

Written Answers to questions submitted at Mayor's Question Time on 25 January 2012

Beckenham to Crystal Palace Tram Extension

Question No: 1 / 2012

[James Cleverly](#)

What is the most recent estimated cost for a tram extension from Beckenham to Crystal Palace?

Written response from the Mayor

Beckenham to Crystal Palace has not been assessed in isolation and would only work if included as part of a package with an extension from Harrington Road to Crystal Palace.

The cost of this package is estimated at £100 million to £120 million based on 2011 prices.

Rescheduling bus route 96 to include Darent Valley Hospital

Question No: 2 / 2012

[James Cleverly](#)

An increasing number of Bexley borough residents are being referred by their local group medical practitioners to Darent Valley Hospital in Dartford. What is the current situation regarding proposals to reschedule bus route 96, en route to Bluewater, to include a stop at Darent Valley Hospital?

Written response from the Mayor

Diverting route 96 via the hospital can be achieved without any extra cost or delays for through passengers if Kent County Council agrees to route 96 using the bus-only road between the hospital and Bluewater. Currently, route 96 cannot use this piece of bus priority but must go via the same route as general traffic, which is much longer and can be congested.

TfL has discussed the matter in detail with KCC, who rejected the request, as it believes that adding the route 96 service could have a negative impact on its "Fastrack" services. As a result, TfL currently has no plans to redirect route 96 via Darent Valley Hospital. Your support for TfL buses using the bus-only road would be welcome. Passengers wishing to travel to the hospital by TfL services may use route 428 (Erith-Bluewater), which has connections with route 96 and other TfL services at various locations. The hospital is also served by Kent's Fastrack Route B which connects with route 96 in Dartford.

Roadworks Pollution

Question No: 3 / 2012

[James Cleverly](#)

What is the impact of excessive and disruptive roadworks on air pollution in London? What are the expected environmental benefits of your success in reducing roadworks on TfL roads by 13 per cent over the past year, and how do you plan to build on this in future years?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

Street works are necessary in order to maintain the essential services and transport networks which we all depend on.

However, these works also cause significant disruption and impose substantial costs on London's economy. The primary impact of these works is congestion, which leads to increased air pollutants including NO₂ and PM₁₀. The works themselves can also contribute to local concentrations of dust particles.

As you note, the major efforts of TfL to reduce disruption caused by street works have resulted in a 13 per cent reduction in works, with large benefits seen through reduced delays, diversions and journey time variability.

The effect on air quality of these measures is not directly monitored or modelled. However, the smoother flow of traffic that will be delivered through measures such as the lane rental scheme is expected to result in reductions in traffic emissions.

In addition to the benefits to air quality from smoother traffic flow, encouraging best practice for street work sites can reduce the amount of dust caused by the works themselves.

River Lea

Question No: 4 / 2012

[James Cleverly](#)

Are you concerned about recent reports of high levels of pollution in the River Lea and has the GLA had any discussions with the Environment Agency as to how this problem can be resolved?

Written response from the Mayor

The Lea Tunnel is currently under construction and once completed in 2014, will prevent combined sewer overflows into the River Lea. In addition, work has been done to reduce pollution in the River Lee in the run up to the Olympics. This includes the dredging of polluted silt from several miles of river upstream of the Olympics. The construction of the Prescott Lock also has the additional benefit of reducing any pollution flowing upstream as the tide comes up the river Lee.

Further work will be needed to address sources of pollution such as urban run-off and wrongly connected drains. My officers are working with the Environment Agency, relevant boroughs and voluntary groups to investigate how this can be achieved.

In addition, Thames Water has begun to investigate the upgrading of the Deephams Sewage Treatment Works in Edmonton, this should improve background water quality in the River Lee.

Crime on public transport

Question No: 6 / 2012

[Richard Tracey](#)

By how much has crime increased or decreased on the underground and buses in London since April 2008?

Written response from the Mayor

(Written response received 20 March.)

Crime has fallen massively since 2008. When looking at crime figures over two periods, May 2004 - December 2007 and May 2008 - December 2011, it shows that there was a 23.1% drop in total crime on the Tube and DLR (-15,612) and a 32.5% drop in total crime on buses (-43,845).

Tube/ DLR

May 2004 - December 2007 - 67,561

May 2008 - December 2011 - 51,949

- 15,612 (-23.1%)

Total

London Buses

May 2004 - December 2007 - 133,466

May 2008 - December 2011 - 89,621

Total - 43,845 (-32.5%)

Combined Buses and Tube/DLR

May 2004 - December 2007 - 201,947

May 2008 - December 2011 - 141,570

Total - 60,377 (-29.9%)

The fall in crime on the transport network has been driven by a range of initiatives undertaken by TfL in partnership with the British Transport Police, City of London Police and the Metropolitan Police Service. Significant investment in transport policing and a commitment to improving safety and security has ensured the system remains a low-crime environment which has seen crime at its lowest levels in years.

Crossrail 2

Question No: 7 / 2012

[Richard Tracey](#)

What is the most recent estimated cost for Crossrail 2 – the Chelsea-Hackney Line?

Written response from the Mayor

TfL is currently reviewing options for Crossrail 2, which is identified in my Transport Strategy as being necessary to support the long term growth of London. The review is looking at how Crossrail 2 would interact with the transport network and assessing any congestion problems that might arise.

The actual cost to deliver Crossrail 2 clearly depends on a number of variables, including the size

of the scheme, how many stations it has, the type of financing used and so on but, initial estimates for the project indicate a range from £10 billion - £15 billion.

Crossrail 3

Question No: 8 / 2012

[Richard Tracey](#)

What is the estimated cost for Crossrail 3 – a 4km tunnel between Waterloo and Euston?

Written response from the Mayor

No specific work has been undertaken to consider this proposal or its cost.

I believe Crossrail 2 (Chelsea - Hackney Line) is best able to assist in relieving congestion from Euston in this particular transport corridor, especially in light of High Speed 2, which is why I shall continue to press for Crossrail 2 with the Secretary of State for Transport.

North London Tram Network

Question No: 9 / 2012

[Richard Tracey](#)

What is the estimated cost for a tram network from Wembley and Ealing to Wood Green?

Written response from the Mayor

No work has been undertaken on this proposal. There would be a number of complexities with this route given the traffic and it would be a considerable distance (around 20km).

This proposal would likely be well in excess of £500 million.

Second Thames Barrier

Question No: 10 / 2012

[Richard Tracey](#)

What is the most recent estimated cost of building a second Thames Barrier?

Written response from the Mayor

The Environment Agency has undertaken a study into the flood risk management options to protect London and the Thames Estuary from tidal flooding for the remainder of the century.

The draft report can be found here:

<http://www.environment-agency.gov.uk/research/library/consultations/106100.aspx>

The study found that a second Thames Barrier is unlikely to be required until well into the second half of the century, and therefore projected cost estimates would be unreliable.

Wanstead Park

Question No: 11 / 2012

[Roger Evans](#)

Do you share my concern that Wanstead Park has been placed on the 'At Risk' register by English Heritage and at the slow response of the Corporation of London which is responsible for the majority of the site? Will you use your office to persuade the City Corporation to make the necessary investment to lift the 'at risk' status and to preserve this historic park and its unique water and architectural features?

Written response from the Mayor

I do share your concern about any heritage asset in London that is put on the At Risk Register; however, the listing does provide opportunity for the potential prioritisation of investment in heritage assets.

