Speaking Engagements

Question No: 2013/4980

[Murad Qureshi](#)

Can the Mayor list all events his Environmental and Energy advisor has spoken at over the past six months?

[The Mayor](#)

Since 10 June 2013 my Senior Advisor - Environment and Energy has spoken at:

IFHP Conference

CDP report launch

London Energy Workshop

London First Breakfast Roundtable

Policy Exchange event on air quality

BMW i3 launch

C40 Breakfast Measurement Workshop

Future of water roundtable

Economist Infrastructure Summit

Envirotech and Clean Energy Investor Summit

Pocket parks networking event

ULEZ Stakeholder Event

Cleaner Air Champions Celebration

London Cleantech Cluster

2013 LSDC London Leaders launch

SELCHP heat network launch

2nd Annual European Future Transport Conference

Retro-EXPO

Launch of the first London electric buses

Advisor Visits (1)

Question No: 2013/4981

[Murad Qureshi](#)

Has the Mayor's Energy Advisor visited the Barkantine Combined Heat and Power (CHP) system and district heating network?

[The Mayor](#)

No.

Advisor Visits (2)

Question No: 2013/4982

[Murad Qureshi](#)

Has the Mayor's Energy Advisor visited Europe's largest ground source heat pump system at One New Change?

[The Mayor](#)

No.

Advisor Visits (3)

Question No: 2013/4983

[Murad Qureshi](#)

Has the Mayor's Energy Advisor visited the Olympic Combined Heat & Power (CHP) plant and district heating scheme?

[The Mayor](#)

No.

Advisor Visits (4)

Question No: 2013/4984

[Murad Qureshi](#)

You responded in MQ 1141/2013 in March of this year that your Energy Advisor had as yet not visited the highly innovative Bunhill Combined Heat & Power (CHP) project and district heating scheme in Islington? Has he has the chance to do so now?

[The Mayor](#)

Yes.

Bunhill Combined Heat and Power (CHP) plant

Question No: 2013/4985

Murad Qureshi

Will the Mayor join me in congratulating Islington Council on winning the Combined Heat and Power Association's (CHPA) Public Sector award for their ground-breaking Bunhill Combined Heat and Power (CHP) plant?

The Mayor

Yes. Please see the following press release.

<http://www.london.gov.uk/media/mayor-press-releases/2013/11/waste-heat-from-the-tube-will-help-to-warm-hundreds-of-homes>

C40 Cities initiative

Question No: 2013/4986

Murad Qureshi

Following the Mayor's Energy Advisor's recent visits to San Francisco, Rio de Janeiro and New York to meet with the C40 Cities initiative, can he inform the Assembly of where and when the next C40 meeting will be and what the agenda for this meeting will be?

The Mayor

The next C40 meeting that my Senior Advisor on Environment and Energy will be attending is the C40 Cities Mayor's Summit in Johannesburg from 4 to 6 February 2014. He will be attending in his capacities as a C40 Board member and mayoral advisor as well as representing me as I am unable to attend.

The theme of the Summit is; "Towards Resilient & Liveable Megacities: Demonstrating Action, Impact and Opportunity" The Summit themes draw directly on both the expressed priorities of C40 Cities, as well the three pillars of Johannesburg Mayor Tau's "Productive City Strategy": Sustainability, Liveability, and Resilience.

More information can be found at <http://www.c40.org/c40events/johannesburg-to-host-2014-mayors-summit>.

Changes to ECO

Question No: 2013/4987

[Murad Qureshi](#)

What impacts will the Prime Minister's recent changes to ECO have on your residential energy efficiency programme RE:NEW and its associated CO2 reduction targets?

[The Mayor](#)

We welcome the announcement that our "households will see an average saving of £50 a year without reducing help to vulnerable households or sacrificing green commitments" and in particular that the existing dedicated support through the Energy Company Obligation (ECO) for low income and vulnerable households will be maintained and extended from March 2015 to March 2017. Further analysis of the impact of the changes is being undertaken.

Draft Housing Strategy (1)

Question No: 2013/4988

[Murad Qureshi](#)

Can the Mayor provide further details of how he "will support affordable housing providers to retrofit their entire stock for improved energy performance by 2020" as set out in his draft Housing Strategy?

[The Mayor](#)

I have established the RE:NEW Support Team to help social housing providers to develop, procure and implement bigger and better retrofit schemes to improve the energy performance of their properties. These schemes will make use Energy Company Obligation funding as well as Green Deal where appropriate.

Draft Housing Strategy (2)

Question No: 2013/4989

[Murad Qureshi](#)

Table 1 of the Draft Housing Strategy sets out that the your RE:NEW residential energy efficiency programme will look to more than double the level of CO2 savings from a 2013/14 target from 29,418 to 63,213 tonnes of CO2. Can the Mayor provide the Assembly with details on his plan to achieve this?

[The Mayor](#)

The approach of my RE:NEW programme has significantly changed. The GLA has established the RE:NEW Support Team. The team facilitates the development and procurement of contracts which will enable more and bigger projects to be supported by the GLA.

ECO

Question No: 2013/4990

[Murad Qureshi](#)

How will the announcement from DECC on 2 December, that it is to significantly reduce the roll out of solid wall insulation installs under the ECO, affect your energy efficiency strategy for London?

[The Mayor](#)

Please see my response to MQ 4987/2013.

RE:NEW

Question No: 2013/4991

[Murad Qureshi](#)

How many fuel poor homes are you to looking to insulate by 2016 as part of your RE:NEW insulation programme?

[The Mayor](#)

The target for my RE:NEW programme is set as a carbon reduction target. The delivery will include a high proportion of fuel poor homes.

Better Buildings Partnership

Question No: 2013/4992

[Murad Qureshi](#)

How are you working with the Better Buildings Partnership to help highlight large buildings energy use in London?

[The Mayor](#)

My staff continue to engage with the BBP and its members to ensure that our work on retrofitting across the capital is integrated. We are looking to develop a new programme with the commercial sector aimed at driving down energy use and carbon emissions in the Corporate sector and the BBP are involved in this.

Top 500 energy-consuming buildings

Question No: 2013/4993

[Murad Qureshi](#)

Can you create a publicly accessible database of the top 500 energy-consuming buildings in London?

[The Mayor](#)

I am exploring methods to create greater transparency of the energy use of London's high consuming and large corporately-owned buildings.

Investment in long term low carbon projects

Question No: 2013/4994

[Murad Qureshi](#)

With reference to MQ 2013/3193 you state that "the London Pension Fund Authority has certain internal required rates of return that it must achieve in order to be able to fund its liabilities". What are these IRRs and has any analysis been undertaken whether the LPFA could - as other councils have done - directly invest in long term low carbon projects in London such as solid wall insulation retrofits, district heating and solar power projects?

[The Mayor](#)

Individual IRR targets will depend on several factors including the liquidity, duration and risk profile of a given investment together with how these might fit into the overall funding strategy. Around 4 per cent of the LPFA's portfolio is currently invested in sustainable/renewable projects which include solar power, wind farms, biomass heating systems and plastic recycling plants. Some of these projects are in London, for example, a project pipeline through Q1 2014 across the Greater London region including investments in anaerobic digestion, waste-to-energy and recycling facilities. These investments arise solely because of their standalone merits in terms of generating returns; the LPFA's investment strategy does not prescribe a target allocation for low carbon projects. The LPFA does, however, encourage the companies that it invests in to adopt environmental, social and corporate governance best practice, as the Authority believes this will sustainably deliver better long term returns.

Supporting community-led energy projects

Question No: 2013/4995

[Murad Qureshi](#)

Your response to MQ 2013/3188 on the award-winning community-led energy scheme, Brixton Energy, stated that officers were "considering how Mayoral input may spread this success in London". This is clearly a huge issue of interest in the current energy debate about competition - what progress is being made by your officers on supporting community-led energy projects?

[The Mayor](#)

My officers have been in discussion with Brixton Energy and continue to explore how this can be achieved.

Home Insulation

Question No: 2013/4996

[Murad Qureshi](#)

Can you provide detail on work going forward under your insulation programmes to support Londoners living in tower blocks?

[The Mayor](#)

The GLA has established the RE:NEW Support Team to help social housing providers and London boroughs to develop, procure and implement bigger and better retrofit schemes to improve the energy performance of their properties. The current pipeline includes in excess of 3,800 homes in tower blocks.

RE:NEW 2012 Evaluation Report

Question No: 2013/4997

[Murad Qureshi](#)

Now over a year late in being released, will the RE:NEW 2012 Evaluation Report ever be published?

[The Mayor](#)

Yes, it will be published in the New Year.

Know Your Rights helpline

Question No: 2013/4998

[Murad Qureshi](#)

What information is supplied to fuel poor households who contact the Know Your Rights helpline?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

As previously stated in MQs 2013/ 3795 and 2013/3796, the Know Your Rights campaign is not a helpline, it is a benefit take-up marketing campaign aimed at encouraging older people to contact Age UK's free advice line and their local benefits advice service to seek help with claiming benefits, managing their money and support available with keeping warm and paying household bills.

RE:NEW support team

Question No: 2013/4999

[Murad Qureshi](#)

What are your future plans for the RE:NEW support team following their interim round of funding to December 2013?

[The Mayor](#)

The GLA plans to extend the current contract through to the end of March / April 2014 and is applying for European funding to cover the costs of a full Support Team for a further three years. This approach has already been approved by my Housing Investment Group and the governance papers are currently circulating for formal sign-off.

War crimes investigations 1

Question No: 2013/5000

[Murad Qureshi](#)

How many cases of war crimes is the Metropolitan Police currently investigating?

[The Mayor](#)

Twenty-six.

Re-opening, War Crime Unit at Scotland Yard

Question No: 2013/5001

[Murad Qureshi](#)

With war criminals like Choudhury Moin-Uddin walking the streets of London, is not time now to reopen the War Crimes Unit separately at Scotland Yard?

[The Mayor](#)

The structure and resourcing of the MPS War Crimes Team is sufficient, given current requirements.

War crimes investigations 3

Question No: 2013/5002

[Murad Qureshi](#)

Do you think that eight senior detectives from the Metropolitan Police are enough to investigate the hundreds of war criminals that the Border Agency claims to be living in the UK? (Reference to eight senior detectives made in a report by the Daily Mirror by David Collins dated the 14th of March 2013)

[The Mayor](#)

As per your previous question, the current structure and resourcing is felt to be appropriate given the current demand. The MPS War Crimes Team meets regularly with colleagues from the Border Agency. Any allegation received from the agency is fully investigated in line with current investigative procedures.

War crimes investigations 4

Question No: 2013/5003

[Murad Qureshi](#)

Would you agree with me that war criminal investigations are hugely complicated and cannot be done half-heartedly?

[The Mayor](#)

Yes. I am confident that the War Crimes Team has the resources it needs to complete highly professional and thorough investigations.

War crimes investigations 5

Question No: 2013/5004

[Murad Qureshi](#)

Will you write to the Home Secretary to ask for additional funds to siphon off the war crimes team from counter terrorism command and give it the proper resources it deserves?

[The Mayor](#)

As noted in previous answers, resourcing of the team is sufficient to meet current demand. One of the benefits of the current structure (i.e. within the Counter Terrorism Command) is the flexibility to draw on additional specialist investigative resources as and when required.

Prosecutions for road traffic accidents involving cyclists

Question No: 2013/5005

[Murad Qureshi](#)

How many prosecutions have there been brought in the last five years as a result of road traffic accidents involving cyclists?

[The Mayor](#)

The current IT system at the Traffic Criminal Justice Unit cannot provide this information.

24 hour weekend Tube service

Question No: 2013/5006

[Murad Qureshi](#)

TfL's website describes your latest proposals for extending the Tube service at the weekends as a "new 24-hour Tube service ". Considering the number of station & line closures which take place every weekend; is this proposal feasible and is this description justifiable?

[The Mayor](#)

Through the Tube Improvement Plan, TfL has been upgrading significant parts of the Underground with new, highly reliable signalling systems and trains. It has now reached a point where TfL feels confident that a reliable, but limited, overnight service can be introduced on Fridays and Saturdays on some lines. A lot of lessons were learned when later services operated successfully during the London 2012 Games.

There are still a lot of improvements to deliver, both renewing existing assets and delivering increased capacity for the future. Where possible these works are being planned to take place between Sunday and Thursday nights. Of course, the need for weekend closures for some works will never completely go away, and when these are necessary they will be advertised as a closure in the same way they are now.

The improvements to the Circle, District, Hammersmith & City and Metropolitan lines continue to require a higher level of overnight engineering work, which is why those lines are not included on the initial Night Tube network. Once that work is complete, TfL will look at introducing Night Tube on the parts of those lines where there is known to be a night time demand.

24 hour weekend Tube service and the Circle line

Question No: 2013/5007

[Murad Qureshi](#)

The circle line has a number of key stops some of which are home to a vibrant night time economy; so why has it been omitted from the latest proposals for a 24 hour Tube service at weekends?

[The Mayor](#)

The improvements under way to the Circle, District, Hammersmith & City and Metropolitan lines continue to require a higher level of overnight engineering work than other parts of the Tube network. That is why these lines are not included in the initial Night Tube network. Once upgrade work is complete, TfL will look at introducing Night Tube on the parts of those lines where there is known to be a night time demand.

The five initial Night Tube lines - the Piccadilly, Central, Jubilee, Victoria and Northern - will serve the areas where there is the highest known demand for travel based on usage of Night Bus services and night time activity on Friday and Saturday nights. Once the initial Night Tube network is up and running, TfL will keep it under review and would hope to extend it in future and this will, I hope, include the Circle line.

24 hour weekend Tube service and the Hammersmith & City line

Question No: 2013/5008

[Murad Qureshi](#)

The Hammersmith & City line has been omitted from proposals for a 24 hour Tube service at weekends. Would you agree with me therefore, that these proposals do not establish a 24 hour "Tube" service?

[The Mayor](#)

The improvements under way to the Circle, District, Hammersmith & City and Metropolitan lines continue to require a higher level of overnight engineering work than other parts of the Tube network. That is why these lines are not included in the initial Night Tube network. Once upgrade work is complete, TfL will look at introducing Night Tube on the parts of those lines where there is known to be a night time demand.

The five initial Night Tube lines - the Piccadilly, Central, Jubilee, Victoria and Northern - will serve the areas where there is the highest known demand for travel based on usage of Night Bus services and night time activity on Friday and Saturday nights. Once the initial Night Tube network is up and running, TfL will keep it under review and would hope to extend it in future and this will, I hope, include the Hammersmith & City line.

24 hour weekend Tube service and the District line

Question No: 2013/5009

[Murad Qureshi](#)

The District line has been omitted from proposals for a 24 hour Tube service at weekends. Would you agree with me therefore, that these latest proposals do not establish a 24 hour "Tube" service?

[The Mayor](#)

The improvements under way to the Circle, District, Hammersmith & City and Metropolitan lines continue to require a higher level of overnight engineering work than other parts of the Tube network. That is why these lines are not included in the initial Night Tube network. Once upgrade work is complete, TfL will look at introducing Night Tube on the parts of those lines where there is known to be a night time demand.

The five initial Night Tube lines - the Piccadilly, Central, Jubilee, Victoria and Northern - will serve the areas where there is the highest known demand for travel based on usage of Night Bus services and night time activity on Friday and Saturday nights. Once the initial Night Tube network is up and running, TfL will keep it under review and would hope to extend it in future and this will, I hope, include the District line.

24 hour weekend Tube service and the Bakerloo line

Question No: 2013/5010

[Murad Qureshi](#)

The Bakerloo line has been omitted from proposals for a 24 hour Tube service at weekends. Would you agree with me therefore, that these latest proposals do not establish a 24 hour Tube service?

[The Mayor](#)

Please see my response to MQ 4821 /2013.

Consultation for a 24 hour weekend Tube service

Question No: 2013/5011

[Murad Qureshi](#)

What consultations did TfL undertake before announcing their proposal for a 24 hour Tube service over the weekend?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

There has been a widespread welcome for the proposal for a Night Tube. TfL is of course engaging with key London stakeholders on its plans including the Assembly, London Boroughs, groups representing customers - including disabled people and other vulnerable customers - and London's business community. TfL is also working closely with the British Transport Police (and also the Metropolitan Police and City of London Police) to consider how best to deploy extra officers, or redeploy existing overnight staff, to support overnight operation of London Underground.

All night running will start in the second half of 2015. Between now and then, as well as continuing its engagement with stakeholders and customers, TfL will work through all the operational requirements.

Tottenham Hotspurs and Section 106 money

Question No: 2013/5012

[Murad Qureshi](#)

Given that Haringey council revised the section 106 agreement to reduce the funding obligations from Tottenham Hotspur from £16 million to under £0.5m also removing the need to provide any affordable housing and further given the lucrative Sky/BT TV deal which the club have benefited from this season as well as enjoying the proceeds from the sale of one their players for £85 million; do you agree with me that Tottenham Hotspur football club should be making a higher contribution towards the regeneration of that community?

[The Mayor](#)

Tottenham Hotspur Football Club is a corner stone of Tottenham and provides important economic and social benefits for the area. In addition, the planned redevelopment of the stadium and surrounding area will bring new homes, jobs and a state of the art new leisure destination that will help improve and regenerate the area.

The changes approved by Haringey Council's Planning Sub-Committee as local planning authority, to the agreement dated 20 September 2011 under s106 of the Town and Country Planning Act 1990 are consistent with Ministerial guidance and established national, regional and local planning policies.

Tottenham Hotspurs and public funding

Question No: 2013/5013

[Murad Qureshi](#)

Given that news of the lucrative Sky/BT TV deal which Tottenham Hotspur football club benefited from this season and the benefit to the club from the sale of one their players for £85 million both came to light after you pledged the £27 million of public funding for the area, will you consider renegotiating this sum?

[The Mayor](#)

The £27m of public funds committed to the regeneration of North Tottenham will deliver a range of benefits to the area generally.

The funding will deliver a range of projects and work that are the ordinary function and role of what the public sector (GLA and the Council) is expected to deliver.

The funding is being spent on projects to improve North Tottenham's physical environment, to provide training and skills support and to build better homes. These projects will improve perception and confidence in the area and will provide a catalyst for regeneration of the wider area.

Hedge Fund on London Health Commission

Question No: 2013/5014

[Murad Qureshi](#)

Why do we have a representative from a Hedge Fund called Alpha Strategic on the Board of the London Health Commission?

[The Mayor](#)

The London Health Commission is independent and its membership has been determined by its Chair, Lord Ara Darzi.

The Mayor's Education Conference 2013 (1)

Question No: 2013/5015

[Murad Qureshi](#)

How much did it cost to host the Mayor's Education conference cost on the 22nd of November 2013?

[The Mayor](#)

The forecast budget for my inaugural Education Conference was £80,000. We are currently processing final invoices and anticipate the final cost to be no more than £60,000.