It is also my understanding that there are a number of wider issues, in addition to investment, which have contributed to the At Risk Listing, including divided land ownerships which are not sympathetic to the historic planting pattern, lack of interpretation of the site to the local community, as well as the need to further develop a greater understanding of its significance. Some of these are fundamental to its proper conservation; I believe the Corporation is trying to address those areas which it is responsible for, as well as forging a partnership approach to help manage the issues which are not fully within its control.

As this is a local issue, it would not be appropriate for me to get directly involved in prescribing or directing the Corporation's investment programme, particularly where the listing has pertained to a number of issues not directly related to investment.

Redbridge Roundabout Subways

Question No: 12 / 2012

[Roger Evans](#)

In the light of the recent muggings that have taken place in the subways by Redbridge Roundabout, what improvements is TfL putting in place?

Written response from the Mayor

TfL is aware of recent criminal activities in and around the subways at Redbridge Roundabout and has discussed these with the Metropolitan Police Service.

In the short term, TfL has instructed a 'tidy up' of vegetation in order to clear lines of sight. The TfL Safer Transport Team in Redbridge will also increase patrols in the area to provide public reassurance and prevent crime and disorder.

Consideration is also being given to any substantive improvements which TfL could undertake to help improve this situation.

Hotel on LDA Land in Havering

Question No: 13 / 2012

[Roger Evans](#)

Will you affirm your support for plans to build a hotel on LDA land adjacent to the Centre for Engineering and Mechanical Excellence in Havering? What steps can you take to ensure that this valuable economic development opportunity is not delayed or overlooked during the

reorganisation of LDA responsibilities?

Written response from the Mayor

The Mayor fully supports the concept of building a hotel on land adjacent to the Centre for Engineering and Manufacturing Excellence (CEME).

The LDA works closely with CEME and recognises the proposed hotel's role in supporting CEME's future growth and the wider socio-economic benefits to the area.

The LDA, GLA and CEME are working together to take this forward following recent interest from a developer and a national hotel chain. It will of course need to follow the normal planning approval process

Police School Academies

Question No: 14 / 2012

[Steve O'Connell](#)

Would you support setting up more police school academies – similar to the initiative at Avenue School involving Belmont SNT – across London to help foster good relations between the police and young people?

Written response from the Mayor

The Police School Academies have been run at five primary schools within Sutton Borough Operational Command Unit.

Once the evaluation of the schemes is complete, a decision will be made on whether to roll out the initiative to other areas in London.

Ending Gang and Youth Violence fund

Question No: 15 / 2012

[Steve O'Connell](#)

Where would you like to see the recent Home Office funding to promote early intervention work spent in Croydon?

Written response from the Mayor

The Safer Croydon Partnership is currently considering proposals for the allocation of £344,000 of Home Office Ending Gang and Youth Violence Funding.

The strategic decision has been taken to support early intervention work in 2012-13, with local activity targeting the 10 to 24 year-old cohort.

The MOPC is keen to ensure that whilst early intervention work will be commissioned locally to address local needs and priorities, all programmes will develop robust standards of evidence in to demonstrate good practice and effectiveness in line with Project Oracle.

Safety on Tram network

Question No: 16 / 2012

[Steve O'Connell](#)

Would the Mayor look into appointing a full time Tram Neighbourhood Officer to increase police visibility on the tram network?

Written response from the Mayor

TfL is aware that passengers appreciate Tram Neighbour Officers (TNOs). Tramlink manages the resource carefully to maximise their presence and usefulness across the network. TNOs are focused on certain activities, addressing specific concerns, and the BTP provide cover at all times through their newly formed Tramlink Neighbourhood Policing teams, which receive support from TfL.

However, I appreciate that there remain areas of concern which the introduction of more TNOs could deal with proactively. TNOs may be able to more widely assist Tram staff and the BTP in managing antisocial behaviour and also undertake more extensive intelligence gathering to assist the police. I will ask TfL to look how this might be funded.

Dangerous dogs

Question No: 17 / 2012

[Steve O'Connell](#)

In light of the decision to allow Alex Blackburn-Smith to avoid a jail sentence after his dog killed Barbara Williams, what more can be done to prevent people from owning and mistreating dangerous dogs?

Written response from the Mayor

More can be done, so I am lobbying the Government for three key changes:

- Tougher punishment for using a dog as a weapon, having a dog that is out of control and owning a banned breed. It should be regarded with the same seriousness as the use of a knife when considering sentencing.
- Extending the Dangerous Dog Act to cover private land to give the same legal protection as for public areas and protect groups such as postal and social workers.
- Through changes to the law, speed up court processes relating to dangerous dogs to reduce the long delays before cases go to court to cut down on vast kennelling costs.

School transport

Question No: 26 / 2012

[Andrew Boff](#)

What is the proportion of children cycling, walking, taking public transport and being driven in a private car to school in London by age of pupil, by mode and by borough?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 February 2012:

Across London, 77 per cent of children get to school by modes other than car and 50 per cent of all school journeys are made on foot. This is the result of an increase in school travel mode shift away from cars in recent years. TfL's figures show that the percentages of children walking

and cycling to school since 2008/09 has increased, while those travelling by car or car sharing has decreased.

95 per cent of London schools now have a school travel plan in place and these encourage pupils and staff to walk and cycle to school.

Appendix C provides a breakdown of current modal share by borough for the academic year starting September 2010, as well as London wide modal share by year.

Bike it project

Question No: 27 / 2012

[Andrew Boff](#)

In the 2010/11 school year, the proportion of pupils regularly cycling to school (pupils cycling once or twice week or more) in Bike It schools has increased from 12% to 20.4%. Will you make a statement about the success of the Bike It project and will you visit a Bike It school in February or March 2012?

Written response from the Mayor

I am pleased to support Bike It in London and am proud of the reported successes in the number of children cycling in participating schools. The Bike It scheme forms part of the broader school travel plan activities, which encourage children and parents to safely cycle and walk to school more often. TfL has funded Bike It in a number of London boroughs for several years and currently part or fully fund the Bike It scheme in Redbridge, Hounslow, Barking and Dagenham, Merton, Hillingdon and Greenwich.

I am keen for other outer London boroughs to play their part in promoting cycling for children, hence funding has also been made available through the Biking Boroughs programme. Together with Local Implementation Plan funding, this will enable local communities to deliver a mix of effective cycling projects such as cycle clubs, instructor training and event days. I am confident this approach, recognising the range of needs of diverse communities across London, together with the excitement generated around the 2012 Games, will inspire our children to take part in more sporting and active travel.

TfL has recently commissioned an independent evaluation of the Bike It scheme to monitor the short and long term mode shift towards cycling and the cost effectiveness of the scheme. I eagerly await the results of this evaluation which will help TfL plan how Bike It can help support the broader cycling programme in schools.

As you know, my diary is extremely busy, but if at all possible, I will find time to visit a Bike It school in the next couple of months.

Olympics Ticket Allocation

Question No: 28 / 2012

[Andrew Boff](#)

Following the announcement that the Mayor's office has reserved 506 Olympic Games tickets, to be given to 'individuals deemed able to bring business to London and drive its economic development', could you confirm that this represents your full allocation? Who will be funding

the £300,000 cost of the tickets? Will you publish a list of the names and organisations of individuals that will be offered tickets?

Written response from the Mayor

This does represent the full allocation of tickets that I have asked LOCOG to set aside for use in my programme to drive investment and economic development in London.