The Mayor's Education Conference 2013 (2)

Question No: 2013/5016

[Murad Qureshi](#)

Did you invite any Assembly Members to attend the Mayor's Education Conference on the 22nd of November 2013 and if not, why?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The conference was aimed at Headteachers and other school leaders from as many different schools and boroughs across London as possible. Approximately 350 schools participated on the day. I invited all Assembly Members to the conference evening reception, along with other educational and policy stakeholders. This included the awards ceremony for my first cohort of Gold Club schools. The Chair of the Assembly Education Panel and the Executive Member for Children's Services and Skills & Employment, London Councils, were also invited to the full day's events.

Department of Education contribution to Mayor's Education Conference 2013

Question No: 2013/5017

[Murad Qureshi](#)

Did the Department of Education make any financial contribution to the Mayor's Education Conference hosted by you on the 22nd of November 2013?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

No, my Education Conference was funded by the GLA

Piggy banking London housing

Question No: 2013/5018

[Murad Qureshi](#)

Can you take any steps to curb the increasing trend by wealthy overseas buyers of using London homes as piggy banks?

[The Mayor](#)

Overseas investment in London is essential for the economy and brings forward a lot of homes that would otherwise simply not have been built.

Buses & cyclist deaths

Question No: 2013/5019

[Murad Qureshi](#)

What measures are you putting into place to minimise the number of cyclist deaths arising from collisions with buses?

[The Mayor](#)

I am strongly committed to ensuring the safety of cyclists and other vulnerable roads users when sharing the road with London's buses. TfL has an on-going programme of measures to reduce the number of collisions involving buses. This includes training and advice for bus drivers and cyclists, improvements to junction design and infrastructure, route risk assessments and a comprehensive incident reporting system.

London's bus drivers are trained to consider the safety of cyclists through the bus driver BTEC module on cyclists and other vulnerable road users. TfL and bus operators work together to increase drivers' awareness of cyclists - how they use the road and their vulnerability - through such initiatives as the Big Red Book, the 'Big Bus Little Bike' DVD - which 95 per cent of drivers have seen -- and Exchanging Places events at bus garages.

Bus route risk assessments are undertaken on every bus route and cycle initiatives, including new cycle infrastructure, are explained to bus operators to make sure they understand how to use them safely. Bi-annual audits are conducted to ensure the risk assessment process is thorough and relevant and all serious bus collision incidents are reviewed collaboratively with the Metropolitan Police Collision Investigation Unit.

Furthermore, TfL will continue to examine collision statistics and police collision investigation reports to ensure measures are deployed where they can most effectively improve safety.

Chinese investment in HS2

Question No: 2013/5020

[Murad Qureshi](#)

Following the Prime Minister's visit to China this week and his bid for Chinese investment in HS2, do you expect the Chinese will play a greater role than you in shaping the proposals for the HS2 project?

[The Mayor](#)

I welcome China's offer to help deliver HS2. HS2 is a key infrastructure project that will transform London and the UK. My team will continue to work with HS2 Ltd and the DfT in making HS2 a better railway for London to ensure that it can deliver the wider economic benefits associated with improved connectivity.

Piccadilly line stop at Turnham Green (1)

Question No: 2013/5021

[Murad Qureshi](#)

Can you confirm how many people responded to the online survey about the issue of the Piccadilly line stopping at Turnham Green?

[The Mayor](#)

13,992 responses were received online.

Piccadilly line stop at Turnham Green (2)

Question No: 2013/5022

[Murad Qureshi](#)

Apart from the online survey, have TfL used any other method to collate the views of the public about the issue of the Piccadilly line stopping at Turnham Green?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

During the recent public engagement exercise, TfL reached out to people through a variety of channels to ensure the engagement was robust and inclusive. This included:

A letter drop to local addresses near Turnham Green station (over 2,500 addresses)

An email to Piccadilly line users across the whole line and also to those District line users who regularly swipe their Oyster cards at Richmond, Kew Gardens, Gunnersbury and Turnham Green stations

Two features on the engagement in the Metro newspaper

Posters on stations along the whole of the Piccadilly line as well as at Turnham Green, Richmond, Kew Gardens and Gunnersbury stations

A web page - tfl.gov.uk/piccadillyline - specifically for this engagement

A freepost address, FREEPOST PIC LINE COMMENTS

An advertisement on the TfL website Tube homepage, linking visitors to the engagement pages

Tweets from TfL Twitter accounts encouraging people to participate in the engagement

A reminder email ten days in advance of the closing date, sent to the offices of Assembly Members and MPs whose constituencies are served by the Piccadilly line

Copies of engagement materials posted to anyone who requested them in hard copy, including to local residents' association members.

In addition:

TfL held a public drop-in session at Chiswick Town Hall hosted by the Head of Transport Planning for London Underground (LU) and the General Manager for the Piccadilly line

TfL presented and answered questions at a public Chiswick Area Forum by the Head of Transport Planning for LU and the General Manager for the Piccadilly line

Senior managers including the LU Chief Operating Officer met with Mary Macleod MP and Angie Bray MP on network visits

During the course of the engagement, TfL raised awareness of the engagement with contacts at the relevant London Boroughs as well as key business groups - and encouraged the information to be shared widely.

Piccadilly line stop at Turnham Green (3)

Question No: 2013/5023

[Murad Qureshi](#)

Further to your response to my question number 2013/4276, can you confirm when TfL expect to make a decision about publishing the report and its findings?

[The Mayor](#)

Please see my response to oral MQ 4686/2013.

Air Pollution Deaths

Question No: 2013/5024

[Murad Qureshi](#)

Why does the recently revealed Department of Health estimates of deaths attributable to air pollution concentrations for each London borough for 2011 not tally with your claim that emissions of PM10 in London have been reduced by 15% since 2008?

[The Mayor](#)

As you know, to understand the impact of the measures I have adopted it is appropriate to focus on emissions rather than concentrations. This is the element over which I have most control. Estimated concentrations, which are used to calculate the Public Health England estimates of deaths attributable to air pollution, include a number of other factors, such as meteorology, over which I have no influence.

Furthermore, on a technical basis it is not possible to directly compare these figures because:

- Public Health England's (PHE) figures are based on PM2.5 whereas the emission reduction figure you quote is for PM10;

- the comparisons are across different years (2008-2012 for the 15% PM10 emission reduction and 2010 and 2011 for the PHE figures);

- the emission reduction has been calculated on a London wide basis whereas the PHE figures are provided on a borough by borough basis.

Finally, it should be noted that according to PHE's figures 18 boroughs saw a reducing or constant trend in the proportion of deaths attributable to air pollution.

Biodiversity Offsetting

Question No: 2013/5025

[Murad Qureshi](#)

What representations, if any, has the Mayor's Office made with DEFRA on biodiversity offsetting for Greater London?

[The Mayor](#)

My office has not made any specific representations to DEFRA on 'biodiversity offsetting'.

We will await the result of the national consultation. Subsequently, and if necessary, GLA officers will identify a suitable scheme for London in discussion with partners including Natural England and the London Wildlife Trust.

Windfall Tax

Question No: 2013/5026

[Murad Qureshi](#)

Do you support the comments made by Sir John Major in favour of a windfall tax on energy profits and could such a measure fund home insulation in London?

[The Mayor](#)

Please see my response to MQ 4866 /2013.

Operation Safeway

Question No: 2013/5027

[Murad Qureshi](#)

How many fixed penalty notices have been issued to HGV drivers entering the cycle zone at traffic lights following the launch of Operation Safeway on the 25th of November?

[The Mayor](#)

The data is not collected in a way that allows me to accurately answer this question. However, since the start of Operation Safeway, 528 vehicles have been issued with FPNs for failing to comply with automatic signals - this may include some that have crossed the line into the "bike box". A further 180 vehicles have been issued FPNs for "advanced stop line" offences.

24 hour weekend Tube service and the Docklands Light Railway

Question No: 2013/5028

[Murad Qureshi](#)

The Docklands Light Railway is excluded from proposals for a 24 hour Tube service at weekends. This will mean that commuters using the Jubilee line in the small hours will be unable to connect to the Docklands Light Railway. Would you agree with me therefore, that these proposals do not establish a 24 hour "Tube" service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The initial Night Tube network is focused on London Underground services. TfL will keep its plans under review and will look for opportunities to extend weekend night time services to more Underground lines and to other TfL modes such as DLR.

Tube Station staff cuts (1)

Question No: 2013/5029

[Murad Qureshi](#)

How many station staff are currently employed at Baker Street Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

TfL has provided the Labour Assembly Group with detailed information for each Tube station showing current staffing levels, how many staff should be present at each station at any time, and in which roles.

The specifics of proposed staffing levels are part of the formal consultation with the trades unions now in progress. TfL would be happy to share those with you once those discussions are complete.

Staff will remain at the heart of LU stations. These proposals simplify the station staffing model and open up stations by removing ticket windows and freeing up staff from behind closed doors and glass windows to focus on customer service in ticket halls, at ticket machines, on gatelines and on platforms. This is where passengers tell us they would like to see staff, and it is right that we carry forward the legacy of the 2012 Games with outstanding levels of customer service.

Each and every station will remain controlled and staffed at all times that services are operating, and our customers will benefit from more staff than now available to them to assist with their journeys and keep them safe and secure. The current "turn up and go" assistance service for disabled and visually impaired passengers, and the disability training given to staff, will be integral to the staffing offer.

Tube Station staff cuts (2)

Question No: 2013/5030

[Murad Qureshi](#)

How many station staff are currently employed at Bayswater Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (3)

Question No: 2013/5031

[Murad Qureshi](#)

How many station staff are currently employed at Bond Street Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (4)

Question No: 2013/5032

[Murad Qureshi](#)

How many station staff are currently employed at Charing Cross Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (5)

Question No: 2013/5033

[Murad Qureshi](#)

How many station staff are currently employed at Covent Garden Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (6)

Question No: 2013/5034

[Murad Qureshi](#)

How many station staff are currently employed at Edgware Road (Bakerloo line) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (7)

Question No: 2013/5035

[Murad Qureshi](#)

How many station staff are currently employed at Edgware Road (Hammersmith & City line) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (8)

Question No: 2013/5036

[Murad Qureshi](#)

How many station staff are currently employed at Embankment Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (9)

Question No: 2013/5037

[Murad Qureshi](#)

How many station staff are currently employed at Great Portland Street Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (10)

Question No: 2013/5038

[Murad Qureshi](#)

How many station staff are currently employed at Green Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (11)

Question No: 2013/5039

[Murad Qureshi](#)

How many station staff are currently employed at Hyde Park Corner Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (13)

Question No: 2013/5040

[Murad Qureshi](#)

How many station staff are currently employed at Lancaster Gate Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (14)

Question No: 2013/5041

[Murad Qureshi](#)

How many station staff are currently employed at Leicester Square Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (15)

Question No: 2013/5042

[Murad Qureshi](#)

How many station staff are currently employed at Maida Vale Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (16)

Question No: 2013/5043

[Murad Qureshi](#)

How many station staff are currently employed at Marble Arch Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (17)

Question No: 2013/5044

[Murad Qureshi](#)

How many station staff are currently employed at Marylebone Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (18)

Question No: 2013/5045

[Murad Qureshi](#)

How many station staff are currently employed at Oxford Circus Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (19)

Question No: 2013/5046

[Murad Qureshi](#)

How many station staff are currently employed at Paddington Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (20)

Question No: 2013/5047

[Murad Qureshi](#)

How many station staff are currently employed at Paddington (Suburban) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (21)

Question No: 2013/5048

[Murad Qureshi](#)

How many station staff are currently employed at Piccadilly Circus Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (22)

Question No: 2013/5049

[Murad Qureshi](#)

How many station staff are currently employed at Pimlico Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (23)

Question No: 2013/5050

[Murad Qureshi](#)

How many station staff are currently employed at Queensway Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (24)

Question No: 2013/5051

[Murad Qureshi](#)

How many station staff are currently employed at Regents Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (25)

Question No: 2013/5052

[Murad Qureshi](#)

How many station staff are currently employed at Royal Oak Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (26)

Question No: 2013/5053

[Murad Qureshi](#)

How many station staff are currently employed at St James Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (27)

Question No: 2013/5054

[Murad Qureshi](#)

How many station staff are currently employed at St John's Wood Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (28)

Question No: 2013/5055

[Murad Qureshi](#)

How many station staff are currently employed at Temple Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (29)

Question No: 2013/5056

[Murad Qureshi](#)

How many station staff are currently employed at Tottenham Court Road Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (30)

Question No: 2013/5057

[Murad Qureshi](#)

How many station staff are currently employed at Victoria Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (31)

Question No: 2013/5058

[Murad Qureshi](#)

How many station staff are currently employed at Warwick Avenue Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (32)

Question No: 2013/5059

[Murad Qureshi](#)

How many station staff are currently employed at Westminster Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (33)

Question No: 2013/5060

[Murad Qureshi](#)

How many station staff are currently employed at Earls Court Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (34)

Question No: 2013/5061

[Murad Qureshi](#)

How many station staff are currently employed at Gloucester Road Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (35)

Question No: 2013/5062

[Murad Qureshi](#)

How many station staff are currently employed at High Street Kensington Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (36)

Question No: 2013/5063

[Murad Qureshi](#)

How many station staff are currently employed at Holland Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (37)

Question No: 2013/5064

[Murad Qureshi](#)

How many station staff are currently employed at Knightsbridge Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (38)

Question No: 2013/5065

[Murad Qureshi](#)

How many station staff are currently employed at Ladbroke Grove Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (39)

Question No: 2013/5066

[Murad Qureshi](#)

How many station staff are currently employed at Latimer Road Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (40)

Question No: 2013/5067

[Murad Qureshi](#)

How many station staff are currently employed at Notting Hill Gate Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (41)

Question No: 2013/5068

[Murad Qureshi](#)

How many station staff are currently employed at Sloane Square Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (42)

Question No: 2013/5069

[Murad Qureshi](#)

How many station staff are currently employed at South Kensington Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (43)

Question No: 2013/5070

[Murad Qureshi](#)

How many station staff are currently employed at West Brompton Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (44)

Question No: 2013/5071

[Murad Qureshi](#)

How many station staff are currently employed at Westbourne Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (45)

Question No: 2013/5072

[Murad Qureshi](#)

How many station staff are currently employed at Barons Court Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (46)

Question No: 2013/5073

[Murad Qureshi](#)

How many station staff are currently employed at East Acton Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (47)

Question No: 2013/5074

[Murad Qureshi](#)

How many station staff are currently employed at Fulham Broadway Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (48)

Question No: 2013/5075

[Murad Qureshi](#)

How many station staff are currently employed at Goldhawk Road Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (49)

Question No: 2013/5076

[Murad Qureshi](#)

How many station staff are currently employed at Hammersmith (D&P) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (50)

Question No: 2013/5077

[Murad Qureshi](#)

How many station staff are currently employed at Hammersmith (H&C) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (51)

Question No: 2013/5078

[Murad Qureshi](#)

How many station staff are currently employed at Kensington (Olympia) Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (52)

Question No: 2013/5079

[Murad Qureshi](#)

How many station staff are currently employed at Parsons Green Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (53)

Question No: 2013/5080

[Murad Qureshi](#)

How many station staff are currently employed at Putney Bridge Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (54)

Question No: 2013/5081

[Murad Qureshi](#)

How many station staff are currently employed at Ravenscourt Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (55)

Question No: 2013/5082

[Murad Qureshi](#)

How many station staff are currently employed at Shepherd's Bush Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (56)

Question No: 2013/5083

[Murad Qureshi](#)

How many station staff are currently employed at Shepherd's Bush Market Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (57)

Question No: 2013/5084

[Murad Qureshi](#)

How many station staff are currently employed at West Kensington Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (58)

Question No: 2013/5085

[Murad Qureshi](#)

How many station staff are currently employed at White City Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (59)

Question No: 2013/5086

[Murad Qureshi](#)

How many station staff are currently employed at Wood Lane Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (60)

Question No: 2013/5087

[Murad Qureshi](#)

How many station staff are currently employed at Boston Manor Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (61)

Question No: 2013/5088

[Murad Qureshi](#)

How many station staff are currently employed at Gunnersbury Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (62)

Question No: 2013/5089

[Murad Qureshi](#)

How many station staff are currently employed at Hounslow Central Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (63)

Question No: 2013/5090

[Murad Qureshi](#)

How many station staff are currently employed at Hounslow East Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (64)

Question No: 2013/5091

[Murad Qureshi](#)

How many station staff are currently employed at Hounslow West Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (65)

Question No: 2013/5092

[Murad Qureshi](#)

How many station staff are currently employed at Osterley Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (66)

Question No: 2013/5093

[Murad Qureshi](#)

How many station staff are currently employed at Stamford Brook Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube Station staff cuts (67)

Question No: 2013/5094

[Murad Qureshi](#)

How many station staff are currently employed at Turnham Green Brook Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Free School proposal for Westminster Fire Station

Question No: 2013/5095

[Murad Qureshi](#)

I understand that there has recently been a visit to Westminster Fire Station by a free school party investigating the possibility of moving to those premises. Can you confirm whether or not this visit took place and potentially how much would the sale of the station raise for LFEPA?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

It is too early to comment on the implementation of LSP5.

Finchley Memorial Hospital

Question No: 2013/5111

[Andrew Dismore](#)

Further to your answer to question, Question No: 2013/4186 and No: 78 / 2013, "What are you doing about a bus service for Finchley Memorial Hospital?", what "active discussion between Barnet Council and TfL" has taken place and on what dates; and what are the "range of options" you are looking at?"

And your reply

"These discussions are still under way. I will ask TfL to update you once those discussions have reached an initial conclusion"

Will you now answer the question as to what discussions have taken place and on what dates, will you publish the correspondence, set out the range of options, and when will a conclusion, initial or otherwise be reached?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL attended Barnet Council's Health Overview and Scrutiny Committee on 3 October 2013 to discuss the matter.

The Council agreed that further discussion with the NHS would be arranged to understand future demand. TfL will continue to liaise with Barnet Council and the NHS on this matter.

Cycling safety 1

Question No: 2013/5112

[Andrew Dismore](#)

Further to Question No: 2013/4188

"Are you aware of the accident on 21 October, 2013 when a cyclist was hit by an eight-wheeled skip truck on Camden High Street and seriously injured? She was going along the High Street and the truck turned left into her as they went into Delancey Street. Does this not show that left turns across cycle lanes are inherently dangerous and should be stopped on TfL roads?"

Will you now provide a substantive response?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4188/2013.

Cycling safety 2

Question No: 2013/5113

[Andrew Dismore](#)

Further to Question No: 2013/4189

"Will you reconsider the current proposed redesign of Cobden Junction which is inherently dangerous for cyclists, with a left turn across the cycle lane which can only lead to more serious accidents between cyclists and HGVs?"

Will you now provide a substantive response?

[The Mayor](#)

Please see my response to MQ 4189 / 2013.

Increased aircraft noise

Question No: 2013/5114

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4192 "I am therefore writing to the Chief Executive of Heathrow Airport Ltd and the Chief Executive of NATS to ask them to explain what changes have been made to the flight paths in and out of Heathrow and why.",

Will you publish your correspondence with them and any reply received?

[The Mayor](#)

Yes. I received a reply from Colin Matthews on 11 December. Both he and National Air Traffic Services (NATS) report that there have been no flightpath or airspace changes in the vicinity of Barnet. This reinforces my view that Heathrow's negative effects are felt far and wide across London, and many miles outside the 57dB noise contour the airport claims best represents those affected.

I was concerned to read Mr Matthews' statement that 'Heathrow impacts far fewer London residents than has been the case in the past'. While this may be true in the longer term, the Government's own figures show that the number affected has increased in the last 10 years.

I intend to respond to Mr Matthews to make these matters clear, and am more than happy to publish in full any correspondence I have with the airport and NATS on this vital matter.

High Tube fares

Question No: 2013/5115

[Andrew Dismore](#)

Further to Question No: 2013/4193 and

Question No: 68 / 2013:

"When will you do something about the high Tube fares?"

Will you now provide a substantive response?

[The Mayor](#)

Please see my response to 68 /2013.

Pollution

Question No: 2013/5116

[Andrew Dismore](#)

Further to Question No: 2013/4196

"Will you now answer substantively Question No: 95 / 2013

About 75% of the TfL roads in Barnet are so polluted they are illegal under EU law. What are you doing about it?"

Will you now provide a substantive response?

[The Mayor](#)

Please see my response to 95 /2013.

Bus engine maintenance

Question No: 2013/5117

[Andrew Dismore](#)

Further to Question No: 2013/4199

"Will you now answer substantively Question No: 82 / 2013:

Are bus engines being maintained as efficiently and frequently under your watch as they were under Ken Livingstone, to help reduce pollution?"

Will you now provide a substantive response?

[The Mayor](#)

Please see my response to 82 / 2013.

LIP funding

Question No: 2013/5118

[Andrew Dismore](#)

Further to Question No: 2013/4200

"Further to Question No: 88 / 2013 "What will the consequences be of your cut to the boroughs' LIP funding?" and your answer, "I have not made any decisions on the December 2013 TfL business plan" when will you make decisions?"

Will you now provide a substantive response?

[The Mayor](#)

Please see my response to MQ 4200/ 2013.

Mayor's Vision for Cycling

Question No: 2013/5119

[Andrew Dismore](#)

Further to Question No: 2013/4202

"Further to Question No: 97 / 2013: "While there is a lot of money (or at least a lot promised) through the Mayor's Vision for Cycling, Camden don't have enough officers to progress quickly to make improvements. Whilst TfL have given temporary money to assist with hiring people, would it not be better if boroughs had capacity and experts in post on permanent contract funded by TfL?" and your answer, "TfL is discussing possible solutions with London Councils and individual boroughs including Camden", what possible solutions are under discussion and what is the timetable for them to be implemented?"

Will you now provide a substantive response?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4202/ 2013.

Cycling and pedestrian casualties

Question No: 2013/5120

[Andrew Dismore](#)

How many cyclists and how many pedestrians have been killed and how many seriously injured in London, in Barnet, and in Camden this calendar year to date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/03/2014

TfL does not yet hold the final data for this, but it will be published in full in the Casualties in Greater London during 2013 report which is scheduled to be published in the spring. Along with all the previous Casualties in Greater London reports since 2008, it will be published on the TfL website at: <http://www.tfl.gov.uk/corporate/projectsandschemes/23293.aspx>.

Tube station staff cuts 1

Question No: 2013/5121

[Andrew Dismore](#)

How many station staff are currently employed at Brent Cross Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 2

Question No: 2013/5122

[Andrew Dismore](#)

How many station staff are currently employed at Burnt Oak Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 3

Question No: 2013/5123

[Andrew Dismore](#)

How many station staff are currently employed at Colindale Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 4

Question No: 2013/5124

[Andrew Dismore](#)

How many station staff are currently employed at East Finchley Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 5

Question No: 2013/5125

[Andrew Dismore](#)

How many station staff are currently employed at Edgware Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 6

Question No: 2013/5126

[Andrew Dismore](#)

How many station staff are currently employed at Finchley Central Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 7

Question No: 2013/5127

[Andrew Dismore](#)

How many station staff are currently employed at Golders Green Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 8

Question No: 2013/5128

[Andrew Dismore](#)

How many station staff are currently employed at Hendon Central Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 9

Question No: 2013/5129

[Andrew Dismore](#)

How many station staff are currently employed at High Barnet Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 10

Question No: 2013/5130

[Andrew Dismore](#)

How many station staff are currently employed at Mill Hill East Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 11

Question No: 2013/5131

[Andrew Dismore](#)

How many station staff are currently employed at Totteridge & Whetstone Tube station; and how many will be employed there , if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 12

Question No: 2013/5132

[Andrew Dismore](#)

How many station staff are currently employed at West Finchley Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 13

Question No: 2013/5133

[Andrew Dismore](#)

How many station staff are currently employed at Woodside Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 14

Question No: 2013/5134

[Andrew Dismore](#)

How many station staff are currently employed at Belsize Park Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 15

Question No: 2013/5135

[Andrew Dismore](#)

How many station staff are currently employed at Camden Town Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 16

Question No: 2013/5136

[Andrew Dismore](#)

How many station staff are currently employed at Chalk Farm Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 17

Question No: 2013/5137

[Andrew Dismore](#)

How many station staff are currently employed at Chancery Lane Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 18

Question No: 2013/5138

[Andrew Dismore](#)

How many station staff are currently employed at Euston Square Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 19

Question No: 2013/5139

[Andrew Dismore](#)

How many station staff are currently employed at Finchley Road Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 20

Question No: 2013/5140

[Andrew Dismore](#)

How many station staff are currently employed at Goodge Street Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 21

Question No: 2013/5141

[Andrew Dismore](#)

How many station staff are currently employed at Hampstead Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 22

Question No: 2013/5142

[Andrew Dismore](#)

How many station staff are currently employed at Holborn Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 23

Question No: 2013/5143

[Andrew Dismore](#)

How many station staff are currently employed at Kentish Town Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 24

Question No: 2013/5144

[Andrew Dismore](#)

How many station staff are currently employed at Mornington Crescent Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 25

Question No: 2013/5145

[Andrew Dismore](#)

How many station staff are currently employed at Russell Square Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 26

Question No: 2013/5146

[Andrew Dismore](#)

How many station staff are currently employed at Swiss Cottage Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 27

Question No: 2013/5147

[Andrew Dismore](#)

How many station staff are currently employed at Warren Street Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 28

Question No: 2013/5148

[Andrew Dismore](#)

How many station staff are currently employed at West Hampstead Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 29

Question No: 2013/5149

[Andrew Dismore](#)

How many station staff are currently employed at Euston Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Tube station staff cuts 30

Question No: 2013/5150

[Andrew Dismore](#)

How many station staff are currently employed at King's Cross Tube station; and how many will be employed there, if your jobs cuts package for station and ticket office staff goes through?

[The Mayor](#)

Please see my response to MQ 5029/2013

Apex Corner/ Mill Hill Circus 1

Question No: 2013/5151

[Andrew Dismore](#)

Will you now review traffic flows around Apex Corner/ Mill Hill Circus, particularly for traffic travelling from north to turn right, as the timing on the lights does not allow sufficient numbers of vehicles through, In practice this means only two average cars can stop before obstruction is caused, leading to tailbacks due to traffic trying to turn right even when the south of the junctions is clear?

[The Mayor](#)

Mill Hill Circus now utilises dynamic SCOOT technology which was installed in July 2013.

SCOOT now allows the right turn to receive more green time dependant on traffic flow. The timings at Mill Hill Circus are balanced and ensure that the southbound A1 doesn't queue back into Apex Corner, because when this occurs the resultant delay spreads exponentially.

TfL is currently reviewing the signal timings at Apex Corner and will be taking all comments into account during this review.

Apex Corner/ Mill Hill Circus 2

Question No: 2013/5152

[Andrew Dismore](#)

When the traffic lights failed at Apex Corner/Mill Hill Circus, why did it take from 15th September to the 29th September (2 weeks) to be put right?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL would like to apologise for the length of time it took to resolve this issue and any inconvenience it caused for those using the junction.

During the above period the carriageway detectors were intermittently faulty meaning the fault was not picked up by the system as it repeatedly dropped in and out of working order. These faults are considerably harder to detect.

When the faults were highlighted they were addressed as soon as possible.

Roundabout at Canons Corner

Question No: 2013/5153

[Andrew Dismore](#)

Will you ask TfL to review the roundabout at Canons Corner, where the road to the M1 goes from Edgware on the A41 where 4 lanes of traffic are being forced into one lane for 1/4 mile - causing tremendous traffic blockages at spur road roundabout/Stanmore station road especially when there is an event at Wembley Stadium. There is enough room at the roundabout for a separate lane for London traffic only to bypass the hold-up, making it far easier to get to Edgware/ central London. Can action be taken to ameliorate this problem, and if not why not?

[The Mayor](#)

The roads to which you refer are not part of the TfL Road Network which I control. They are instead owned and managed by the London Borough of Harrow and London Borough of Barnet.

Accordingly, it is for the two boroughs to consider what improvements are appropriate to help reduce congestion and achieve other objectives.

That said TfL, through the LIPs programme, is funding a feasibility study led by the London Borough of Harrow looking at these issues, which is due to report in March 2014. The results of the study will be shared with the London Borough of Barnet and TfL to inform what improvements could potentially be taken forward in 2014/15 and beyond.

A41

Question No: 2013/5154

[Andrew Dismore](#)

What consideration have you given to increasing the single carriageway stretch of the A41 to dual carriageway, between Canons Corner/Spur Rd and the M1?

[The Mayor](#)

I have to date given no consideration to increasing the single carriageway stretch of the A41 to dual carriageway as there are no known congestion problems that require such action to be taken.

Congestion charge

Question No: 2013/5155

[Andrew Dismore](#)

A constituent recently complained to me that he inadvertently entered the congestion charge zone briefly, so googled 'Pay the congestion charge'. This took him to a site that enabled him to pay. Only later did he realise this was a scam, and was charging me for doing something he could have done for nothing. What are you doing to stop these scam websites?

[The Mayor](#)

TfL continues to do everything it can to get these sites closed down and I share the concerns that your constituent has. As I said in my response to MQ 4358 /2013, whilst these sites are not operating illegally, we will do all we can to make our customers aware of the problem.

TfL has sent tweeted and has also issued a press release to try and raise public awareness of these sites. Sir Peter Hendy is also writing to Google asking that the sites be removed from their search engine.

TfL will continue to explore all avenues in an effort to have these sites removed.

In the meantime, customers are urged to use the official TfL website www.tfl.gov.uk/cclondon.

Kings Cross gyratory system

Question No: 2013/5156

[Andrew Dismore](#)

In light of the number of cycling deaths, what is your timetable for sorting out

Kings Cross gyratory system to make it safer?

[The Mayor](#)

TfL is working with Camden and Islington Councils on a feasibility study to transform the gyratory system in the Kings Cross Area. The objectives of this study are on the TfL website (<http://beta.tfl.gov.uk/travel-information/improvements-and-projects/kings-cross-gyratory>) and are heavily focussed on improving facilities and safety for pedestrians and cyclists. The study will coordinate with the planned alignment of the North-South Cycle Superhighway.

Additionally, TfL has been developing an interim scheme ahead of the gyratory review to provide improved facilities for cyclists at the junction of Euston Road with Grays Inn Road and York Way, and along Pentonville Road. The current programme is to consult with the public in the New Year with construction commencing in Spring 2014.

Pelican crossing on Colindeep Lane

Question No: 2013/5157

[Andrew Dismore](#)

When will you make progress with the proposed Pelican crossing on Colindeep Lane? Whilst Barnet Council's Highways Design team is on track to have their design finalised this month the TfL signal design is pending and it does not appear the timescales Barnet have been given by TfL are compatible with Barnet's aspirations. As the proposal has become unexpectedly drawn out, it is now impinging on Barnet's ability to put the scheme on programme as they cannot do this until such a time as DPR approval is gained. Further, as it is standard practice for all contractors to give 3 months' notice to gain permits to commence the work on site, there is now a disappearing window that it will be built before the end of the financial year. Will you take action to get this project back on track within TfL?

[The Mayor](#)

I am assured that good progress is being made on the development of the proposed Pelican crossing on Colindeep Lane.

TfL is not able to commence detailed design until the London Borough of Barnet's design for the kerb and island layout is complete. This design is nearing completion and TfL's signal design will be carried out upon receipt.

Civil engineering of the works are planned to commence on site early in the New Year with completion currently programmed for 1 March, enabling the subsequent signal installation to be completed before financial year end.

Mill Hill East Tube 1

Question No: 2013/5158

[Andrew Dismore](#)

In view of the growing development at Mill Hill East, will you consider reintroducing direct Tube services to London throughout the day 5 times an hour instead of the 15 minute wait for a shuttle?

[The Mayor](#)

Please see my response to Plenary Question 72 / 2013.

Mill Hill East Tube 2

Question No: 2013/5159

[Andrew Dismore](#)

In respect of the Mill Hill East shuttle why can't London Underground terminate this on the other side of Finchley Central before turning it round and going back from Platform 1 or run it to East Finchley before turning it round to give a same platform change ?

[The Mayor](#)

The shuttle does already have a cross-platform interchange for northbound customers.

The measures you suggest to achieve a cross-platform interchange for southbound customers would mean shuttle trains would have to run on the main Northern line tracks, in between trains to and from High Barnet. This could not be achieved without risking the reliability of both shuttle and High Barnet services, causing delays to people's journeys.

Mill Hill East Tube 3

Question No: 2013/5160

[Andrew Dismore](#)

Mill Hill East station has difficult staircase access to the platform. It has been suggested that access would be improved by 2020. This is far too long to wait for elderly and disabled passengers who simply cannot safely manage the stairs. Can this be brought forward and if not, why not, given the considerable population growth in the area?

[The Mayor](#)

Please see my response to Plenary Question 73 / 2013.

Saracens games and parking

Question No: 2013/5161

[Andrew Dismore](#)

Can TfL arrange for the electronic signs on the A1/A41 on days when Saracens are playing at Allianz Park Copthall Stadium to display that fact, to help ease congestion and parking problems?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Yes, TfL can use electric signage on the A1/A41 when the Saracens are playing at Allianz Park Copthall Stadium.

TfL will also meet with the club, borough and traffic management company and suggest they use static signs or mobile electronic signs as well.

Embankment Tube station

Question No: 2013/5162

[Andrew Dismore](#)

Embankment Tube station is facing considerable disruption due to escalator repair works. What have you done to mitigate this disruption and to ensure that the problems are kept to the minimum in duration?

[The Mayor](#)

From early January through to November 2014, TfL will be replacing four of the escalators at Embankment station. While this work is being carried out the Bakerloo and Northern line platforms need to be closed and trains will not be able to stop there. While I acknowledge the disruption this may cause for some customers, the decision to close these platforms during the work was only taken after TfL had exhausted all the options for keeping the station fully operational.

TfL is working to a very demanding schedule to enable all the work to be completed in as short a time as possible. Works will be undertaken 24 hours a day, seven days a week, thereby reducing the overall time that the project will take.

TfL has undertaken extensive advertising to ensure that passengers are aware of the works and the alternative options open to them.

At the same time as the escalator replacements, TfL will also carry out a programme of works to enhance the appearance of the station and to modernise key safety and security systems. These improvement works were originally scheduled to take 24 months to complete. However, by carrying out the works in parallel with the escalator replacements, TfL have been able to bring down the duration to just 10 months.

Private lettings in Barnet

Question No: 2013/5163

[Andrew Dismore](#)

What percentage of private lettings in Barnet fall within the local housing allowance rates?

[The Mayor](#)

The GLA does not hold this information.

Private lettings in Camden

Question No: 2013/5164

[Andrew Dismore](#)

What percentage of private lettings in Camden fall within the local housing allowance rates?

[The Mayor](#)

The GLA does not hold this information.

Beaufort Park

Question No: 2013/5165

[Andrew Dismore](#)

Member: Andrew Dismore
Have you read my letter to you of 24th October on behalf of a Beaufort Park resident whose case I raised with you at the last MQT? If so, when may I expect a reply and what can you do to help her situation?

[The Mayor](#)

Please see my response to your letter sent on 13 December 2013.

Lesbian, gay and bisexual people's housing 1

Question No: 2013/5166

[Andrew Dismore](#)

Part of the remit of the Mayor's Housing Forum is to promote equality and diversity in the implementation of your housing strategy. As research by Stonewall and YouGov shows that almost one in five lesbian, gay and bisexual people expect to be treated worse than heterosexual people when applying for social housing, what plans do you have to give gay service users a voice in the forum?

[The Mayor](#)

My Housing Forum includes representative groups for lesbian, gay and bisexual Londoners. My combined Housing Forum and draft London housing strategy consultation event took place on December 12 and representative groups, who attend my Housing Forum, were invited.

Lesbian, gay and bisexual people's housing 2

Question No: 2013/5167

[Andrew Dismore](#)

It is currently very difficult to track housing outcomes for vulnerable lesbian, gay and bisexual people as most housing authorities do not collect this data. What are you doing to make sure that we can gather the information we need to monitor and improve the housing experiences of lesbian, gay and bisexual residents?

[The Mayor](#)

Housing authorities are bound by the Equality Act 2010 and it is for them - not the Mayor - to decide whether, in order to comply with this, they need to collect information on the sexual orientation of their tenants and other service users.

In terms of my revised draft Housing Strategy, I invited representatives from both my LGBT Forum and Stonewall to the Extended Housing Forum that took place earlier this month to provide stakeholders with an opportunity to comment on the strategy. Consultation on this document will also include discussion at a meeting of my LGBT Stakeholder Group next month.

Lesbian, gay and bisexual people's housing 3

Question No: 2013/5168

[Andrew Dismore](#)

We know that young lesbian, gay and bisexual people are at a higher risk of homelessness than others. What have you done to make sure young gay people have access to emergency housing and the support they need to prevent homelessness?

[The Mayor](#)

Boroughs have a statutory responsibility for both preventing homelessness and providing emergency accommodation to specified groups, including young people, if they are unable to prevent them from becoming homeless.

I support their efforts to meet the needs of particular equality groups in fulfilling these responsibilities.

Lesbian, gay and bisexual people's housing 4

Question No: 2013/5169

[Andrew Dismore](#)

One in four lesbian and bisexual women and half of all gay and bisexual men have experienced domestic abuse from a partner or family member. What are you doing about the lack of emergency accommodation for lesbian, gay and bisexual victims of domestic abuse?

[The Mayor](#)

We recognise that there are gaps in emergency accommodation for some victims of domestic abuse. We are working with London Councils to ensure that we have an accurate picture about specialist service provision and any gaps in provision for users with specialist needs, including lesbian, gay and bisexual victims. We will then use this to work with partners to inform future refuge commissioning.

Lesbian, gay and bisexual people's housing 5

Question No: 2013/5170

[Andrew Dismore](#)

Older lesbian, gay and bisexual people are often vulnerable and isolated, with YouGov research for Stonewall showing that they are more likely to have a history of mental ill health and more likely to live alone than heterosexual people. What will you do to make sure that housing providers applying to your Specialised Housing Fund are tackling effectively the loneliness and isolation faced by older lesbian, gay and bisexual people?

[The Mayor](#)

My Care and Support Specialised Housing Fund enables the provision of more and better housing for older and disabled people. All older people can be affected by loneliness and isolation and one of the roles of specialist housing for them is to promote wellbeing. I expect that, in developing proposals for housing that does this, providers consider the specific needs of all equality groups, including lesbian, gay and bisexual people. This is, of course, a requirement of the Equality Act 2010.