No public money will be spent on these tickets and sponsorship arrangements are being pursued to cover the cost.

As agreed with the Heads of the Assembly groups, a full list of individuals that receive a ticket through the investment programme will be published on the GLA website after the Games.

London 2012 Ticketing

Question No: 29 / 2012

[Andrew Boff](#)

Could the Mayor please provide an explanation for the suspension of the London 2012 ticketing exchange website only hours after it was re-opened to the public earlier this month?

Written response from the Mayor

The London 2012 Organising Committee told Ticketmaster to suspend the resale system so that it could investigate some issues customers experienced. LOCOG wants London 2012 ticket sales through Ticketmaster to be a good customer experience, so this was the appropriate course of action. The site was re-opened on Tuesday 17 January to ensure that people had a mechanism to sell their tickets at face value to LOCOG. This will remain open until the 3 February. The tickets will join contingency tickets planned for public sale in April.

Wi-fi in the Olympic Park

Question No: 30 / 2012

[Andrew Boff](#)

What is the current status of plans to have public Wi-Fi access across the Olympic Park during games time? If delivered, will this be free to access?

Written response from the Mayor

LOCOG is working with BT on Wi-Fi provision at Games-time and will make an announcement on this in due course.

Police Base on Wanstead Flats

Question No: 31 / 2012

[Andrew Boff](#)

Can you confirm that the decision to site a temporary Metropolitan Police muster, briefing and deployment centre on Wanstead Flats for the duration of the Olympic Games will not set a precedent for the future temporary buildings being located on the Flats or other public areas protected by law from enclosure? Are there plans to use the same site for 2017 World Athletics Championship security operation?

Written response from the Mayor

The use of a small part of Wanstead flats is strictly limited to the unique policing needs in the summer of 2012 and its use is limited to a period of 90 days. Planning permission, agreement

with the Corporation of London as well as the Legislative Reform Order amending the Epping Forest Act 1978, is therefore limited to this same time period.

No lasting powers relating to Wanstead Flats or Epping Forest will be conferred on the Police or any other bodies. The Epping Forest Act 1878 will revert back to its full protection.

There are no plans to use the Flats for any future event, including the World Athletics Championships. This is a much smaller event and will not require the policing levels set out for the Olympic and Paralympic Games.

Games lanes at Heathrow

Question No: 32 / 2012

[Andrew Boff](#)

Do you think it is fair that Londoners and ordinary visitors are likely to face delays when arriving at Heathrow ahead of the Olympic Games opening ceremony due to the dedicated immigration lanes set aside for Games Family Members?

Written response from the Mayor

Arrangements for Games Family at our ports of entry were promised in the bid and, set out in the Candidate File as one of the Government's Guarantees. The Candidate File becomes part of the Host City Contract.

UKBA has already decided to increase its staffing at Games-time to ensure that all genuine visitors have a smooth journey through the border. Its approach will be flexible to enable maximum throughput on each day.

2017 Athletics Championships

Question No: 33 / 2012

[Andrew Boff](#)

How much investment will grassroots sport in London receive as a result of hosting the 2017 World Athletics Championships? Across London, how many people are expected to take up athletics as a result of hosting the Championships and how will this participation be encouraged?

Written response from the Mayor

Hosting the 2017 WAC will benefit grassroots athletics participation. At present, UKA has a number of strong sponsor partnerships which invest a significant amount in grassroots athletics. 250,000 children have passed through Aviva's Startrack programme since inception in 1999. A number of UKA's agreements are due to end in 2012 and the 2017 WAC in London would provide an incentive to potential partners in renewal discussions and help to protect or increase investment in grassroots athletics in the UK. London 2012 will push more people into athletics, but the inspiration of London 2017 will see that they remain in our sport for the long term - ensuring a vibrant sport for the long term.

2017 Athletics Championships (2)

Question No: 34 / 2012

[Andrew Boff](#)

Thank you for making public The Capita Symonds report into the benefits of the 2017 IAAF World Athletics Championships following my question 0406/2010. The report estimates that the event's media value would be in excess of £60 million. What proportion of this figure will directly benefit tax payers, and in what ways?

Written response from the Mayor

The £60 million media value estimate for the WAC is the figure given to the amount of exposure London will gain from hosting the event and, what it would otherwise cost in order to achieve an equivalent level of coverage and exposure. Such coverage promotes London as a destination and encourages leisure and business visitors to the city. This directly benefits businesses and Londoners associated with the tourism industry, an industry that constitutes 10 per cent of London's gross value added and, contributes to the employment of up to 13 per cent of London's workforce. The area of sports tourism is one of the fastest growing sectors in the \$4.5 trillion global travel and tourism industry.

Riot Act Compensation Claims

Question No: 35 / 2012

[Andrew Boff](#)

It has been reported that out of an estimated £200m of claims received for compensation through the Riot Act following last summer's riots, less than £4,000 has so far been paid out. In light of the difficulties currently faced by riot victims in accessing this compensation, what are you doing to ensure that householders and small businesses in London are getting access to the compensation for which they are eligible?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 February 2012:

Offers amounting to £734,682 have been made in relation to 110 claims by uninsured persons and, a further £695,868 has been offered in relation to 181 claims by insurers. The Home Office appointed loss adjusters are assisting uninsured claimants in putting together the necessary documentation. Decisions are being processed within 5 days of receipt of the loss adjusters' reports, and on receipt of acceptances payments are expedited without delay.

In addition, the High Street Fund, to date, has distributed circa £2.7m in respect of grant claims, and they anticipate distributing just under £3m to small businesses directly affected by the riots.

Participation in sport

Question No: 36 / 2012

[Andrew Boff](#)

Hugh Robertson, Olympics Minister, has announced that the 1million target of increasing participation in sport as a result of the Olympics will not be reached and was an over-ambitious target at the out-set.

How many Londoners have been inspired, so far, to take up sport as a result of the London 2012 Games?

How many people are expected to take up athletics as a result of the hosting of the 2017 World Athletics championships:

- a) In London?
- b) Across the UK?

How will this participation be encouraged?

Written response from the Mayor

We do not have a figure for how many Londoners have been inspired so far to take up sport as a result of the London 2012 Games. However, through my Sports Legacy Programme, we do know that by the end of 2012, around 200,000 Londoners will have been engaged in sport or physical activity and, that well in excess of 10 per cent of these people will previously have been classified as 'inactive'. I am also confident that, due to the work currently being done, the years post-2012 will see a sustained increase in participation in London.

We do not have a figure for how many people are expected to take up athletics, either in London or nationally, as a result of hosting the 2017 World Championships. I am, however, funding large-scale athletics programmes in London, including Run! and Parkrun. I also have a very good working relationship with England Athletics and, as the Championships draws closer, I will be expecting them to produce a coherent plan, with our support, setting out how they will use the event to drive up participation in the capital.

Subletting

Question No: 37 / 2012

[Andrew Boff](#)

What impact do you expect the Government's plans to outlaw the subletting of Council homes will have on the availability of social housing in London and on investment in new social housing?

Written response from the Mayor

I support the Government's plans to put a stop to the subletting of Council homes. Tackling this abuse will free up homes for Londoners in housing need currently lingering on council waiting lists. It will also improve confidence that this investment is being appropriately targeted, both for taxpayers that are ultimately funding these homes and among housing associations, developers and investors, all of whom are crucial for our plans to develop new affordable housing.