Lesbian, gay and bisexual people's housing 6

Question No: 2013/5171

[Andrew Dismore](#)

Older lesbian, gay and bisexual people should be able to be themselves where they live. However, research from Stonewall shows that half of older lesbian, gay and bisexual people feel uncomfortable telling care home staff they are gay and a third feel uncomfortable telling their housing provider, often for fear of discrimination. This contributes to isolation and vulnerability. What steps have you taken to encourage safe housing environments where older lesbian, gay and bisexual people feel able to be themselves?

[The Mayor](#)

There are clear requirements for housing providers to combat discrimination of this sort.

All local authorities are required to comply with the Equality Act 2010, which obliges them to:

- have due regard to the need to eliminate discrimination,

- advance equality of opportunity,

- foster good relations between different people when carrying out their activities.

The regulatory framework for social housing requires all social landlords to

- treat all tenants with fairness and respect, and

- demonstrate that they understand the different needs of their tenants, including in relation to the equality strands and tenants with additional support needs.

The Equality and Human Rights Commission exists to protect, enforce and promote equality for all those with protected characteristics, including older and lesbian, gay and bisexual people.

I invited representatives from my LGBT Forum and Stonewall to the Extended Housing Forum that took place earlier this month to provide stakeholders with an opportunity to comment on my draft revised Housing Strategy. Consultation on this document will also include discussion at a meeting of my LGBT Stakeholder Group next month.

London Gay Manifesto

Question No: 2013/5172

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4148:

On 2 May 2012 you performed a U-turn on your pledge, made at the Stonewall London Gay Mayoral Hustings on 14 April 2012 and reaffirmed on 29 April, to deliver a London Gay Manifesto. Your office claimed you instead wanted to 'unite the many diverse groups that comprise London'. Since then what work have you done to achieve this goal? And how would it have been hindered by the existence of your promised London Gay Manifesto?

Your answer being:

My equality framework 'Equal Life Chances for All' is currently being revised, and outlines my approach to mainstreaming equality. My approach unites Londoners rather than segregating communities based on their identities, as has been done in the past. Please see my response to MQ 2863/2013 regarding direct engagement with London's LGBT communities.

When will the revision of your equality framework 'Equal Life Chances for All' be completed and when will it be published?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

My equality framework, 'Equal Life Chances for All', is currently being revised, and I intend to publish it by summer 2014.

Route 24 new buses

Barnet police and the MP for Finchley and Golders Green 1

Question No: 2013/5173

[Andrew Dismore](#)

Have you or the Commissioner of the Metropolitan Police received a bill from the MP for Finchley and Golders Green for police advice given regarding the protest camp outside his office?

[The Mayor](#)

Neither I nor the Commissioner has received a bill.

Barnet police and the MP for Finchley and Golders Green 2

Question No: 2013/5174

[Andrew Dismore](#)

Do you believe that Barnet Police are 'numb nuts' and have ever provided 'daft advice' to members of the public in Barnet, as alleged by the MP for Finchley and Golders Green (as reported in the Guardian, 28 November 2013)?

[The Mayor](#)

I have been assured that the incident on 28 November 2013 was handled appropriately by the police.

Energy costs

Question No: 2013/5175

[Andrew Dismore](#)

In view of your public health duties, and the risk to the health of Londoners from poor and inadequate heating, by how much has the average fuel bill for Londoners gone up over the last three years in cash and in percentage terms?

[The Mayor](#)

Annualised domestic electricity and gas bill data for London can be found online:
<https://www.gov.uk/government/statistical-data-sets/annual-domestic-energy-price-statistics>.

Route 24 new buses

Tasers 2

Question No: 2013/5178

Andrew Dismore

Are tasers routinely carried by Barnet officers or only available in response to specific situations?

The Mayor

At any time there will be no more than 4 Taser trained officers equipped with Taser on uniformed patrol in a borough. They will be deployed in pairs, in police vehicles.

Tasers 3

Question No: 2013/5179

Andrew Dismore

How many times since their introduction in Barnet have tasers been used?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Taser was rolled out to Barnet in November 2012. Since that time it has been used by local officers 38 times as follows:

Draw	14
Red Dot	20
Arced	0
Aimed	3
Drive stun (without cartridge)	0
Drive stun (with cartridge)	1
Fired	0

A description of each of the categories above can be found here:

<https://www.gov.uk/government/publications/police-use-of-taser-statistics-england-and-wales-2009-to-2011/police-use-of-taser-statistics-england-and-wales-2009-to-2011#breakdown-of-taser-use>

Tasers 4

Question No: 2013/5180

[Andrew Dismore](#)

Were any ill effects such as burns or other symptoms or damage to clothing suffered by those against whom tasers were deployed by Barnet officers?

[The Mayor](#)

None have been recorded.

Tasers 5

Question No: 2013/5181

[Andrew Dismore](#)

How many officers in Camden have been trained in the use of, and issued with tasers?

[The Mayor](#)

46 officers in Camden have been trained. None have a personally issued Taser.

Tasers 6

Question No: 2013/5182

[Andrew Dismore](#)

Are tasers routinely carried by Camden officers or only available in response to specific situations?

[The Mayor](#)

Please see my response to MQ 5178/2013.

Tasers 7

Question No: 2013/5183

Andrew Dismore

How many times since their introduction in Camden have tasers been used?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Taser was rolled out to Camden in March 2013. Since that time it has been used by local officers 65 times as follows:

Draw	25
Red Dot	20
Arced	2
Aimed	6
Drive stun (without cartridge)	0
Drive stun (with cartridge)	12
Fired	0

A description of each of the categories above can be found here:

<https://www.gov.uk/government/publications/police-use-of-taser-statistics-england-and-wales-2009-to-2011/police-use-of-taser-statistics-england-and-wales-2009-to-2011#breakdown-of-taser-use>

Tasers 8

Question No: 2013/5184

[Andrew Dismore](#)

Were any ill effects such as burns or other symptoms or damage to clothing suffered by those against whom tasers were deployed by Camden officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Out of 65 deployments the following have been recorded; of which 8 injuries have been recorded as follows:

2 incidents whereby the Subjects experienced body stiffening and shaking

4 incidents where barb entry wounds were recorded

1 incident where Subject received a small bump to the head resulting from falling as a result of neuromuscular incapacitation (NMI)

1 incident where Subject experienced a high pulse rate following NMI

All of the above are normal experiences following a firing.

Tasers 9

Question No: 2013/5185

[Andrew Dismore](#)

Are tasers considered to be a suitable alternative to the use of firearms?

[The Mayor](#)

Taser is not an alternative to a firearm. They are a less than lethal option that provides a tactical option to officers alongside other tools such as batons.

Tasers 10

Question No: 2013/5186

[Andrew Dismore](#)

Are tasers only deployed against unarmed suspects or suspects believed to be in possession of an offensive weapon other than a firearm?

[The Mayor](#)

No, Tasers may also be deployed if a suspect is believed to be in possession of a firearm.

In non-firearms related incidents, the officer will make a decision to deploy a Taser based on a threat assessment and application of the "National Decision Model". All tactical options will be considered, including Taser if it is available. Officers are trained to a very high standard.

Knightsbridge fire station

Question No: 2013/5205

[Andrew Dismore](#)

In November there were roadworks outside Knightsbridge fire station (earmarked for closure), resulting in delayed attendance times. LFB considered these potential delays to be serious enough to merit sending out a notice confirming that, as a safety measure, an additional pumping appliance from another station would be ordered on to all 'life risk' calls on Knightsbridge's ground. How do you square this with your plan to close the fire station entirely?

[The Mayor](#)

Between 23 November and 6 December 2013 the LFB did add an additional appliance to some emergency calls on Knightsbridge's station ground. It is standard practice to consider such supporting arrangements when it is considered that emergency cover might be impacted by a known temporary obstruction, such as these roadworks. This would happen regardless of whether a fire station is proposed for closure, especially as this was for a two week period.

However in this instance, in addition to the roadworks and associated traffic congestion outside the station, consideration was also given to emergency cover in the wider area given that a second pump has been removed as part of the Brigade's contingency arrangements in response to the FBU's on-going strike action, from neighbouring stations at Soho, Chelsea and North Kensington, and further afield from Wandsworth and Lambeth

Protecting the Green Belt

Question No: 2013/5206

[Andrew Dismore](#)

Do you agree with the Prime Minister's comments of 18th November, and reported in the Daily Mail on 19th November under the headline " Cameron swore he'd treasure the Green Belt. What a hollow promise" about the Prime Minister's view that there needs to be housing development in the green belt?

[The Mayor](#)

The Prime Minister is entitled to his own views on Green Belt development. My view on it is set out in the London Plan - that I strongly support the current extent of London's Green Belt, its extension in appropriate circumstances and its protection from inappropriate development.

Pavilion Way Fields

Question No: 2013/5207

[Andrew Dismore](#)

In light of your alleged policy to protect playing fields, will you make representations to Barnet Council to desist from the sale of Pavilion Way Fields, formerly the London Transport football field and transferred to Barnet under a covenant to protect the land from development and to keep it for sports use?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 15/01/2014

My London Plan policy does seek to protect open space including playing fields. It is the responsibility of the boroughs to identify those spaces in their borough in their development plans. If proposals for the playing fields are referable to me, I will consider them under the terms of my plan and the borough's plan.

I have no control over borough estate departments investment decisions. I have, however, asked TfL about the nature of the property agreement with Barnet and will confirm this to you in due course.

Bury Farm 1

Question No: 2013/5208

[Andrew Dismore](#)

Further to your oral answer at MQT and your written answer to Question No: 2013/4144, As Sir Edward has now considered the application will you now refuse the proposal to turn this valuable green belt land into a golf course if Barnet Council give it planning permission?

[The Mayor](#)

Barnet Council consulted me on the planning application at Bury Farm. Acting under delegated authority the Deputy Mayor for Planning issued an initial response on 20 November 2013. If Barnet Council resolves to make a draft decision to grant permission, it must consult me again and I will then decide whether to allow the draft decision to proceed unchanged or direct the Council to refuse the application, having regard to all representations received. As you will understand it would be inappropriate for me to comment further on the application at this stage.

Bury farm 2

Question No: 2013/5209

[Andrew Dismore](#)

When the deputy mayor completed the stage 1 determination concerning the golf course application for Bury farm was he aware that road safety study on the A41 was carried out over a the long Bank Holiday weekend in honour of the wedding Duke and Duchess of Cambridge when traffic was abnormally light?

[The Mayor](#)

My officers have identified an error in the Audit Report provided by the applicant. In actual fact, the audit was conducted on 30 April 2012, whereas the Report incorrectly stated the 30 April 2011. This has been confirmed by the applicant and all other dates in the report confirm that the work was undertaken in 2012. There were no major public holidays near 30 April 2012 and consequently, the findings of Transport for London that the safety audit is acceptable remain valid.

Shop conversions

Question No: 2013/5210

[Andrew Dismore](#)

Will you now answer substantively Question No: 3059 / 2013, repeated as Question No: 2013/3703 and Question No: 2013/4145:

"Do you agree with the Government planning minister that shops should be able to be converted to housing without planning permission?"

[The Mayor](#)

Please see my response to MQs 3059, 3703 and 4145 / 2013.

GLA owned playing fields

Question No: 2013/5211

[Andrew Dismore](#)

Further to your answer Question No: 2013/3704 :

"You have pointed out the increased infrastructure and leisure facilities needed for our expanding London population, which you have estimated to be 10 million by about 2030. For that reason, is it your policy to protect all existing publicly-owned playing fields and running tracks under your control in the GLA portfolio? Are you allowing any to be sold for housing?" Your response being "My London Plan strongly supports development proposals that increase or enhance the provision of sports and recreation facilities and resists proposals that result in a net loss of these facilities, including playing fields (Policy 3.19 on sports facilities). Policy 7.17 on Metropolitan Open Land (many playing fields are often designated as MoL) also gives strong protection to preventing loss of MoL as does Policy 7.18 on Protecting Local Open Space.

The only sport facility owned by the GLA is the National Sports Centre at Crystal Palace. The future of the NSC is under review as part of a comprehensive review of the park in conjunction with LB Bromley and others. More can be found here:

<http://www.bbc.co.uk/news/uk-england-london-24375547>",

And further to your answer to Question No: 2013/4147:

"Why are you then selling off the playing fields attached to the Peel Centre for housing development?"

When will you give a substantive response?

[The Mayor](#)

Please see my response to MQ 4147 / 2013.

underground hotel

Question No: 2013/5212

[Andrew Dismore](#)

Do you think it is right for the YMCA building car park in Great Russell Street to be converted into an underground hotel with the intensification of a single use on an already over-developed site. Of most concern is that locating all the proposed new hotel's air-conditioning and ventilating plant, its refuse storage and collection, and service deliveries directly opposite residential buildings leads to the conclusion feel that the hotel will have an adverse impact on residential amenity. Will you oppose this scheme?

[The Mayor](#)

I have not been consulted on the application, and from the description it would not appear to trigger any categories for referral (unless the Council were treating it as a departure from the development plan). On that basis I have no statutory remit to comment on this application.

BT's Openreach 1

Question No: 2013/5213

[Andrew Dismore](#)

A constituent has complained to me that he recently received correspondence from BT's Openreach division explaining that although Barnet's exchange is Fibre enabled, the exchange cabinet on his road LN/BAR34 will not be upgraded: "your cabinet fails to meet the commercial criteria. This is because the cabinet has too few premises connected to it, rendering it too small to provide a return on the investment". To continue running his business successfully from home, he needs to be able to move large digital files quickly and efficiently and he is not alone in this. What will you do to persuade BT to take a more open approach to the expansion of Broadband to outer London streets such as this?

[The Mayor](#)

The GLA Super Connected Cities Plan (SCCP) is largely focussed on a demand led voucher scheme to encourage the take up of ultrafast broadband amongst high growth SMEs across all London boroughs including SMEs in your constituent area. Businesses working from home can apply to the London Connection Voucher scheme provided their home address is registered as a business trading address. More information is available on voucher scheme eligibility criteria from the Government dedicated web site: www.connectionvouchers.co.uk/London.

BT's Openreach 2

Question No: 2013/5214

[Andrew Dismore](#)

A constituent who lives in Littleberry Court, St Vincent's Lane, Mill Hill, has complained to me about BT's failure to install fibre optic cable for both commercial and residential purposes. They need the fast internet connection, which BT advertises constantly. He has been in contact over the last few months with both BT but BT hardly even takes the trouble to answer letters. BT will not commit themselves to a date. They first talked vaguely about installation two years ago and have done nothing. What will you do persuade BT to take a more open approach to the expansion of Broadband to outer London streets such as this?

[The Mayor](#)

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

As part of the GLA Super Connected City Programme (SCCP) we have developed a demand-led SME connections voucher scheme and a public-building Wi-Fi hotspot scheme. The London SME voucher scheme will be in operation by the end of March 2014 while the public-building Wi-Fi scheme will be in delivery stage in summer 2014.

Chinatown raids

Question No: 2013/5215

[Andrew Dismore](#)

Further to your letter of 6th November in reply to mine of 24th October after our discussion at last MQT over the Home Office Immigration Enforcement raids in Chinatown, did Deputy Mayor Malthouse raise the issue at the meeting of the London Strategic Migration Partnership on 14 November as you promised, and if so what was the outcome?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

My Deputy Mayor Kit Malthouse raised this at the London Strategic Migration Partnership he chaired on 14th November. He has received a written response from the Immigration Minister, Mark Harper. The Minister highlighted the Home Office's ongoing engagement with the Chinese Information and Advice Centre and a desire to support Chinese businesses to understand their responsibilities in checking their employees' right to work in the UK.

The GLA, the Home Office and PWC Legal are also planning joint training seminars in the new year to help London SMEs with checking right to work eligibility.

Chinese Community and Policing

Question No: 2013/5216

[Andrew Dismore](#)

In September, the All Party Parliamentary Group on the Chinese in Britain produced a report on the Chinese Community and Policing. Since then I have been trying to arrange a meeting for the community with senior officers at the Metropolitan Police to discuss the report's findings and recommendations, but with no success. Will you emphasize to the Commissioner the importance of engaging with this sizeable community in London, and will you facilitate such a meeting to take place?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The Commissioner and Commander Newcomb met with Chinese community representatives in August 2013 and there have been subsequent meetings with Cdr Newcomb to discuss the report. Cdr Newcomb is happy to meet with you and/or community representatives as required.

Homophobic hate crime 1

Question No: 2013/5217

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4149:

"How do you reconcile your claim that London is one of the most gay-friendly places on earth with new research, commissioned by Stonewall, showing one in 12 Londoners think homophobic hate crimes are a problem in their neighbourhood, and three quarters of homophobic hate crime victims don't feel able to report them to the Metropolitan police?"
Your answer being: "I am keen that all crimes should be reported. The MPS systematically records homophobic crimes and incidents annually. However, there is more to be done in this regard and that is why I have committed to the development of a hate crime reduction strategy for London, in which increased confidence in reporting hate crime, along with a reduction in the number of incidents, will be key objectives. I will be inviting Stonewall and others to participate in the development of that strategy. Both MOPAC and the MPS continue to support the Home Office approved 3rd party reporting site, True Vision, and the MPS is conducting a scoping exercise to identify more local support services to increase referrals and the exchange of information. "

When will you invite Stonewall to participate; when will your new hate crime reduction strategy be completed; and when will it be published; when will the MOPAC scoping exercise be completed; and when will it be published; and over the last 12 months how many people have used the True Vision reporting site for Homophobic hate crime in London ?

[The Mayor](#)

The scoping exercise is underway and the consultation will continue until March 2014. The Hate Crime Reduction Strategy will be published in April 2014, along with a summary of the consultation feedback.

As part of the formal consultation a variety of methods and opportunities will be used to gather views, including engagement with standing consultation forums and bespoke focus groups. MOPAC officers are in the process of scheduling a date to meet Stonewall in the New Year as part of the wider programme of consultation.

In the year to 31/03/2013 the MPS received 379 reports of hate crime via the True Vision website, and a further 411 since 01/04/2013. The mechanism for forwarding the reports to the MPS does not, however, specify which category of hate crime the report refers to. Approaching ACPO, who own and manage the True Vision website, may be the only way to secure that information.

Homophobic hate crime 2

Question No: 2013/5218

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4150:

"What meetings have you had with the Metropolitan Police Commissioner to discuss the issue of homophobic hate crime in the last six months and when do you next intend to meet with the Commissioner to discuss the issue?" Your answer being: "I meet the Commissioner on a regular basis, where crime statistics and MPS performance are discussed in the round. Performance, including hate crime, is also a standing agenda item at the Deputy Mayor for Policing and Crime's formal monthly bi-lateral meetings with the Commissioner".

When did you last have a detailed discussion with the Commissioner specifically on the subject of homophobic hate crime?

[The Mayor](#)

Homophobic hate crime has formed part of a number of discussions with the Commissioner on MPS performance, rather than as one of a list of specific topics. All hate crime, including homophobic hate crime, is recognised by both the Commissioner and me as something that has repercussions far beyond those being targeted, and I was pleased that Stonewall were able to launch their recent report at New Scotland Yard with the Commissioner.