Metropolitan Line

Question No: 38 / 2012

[Victoria Borwick](#)

When do you expect the Metropolitan Line's extension to Watford Junction to be completed and what benefits will this bring to residents in Harrow and Brent?

Written response from the Mayor

The scheme, known as the Croxley Rail Link (CRL), is intended to improve regional connectivity between north west London and south west Hertfordshire, by linking the Tube network to the busy town centre at Watford High Street and, the important National Rail and London Overground interchange at Watford Junction. Residents in Harrow and Brent will benefit from this greater connectivity and the improved access it will give them to the employment, retail, leisure and healthcare opportunities in Watford.

The proposals are currently in the planning phase, with powers to construct and operate the new railway being progressed through the Transport & Works Act process.

It is envisaged that trains will be running along the new track by 2016.

Gang Crime

Question No: 39 / 2012

[Victoria Borwick](#)

How will the police be making use of new Government funding to tackle gang crime in Enfield and Haringey?

Written response from the Mayor

Home Office Ending Gang & Youth Violence Funding will be administered by the local authority on behalf of the Haringey Community Safety Partnership. The exact conditions of the grant and the commissioning process have yet to be agreed by the partnership. The police will have an integral role to play in determining priorities for reducing gang and youth violence which be serviced by the funding.

The Home Office Peer Review Team is currently working with Enfield to assess local priorities and arrangements.

Team London

Question No: 40 / 2012

[Tony Arbour](#)

What progress is being made in your Team London projects at Tolworth in Kingston and at Twickenham Green in Richmond and how will these schemes benefit their local communities?

Written response from the Mayor

The Kingston Orchard Project and the Friends of Twickenham Green were awarded £1000 each by the Team London Small Grants Fund, enabling them to recruit 40 additional volunteers to support their activities in Tolworth and Twickenham Green.

Volunteers began work on transforming the Knollmead allotments in Tolworth into a sustainable garden in December 2011. The volunteers will make new allotment beds for growing vegetables to produce food for the community.

The friends of Twickenham Green in Richmond will be using its grant to launch a recruitment drive between January and March 2012 to help maintain Twickenham Green, for the benefit of the community.

Press accreditation for Editor of "The Clench" Journal

Question No: 41 / 2012

[Brian Coleman](#)

As a Liveryman of the Worshipful Company of Farriers, I am aware of the vital part Farriers will play in the Equine Events at the London Olympics next year, not only in the services they will be

providing for farriers accompanying the equestrian teams but also in the significant hospitality events they will be hosting.

Will the Mayor override LOCOG's bureaucracy and arrange for the Editor of the Worshipful Company of Farrier's Journal, The Clench, to receive a press accreditation for the Olympic Equestrian events so he can report on the events for which Farriers will be playing such a fundamental part?

Written response from the Mayor

The British Olympic Association is responsible for the allocation of press and media accreditations.

The International Olympic Committee provides the BOA with a small number of accreditations and sets strict guidelines about how these should be distributed, including paying consideration to readership numbers, reporting on previous Olympic Games and, a demonstrable interest in Olympic sports throughout the calendar year, and not just during the Games themselves.

The number of accreditations the BOA has available is far outweighed by the number of applications it has received. This inevitably means that some editors and journalists will be disappointed.

Reopening dormant stations

Question No: 42 / 2012

[Brian Coleman](#)

In light of the success of the London Overground, would you consider investigating the feasibility of reopening dormant stations in my constituency such as Primrose Hill?

Written response from the Mayor

There are several disused stations in London which TfL has assessed to identify any potential case for reopening. Primrose Hill is on a section of track that is heavily used by freight services travelling between the West Coast Main Line and the North London Line. This makes the provision of a passenger train service extremely difficult. Additionally, any passenger services using the route would almost certainly have to be diverted from other routes, adversely affecting other passengers.

TfL, working with London boroughs and Network Rail, also reviewed the case for Maiden Lane, located on the London Overground network between Camden Road and Caledonian Road & Barnsbury stations. Work to date indicates that the layout of any reopened station would be far from ideal, due to constraints on the site. At present, there are no plans or funding to investigate this further.

Of course, this is something TfL will keep under review should circumstances change.

Loan repayments

Question No: 43 / 2012

[Valerie Shawcross](#)

Has Transport for London incurred any financial penalties as a result of the earlier-than-planned debt repayment agreed by the Transport for London board on 7th December 2011?

Written response from the Mayor

No.

TfL acquired Tube Lines' debt, which brings to a close the failed PPP. The deal required a one-off debt payment which increased TfL's debt payments in one financial year.

As TfL is able to secure far better borrowing rates than those secured by Tube Lines, the deal will save £140 million in debt repayments over the course of the Business Plan and will continue to save money over the longer term.

Transport for London press office

Question No: 44 / 2012

[Valerie Shawcross](#)

In response to a written question from my colleague last year you stated that Transport for London employs 27 press officers, with a total cost of £2.09million including on-costs. You stated that this was a reduction of 38% since 2009. How did this reduction yield the £16.5million necessary for 440 extra PCSO's? How many press officer posts have actually been cut from the Transport for London press office since 2008?

Written response from the Mayor

TfL has cut the number of press officers by 17, from 44 to 27 since 2008. This includes the transfer of Metronet and Tube Lines press functions to TfL.

The PCSOs were funded by savings made from TfL's wider marketing functions.

New Bus for London Fleet

Question No: 45 / 2012

[Valerie Shawcross](#)

When will the entire fleet of the New Bus for London be in service, how many vehicles will be in the fleet, what routes will the buses operate on and what will the total cost be? How many New Bus for London vehicles has Transport for London planned to be in service in a) 2012/13 b) 2013/14 and c) 2014/15.

Written response from the Mayor

While the exact number has not yet been determined, the first of the eight prototypes will start service on route 38 from February 2012. This is in keeping with the original introduction programme.

TfL intends to evaluate the operational performance of the prototypes and assess passenger feedback before an order is placed in the summer of 2012. I would expect the first production buses to be delivered by early 2013, with the first route conversion occurring later that year. The deployment programme will involve busy central London routes and the best method of introduction will be negotiated with the operators involved. There will be eight vehicles in service in 2012/13. TfL cannot forecast what the service numbers will be for future years at this stage.

New Bus for London tour

Question No: 46 / 2012

[Valerie Shawcross](#)

The New Bus for London has recently undergone a tour of outer London boroughs to show

outer London residents the new vehicle. When exactly will the New Bus be operational on routes in each of these boroughs? Please give a response for each borough involved.

Written response from the Mayor

Please refer to my answer to your question MQ 45/2012.

The rollout will focus on busy central London routes and be based around the normal business practice of introducing new vehicles to routes ready for tender, rather than on a borough-by-borough basis.

New Bus for London tour 2

Question No: 47 / 2012

Valerie Shawcross

What is the cost to Transport for London of the New Bus' tour of outer London and how many Transport for London staff have been involved including a) front line operational staff and b) press officers. Were any front line staff diverted from passenger services for this exercise?

Written response from the Mayor

The tour of outer London boroughs provided valuable testing of the prototype vehicles on London roads and streets before they come into passenger service.

The operational cost incurred by Arriva for touring eight boroughs over four days with the New Bus will be covered in TfL's operational contract with them. As such, a cost cannot be broken out separately. There were no direct costs to TfL for this activity. Arriva provided two drivers for the duration of the visits, and there were two TfL officers from the project team, one press officer and one person from the stakeholder engagement team. No-one was diverted from front-line passenger services.

Cyclist Safety

Question No: 48 / 2012

Valerie Shawcross

Please give an update on progress with regards to the publication of the capital's most dangerous roads and junctions for cyclists and for a full review of design safety at each these junctions, following the London Assembly motion agreed in December?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 2 March 2012:

TfL is currently carrying out a review of all the junction schemes planned for the Transport for London Road Network (TLRN), as well as all the junctions along the Cycle Superhighways, with the view to consider whether any additional safety improvements could be introduced to these. There are also a small number of junctions on the TLRN where no scheme is planned, but where it is felt that there are particular challenges for cyclists, and TfL will look at these too.

There will be around 500 junctions that TfL will review as part of the Cycle Safety Review, and a list of the first of these can be found on the TfL website at:

<http://www.tfl.gov.uk/corporate/projectsandschemes/22780.aspx>. People can obtain regular updates by visiting the site or registering to receive these automatically.

TfL identifies locations with high collision rates as part of its regular road safety process, with this work used to help prioritise planned highway schemes. That work continues. The junction review will work to a similar principle, with locations prioritised using a range of criteria, including cycle collision rates.

Cyclist Safety 2

Question No: 49 / 2012

[Valerie Shawcross](#)

How will TfL engage with cyclists as part of its review of the capital's most dangerous junctions following the Assembly's motion in December? How will you ensure that their views are properly considered?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

There is no review of "the capital's most dangerous junctions". I have asked TfL to undertake a review with regards to cycle safety of all Barclays Cycle Superhighway junctions that have been implemented to date and, also those TLRN major junction schemes that are currently at the planning stage.

TfL has started preparations for work on this review, which will include input from cyclists. The exact arrangements of the review are still being confirmed, and more information will be provided imminently. TfL will provide regular updates as the review progresses.

In addition, each year TfL prepares a priority list of locations with the most pressing history of collisions resulting in personal injury. Resources are targeted at these areas in order to reduce the number of personal injury collisions by the greatest possible amount.

Hammersmith Flyover 1

Question No: 50 / 2012

[Valerie Shawcross](#)

Please give an update on work to repair the flyover. Will the flyover need to be rebuilt and what are the traffic implications of this?

Written response from the Mayor

My main priority for Hammersmith Flyover is that it is safe for the travelling public.

After detailed investigation and assessment by TfL engineers and industry experts, TfL was satisfied that it was safe for one lane of traffic to be opened in each direction for cars, vans and other light vehicles on 13 January, while strengthening work to the structure is being carried out.

The solution to re-open fully the bridge before the summer and, ensure its strength in the long term, involves installing new cables to replace the existing ones. These will add strength and be easier to monitor and maintain in future. TfL will complete this work in the next four months so the roadway can fully open to all traffic.

Drivers are nevertheless being advised to plan their routes carefully and use alternative routes where possible while capacity is reduced over the flyover.

Hammersmith Flyover 2

Question No: 51 / 2012

[Valerie Shawcross](#)

What has the inspection schedule for Hammersmith flyover been for the past three years? Why have recent inspections failed to pick up on the serious corrosion issues at the flyover, particularly when similar issues have arisen in similar structures elsewhere in the country recently, for example Gravell Hill at Spaghetti Junction, which was repaired for similar reasons in 2010?

Written response from the Mayor

The flyover was built in 1961 from concrete sections. Unusually, it is supported by 30 miles of tensioned steel cables running along its length and enclosed in concrete, making them impossible to inspect. Since TfL began managing the flyover in 2000, it has monitored its integrity and strength.

From 2009, TfL began looking in more detail using acoustic listening techniques to detect any breaks in the individual strands making up the cables. TfL knew the flyover would need work to strengthen it, but the assessment at the time suggested not for another ten years.

Last summer, the rate at which these cable strands were breaking started to increase significantly. Therefore, TfL began opening up parts of the concrete structure to look at their physical condition. In several areas, the cables were in a much poorer state than had previously been understood. The major concern with bridges of this type, of which Hammersmith Flyover is unique in London, is that it is very hard to predict if and when it might fail. A similar bridge in Wales actually collapsed without warning in the 1980s, and I was not prepared to take the risk of this happening to the Hammersmith flyover.

Hammersmith Flyover 3

Question No: 52 / 2012

[Valerie Shawcross](#)

How will the closure of the Hammersmith flyover impact on the operation of the Olympic Route Network? What contingency plans for the ORN does Transport for London have in place?

Written response from the Mayor

The A4 forms part of the Olympic and Paralympic Route Networks, and will allow Games-family traffic to move outside the capital to Heathrow and events at Weymouth and Eton Dorney. TfL will ensure the flyover can carry this traffic well before the opening ceremony.

The solution to re-open the flyover before the summer and, ensure its strength in the long term, involves installing new cables to replace the existing ones. These will add strength and be easier

to monitor and maintain in future. TfL will complete this work in the next four months so the roadway can fully open to all traffic.

Hammersmith Flyover 4

Question No: 53 / 2012

[Valerie Shawcross](#)

Could the flyover be reopened to light traffic whilst repairs are carried out? Is this option being pursued by Transport for London?

Written response from the Mayor

Please see my response to MQ 50/2012.

Hammersmith flyover 5

Question No: 54 / 2012

[Valerie Shawcross](#)

Have Transport for London identified any other similar road structure on the TLRN which may be affected by similar issues to Hammersmith and if so where are these and what plans have Transport for London made for inspection of their structural integrity and repair?

Written response from the Mayor

The design and construction of the Hammersmith Flyover is unique in London. TfL implement a rigorous regime of inspections in accordance with national standards and best practice. All structures are subject to visual inspections every two years and more detailed examination at an average interval of 6 years. Where defects or other areas of concern are identified, the structure is added to the prioritised programme of works so that repairs can be undertaken under the capital renewals programme.

Tower Bridge Road/Abbey Street/Long Lane junction

Question No: 55 / 2012

[Valerie Shawcross](#)

Do Transport for London still anticipate that they will be in a position to outline their findings and present a scheme to enhance safety at the junction to stakeholders early this year? What is the timeframe for this?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

Yes. TfL expects to be able to share a proposed option in the near future.

Westow Street/Westow Hill/Central Hill junction

Question No: 56 / 2012

[Valerie Shawcross](#)

Please give an update on improvements for pedestrians at this junction in Crystal Palace, in particular with regard to traffic signals.

Written response from the Mayor

This scheme is on TfL's signal programme. The London Borough of Lambeth is the promoter of this scheme as this is its junction.

The signals team are awaiting LB Lambeth to supply dates for TfL to commence this work and to provide required preparatory work. Once begun, the works are estimated to last approximately one week.

Vauxhall Gyrotory**Question No: 57 / 2012**

[Valerie Shawcross](#)

Please give an update on plans to improve matters for road users and pedestrians at this key gyratory.

Written response from the Mayor

TfL is continuing to work closely with the London Borough of Lambeth and the GLA to develop short and long term proposals to improve Vauxhall gyratory for all road users. There are currently a number of options that are being considered and discussions are continuing between the public bodies, landowners and other stakeholders, although no agreement on a preferred solution has been reached as yet. TfL hopes to be in a position to provide a further update by the middle of this year.

In addition, Vauxhall gyratory also forms part of TfL's review of major schemes on the TLRN and of the Cycle Superhighways so far introduced.