You will note that I have delivered on my pledge to have designated MPS LGBT Liaison Officers in every borough, as well as in many of the Specialist Crime Units. In addition, representatives from LGBT groups will be invited to contribute to the development of my Hate Crime Reduction Strategy.

Same-sex domestic abuse

Question No: 2013/5219

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4155

"Research has shown that domestic abuse within same-sex relationships goes unreported by four out of five of those who experience it and that half of those that report it to the police were not happy with how they responded. What do you intend to do with the Metropolitan Police to improve reporting and their response to same-sex domestic abuse?" Your answer being: "MOPAC is committed to increasing confidence to report domestic violence in any relationship or setting and developing more and better ways to do so. Confidence to report is reinforced by a consistent and professional response to victims and the MPS is implementing a continuous improvement plan for domestic violence, which focuses on improving the response to victims. Part of this response involves referring victims in same sex relationships to the LGBT Domestic Abuse Project. In addition, probationary police officers are taken through real life scenarios, which challenge thinking around same-sex domestic abuse and hate crime. MOPAC will oversee the MPS response to domestic abuse through MOPAC Challenge and the VAWG Panel and will monitor satisfaction through a new confidential survey under development that all victims of domestic abuse will be invited to complete."

When will development of the new survey be completed? When will it be used? Will the anonymised results be published?

[The Mayor](#)

The new survey for victims of sensitive crimes will be piloted in late January/early February 2014. The survey is currently in consultation and refinement. In future, the invitation to participate in the survey will be incorporated into the routine use of victim care cards distributed by MPS officers. MPS wide results will be published on a regular basis with a view to publishing the results on a quarterly basis alongside the statutory MPS User Satisfaction survey.

Police station closures 1

Question No: 2013/5220

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4157:

"A constituent recently needed to report a lost mobile phone. Until recently, she could have walked 5 minutes to Fortis Green Police front desk and the process would have taken 5 minutes. Now, just for this minor thing, she had to ring 3 times to Hornsey front desk, over 2 days. A very polite, apologetic policeman said there was only him at the desk. He was always busy with other members of the public, and twice said he would ring back, but was kept too busy to do so. The 3rd time I rang, he had to interrupt another case to log my lost property (Police Ref no. 99/3854924). Is this not yet another example of the consequences of your short sighted police cuts?"

When will you give a substantive response?

[The Mayor](#)

Please see my response to MQ 4157/ 2013.

Police station closures 2

Question No: 2013/5221

[Andrew Dismore](#)

Further to your answer to Question No: 2013/4158

"A constituent recently met a Hong Kong Chinese tourist who had just arrived from the airport on her first day ever in Britain on 5 October, when she was conned out of a lot of money on the street, by an elaborate con involving someone posing as a plain-clothes policeman, complete with fake id card. She was upset by this, but even more so by the response she got when she immediately reported the crime to Paddington police station:

a) They told her that because they were so busy she would have to wait an hour. This upset her rather than gave her the support she needed after being robbed, and meant the conmen would be long gone from the area

b) They didn't take any detail of what had happened, so she felt they weren't taking such crime directed at tourists seriously.

c) Police processes didn't seem geared to tourists eg they didn't give her a detailed report for her insurance company abroad, they didn't appreciate that she wouldn't have a London phone number except a hotel number, or be in any one place for more than a day, or be in the country for more than a week or so.

How would you explain this poor response to future Chinese tourists who you consider to be important are to the London economy? And is this not yet another example of the consequences of your short sighted police cuts? Will you undertake to take this issue up with the Commissioner of the Metropolitan Police and subsequently write to me addressing each of these points?"

Your answer being:

"I have passed the details outlined above to the Commissioner's office who will be writing to you separately." When can I expect to hear from the Commissioner's office?

[The Mayor](#)

I understand Assistant Commissioner Simon Byrne wrote to you in response to MQ 4158/2013 on 5 December.

Hampstead police station 1

Question No: 2013/5222

[Andrew Dismore](#)

Further to your answer Question No: 2013/4165 and to Question No: 2013/3681:

"When will you answer substantively Question No: 3066 / 2013 and 2504 / 2013, As the Royal Free Hospital has been discounted as a possible police "contact point" as officers staffing the contact point might be called away to A and E incidents, what are you now doing to provide a contact point for this area?"

Is the delay because the best you have come up with is a stall in Starbucks?

And are you aware the reports in the local press of the disquiet of local police officers about using Starbucks because of local hostility to that company due to their tax avoidance practices, which the officers believe will put people off from going there?". Your response being: "We are committed to improving public access in Hampstead and are actively looking for a new location for a contact point. Four potential sites have been identified, Starbucks; Hampstead Town Hall; the Royal Free Hospital and Premier Inn.

One site is being trialled each week finishing on 27 October 2013, with local media engaged to better publicise the trials and seek public views. The local community, the Neighbourhood Ward Panel meeting, officers and the venues themselves will all be consulted in deciding which one, if any, is suitable." And "What was the outcome of the trials, what was the outcome of the consultations, and what is being done now to finalise this long overdue contact point?"

Will you now answer this question substantively?

[The Mayor](#)

Please see my response to MQ 4872 / 2013.

Hampstead police station 2

Question No: 2013/5223

[Andrew Dismore](#)

Further to Question No: 2013/3683

"Will you will undertake not to dispose of Hampstead Police Station until an alternative and suitable base reserved for police officers has been identified in the locality?"

and your answer : "In accordance with what was set out in the public access documents for Camden in March 2013, the station has now closed and the disposal is currently being finalised. There continue to be a number of bases throughout Camden at which Police Officers are based. In line with my public access promise and commitment to put bobbies before buildings, Police Officers now spend the majority of their time out in their local community and not stuck behind a desk. Local contact points are being identified as per my response to MQ 3682 / 2013." and Question No: 2013/4166 "Has an alternative and suitable base reserved for police officers now been identified in the locality and if so where is it?"

Will you now answer this question substantively?

[The Mayor](#)

Please see my response to MQ 4872 / 2013.

Hampstead Contact Point

Question No: 2013/5224

[Andrew Dismore](#)

Why has the Metropolitan Police barred officers from spending £30 per week out of the borough's policing budget to cover the cost of renting a room from arts charity Wac Arts three times a week, for an hour at a time, for a new "contact point" in the old town hall to keep a police presence in Hampstead to replace Hampstead police station, bearing in mind Hampstead's officers have already spent months scouting for a suitable location for the contact point?

[The Mayor](#)

Please see my response to MQ 4872 / 2013.

Camden Police Numbers

Question No: 2013/5225

[Andrew Dismore](#)

As of 31st October 2013, how many full time sworn police officers were there in Camden; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st October 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 October 2012	31 October 2013	01 May 2015
Police Officers	886.76	759.63	654.85	Not Available
Sergeants	135.16	114.79	102.47	
PCSOs	123.20	74.61	49.81	
MSC	180.00	248.00	194.00	
Police Staff	164.04	85.81	72.06	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Camden will have 751 police officer posts overall by 2015 with 157 posts in Safer Neighbourhood Teams.

Barnet Police Numbers

Question No: 2013/5226

[Andrew Dismore](#)

As of 31st October 2013, how many full time sworn police officers were there in Barnet; how many special constables; how many PCSOs; how many sergeants; how many non PCSO civilian staff were there; what were the comparable figures for 1st May 2010, and 31st October 2012; and what do you expect the figures to be on 1st May 2015?

[The Mayor](#)

The strengths for the relevant dates are set out in the table below:

Employee Group	01 May 2010	31 October 2012	31 October 2013	01 May 2015
Police Officers	595.18	520.40	532.20	Not Available
Sergeants	98.73	85.68	75.68	
PCSOs	176.76	99.56	71.30	
MSC	133.00	158.00	160.00	
Police Staff	105.28	75.82	65.36	

At present the MPS have no confirmed target strengths for 2015. However, under the Local Policing Model, Barnet will have 564 police officer posts overall by 2015 with 135 posts in Safer Neighbourhood Teams.

Contact Points 1

Question No: 2013/5227

[Andrew Dismore](#)

Further to Question No: 2013/4169:

"Please list the number of people who have used each of police contact points in Camden for each month since they began."

Will you now answer this question substantively?

[The Mayor](#)

Please see my response to MQ 4169 / 2013.

Contact Points 2

Question No: 2013/5228

[Andrew Dismore](#)

Further to Question No: 2013/4170:

"Please list the number of people who have used each of police contact points in Barnet for each month since they began."

Will you now answer this question substantively?

[The Mayor](#)

Please see my response to MQ 4170 / 2013.

Police station queues

Question No: 2013/5229

[Andrew Dismore](#)

Further to Question No: 2013/4175

Will you now answer substantively Question No: 2013/3680:

"What are you doing about the long queues at the front offices in Barnet and Colindale police stations, a consequence of your closures of police stations. Are you aware that people are regularly walking out in despair? What are you doing about it?"

Will you now answer this question substantively?

[The Mayor](#)

Please see my response to MQ 4175 and 3680 / 2013.

Hampstead police

Question No: 2013/5230

[Andrew Dismore](#)

Why are Hampstead Heath police finding it difficult to contact the SNT? Why haven't they been told who they should speak to as you have not offered an alternative front counter option in the Hampstead area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/02/2014

Please see my response to MQ0288 / 2014.

Officers in uniform smoking

Question No: 2013/5231

[Andrew Dismore](#)

What is your policy towards police officers in uniform smoking on duty in public in the street?

[The Mayor](#)

The MPS should always uphold the law in relation to smoking in buildings.

Raves

Question No: 2013/5232

[Andrew Dismore](#)

We have suffered from several raves recently, including some affecting West Hendon and also near Stirling Corner. The police seem unwilling and incapable of dealing with these disturbances due to a shortage of officers. Why? Is this not another consequence of your cuts?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The police are not unwilling to deal with raves; however, legally the police cannot enter private property without the appropriate authority and consent. When a rave occurs in an unused building/non-residential property (as was the case with Stirling Corner), the law relating to civil trespass and squatting applies. Only once a property is legally repossessed by the owner, via a repossession order from the civil courts, can the police enter the property to prevent a Breach of the Peace.

Road markings on the A1 slip road off the A41

Question No: 2013/5233

[Andrew Dismore](#)

Further to your answer to Question No: 96 / 2013

"The road markings on the A1 slip road off the A41 used to include four arrows which have been reduced to three. This is dangerous as it is now very difficult to cross this road even at the Traffic lights. There are 2000 school kids who attend Brookland Rise Infant and Junior and Christ College -all on the North side of the A1. There have been accidents with cars exiting Eastholm and Westholm (both cul de sacs) on to the A1. When will you put things back to how they were?"

Your answer being:

"The current layout on the A1 slip road off the A41 contains three arrows which is in accordance with national guidance on road markings.

Whilst TfL can vary the number and position of markings, they generally seek to apply standard road marking layouts which are well known and understood by users. TfL is not aware that the current marking arrangement is causing any safety issues, but a road safety auditor will visit the site in the coming weeks and assess whether there would be benefit in modifying the spacing of current markings and providing an additional arrow."

Has the road safety auditor visited yet, and if not when will he/she do so; and if the visit has taken place what was the result?

[The Mayor](#)

A TfL Road Safety Auditor has visited the site to review the markings and has not found a safety case for introduction of a fourth arrow marking.

However, in order to improve the visibility of the crossing, some amendments to hatched markings and zig-zag markings were proposed and these will be implemented in January.

Kings Cross Underground station

Question No: 2013/5234

[Andrew Dismore](#)

Further to Question No: 2013/4177

"It is over 18 months since the new dot-matrix displays were fitted to Northern Line platforms at Kings Cross Underground station, and still they do not work. The old signs are so faded that they hardly work either. On what specific date will the new displays be operational?" your response being: "TfL assures me that following additional modifications, TfL expects the new dot-matrix indicators will become operational in early 2014."

What is the reason for such a lengthy delay?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

There have been some technical difficulties connecting the new dot-matrix indicators on the Northern line platforms at King's Cross St. Pancras to the signalling feed. This has unfortunately led to the delay in bringing them in to use.

In the meantime, the old indicator boards continue to offer real time information for customers, although I acknowledge that due to their age they are not illuminated up to the normal standard.

Stirling Corner 1

Question No: 2013/5235

[Andrew Dismore](#)

Further to Question No: 2013/4181

"What is the outcome of the 24/7 traffic light operation experiment at Stirling Corner?" your response being: "The trial at Stirling Corner has been undertaken to assess possible safety and performance benefits of using full-time instead of part-time signals.

Initial results have shown that the full-time signalisation has addressed the original request from Barnet councillors and local residents to improve the east/west access to the roundabout. However, further analysis is needed to fully measure the benefits at this location.

The initial six-month trial was extended to take account of seasonal variation and to facilitate the collection of more data. TfL teams are meeting on a regular basis to review the trial and any future long term design options for Stirling Corner."

For how long has the trial been extended? When will the further analysis be completed and when will the results be published?

[The Mayor](#)

The Stirling Corner trial was extended in September 2013 for a further six months until early April 2014. This will account for any seasonal variation in traffic flows and to allow for the collection of all necessary data to ensure that appropriate conclusions can be drawn.

A full assessment of the data will be carried out following completion of the trial.

Stirling Corner 2

Question No: 2013/5236

[Andrew Dismore](#)

Further to your answer to Questions No: 4161/2012;

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

and your answers to questions 261/2013, 522/2013, 1041/2013, 1464/2013 and Question No: 2039/2013 and Question No: 2497 / 2013 referring back to your non- answers to my invitation to you to attempt to go round Stirling Corner on your bike, and your repeated answer:

"I have nothing to add to MQ 4161/2012.", and your answer to Question No: 3083 / 2013, "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report"; and your answer to Question No: 2013/3698:

"Since my last response to you on this matter "I cycle the whole of London and when I next pass through Stirling Corner I will be sure to give you a report", I have not cycled through Stirling Corner. However, when I next pass through Stirling Corner, I will be sure to give you a report."

Have you ever cycled round Stirling Corner? Have you cycled round Stirling Corner since you promised to do so; if not why not; and if not when do you expect to cycle round Stirling Corner? Or is it that you have no intention of doing so in the foreseeable future and just want to pretend you are a keen cyclist with cyclists' concerns at heart and have no intention of honouring your commitment to do so, so that your original answer can be seen as nothing more than a fobbing off exercise? Or are you frightened of doing so, as it is too dangerous? Why do you have nothing to add? Aren't you embarrassed by your non responses when reminded of your promise? And to Question No: 2013/4184 "I have nothing further to add to my previous answers to this question. It costs around £70 to respond to each Mayor's Question and this question has now been asked 10 times."

Why have you nothing to add? Are you not ashamed of your continual failure to honour this commitment? Why are you trying to avoid legitimate scrutiny of your work by suggesting that questions such as this that you find difficult and embarrassing should not be repeatedly asked until you provide a proper reply?

[The Mayor](#)

This is the 11th time you have asked this question. I have not cycled through Stirling Corner. However, when I next cycle through Stirling Corner, I will be sure to give you a report.

Race claims against the police

Question No: 2013/5237

[Andrew Dismore](#)

Further to your answer to Question No: 532 / 2013:

"The information below relates to Employment Tribunal claims, giving total compensation paid

in relation to employment tribunal claims which include allegations of race discrimination.

Compensatory awards determined by the Tribunal after liability and remedies hearings.
Settlements agreed between parties after hearing

Compensation agreed between parties after liability only hearing (not determined by the Tribunal). Out of court settlements

Compensation paid in settlement of claims compromised before a tribunal hearing and without admission of liability.

2009 / 10	£7,777	£0	£61,100
2010 / 11	£2,000	£7,500	£80,500
2011 / 12	£0	£0	£32,478
2012/13	£0	£0	£5,000

The financial compensation detailed above was paid to 23 Claimants in respect of 32 claims. The breakdown by workforce category is as follows:

15 Police Officers received financial compensation in relation to 23 claims

- 4 members of Police Staff received financial compensation in relation to 5 claims.
- 2 Police Community Support Officers received financial compensation in relation to 2 claims,
- 1 member of the Metropolitan Special Constabulary received financial compensation in relation to 1 claim
- 1 member of the public received financial compensation in relation to 1 claim.

In addition, 2 further claims (1 lodged by a Police Officer and 1 by a member of police staff) were settled on a non-financial basis. The following information relates to Race Actions brought by members of the public:

	Settlements	Awards	Number of settled claims
2009/10	£76,500	0	8
2010/11	£47,240	0	5
2011/12	£200,250	0	11
2012/13	£145,500	0	9

As I have said before, any incident of racism is one too many. My DMPC and the Commissioner know how seriously I take this and are implementing measures to continue to improve the MPS, including through recruiting more officers from ethnic minorities as part of my commitment to

have a force that looks more like London.”

Why did it take from February to November to give me a reply? Have you read my letter in response to this answer? Has any disciplinary action been taken in respect of any of these cases, and if so, how many; and if so was anyone dismissed; and if so was anyone demoted? Did any of the settlements include a “no publicity” clause to prevent the victims speaking out about their experiences?

[The Mayor](#)

I have seen your letter and a response addressing the points raised was sent to you on 19 December 2013.

Metropolitan Police Paladin Team (2)

Question No: 2013/5238

[Caroline Pidgeon](#)

How many times has the MPS's Paladin Team carried out operations, or been called to assist in operations, at each of the following London terminals, for each of the last three financial years:

Victoria Coach Station

St Pancras International Station (or other Eurostar stations)

London City Airport

[The Mayor](#)

(1) Victoria Coach Station - Safer Transport Command have primacy at this location. The PALADIN Team have assisted in twelve operations in the last three years.

(2) St Pancras International Station (or other Eurostar stations) - British Transport Police have primacy for this location. The Paladin Team assisted BTP in one operation in July 2011.

(3) (3) London City Airport - This location is within Newham and is policed by MPS officers. The PALADIN Team assisted in one operation that took place in September 2011.

Metropolitan Police Paladin Team (3)

Question No: 2013/5239

[Caroline Pidgeon](#)

What consideration have you given to extending the work of the MPS Paladin team to cover St Pancras International Station given the concerns which have been raised regarding the number of lone children who travel to the UK via Eurostar?

[The Mayor](#)

The Paladin Team are eager to assist other police forces in any way they can, including the British Transport Police in their monitoring of St Pancras International Station.

ANPR (2)

Question No: 2013/5240

Jenny Jones

What was the average number of deployments for each of the ANPR teams for 2012/13 and how many arrests did these operations generate?

The Mayor

Each of the 4 teams deploy 5 days per week, about 52 weeks per year, minus bank holidays. This is on average 800 times per year.

The MPS now possesses 244 vehicles equipped with ANPR. These are spread amongst Traffic, TSG, Firearms and each BOCU has at least one ANPR equipped vehicle.

As a result our counting 'rules' have changed. Previously the definition of an ANPR arrest was 'any arrest during an ANPR operation not necessarily as a result of an ANPR activation'. To establish how effective ANPR is we now only count ANPR activations, as the drivers and operators of many vehicles use ANPR from their 'toolkit' to support their day to day business. Many drivers have to respond to emergency calls and are not always in a position to deal with activations.