Northern Line extension**Question No: 58 / 2012**

[Valerie Shawcross](#)

Please give an update on plans to extend the Northern Line to Nine Elms/Battersea since the developer involved went into administration. What progress has been made in this situation?

Written response from the Mayor

I have asked that TfL progress plans for a Northern Line Extension to Battersea Power Station in preparation for a Transport & Works Act Order application. This follows the recent announcement that the current owners of the Power Station have gone into administration and a new owner of the site is being sought. TfL will take over responsibility for all of the planning work associated with the extension, working closely with both local authorities and the administrators.

In parallel with this, TfL is working with the GLA, local boroughs and administrators to progress a clear funding and financing solution for the extension, which reflects the support outlined by the Government in the Chancellors autumn statement for delivering this extension by 2017.

In progressing the work required to submit a Transport & Works Act Order application, TfL will be undertaking further consultation on the proposals with the local communities along the route and local stakeholders, later in the year.

It is now anticipated a Transport & Works Act Order application could be submitted by the end of 2012, although this will depend of course on finalising the financing arrangements.

Air Quality

Question No: 59 / 2012

[Valerie Shawcross](#)

I note that a report on Air Quality was intended to be discussed at item 4 during the Transport for London 'Safety, Health and Environment Assurance Committee' on December 15th 2011. The report is marked as 'to follow' and seems to be unavailable on the TfL website. Please could I be sent a copy of this report?

Written response from the Mayor

The paper is now available from the TfL website and a copy has been sent to you.

Bus services in Peckham

Question No: 60 / 2012

[Valerie Shawcross](#)

Please give an update on progress on work to explore ways to improve travel, particularly bus travel in the Peckham/Southampton Way area.

Written response from the Mayor

TfL regularly reviews the bus network, including the Southampton Way area, which is served by route 343 (New Cross-City Hall). This route had a frequency increase in February 2011 and now runs every six minutes, with extra journeys at the busiest times. For much of 2011, the service was affected by roadworks, at Borough and in Peckham. Extra buses and drivers were used to help protect the quality of service during this period.

TfL has also looked at providing an additional service in Southampton Way. However, route 343 gives direct, high-frequency links, with interchange to numerous other rail or bus services possible at Elephant and London Bridge and therefore, an additional service was not able to pass the required business case tests.

TfL will be carrying out further surveys on route 343 to check capacity, and reliability will also continue to be monitored.

Other changes to services in the Peckham area include:

- Route 12 (Dulwich – Oxford Circus): Articulated buses were replaced by double deck vehicles with increased frequencies, including a doubling of the service on weekend nights (November 2011).

- Route 63 (Honor Oak – Kings Cross): Increased frequencies during the evenings and Sundays (November 2009).
- Route 436 (Lewisham – Paddington): Articulated buses were replaced by double-deck vehicles with increased peak-frequencies (November 2011).
- Route P13 (Streatham – New Cross Gate): Re-routed away from Asylum Road and Old Kent Road to serve Queen's Road (October 2009).
- Route N63 (Crystal Palace – Kings Cross): Increased frequencies on weekend nights (November 2009).
- Route N89 (Trafalgar Square – Erith): Increased frequencies on weekend nights (September 2010).

South London Line

Question No: 61 / 2012

[Valerie Shawcross](#)

Concerns have been expressed to me that Denmark Hill station will lose services to Victoria in the late evenings and weekends following the withdrawal of the South London Line in December. Can you clarify this position and indicate whether the current Catford loop services from/to Sevenoaks will continue to operate to and from Victoria in the evenings and weekends (as opposed to the Catford loop Monday-Friday daytime services which operate to and from Sevenoaks via the Thameslink network and Blackfriars?)

Written response from the Mayor

Southeastern's late evening and weekend services via the Catford Loop to Victoria will switch to Blackfriars from May 2012, when the new platforms at this station become available for use. This will mean stations on the Catford Loop have a consistent London terminal station all day, every day.

In responding to a consultation on these timetable changes, TfL pointed out that Victoria, with its good access to the West End, appears to be a better terminus for these services during the late evenings and weekends. TfL therefore questioned whether the change would be of overall benefit to passengers in London and beyond. Southeastern responded to state that it needs to switch the destination to Blackfriars to comply with its franchise agreement. More importantly, consistency of London terminal station is important for passengers and there are better connections available there, with the new Underground station and connections to Thameslink services further north.

London TravelWatch has welcomed the switch to Blackfriars for these reasons.

However, both TfL and London TravelWatch have pointed out that this does mean that Denmark Hill and Peckham Rye will lose services to Victoria at these times from December 2012. I am continuing to pursue additional calls on Victoria services at these stations at peak times from this December. I am also calling for a new all stations service to Victoria to be provided at off peak times, when the Southeastern franchise is renewed in 2014, to address the loss of connectivity to Victoria during evenings and weekends.

South London Line 2

Question No: 62 / 2012

[Valerie Shawcross](#)

Please can you provide clarification of how many trains will operate to London Bridge, Victoria, and Blackfriars/Thameslink destinations, per hour, during both peak and off peak times, from a)

Denmark Hill and b) Peckham Rye, following the withdrawal of the South London Line in December 2012?

Written response from the Mayor

The timetable for December 2012 has not yet been finalised. However, the table below shows the total number of trains per hour from Denmark Hill and Peckham Rye to London Bridge, Victoria and Blackfriars both before and after the South London Line service is withdrawn, alongside the new London Overground services.

| | | To London Bridge, Victoria and Blackfriars | | To Clapham Jn and Dalston Jn | | Total | |
|---------------------|-----------------|--|--------|------------------------------|--------|-------|--------|
| | | Now | Dec 12 | Now | Dec 12 | Now | Dec 12 |
| Denmark Hill | Peak | 13 | 9 | 0 | 8 | 13 | 17 |
| Denmark Hill | Off peak | 8 | 4 | 0 | 8 | 8 | 12 |
| Peckham Rye | Peak | 17 | 13 | 0 | 8 | 17 | 21 |
| Peckham Rye | Off peak | 12 | 8 | 0 | 8 | 12 | 16 |

Note: peak is arrival at destination 08:00-08:59, off peak is arrival at destination 12:00-12:59.

Both Peckham Rye and Denmark Hill will benefit from an overall increase in service frequency from December 2012, albeit with some services to London Bridge and Victoria replaced by the new London Overground services.

I am continuing to seek the inclusion of additional calls on Southeastern services at Denmark Hill and Victoria at peak times from December 2012. I am also calling for a new all stations service to Victoria to be provided at off peak times when the Southeastern franchise is renewed in 2014 to address the loss of connectivity to Victoria at these times.

Transport for London promotional material

Question No: 63 / 2012

[Valerie Shawcross](#)

With regard to Transport for London's 'Every Journey Matters' publication: a) how many copies of this have been printed, b) what was the cost to Transport for London for the production of this pamphlet, c) were any external consultants involved in the production and d) was any sponsorship from external organisations involved?

Written response from the Mayor

The campaign aims to keep Londoners informed about how TfL is investing to improve transport across London. TfL's customers contribute significantly to the cost of that upgrade and TfL wants to ensure they know about where that money is being invested and how it is improving their journeys.

a) TfL produced 200,000 copies of this leaflet.

b) TfL spent £11,880 on production of these leaflets which covered the cost of design and print.

c) No external consultants were used. TfL's usual roster of third party suppliers was used for the design and print of the leaflet.

d) No sponsorship from external organisations was involved.

Kender Street Triangle works

Question No: 64 / 2012

[Valerie Shawcross](#)

Further to your answer to question number 3504/2011 and to communications I have received from Transport for London officers, I understand the post-implementation report on the Kender Street works and impact on local residential streets (such as St Mary's Road, Astbury Road etc) is to be ready 'in the new year'. Please could you provide an update on the report and plans to meet with local residents and stakeholders to discuss this?

Written response from the Mayor

TfL is in the process of finalising the report and has been in contact with yours and Harriet Harman's office in respect of arranging a meeting towards the end of February.

London Economy

Question No: 65 / 2012

[Valerie Shawcross](#)

What action did you personally take to try and avert major employer Nestlé's pullout from London?

Written response from the Mayor

I and my staff had multiple meetings with both the London Borough of Croydon and Nestle seeking to find a solution for Nestle to remain in London. I asked both the LDA and staff at the GLA to investigate a number of options when we were first approached by Nestle in 2010 and my staff have maintained contact with them since that time in an attempt to influence their commercial decision.

London Road Safety Plan

Question No: 66 / 2012

[Valerie Shawcross](#)

When will the updated London Road Safety Plan, due for publication during 2011, be published?

Written response from the Mayor

My officers have been working closely with key stakeholders over the last year to ensure the new Road Safety Plan for London reflects the needs of all road users in London. The Deputy Mayor for Transport, with TfL and GLA officers, held two steering group meetings with key stakeholders, as well as a seminar where all London boroughs and other interested parties were encouraged to share their thoughts on the development of the Plan. This, along with less informal engagement, has led to a draft Plan which I am confident will be welcomed by all Londoners.

While this valuable engagement was being carried out, TfL, London boroughs and the Police have continued to work extensively to deliver comprehensive road safety programmes which are helping to improve the safety of our roads.

I am pleased to inform you that TfL will shortly be going out to external consultation with the new Plan. I look forward to receiving your comments.

Disability Living Allowance

Question No: 67 / 2012

[Jennette Arnold](#)

The Responsible Reform Report on the Disability Living Allowance (1) was published on the 9th of January. This report, put together by people who are sick and disabled across the UK, underlines and confirms the objections you have rightly raised against the scrapping of the Disability Living Allowance and its replacement with the Personal Independence Payments.

The report also finds that along with very strong opposition to the proposed changes there are significant questions to be asked regarding the consultation process and the government's own response to the consultation which claimed support for the personal independence payments which was not expressed in the responses received.

We are now at the eleventh hour to halt this damaging and costly process.

Will you stand alongside Londoners living with disability and commit to personally calling on the government to reconsider the Personal Independence Payment scheme in light of the new report and the questions that it raises?

Written response from the Mayor

I expressed my views during the consultation on this matter. My consultation response was informed through dialogue with a range of deaf and disabled organisations. My focus is always to try and ensure that vulnerable Londoners are protected in any fiscal and legislative changes proposed by the Government.

International Year of Co-operatives

Question No: 68 / 2012

[Jennette Arnold](#)

What will the GLA be doing to mark the UN International Year of Co-operatives?

Written response from the Mayor

There are currently no plans for the GLA to stage any activity as part of the UN International Year of Co-operatives.

Support for Mutual and Co-operative Businesses in London (1)

Question No: 69 / 2012

[Jennette Arnold](#)

Can you provide a detailed breakdown of the information and support the GLA provides to both co-operative and mutual start-up businesses and SMEs in London?

Written response from the Mayor

In my Economic Development Strategy I emphasise my support to SMEs which are the backbone of London's economy. SMEs account for about half of all private sector jobs in the capital and micro businesses, the self-employed and the voluntary sector. They make vital contributions to the capital's economy.

The London Development Agency was responsible for designing policy and providing funding to the Business support agenda, including BusinessLink. However, this area of work has been nationalised and services and funding is provided through the Department for Business, Innovation and Skills and therefore GLA does not directly fund projects on business support.

Support for Mutual and Co-operative Businesses in London (2)

Question No: 70 / 2012

[Jennette Arnold](#)

Can you provide a detailed breakdown of previous LDA initiatives that provided information and support to both co-operative and mutual start-up businesses and SMEs in London?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

While co-operative and mutual start-ups are likely to have benefited from business support services funded by the LDA, the LDA did not require delivery partners to hold information on beneficiaries' legal status.

Support for Mutual and Co-operative Businesses in London (3)

Question No: 71 / 2012

[Jennette Arnold](#)

Can you provide me with a detailed breakdown by borough of all the co-operative and mutual businesses that the GLA or LDA gave advice/support to in the last 12 months?

Written response from the Mayor

While co-operative and mutual start-ups are likely to have benefited from business support services funded by the LDA, the LDA did not require delivery partners to hold information on beneficiaries' legal status.

Support for Community Finance

Question No: 72 / 2012

[Jennette Arnold](#)

In your Health Inequalities Strategy- First steps to delivery report you commit to working to raise awareness of credit unions. This is very laudable and I fully support this aim. Can you please detail what specific action you have taken personally as Mayor to promote and support community finance in the capital?

Written response from the Mayor

I am very pleased that the Government has amended the Credit Unions Act (1979) to reach new groups of people and allow them to offer interest on savings. Since 2009, I have supported the work of the London Debt Strategy Group and Toynbee Hall to ensure that Londoners are able to manage their finances and are aware of how and where to seek help and advice.

Joining your Local Credit Union

Question No: 73 / 2012

[Jennette Arnold](#)

In your Health Inequalities Strategy-First Steps to Delivery Report you commit to raising awareness of availability of responsible financial support for people on low incomes, such as credit unions. As you know credit unions work best when people on all income levels join them. Will you commit to joining your local credit union in order to lead by example and spread the word about credit unions to people on high incomes?

Written response from the Mayor

As stated in MQ 72/2012, I am pleased that the Government has changed the rules so that people on higher incomes can also choose to invest in their local Credit Union.

I would encourage all Londoners and small enterprises in need of financial support to contact their local Credit Union by visiting the London Money website at www.londonmoney.org.uk.

Disgust at Comments in Press

Question No: 74 / 2012

[Jennette Arnold](#)

A Constituent has written to me to express her "utter disgust" at the recent comments made by Cllr Daniel Moylan's in the Evening Standard on the 6th December where he described Ken Livingstone as "schizophrenic" for his fares reduction pledge.

She writes:

As someone who has a close family member who suffers from Schizophrenia, and as sufferer of a mental illness myself, I am aghast that government officials still retain these backward, stigmatising and unhelpful views.

I was wondering if you could ask the Mayor the following:

- 1) will [the Mayor] ask Mr Moylan to apologise for the offence he has caused using such comments?
- 2) Do Transport for London staff have to attend Disability Equality training? If so has Mr Moylan attended such training? If not, can the Mayor ensure he does so immediately?

Written response from the Mayor

Cllr. Moylan had no intention of causing offence to those living with mental health issues.

Cllr. Moylan is not a member of TfL's staff.