The roll out of the ANPR fleet commenced in October 2012 after the Commissioner pledged to double the ANPR fleet. This achieved 244 vehicles by the end of March 2013.

The number of ANPR 'intercepts' increased as the fleet increased, and also as drivers/operators became more aware of the value of ANPR.

In October 2012 there were on average 2,288 intercepts. In March 2013 there were 4,028 intercepts. (Acumulative total 23,889 for the 6 month period)

ANPR (3)

Question No: 2013/5241

Jenny Jones

Were any ANPR teams deployed in the recent cyclist safety operation? Can you explain the reason for this?

The Mayor

The 4 dedicated ANPR teams are no longer a Traffic Command Unit resource, but sit under Met Intelligence and are crime focussed. They are directed to deploy predominantly to boroughs with gang problems to tackle serious crime as well as MOPAC 7 crimes.

All Traffic OCU patrol cars are equipped with ANPR.

Credit Unions (2)

Question No: 2013/5242

[Fiona Twycross](#)

London's high streets have seen an increasing number of loan companies and pawn shops. There are a number of initiatives you have told me you support through the GLA's London Debt Strategy Group, partnership work with Capitalise and your own Know Your Rights Campaign. How has success on tackling the prevalence of shops offering these forms of lending been measured, and how can these bodies promote credit unions?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

It is a matter for local authorities to decide whether to allow legitimate businesses offering the above-mentioned services to operate in their local area.

Capitalise Debt Advice Service

Question No: 2013/5243

[Fiona Twycross](#)

The London Debt Strategy Group page on the London.gov.uk website says that the Capitalise Debt Advice Service has Government funding until 31 March 2013. Will this service continue to be funded after this date?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Government funding to the Capitalise Debt Advice Partnership has been extended to October 2014, with a view to developing a three year plan to secure funds through to 2017.

Stirling Corner 3

Question No: 2013/5244

[Andrew Dismore](#)

When you visited north London on 28th November, your route from Enfield to Hendon would have taken you near to Stirling Corner. Did you take the opportunity to cycle round Stirling Corner to honour your pledge to do so which is now almost 18 months old? If not, why not?

[The Mayor](#)

My visit to north London on that day was political and not in my role as Mayor of London.

Public transport, Enfield to Hendon

Question No: 2013/5245

[Andrew Dismore](#)

When you visited north London on 28th November, what form of public transport did you use to go from Enfield to Hendon?

[The Mayor](#)

My visit to north London on that day was political and not in my role as Mayor of London.

Stamford Hill to Golders Green bus service

Question No: 2013/5246

[Andrew Dismore](#)

Further to your answer to question No: 77 / 2013 "What has happened to your promise about a bus route from Stamford Hill to Golders Green?", and Further to Question No: 2013/4185

"when will the "consideration between TfL and the relevant boroughs" be concluded; what meetings between TfL and the relevant boroughs have taken place and on what dates; and will you publish your and TfL's correspondence on the issue?"

and your answer "This review is continuing and TfL will let you know the outcome as soon as it is complete." Will you now answer the question as to what meetings have taken place and on what dates, will you publish the correspondence as requested, and when will the review be completed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 10/03/2014

Please see my response to MQ 3612/2013.

Speed limiters

Child Abuse Investigation Command (1)

Question No: 2013/5247

[Caroline Pidgeon](#)

Further to MQ 0051/2013 please provide a breakdown of the number of cases which have been taken up by the Metropolitan Police Service's SCD5 Child Abuse Investigation Command in 2012/13 and 2013/14 to date, broken down by Team or Unit. In addition what were their Sanction Detection numbers and Sanction Detection Rates?

[The Mayor](#)

CAIT Locations	01 APRIL 2012 TO 31 MARCH	01 APRIL 2013 TO	
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	2013				OCTOBER 2013			
CAIT TEAMS	INCIDENTS	OFFENCES	SD'S	SD RATE	INCIDENTS	OFFENCES	SD'S	SD RATE
NORTH REGION								
Haringey	994	350	92	26.30 %	442	207	75	36.20 %
Camden	658	275	47	17.10 %	343	153	35	22.90 %
Islington	332	163	42	25.80 %	220	94	20	21.30 %
Brent/Harrow	1252	568	118	20.80 %	822	433	109	25.20 %
Barnet/Enfield	1214	519	137	26.40 %	788	414	107	25.80 %
TOTAL	4450	1875	436	23.30 %	2615	1301	346	26.60 %
WEST REGION								
Kingston/Merton/Wandsworth	1001	491	116	23.60 %	613	327	65	19.90 %
Hounslow/Richmond	584	320	90	28.10 %	327	180	65	36.10 %
Ealing/Hillingdon	1144	576	177	30.70 %	620	354	85	24.00 %
Heathrow	14	10	7	70.00 %	6	3	3	100%
TOTAL	2743	1397	390	27.90 %	1566	864	218	25.20 %
CENTRAL REGION								
Westminster/Kensington & Chelsea/Hammersmith & Fulham	810	353	89	25.20 %	446	231	40	17.30 %
TOTAL	810	353	89	25.20 %	446	231	40	17.30 %

High Tech Crime	2	2	1	50%	1	0	1	0%
TOTAL	2	2	1	50%	1	0	1	0%
MAJOR INVESTIGATIONS								
Major Investigations	45	42	15	35.70%	37	32	3	9.40%
TOTAL	45	42	15	35.70%	37	32	3	9.40%
SERIOUS CASE TEAM								
Serious Case Team	213	168	23	13.70%	46	37	13	35.10%
TOTAL	213	168	23	13.70%	46	37	13	35.10%
CRIME TOTALS								
	18576	8814	2527	28.70%	10788	5686	1542	27.10%

Child Abuse Investigation Command (2)

Question No: 2013/5248

[Caroline Pidgeon](#)

Please provide a breakdown of the age profile and the gender of victims of cases which have been taken up by the Metropolitan Police Service's SCD5 Child Abuse Investigation Command in 2011/12, 2012/13 and 2013/14 to date.

[The Mayor](#)

See appended table.

Child Abuse Investigation Command (3)

Question No: 2013/5249

[Caroline Pidgeon](#)

What were the Police Officer and Staff numbers for the Metropolitan Police Service's SCD5 Child Abuse Investigation Command in both the Budgetary Workforce Target (BWT) and the Actual Workforce Target (AWT) since 2008? Please also provide the gender and ethnicity breakdown of officers and staff and how many are on flexible working arrangements.

The Mayor

Below shows the BWT and AWT of the command since 2008, those staff that are female and those that are BME. The Met are unable to give a breakdown of ethnicity as this is not recorded.

2008 Females	BWT No of BME	AWT	No of
Officers 23	414	383	183
Staff 126	158 37	149	
2009 Females	BWT No of BME	AWT	No of
Officers 35	456	428	215
Staff 139	209 48	183	
2010 Females	BWT No of BME	AWT	No of
Officers 35	456	453	230
Staff 157	209 51	208	
2011 Females	BWT No of BME	AWT	No of
Officers 37	457	464	242
Staff 152	200 52	195	
2012 Females	BWT No of BME	AWT	No of
Officers 32	441	446	229
Staff	186	177	

Helicopter safety checks

Question No: 2013/5250

Caroline Pidgeon

Whilst I am aware that the Metropolitan Police Air Support Unit operates a different model of Eurocopter from that which tragically crashed in Glasgow, further to that crash has the Met Police changed or increased the safety checks carried out on its three helicopters?

The Mayor

In the aftermath of the tragic accident in Glasgow and following the recent Air Accident Investigation Branch interim report, the Air Support Unit reviewed its operational practices and procedures. The ASU Safety Management System underpins all aviation activities ensuring safety is the number one priority. MPS helicopters are maintained by licensed engineers employed by the MPS and undergo a comprehensive daily inspection completed by an engineer. The pilot also completes a post flight inspection after each flight to ensure the helicopter is safe for the next flight. We are assured that there are no changes to existing practices or additional safety checks required at this time.

MOPAC Advisors

Question No: 2013/5251

Caroline Pidgeon

What remuneration and expenses did each of the four MOPAC advisors receive in 2013/14? How much is budgeted for their remuneration in 2014/15? Will you place appropriate details of their pay, expenses and declarations of interest on the MOPAC website?

The Mayor

MOPAC Adviser	Remuneration to date 2013/14	Budget 2014/15
J Mayhew	£15,187.50	£30,000
J Glanz	£17,500.00	£30,000
F Boardman	£11,500.00	£30,000
S O'Connell	£0.00 (he has chosen not to receive remuneration for this post)	£30,000

There have been no claims for expenses this financial year to date.

Details of pay, expenses and declarations of interest will be published on the internet.

Evaluation of the Local Policing Model (1)

Question No: 2013/5252

[Caroline Pidgeon](#)

What evaluation of the introduction of the Local Policing Model has been carried out? What were the findings of the evaluation of the first tranche of boroughs which went live with the model on 24 June?

[The Mayor](#)

The MPS is undertaking an assessment of both Tranche 1 and Tranche 2 boroughs using a combination of self-assessment and independent fieldwork. The findings of this assessment will be available in the New Year.

In addition, in January and February 2014, MOPAC will be holding town hall meetings in each of the Tranche 1 boroughs to provide an opportunity for the public to directly comment on their experiences of the Local Policing Model.

Evaluation of the Local Policing Model (2)

Question No: 2013/5253

[Caroline Pidgeon](#)

In how many wards in London has crime gone up since the implementation of the Local Policing Model?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/02/2014

The LPM went live in the 16 Tranche 2 boroughs in September 2013. It is therefore, too early to make an assessment of the impact on crime of the LPM in those boroughs.

Met Police contact point system 1

Local Policing Model - SNT investigations (1)

Question No: 2013/5254

[Caroline Pidgeon](#)

One element of the new Local Policing Model is that Safer Neighbourhood Teams are now responsible for the investigation of all neighbourhood crime that occurs on their ward. How many crimes was it envisaged that SNTs would investigate? In practice how many crimes have SNTs investigated from the implementation of the LPM to date?

[The Mayor](#)

Neighbourhood Teams do not investigate all crime that occurs on their ward. If a crime meets a certain threshold of seriousness or complexity then it will become the responsibility of the Borough Criminal Investigation Department (CID) teams or Specialised Teams within the MPS.

As a result of pre-LPM modelling work, it was envisaged that Neighbourhood teams would investigate approximately 30% of crime.

MPS systems are not yet able to fully ascertain the exact number of investigations conducted by Neighbourhood teams as a result of the different Tranche 1 and 2 "go-live" dates.

Local Policing Model - SNT investigations (2)

Question No: 2013/5255

[Caroline Pidgeon](#)

One element of the new Local Policing Model is that Safer Neighbourhood Teams are now responsible for the investigation of all neighbourhood crime that occurs on their ward. What proportion of SNTs' time is being spent investigating neighbourhood crime?

[The Mayor](#)

The MPS does not have detailed activity analysis on the proportion of SNT time spent investigating neighbourhood crime.

Local Policing Model - Local Police Areas

Question No: 2013/5256

[Caroline Pidgeon](#)

Please provide a map of the Local Police Areas now operating under the Local Policing Model.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/02/2014

Please see the maps attached as Appendix 5256.

Safer Neighbourhood Teams - abstractions

Question No: 2013/5257

[Caroline Pidgeon](#)

What has the abstraction rate been for Safer Neighbourhood Teams since the implementation of the Local Policing Model?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

The resource modelling for the Local Policing Model (LPM) used abstraction assumptions based on actual data at the time. This process assumed an average abstraction rate for Annual Leave, Sickness, Training, Aid and Court of 32%.

Analysis since LPM implementation has shown the average abstraction rate for Safer Neighbourhood Teams (SNTs) to be at 29%.

Metropolitan Police Service frontline capacity

Safer Neighbourhood Teams - officer hours per ward

Question No: 2013/5258

[Caroline Pidgeon](#)

Please provide details of Safer Neighbourhood Team officer hours per ward since the implementation of the Local Policing Model.

[The Mayor](#)

We are unable to answer this question as current duty processes cannot break down officers' time spent on ward specific duty.

Evaluation of contact points

Question No: 2013/5259

[Caroline Pidgeon](#)

I have been made aware of concerns regarding the suitability of Dulwich Library as a Contact Point with regards to its location, visibility, local awareness of it; and that ideally a Touchdown Point for police use, a Contact Point with a private meeting room, and Victim Support would be able to operate out of the same location. Are you willing to investigate an alternative Contact Point in Dulwich?

[The Mayor](#)

All contact points are being assessed as part of the evaluation into the operation of the new Local Policing Model. The temporary Borough Commander in Southwark recently met with local councillors to discuss public access and police presence in the borough. If the police and locally elected representatives agree that an alternative contact point in Dulwich is preferable then I am happy for that to be considered by MOPAC.

Police Constable recruitment

Question No: 2013/5260

[Caroline Pidgeon](#)

In the police constable recruitment taking place this year did the Metropolitan Police have an aim for the percentage of BME and female officers they would ideally recruit? How many of the new recruits in 2013/14 are BME officers and/or female officers?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 07/02/2014

Both MOPAC and the MPS are committed to improving the diversity of police officers and increasing the number of Black & Minority Ethnic (BME) and female police officers. The MPS's 2013 to 2017 People Strategy has set an ambitious aim for 40% of recruits to be from BME backgrounds and 50% to be female. The total number of recruits for 2013/14 financial year will not be known until April 2014.

Metropolitan Police Service - Cars and drivers

Question No: 2013/5261

[Caroline Pidgeon](#)

How much has been spent in 2013/14 to date on chauffeur driven cars for police officers of ACPO rank, broken down by:

- a) drivers
- b) cars (capital expenditure)
- c) maintenance
- d) fuel
- e) insurance costs

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 05/02/2014

The table below provides details of how much has been spent to date in 2013/14 on chauffeur driven cars for police officers of ACPO rank and the total costs for 2012/13

	2012/13 £'000	2013/14 to date £'000
Drivers	641	514
Cars	192	84
Maintenance	176	89
Fuel	80	40
Insurance	13	6
TOTAL	1,102	733

Police LGBT Liaison Officers

Question No: 2013/5262

[Caroline Pidgeon](#)

Please provide details of how many full and part time Lesbian, Gay, Bisexual and Transgender (LGBT) liaison officers there are in the Metropolitan Police for each London borough, and how many of these are dedicated officers.

[The Mayor](#)

I have delivered on my manifesto pledge to have at least one MPS LGBT Liaison Officer (LO) in every borough, as well as in many of the Specialist Crime Units.

There are 155 LGBT LOs working across all boroughs and MPS Specialist Units. Of these, 115 LGBT LOs work in boroughs, predominantly in Neighbourhood Policing Teams, and a further

40 are attached to Specialist Units, including Homicide Command, Sexual Offences, Exploitation & Child Abuse Command (SOECA), and Specialist Firearms Command. The vast majority of LOs take on this role in addition to their core duties, although there are 2 full time LOs in place based in Tower Hamlets and RB Kensington and Chelsea.

The numbers of officers vary and change on the boroughs, as does the amount of time spent in that role. This reflects decisions taken by local senior managers on how best to deploy resources to meet local needs.

There are a further 500 specialist hate crime investigators working in the 32 dedicated Community Safety Units (CSUs) that investigate LGBT hate crimes.

Boroughs and latest LO figures:

Westminster- 22	Camden- 6
Lewisham- 3	Redbridge- 6
Hackney- 2	Southwark- 2
Lambeth- 7	Bexley- 2
Brent- 4	Merton- 1
Tower Hamlets- 4	Ealing- 5
Hammersmith and Fulham- 5	Hillingdon- 2
Islington- 3	Croydon- 6
Newham- 4	Ken and Chelsea- 4
Greenwich- 2	Waltham Forest- 2
Barnet- 1	Havering- 1
Richmond- 2	Bark and Dagenham- 1
Wandsworth- 7	Bromley- 3
Enfield- 2	Harrow- 1
Haringey- 1	Sutton- 1
Kingston- 2	Hounslow -1

Satisfaction with Cycle Hire (1)

Question No: 2013/5264

[Caroline Pidgeon](#)

How many surveys have members of the Cycle Hire scheme been invited to complete?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/02/2014

Eight surveys have been taken since the scheme launched. Six have been completed with registered members, two with non-registered customers.

In addition, TfL monitors social media such as Twitter and Facebook as channels for customer comments and queries, on a monthly basis. The Customer Satisfaction surveys are compiled following surveys of approximately 3000 members (biannually) and approximately 1000 casual users (annually). Focus groups are undertaken when TfL wishes to conduct exploratory research or specific campaign development.

US-EU Trade Agreement

Satisfaction with Cycle Hire (2)

Question No: 2013/5265

[Caroline Pidgeon](#)

In answer to questions put, how many responses to Cycle Hire member surveys have rated aspects of the scheme as being below satisfactory?

[The Mayor](#)

The results from the survey can be viewed on the TfL website at:

<http://www.tfl.gov.uk/businessandpartners/customerresearch/15788.aspx?1=1>

Independent research also confirms very high public approval of the scheme - for instance a YouGov poll of users taken in November 2013 showed 78% satisfaction, even higher than TfL's own measures.

Satisfaction with Cycle Hire (3)

Question No: 2013/5266

[Caroline Pidgeon](#)

Reports of falling satisfaction with the Cycle Hire scheme indicate that the doubling of prices was only one driver. What other areas of the scheme have seen falling satisfaction?

[The Mayor](#)

I do not agree that the scheme is seeing falling satisfaction.

The results from the most recent surveys for members and casual users can be seen on the TfL website at:

<http://www.tfl.gov.uk/businessandpartners/customerresearch/15788.aspx?1=1>

Independent research also confirms very high public approval of the scheme - for instance a YouGov poll of users taken in November 2013 showed 78% satisfaction, even higher than TfL's own measures.

Satisfaction with Cycle Hire (4)

Question No: 2013/5267

[Caroline Pidgeon](#)

What action will be taken to address the problems highlighted by falling satisfaction reported by members of the Cycle Hire scheme in response to surveys?

[The Mayor](#)

It isn't true to say customer satisfaction is falling. The most recent Customer Satisfaction Survey of members, demonstrate that overall customer satisfaction has reached 71 per cent - the highest level since the scheme launched in 2010.

The results from the most recent surveys for members and casual users can be seen on the TfL website at:

<http://www.tfl.gov.uk/businessandpartners/customerresearch/15788.aspx?1=1>

Nevertheless TfL is always keen to improve the performance of the scheme. TfL is committed to providing improvements to the user experience which will be achieved with the introduction of new initiatives, such as corporate accounts, new docking stations, and a continued strong drive to improve redistribution efforts. TfL is further committed to providing better and more customer information.

Independent research also confirms very high public approval of the scheme - for instance a YouGov poll of users taken in November 2013 showed 78% satisfaction, even higher than TfL's own measures.

Satisfaction with Cycle Hire (5)

Question No: 2013/5268

[Caroline Pidgeon](#)

Will you publish the results of Cycle Hire satisfaction surveys in a timely manner after each is completed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The latest survey results for members and casual users are published. They can be accessed at:

<http://www.tfl.gov.uk/businessandpartners/customerresearch/15788.aspx?1=1>

Historical survey results will be published shortly, and TfL will aim to publish future surveys as they are completed.

Independent research also confirms very high public approval of the scheme. A YouGov poll of users taken in November 2013 showed 78 per cent satisfaction, even higher than TfL's own measures.

HGV Restrictions to improve cycle safety (1)

Question No: 2013/5269

[Caroline Pidgeon](#)

What options for HGV restrictions that might improve cycle safety in London have been examined by Transport for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL will consult shortly on its Safer Lorry Scheme to prevent HGVs without basic safety equipment operating in Greater London.

We are also studying the potential for time specific bans on HGVs. We are investigating other measures to re-time freight deliveries and construction traffic, or to stipulate the routes lorries could take. We have also taken a number of measures to ensure that the construction industry takes responsibility for its vehicles off-site, as well as on-site. We have increased the number of Metropolitan Police and VOSA enforcement officers. We are trialling a number of safety schemes for lorries as part of our track at the Transport Research Laboratory, and will investigate whether fitting these should be a requirement.

TfL is running a series of trials and has set up the London Out-of-Hours Consortium consisting of boroughs, London Councils, retailers and the freight industry to help develop and test proposals and understand the impacts.

We have greatly increased enforcement of existing regulations, achieving significant levels of enforcement in our recent Operation Safeway, and intend to build on the success of this operation.

HGV Restrictions to improve cycle safety (2)

Question No: 2013/5270

[Caroline Pidgeon](#)

What analysis, studies and reports from other cities with HGV restrictions for the purpose of road safety have been examined by Transport for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL is examining schemes undertaken by Paris, Dublin, Warsaw and Madrid to restrict HGVs on city roads as part of its response to the Roads Task Force report.

Initial findings are that the results are generally not easily comparable with London, given the proportionately small areas covered, the limited range of vehicles covered, wider economic factors and the local specific reasons for the restrictions.

In London the biggest cycle safety issue is with construction vehicles. However, it appears that in both Paris and Dublin exemptions are available to operators of construction vehicles.

HGV Restrictions to improve cycle safety (3)

Question No: 2013/5271

[Caroline Pidgeon](#)

What pilot schemes do you think would make the most sense to test to see whether restricting HGVs on London's roads could help improve cycle safety?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Please see my response to MQ5269 / 2013.

Bus Fares rising faster than inflation (1)

Question No: 2013/5272

[Caroline Pidgeon](#)

Why have you increased bus fares by more than inflation having press-released a "fares freeze"?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The bus fare increase in January will be 2.7 per cent.

This is 0.4 per cent lower than the benchmark rate of inflation of 3.1 per cent.

Bus Fares rising faster than inflation (2)

Question No: 2013/5273

[Caroline Pidgeon](#)

Will you consider moving away from 5p price-points for electronic Oyster Pay-As-You-Go bus fares?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

TfL's market research consistently shows that passengers value fares that are simple and straightforward. I am therefore currently not considering this.

Reduced frequencies on R5 and R10 bus routes

Question No: 2013/5274

[Caroline Pidgeon](#)

Consultation responses to the proposal to cut frequencies on R5 and R10 bus routes attracted 87 objections and just 5 supportive responses. Transport for London says that they will carry out this cut to services nonetheless. Will you review this decision and listen to the views of local people?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Routes R5 and R10 are low frequency and involve only one bus operating each schedule. The sole vehicle operating on each service was taking 15 minutes longer than planned to complete each trip so the schedules were updated from 60 to 75 minutes on December 7 to reflect this. Timetables were distributed on both buses and along the routes to advise them of the journey intervals. These now provide passengers with more reliable information and greater certainty of when they can expect their bus.

TfL has committed to carry out a review of these services with the London Borough of Bromley to assess reliability and use of both in the context of concerns raised in consultation.

TfL Cuts to bus services in London

Question No: 2013/5275

[Caroline Pidgeon](#)

Will you explicitly reject the proposals put to the November Finance & Policy Committee of Transport for London for reducing expenditure on bus services such as cutting off-peak services on 200 different routes and withdrawing 15 different night-bus routes?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

No proposals to cut services were put to the Finance and Policy Committee. This was purely an illustrative exercise requested by the members of the Committee.

Update on Fully Electric Buses (1)

Question No: 2013/5276

[Caroline Pidgeon](#)

Can you provide an update on the progress with testing fully electric buses in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/02/2014

I want London to be a global leader in the development and uptake of electric vehicles, including buses. While there are currently no viable double-deck electric buses, I am commencing trials of eight single-deck electric buses and supporting inductive charging technology to ensure that these vehicles can meet London's demanding conditions.

The first two single-deck buses were launched on routes 507 and 521 in London on 19 December, operated by Go Ahead London. For more information please see: <http://www.tfl.gov.uk/corporate/media/newscentre/archive/29229.aspx>

These will be accompanied by four Optare Solo single deck buses on route H98 in spring 2014, following financial support from the Department for Transport's Green Bus Fund. A further two Optare pure electric buses will also enter service next year, with funds from TfL's technology demonstration budget.

These trials will inform my future plans to roll out electric and other ultra low emission buses across London. These will complement my vision of an Ultra Low Emission Zone in central London from 2020.

Update on Fully Electric Buses (2)

Question No: 2013/5277

[Caroline Pidgeon](#)

What discussions have taken place about orders and options for purchasing further fully-electric buses for London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/02/2014

Please see my response to MQ5276 / 2013.

20mph enforcement

Accessibility Map for both Tube and Rail Network

Question No: 2013/5278

[Caroline Pidgeon](#)

When will a map be produced by Transport for London showing both Tube and Rail services in London which identifies accessibility at each station, highlighting step-free and level-platform locations?

[The Mayor](#)

TfL is developing this map. Customers tell us that they want an easy to use map, however the complexity of some stations makes this quite difficult to achieve. For example King's Cross station is served by six different rail routes and six underground lines, with three different types of access. We are currently researching different design solutions and envisage that a revised map would be available for the next planned update in May 2014.

TfL would be happy to take interested stakeholders through this work in more detail.

Fraud by Oyster Ticket Agents (1)

Question No: 2013/5279

[Caroline Pidgeon](#)

A report in the South London Press from November highlighted the prosecution of newsagents for skimming credits applied to Oyster cards when topped up by passengers. For each year since Oyster was introduced, please detail the number of ticket agents prosecuted for fraud over TfL transactions.

[The Mayor](#)

Please see my response to MQ 5280 /2013.

Fraud by Oyster Ticket Agents (2)

Question No: 2013/5280

[Caroline Pidgeon](#)

Press reports from November highlighted the prosecution of newsagents for skimming credits applied to Oyster cards when being topped up by passengers. What steps are being taken to prevent this type of fraud taking place?

[The Mayor](#)

TfL and its contractor monitor and audit carefully all the Oyster transactions that go through the agents' terminals located at Ticket Stops.

The number of cases where fraudulent behaviour is detected is very small and since the Ticket Stop network took its present form in 2010, only 6 Agents have been prosecuted for Oyster-related fraud: 3 in 2011; 1 in 2012; and 2 in 2013.

There were no Oyster related prosecutions prior to that date.

Reports are run each period to identify any potential suspicious activities. Various actions can be taken depending on the nature and volume of such activities, such as further training, warnings or termination of the Agent's contract.

The Oyster Ticket Stop network was doubled in size and reconfigured in 2009 and now comprises some 5000 retail outlets spread across Greater London.

The network now handles around a quarter of a million Oyster card PAYG top-ups each day.

Extending Pedestrian Crossing "Green Man" Times (1)

Question No: 2013/5281

[Caroline Pidgeon](#)

Living Streets have highlighted research from University College London showing that three out of four older people find the minimum time given to cross the road at light-controlled pedestrian crossings is insufficient. Do you accept the arguments put forward by Living Streets for a new and longer minimum standard for pedestrian crossing times to allow people just a few seconds longer to cross the road in safety and if so will you set an increased minimum standard for pedestrian crossings in London?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20/03/2014

Please see my answer to MQ314/2014.

Extending Pedestrian Crossing "Green Man" Times (2)

Question No: 2013/5282

[Caroline Pidgeon](#)

Will you agree to pilot extended green man crossing times at a range of light-controlled junctions in London so that the improved safety this would afford can be assessed?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 20/03/2014

Please see my answer to MQ314/2014.

Crossrail and Step Free Access (1)

Carriageway on Streatham Hill

Question No: 2013/5283

[Caroline Pidgeon](#)

Upgrade work to the A23 on Streatham Hill and Streatham High Road planned over the next two years will be long overdue improvement to the local environment along this busy road. However, in the meantime will you ask TfL to resurface the badly rutted and potholed inside-lane of the south-bound carriageway of the A23 at Streatham Hill just south of the South Circular as a matter of urgency?

[The Mayor](#)

I am pleased TfL's work to improve Streatham High Road is appreciated. The carriageways do indeed need resurfacing work and this is programmed to take place in the next financial year once the improvement works are complete. TfL will seek to address the worst areas as early as possible after the improvement works are completed. In the meantime, TfL will inspect the road regularly and carry out localised works to keep the road safe until full resurfacing works take place.

Additional Capacity needed on London Overground

Question No: 2013/5284

[Caroline Pidgeon](#)

While an additional carriage on Overground trains will help ease overcrowding, passengers tell me that this extra capacity will be used up very quickly. How will you add additional capacity beyond this increase to cope with the success of London Overground?

[The Mayor](#)

Since the Overground was launched in 2007 patronage has grown by 160 per cent (on just the original network) and TfL has added capacity through train frequency increases, new rolling stock and train lengthening.

The next step in this phenomenal success story will see a fifth carriage added to most Overground trains, to give a 25% increase in capacity. This is a significant amount, and is expected to accommodate demand growth through to the early-to-mid-2020s. Furthermore, the electrification of the Gospel Oak - Barking line will allow longer, electric trains to be introduced, providing a much needed increase in capacity on that route.

However, we cannot stand still and TfL are already seeking opportunities for further, targeted increases in train frequency on some routes. Over the coming years, TfL will continue to look at what other measures may be necessary to accommodate growing demand.

Oyster Card Top-ups and season tickets withdrawn at Wimbledon

Question No: 2013/5285

[Caroline Pidgeon](#)

Passengers in south west London have received emails saying in part, "Important Customer Information - Oyster card sales. From 01 January 2014, there will no longer be the option to top up an Oyster card or to purchase an Oyster season Travelcard from Wimbledon Station ticket office." How have you allowed this unacceptable situation to arise? What action will you take to restore Oyster top-ups and season tickets at this ticket office and the ability to buy longer Oyster Travelcards at this station?

[The Mayor](#)

Wimbledon is a South West Trains station and ticketing there is controlled by the Company subject to its franchise agreement with the DfT.

As Mayor I have no powers over South West Trains.

This decision is typical of many of the unilateral decisions the Companies take. It illustrates why the current franchise system does not serve the interests of London and why the Mayor should be given fuller control over rail services in London.

In terms of customer impact, it is however worth pointing out that:

1. The 11 self-serve ticket machines in the main ticket hall at Wimbledon will continue to allow pay as you go top ups and to sell 7 Day and Monthly Travelcards for Oyster.
2. The three ticket machines outside the ticket hall and the further 4 machines in the Centre Court shopping mall entrance will also remain.
3. There are four Oyster Ticket Stops within a few minutes walk of Wimbledon station.
4. Longer period season tickets can be bought on Oyster up to 30 days in advance from any TfL station and can also be bought on-line.

New Escalators at Highbury & Islington repeatedly out of service

Question No: 2013/5286

[Caroline Pidgeon](#)

On how many occasions and for what reasons have the new escalators at Highbury & Islington station been out of service since they were refurbished earlier this year?

[The Mayor](#)

There have been three occasions when an escalator has been out of service at Highbury & Islington, since the completion of refurbishment work in October 2013. This was due to replacement of a damaged wheel chain (escalator 1), a hand rail entry inlet (escalator 3) and two tread sections (escalator 1).

The cumulative out-of-service time was just over five hours. On each occasion the other escalator remained available for use, and the station remained open to customers.

Mobility Aid Recognition Scheme - priority space on buses

Question No: 2013/5287

[Caroline Pidgeon](#)

A constituent has asked whether the signs currently displayed on buses which indicate who has priority in the wheelchair space could also make reference to the Mobility Aid Recognition Scheme? Please clarify what guidance is provided to bus drivers to help them deal with the situation where a Mobility Aid card-holder wants to board the bus and the priority space is occupied by a buggy or pram?

[The Mayor](#)

The designated wheelchair priority area on buses is there primarily to offer space to wheelchair users. Other passengers are free to use the space when it is not needed by a wheelchair user.

Bus drivers are advised about the Mobility Aid Card and scheme as part of their training and details of the scheme are included in the Big Red Book. In addition, and as part of a wider package of interactive training on accessibility for 2014 called "All Aboard!", TfL will be making sure all 24,500 bus drivers are reminded of the Mobility Aid Card. As with a wheelchair user, the guidance to drivers is to politely ask those in the space to make room using the iBus message and/or the PA system. In the event that those in the space are unwilling or unable to move, for whatever reason, then regrettably, there is no legal basis by which the driver or the bus operator can compel them to do so.

TfL will consider whether or not it can devise an alternative solution which makes it clear to other passengers that people with a Mobility Aid Card may need the space.

Blue badge parking

Question No: 2013/5288

Caroline Pidgeon

Further to the conclusion of TfL's 'Accessible Apps' competition - which sought to make TfL's real-time data more accessible to the public - will you support efforts to make disabled blue badge parking locations more widely known?

The Mayor

Yes, I am supportive of this. The majority of Blue Badge parking bays are found on borough roads. Blue badge parking information is already published by many London Councils on their websites and is also available on a number of third party websites, for example:

1. <https://www.parkingforbluebadges.com/bluebadgemap/online-map> which was commissioned by Direct Gov and provided by PIE
2. <http://www.bluebadgelondon.org.uk/faq.htm> which provides information on the locations of Blue Badge parking and provides information on the timings and restrictions of each bay for the City of London, the Royal Borough of Kensington & Chelsea, Westminster, and Camden

TfL will be adding links from relevant pages on their website to these third party websites.

Tower Bridge Road Alliance

Question No: 2013/5289

[Caroline Pidgeon](#)

The Tower Bridge Road Alliance (TBRA) was established in 2012 to help improve their local business environment. However, I understand a recent request to install tree lights on some of the more prominent trees within the area has been refused by TfL. Please will you clarify TfL's policy on the installation of year-round tree lights and outline what steps TfL takes to build effective relationships with new and existing business communities?

[The Mayor](#)

TfL and I recognise the important role of London's numerous business communities in driving economic growth. To that end, TfL aims to be supportive and accommodate requests wherever possible.

Each application to install tree lights is considered by TfL to ensure proposals are both safe and won't damage the health of the tree and therefore the local environment. If the proposed lighting is deemed not to damage the long term health of the tree, a licence will be granted allowing lights for a maximum of two years. After two years, the lights and all related equipment must be removed to allow the tree to repair.

The licence holder is responsible for installing and removing the lights, arranging a suitable electrical supply, ensuring there is adequate space for pedestrians and keeping the lights safe.

TfL has published standard conditions for all highway consents including tree lights on its website, which can be found at <http://www.tfl.gov.uk/roadusers/redroutes/11010.aspx>

The recent application for lighting on Tower Bridge Road was refused because it failed to meet these conditions; however TfL is investigating the alterations required to the original application to make it compliant.

Our intent is in helping deliver a business-friendly environment in London. TfL has a programme of constructive relationships with London's business community. This includes regular meetings and briefings, events, promoting relevant consultations and projects, exploring joint working opportunities, securing TfL speakers for events, and presenting at steering groups and board meetings. TfL provides dedicated points of contact to assist business organisations, including Tower Bridge Road Alliance, with their queries and questions.

St George's Circus - road layout

Question No: 2013/5290

[Caroline Pidgeon](#)

Further to your announcement of a new fully segregated, two-directional cycle track along Blackfriars Road, will you take this opportunity to review the long-term layout of roads around St George's Circus (including St. George's Road and London Road) to reflect the changing demand and mode shares on these roads?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

I can confirm that opportunities to improve conditions for cyclists at both St George's Circus and on St George's Road are already being considered as part of the North-South cycle route, which will run from Kings Cross to Elephant & Castle via Blackfriars Road. In parallel, TfL will also consider additional improvements that can be made for cyclists on London Road between St George's Circus and Elephant & Castle.

Delayed publication of survey data

Question No: 2013/5291

[Caroline Pidgeon](#)

There is concern that Transport for London and the Greater London Authority spend considerable sums of money commissioning a wide range of surveys but fail to publish the results in a timely manner. Will you set a policy to publish all survey data within a week of completion?

[The Mayor](#)

No, the GLA and TfL cannot commit to publishing survey results within a week of completion. Publishing survey information ahead of the relevant policy or campaign and without full consideration of all relevant data could lead to unclear or conflicting messages.

Furthermore, some survey information is protected from release under the Data Protection Act, such as where an individual might be identified; or usually not released, such as in instances of commercial sensitivity.

We will continue to publish results as swiftly as possible at <http://data.london.gov.uk/datastore/package/gla-telephone-poll-results> (as referenced in MQ 2013/3489) and <http://www.tfl.gov.uk/businessandpartners/customerresearch/default.aspx>.

Insufficient Cycle Parking at City Hall

Question No: 2013/5292

[Caroline Pidgeon](#)

Do you accept that there is insufficient bike parking for visitors cycling to City Hall? What discussions have been held with site managers at "More London" about expanding and upgrading the parking to demonstrate best practice and encourage more City Hall visitors to travel by bicycle?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 04/02/2014

City Hall has 73 secure parking spaces for bicycles in the loading bay. These are available to visitors with prior notice, subject to availability.

The More London Estate currently has 36 cycle spaces available. The Head of Facilities Management has had discussions with the landlord's agents, who are actively assessing proposals that have been drawn up to increase this number.

Full and Empty Bike Hire Docking Stations

Question No: 2013/5293

[Caroline Pidgeon](#)

You have not yet answered my question MQ 2013/4001 on the times that the City Hall bike hire docking station has been full or empty. When will you start publishing clear data showing the times when each docking station is full or empty?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 4001 / 2013.

Staff Nominee Travel

Question No: 2013/5294

Caroline Pidgeon

How many TfL staff nominee travel cards are currently in use?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 09/04/2014

16,650 TfL staff nominee passes were used in the most recent four-weekly period available.

Cycle Hire Budget

TfL - Cost of Consultants

Question No: 2013/5295

Caroline Pidgeon

Please provide a breakdown of the total spend by TfL on consultants and agency staff for the previous financial year (2012/13) and in the current financial year to date? Please also list the number of staff who have been employed in each year.

The Mayor

	2012/13		2013/14 (YTD- Jan 14)	
	Consultants	Agency staff	Consultants	Agency staff
Cost	30,527,347	143,131,002	13,911,093	110,718,644
Headcount	312	1,695	164	1,891

The table gives 2012/13 full year and 2013/14 year to date spend and headcount for consultants in non-capital areas and agency staff.

Consultants and agency staff are used across TfL. The main reasons are:

- Unable to recruit (particularly in areas of scarce skills)
- Temporary projects (where is a short term need for resource)
- Covering vacant positions pending a permanent employee joining.

Agency staff are used to cover project roles across TfL, where specific skills are required or the nature or length of the work means it is more cost effective to recruit non-permanent staff.

It should be noted that comparative average costs for the two years are not calculable from the above data due to the mismatch in the length of time covered.

Note: In 2012/13 TfL incurred costs for third parties employed specifically for the Olympics which were reimbursed by the Olympic Delivery Authority. These cost have been removed from the above.

Crossrail - Cost of Consultants

Question No: 2013/5297

[Caroline Pidgeon](#)

Please provide a breakdown of the total spend by Crossrail on consultants and agency staff for the previous financial year (2012/13) and in the current financial year to date? Please also list the number of staff who have been employed in each year.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Crossrail Ltd aims to avoid using consultancy services where possible, but where a specified scope of work needs to be delivered, then consultants will be procured at the most competitive price.

The number of individual consultants required to deliver a particular scope of work is not defined by Crossrail Ltd, as consultancies are responsible for allocating their resources, including consultants, to deliver the specified scope of work. Data is therefore not held on the number of individual consultants employed on the project.

Crossrail does hold data on the number of consultancy firms working on the project. In 2012-13, Crossrail Ltd procured services from 78 consultancy firms. In periods 1-8 of 2013-14, Crossrail Ltd has so far procured services from 59 consultancy firms.

The total spend by Crossrail Ltd on consultancy in the financial year 2012-13 was £11,865,564. In periods 1-8 of the financial year 2013-14, Crossrail Ltd has spent £5,577,525 on consultancy.

In the financial year 2012-13, Crossrail Ltd spent £13,024,370 on agency staff. The average number of agency staff during this year was 133.

In periods 1-8 of the financial year 2013-14, Crossrail Ltd has spent £12,709,352 on agency staff. The average number of agency staff during this financial year has been 210. This represents 10.0% (in the financial year 2012-13) and 14.8 per cent (in periods 1-8 of the financial year 2013-14) of the total staffing and consultancy budgets.

These figures represent a reasonable allocation of resources for a project of the size and complexity of Crossrail and are not out of line with industry practice.

TfL - advertising, marketing and public relations

Question No: 2013/5298

[Caroline Pidgeon](#)

Please provide a breakdown of the total spend by TfL on advertising, marketing and public relations for the previous financial year (2012/13) and in the current financial year to date? Please also list the total number of press officers currently employed by TfL.

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

TfL has spent the following on customer information and communication in 2012/13 and to date in 2013/14.

2012/13: £28.78m

Campaigns - £21.97m

This included campaigns supporting road safety, safer travel at night, Barclays Cycle Hire and other cycling initiatives, fares, new information services such as Twitter and real time bus information, river services, explaining how improvements are being made to the Tube, helping the public understand how the Congestion Charge and Low Emission Zone works and raising awareness of public consultations undertaken by TfL.

Printed customer information - £6.81m

This includes a wide range of material including maps, guides and signage for all our services.

2013/2014 to date: £15.56m

Campaigns - £12.84m

This includes all campaigns detailed above and additional work to help customers to get the best value from their Oyster cards and contactless payment cards, promoting improvements to our wider transport services (including better transport and information for those with accessibility issues), campaigns helping visitors to get the most from our services and additional work encouraging all public transport customers to travel safely and with courtesy to their fellow travellers.

Printed customer information (as detailed for 2012/13 above) - £2.72m

These figures are significantly lower than in 2007/08 when the equivalent spend totalled £30.8m for marketing campaigns and £13.3m for printed customer information.

There are a total of 27 full-time Press Officers. The cost in 2012/13 was £2.17m and cost for 2013-14 to date is £1.47m. This cost is significantly lower than in 2007/8, when the TfL Press Office budget was £2.63m. The Press Office manages TfL's media relations and PR in-house with no agencies used.

Bakerloo Line extension

Question No: 2013/5299

[Caroline Pidgeon](#)

Further to your answer to Plenary Question number 2013/0034 - in which you stated that initial findings from TfL's work to develop the case for an extension to the Bakerloo line would be available "within the coming months" - are you now in a position to provide an update?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/02/2014

I very much support the idea of a future southern extension of the Bakerloo line and, as you know, have initiated work at TfL to drive this forward. The initial work investigating the potential for this proposal suggests the extension could generate significant transport and accessibility benefits across a large area. Although the proposal has considerable merit, currently it is unfunded within TfL's business plan and it is expected to cost in the region of £2 billion to deliver. I am therefore keen to understand the funding opportunities that could be realised, and TfL has been working with the boroughs to identify funding opportunities and how promoting significant development along the route could provide a funding stream. Once this work is concluded, I will be in a much better position to understand the financial implications of this proposal.

Road traffic police targets

Concessionary travel for children visiting London

Question No: 2013/5300

[Caroline Pidgeon](#)

Transport for London tell me that visitors aged 11-15 from outside London are able to benefit from free travel on London's public transport provided they have a valid Oyster 11-15 photocard. However visitors from outside the UK need to apply four weeks in advance and then collect the photocard from a Travel Information Centre. Transport for London also tell me that this process is being reviewed. What can you do to make sure this process is as straightforward as possible and helps encourage families to visit London and enjoy travelling around our city?

[The Mayor](#)

TfL has tried hard to make the process for young visitors from overseas as straightforward as possible.

All under 11s can travel for free on all TfL services at all times, without any formalities. This is a unique concession; and far superior to that offered by any other major city. Passengers travelling on an 11-15 Oystercard are eligible for free travel on buses and trams, and qualify for child fares on the Tube, DLR and London Overground.

The 4 week timeframe needed by 11-15s intending to visit the UK includes time to query applications where necessary; time for TfL's contractor to produce the photocard; and time for the contractor to send the photocard to a TfL Travel Information Centre ready to be picked up.

All 11-15 photocard applicants must also provide proof of age to minimise fraud. This is done face to face at the Travel Information Centre when the photocard is collected after the young visitor has arrived in the UK.

Re-routing bus 110 to serve Whitton High Street and Whitton Station

Question No: 2013/5301

[Caroline Pidgeon](#)

Will you ask Transport for London to examine the re-routing of the 110 bus to serve Whitton High Street and Whitton Station as has been suggested by local people in the Whitton area?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 11/02/2014

TfL has reviewed this proposal in detail. Unfortunately diverting route 110 to serve Whitton High Street and Whitton Station would affect a large number of existing users and is therefore not viable. As an alternative, TfL considered adding a second route along Powder Mill Lane but this is not affordable. TfL also looked at other network changes but no feasible solution was found.

TfL is happy to provide you with more information on their review.

TfL will continue to keep the location in mind as the network is reviewed.

Electric Taxis

Unpaid Congestion Charge by Embassies and Diplomatic Missions

Question No: 2013/5302

[Caroline Pidgeon](#)

What steps are you taking to secure full payment of outstanding congestion charges from embassies and diplomatic missions based in London?

[The Mayor](#)

Both I and the UK government are clear that the Congestion Charge is a charge for a service and not a tax. This means that diplomats are not exempt from paying it. Around two thirds of embassies in London do pay the charge, but there remains a minority who refuse to do so. The amount owed by embassies for unpaid Congestion Charge and related penalty charge notices is in excess of £74m.

TfL has consistently made representations to the Foreign and Commonwealth Office (FCO). Following legal advice that this matter should be taken to the International Court of Justice, which requires Government support, I am delighted that the FCO have agreed to consider this. I await their views and any support you can lend in this regard would be much appreciated.

Cycling on the proposed Garden Bridge

Question No: 2013/5303

[Caroline Pidgeon](#)

What steps will you take to consider ways to allow cyclists to cross the Thames on the proposed Garden Bridge?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 23/01/2014

Plans are still being drawn up for the Garden Bridge.

New Bus for London - roll

Question No: 2013/5305

[Stephen Knight](#)

Further to the conversion of route 390, can you confirm how many New Bus for London vehicles will be in operation by the end of 2013?

[The Mayor](#)

I am delighted to announce there are already 113 New Bus for London vehicles operating in the capital this year.

The number will climb significantly in 2014 and 2015, and reach the target of 600 in 2016 as forecast.

The next route scheduled for conversion will be route 148 from Camberwell Green to White City on February 15, operated by London United, which will use 28 vehicles.

New Bus for London - Euro VI engine standard (1)

Question No: 2013/5306

[Stephen Knight](#)

When do you expect the first Euro VI-compliant New Bus for London to be in service?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The timetable has not yet been finalised.

New Bus for London - Euro VI engine standard (2)

Question No: 2013/5307

[Stephen Knight](#)

How many Euro VI-compliant New Bus for London vehicles will be in service by the end of 2014?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

Please see my response to MQ 5306 /2013.

SME payments

Question No: 2013/5308

Stephen Knight

What percentage of invoices to the GLA group from small and medium enterprise [SME] suppliers were paid within 10 working days, and what percentage were paid within 30 working days? Please also list the average number of days taken to pay SME invoices?

The Mayor

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 28/04/2014

GLA

For the period 01 Apr - 07 Dec 2013 the GLA paid 93.1 per cent of SME invoices within 10 days. The GLA does not collect data with regards to SME invoices paid within 30 days, however for the period 01 Apr - 07 Dec 2013 the GLA paid 94.7 per cent of supplier invoices within 30 days.

The average number of days taken to pay an SME for the period 01 Apr - 07 Dec 2013 was 7.25 days.

LFEPa

The previous financial year up to December, LFEPa paid 99.2 per cent of undisputed SME invoices within 30 days and 92.3 per cent within 10 days.

The average number of days to pay SME invoices was 8 days.

MOPAC

Details of the percentage of invoices paid to SMEs within 10 working days for 2012/13, and up until December 2013 are provided in the table below

	April 12 to March 13	April 13 to December 13
Payments to SME within 10 days	79%	80%
Payments to SME within 30 days	88%	91%
Average days to make payment to SME	21 days	14 days

TfL

Please find below details for the percentage of non-disputed SME and 30 day payments for the last financial year up to December 2013 and the previous financial year.

2013/2014 - SME 91.9 per cent

2012/2013 - SME 89.0 per cent

2013/2014 - 30 days 98.3 per cent

2012/2013 - 30 days 97.9 per cent

TfL currently do not hold the average number of days to pay SME invoices.

Mayor's academies programme

Question No: 2013/5309

[Stephen Knight](#)

Can you confirm the revised budget for your academies programme in 2014/15 and 2015/16?

[The Mayor](#)

Officers are drafting a response which will be sent shortly.

Written response from the Mayor received 21/01/2014

The programme budget for the academies programme is as follows:

£456,333 in 2014/15

£147,500 in 2015/16.

Housing Moves (1)

Question No: 2013/5310

[Stephen Knight](#)

How many social tenants have moved through your 'Housing Moves' pan-London mobility scheme since its launch in May 2012?

[The Mayor](#)

The scheme became operational in July 2012. Since then 200 households have moved; and an additional 174 households have used other mobility schemes operated by the GLA since the start of this Mayoral term.

Housing Moves (2)

Question No: 2013/5311

[Stephen Knight](#)

How many households are currently registered with the Housing Moves scheme, and how many properties have been advertised on the Housing Moves website to date?

[The Mayor](#)

There are currently 3,700 active registrations for the Housing Moves scheme. Around 960 properties have been, or are currently being, advertised on the website.

Council borrowing caps

Question No: 2013/5312

[Stephen Knight](#)

Further to the announcement made by the Chancellor of the Exchequer that the government will increase local authority Housing Revenue Account borrowing limits by £300 million, how much of this additional funding do you expect to be spent in London?

[The Mayor](#)

The government has yet to announce the details.

Benefit Caps

Question No: 2013/5313

[Stephen Knight](#)

New figures released by the Department for Work and Pensions show that 47 per cent of households affected by the benefit cap (so far) live in London. Are you monitoring the impact of these benefit changes, and what is your assessment of the slow allocation by some London boroughs of government funding to mitigate the impact of welfare reforms?

[The Mayor](#)

There are a range of organisations monitoring the impacts of welfare reform and so, rather than duplicating GLA resources on further monitoring, I am keeping a close eye on this work.

The second part of your question seems to refer to the allocation of Discretionary Housing Payments. I secured large increases in funding, providing an additional £25 million for London boroughs in 2012/13. It is up to local authorities to develop criteria for allocating their budgets in ways that best meet local needs.

Affordable housing grants

Question No: 2013/5314

[Stephen Knight](#)

Further to your answer to MQ2013/4038, can you confirm the average capital grant per unit for social rent dwellings completed under the previous affordable housing programme?

[The Mayor](#)

The average grant per unit for social rent that had completed via the National Affordable Homes Programme (NAHP) was £110,175.

As noted in the previous MQ 4038/2013 the grant per unit in the current Affordable Homes Programme is based on an average payment rate per unit and it is not possible to disaggregate the grant rate for social rent from other rented homes.

Help to Buy

Question No: 2013/5315

[Stephen Knight](#)

Your chief economic advisor is reported as having said that "Help to Buy was not necessary" and will create a "lethal combination" of cheap money and expectations among householders that ever-rising house prices are a "one way bet." He joins a growing list of critics which include the House of Commons Treasury Committee, the former governor of the Bank of England and the International Monetary Fund. In view of these shared concerns - and in light of your housing responsibilities - will you commit to monitor the impact of this policy on the price, affordability and demand for homes across London?

[The Mayor](#)

The Bank of England is already committed to monitoring the impacts of the Help to Buy scheme.

Mayoral Development Corporation in Old Oak Common (1)

Question No: 2013/5316

[Stephen Knight](#)

Further to the comments made by your Chief of Staff and Deputy Mayor for Policy and Planning to the Evening Standard newspaper on 26 November 2013, when can we expect proposals for a new Mayoral Development Corporation in Old Oak Common to be published?

[The Mayor](#)

I anticipate that the formal proposals for the MDC will be announced in spring 2014 when there will be both a public consultation as well as direct consultation with the London Assembly.

Mayoral Development Corporation in Old Oak Common (2)

Question No: 2013/5317

[Stephen Knight](#)

What are the financial implications arising for the GLA from the creation of a new Mayoral Development Corporation in Old Oak Common?

[The Mayor](#)

My officers are currently working through the financial implications of the MDC. By the time of the consultation period in spring 2014 I should be able to advise on this matter.

Mayoral Development Corporation in Old Oak Common (3)

Question No: 2013/5318

[Stephen Knight](#)

Can you confirm that the governance of any new Mayoral Development Corporation (MDC) would follow the model used by the London Legacy Development Corporation in having a level of representation from each of the host boroughs?

[The Mayor](#)

The governance arrangements for the MDC are still being worked through. However, I strongly anticipate that there would be political representation from the Boroughs of Hammersmith and Fulham; Ealing; and Brent.

LLDC - homes on the Olympic Park

Question No: 2013/5319

[Stephen Knight](#)

Further to the comments made by the Deputy Chair of the London Legacy Development Corporation (LLDC) before the Regeneration Committee on 8 October 2013, can you confirm how many homes the LLDC is considering replacing with other uses in the Pudding Mill neighbourhood and sites to the north and south of the aquatic centre (Stratford waterfront) and in a further area south of the ArcelorMittal Orbit sculpture?

[The Mayor](#)

The LLDC has an aspiration to deliver homes as well as much needed education and cultural uses that will drive economic growth and help to create a vibrant place.

It is too early in the design process to be precise about changes to housing numbers on Stratford Waterfront which will still have a large residential output.

Early assumptions indicate that developing a major new university campus to the south of the ArcelorMittal Orbit could result in a reduction of up to 1,000 homes out of a total figure of up to 7,000 homes identified in the Legacy Communities Scheme (the proposal for new neighbourhoods on Queen Elizabeth Olympic Park).

There are currently no alternative proposals for the Pudding Mill neighbourhood site with up to 1300 homes planned.

Lambeth housing evictions

Question No: 2013/5320

[Stephen Knight](#)

The 'General Consents' issued by the Secretary of State for Communities and Local Government 'for the Disposal of Land held for the purposes of Part II of the Housing Act 1985 - 2013' permit a local authority to dispose of an unoccupied dwelling-house to a person who intends to use it as their only or principal home. However, I understand that sales of former housing co-operative homes in Lambeth - where the council has actively obtained possession - have not followed in a number of cases. Are you aware of this anomaly and, if so, what action will you take on this matter?

[The Mayor](#)

Local housing policy and asset management and strategies to raise additional funding for council capital programmes are decided by locally elected borough administrations.

Poverty related crime

Question No: 2013/5321

[Joanne McCartney](#)

I have read with concern reporting [Sudden surge in property crime alarms police chiefs, The Times, 2nd December 2013] that indicates an increase in 'poverty related crime', including first time offences of shop-lifting for basic food, in England and Wales. Does the MPS or MOPAC hold any information that indicates that shop-lifting for food is on the rise? If so please provide this information, if possible, covering the past 4 years.

[The Mayor](#)

Shoplifting, where food was stolen:

	Food	
Confectionery		
1/12/2009 - 30/11/2010	5801	1931
1/12/2010 - 30/11/2011	5238	1693
1/12/2011 - 30/11/2012	5238	1693
1/12/2012 - 30/11/2013	5238	1693

Beds in sheds

Question No: 2013/5322

[Andrew Dismore](#)

Further to your answers to Question No: 2498 / 2013 and Questions No: 3086/2013 and 2013/3702 and to Question No: 2013/4146 that you "will ask my Deputy Mayor for Housing, Land and Property to raise this issue at the next meeting of the Beds in Sheds Ministerial Taskforce, of which he is a member" and that the meeting was likely to be in November or December, has this meeting been scheduled yet, and if so when for"

and your written response "The Deputy Mayor for Housing recently met with the Parliamentary Under Secretary of State for Communities and Local Government with responsibility for housing and raised this issue."

What was the outcome of the Deputy Mayor for Housing raising the issue?

[The Mayor](#)

As the response to MQ 4146/2013 reported, the Department for Communities and Local Government (DCLG) advise that the Ministerial Taskforce is unlikely to meet before February 2014 - hence the Deputy Mayor for Housing raising the issue you outlined in Question 2498/2013 with the Parliamentary Under Secretary of State for Communities and Local Government with responsibility for housing when he met with him in late October 2013.

The Under Secretary of State invited the Deputy Mayor to submit a briefing on some of the challenges that local authorities face in tackling 'Beds in Sheds'. Officers from the GLA and local authorities who have received funding from DCLG to address this problem met to discuss the barriers boroughs are encountering. A note will be sent to the Under Secretary of State shortly.

On the specific issue outlined in your original MQ 2498/2013, representatives of two authorities with whom the GLA met advised that they had successfully used housing legislation to take enforcement action against the owners of vacant properties. These authorities are happy to share their experience with officers from the local authority who advised your constituent that they could only take action in relation to the self-contained unit that your constituent reported once the property was occupied.