Walthamstow Stadium

Question No: 75 / 2012

Jennette Arnold

Constituents in Waltham Forest have requested that I put the following question to you in relation to Walthamstow Stadium:

- 1) Why has the Mayor let L&Q board up [Walthamstow Stadium] for the last 3 years plus? All their plans have been withdrawn and by the mayor's own three dragons working kit the stadium shows a 26 million loss to the tax payer if L&Q are allowed to build.
- 2) L&Q current owners have land banked for 4 years and if they ever build they will cost the tax payer 26 million yet the mayor supports them. Why ?
- 3) Government inspector has stated that greyhound racing is viable at the site so why will the Mayor not stand by his original comment and give residents what they want, which is greyhound racing? The Mayor is wasting millions of tax-payer money and costing the night time economy of east London by letting the world number one greyhound stadium lay in ruins and boarded up.
- 4) L&Q have been caught fixing planning dates with the local council and stopping residents objecting to sites yet the mayor will not comment. Why?

Written response from the Mayor

1. I have no control over when land owners bring forward their land for development.
2. I have expressed support for a mixed use development of the site, including a significant element of affordable housing in line with my London Plan policy.
3. The Government Inspector for the Walthamstow Core Strategy found its policies in respect of the stadium to be sound. Those policies do not require the retention of the stadium use.
4. I am not aware of any wrong doing by the Council, but if you are, you may wish to take this matter up with it.

Access to legal aid

Question No: 76 / 2012

Joanne McCartney

In light of the Government's planned cuts to the legal aid system, what action are you taking to ensure that ordinary Londoners will continue to be able to access legal advice? Last year you rightly criticised the proposals on domestic violence. Can I therefore take it that defending Londoners from the Government's legal aid cuts is a priority?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

Throughout my term in office, I have defended all Londoners and will continue to do so.

The Legal Aid, Punishment and Sentencing of Offenders Bill is still in Parliament. I support its aim of reducing Legal Aid costs by prioritising the greatest need. I also welcome the Government's funding for advice services to help meet some of the needs currently met by Legal Aid.

The impact of the changes to Legal Aid will not be known until the changes have been finalised and new legal aid contracts are in place. This has now been delayed until April 2013.

Pedestrian Crossing

Question No: 77 / 2012

[Joanne McCartney](#)

I have been contacted by constituents who report difficulties experienced by pedestrians attempting to cross the road at the junction of North Hill with Church Road in Highgate. Despite the presence of traffic lights this is a junction which currently lacks any formal pedestrian crossing facilities. A care home, GP surgery, nursery and junior school are all located at this location and there is an understandable fear that users of these services are at particular risk of harm.

I understand that London Borough of Haringey Officers are making representations to Transport for London's signals team regarding the possibility of having pedestrian facilities installed. Will you support their representations and look at improving the usability of this junction for pedestrians?

Written response from the Mayor

As you recognise, the London Borough of Haringey is responsible for this junction and for considering how best to manage the competing demands for it. As of 19 January 2012, Haringey had not yet made contact with TfL to discuss provision of a pedestrian phase.

Bus Signs

Question No: 78 / 2012

[Joanne McCartney](#)

A constituent has contacted me about the difficulty he experiences in reading bus stop signs, and in particular the SMS bus stop code plates installed as part of Transport for London's recently launched bus arrival information system. He is a wheelchair user and struggles to read the signs because of their small size and elevated position. This is apparently a particular problem at night where bus stops are unlit. Can I ask that you investigate and look at how this problem might be mitigated?

Written response from the Mayor

TfL acknowledges your constituent's concerns and has taken great care to ensure that the graphical design of the code number plates complies with Department for Transport Inclusive Mobility Guidelines for optimum font, size and legible contrast.

TfL also considered very carefully the best position for these plates and, due to space limitations on a bus stop post, there are restrictions as to where the plates could be placed. The best position found was to have them positioned just above the timetable. To further assist passengers who may find it difficult to read the on street plates, TfL has provided the full list of bus stop codes to view and download at www.tfl.gov.uk/countdown.

West Anglia Route

Question No: 79 / 2012

[Joanne McCartney](#)

What action are you currently taking to make improvements to services on the West Anglia Route which runs through my constituency, and specifically what are you doing to ensure progress is made on the four-tracking proposals for the route?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

Responsibility for services on the West Anglia Route lies with the DfT and, from 5 February 2012, with the new train operating company Abellio Greater Anglia. However, TfL is paying for a deep clean of 26 West Anglia stations within Greater London, and installing 240 new cycle parking spaces under the new Greater Anglia franchise.

TfL has also worked with the DfT and National Express East Anglia to install ticket gates at Cheshunt, Broxbourne, Hackney Downs, Enfield Town, Chingford and Edmonton Green stations.

TfL and stakeholders are continuing to lobby for a 'turn up and go' train service frequency at all West Anglia stations. TfL, working with stakeholders, has developed a proposal for additional tracks to enable this. The means to deliver it would be through the DfT's High Level Output Specification for National Rail, which will be announced by the Government in the summer. In the meantime, TfL is awaiting the results of an operational study being undertaken by Network Rail, which is seeking to determine whether the same 'turn up and go' outcome can be delivered through a timetable-based solution that requires less infrastructure than four-tracking.

Integrated Prosecution Teams

Question No: 80 / 2012

[Joanne McCartney](#)

CPS staff working in Integrated Prosecution Teams at police stations are able to directly engage with officers and receive reports and evidence directly, enabling efficient preparation of case files. Do you share concerns that the removal of Integrated Prosecution Teams from police stations could lead to delays in justice?

Written response from the Mayor

Integrated Prosecution Teams (IPTs) improved communication between the Met and CPS. The implementation of digital case files into current IPT processes has demonstrated that police and CPS can co-operate successfully from a distance. This will allow both agencies to consolidate their teams and provide greater resilience and a better service.

The digital file allows 24/7 access to information unlike the paper process. Digital file evidence will facilitate interaction and support the drive to speed up justice. Face to face engagement will continue for serious offences.

Police Preventative work with young people

Question No: 81 / 2012

[Joanne McCartney](#)

How much has the Met spent on preventative and diversionary programmes in each financial year between 2000 and 2011? Please can you provide annual breakdowns by programme?

Written response from the Mayor

In 2011, as part of my 'Time for Action' programme, the MPS conducted a comprehensive scoping exercise to identify all of its current schemes (ranging from ward based to multi-BOCU or pan-London ones) and record their focus and check their effectiveness through the 'Oracle'

assessment tool. In 'headline' terms, this process identified 133 schemes costing just over £12m, with just over £6m coming from external funding. Procedures are being established to continue this level of strategic oversight moving forward.

Providing accurate figures for previous years is more problematic, particularly given the time available to respond. A great many schemes existing in 2000 would have stopped or significantly altered their subject matter or method of delivery by 2011 and, many new schemes would have come into being. Consequently, 'headline' figures around total spend from year to year would not give a fair comparison of the activity undertaken, its focus and most importantly its impact and could be unintentionally misleading.

Neighbourhood Link

Question No: 82 / 2012

[Joanne McCartney](#)

Residents on one of my Safer Neighbourhood Team's email circulation list have been told that their regular and direct communications will stop and that instead they need to sign up to Neighbourhood Link. Does this change effect information and communications from all Safer Neighbourhood Teams across the capital? Are you concerned that this could risk losing or weakening direct contact with residents and communities?

Written response from the Mayor

A key function of the SNTs is to communicate directly with those living and working on their wards and this will not be diluted or replaced.

Neighbourhood Link is a corporate email system which allows the Met Police to give a consistent message to all Londoners and is part of its commitment to improve communications and technology. It was set up by the Communities Together Strategic Engagement Team and is the preferred MPS method of electronic communication.

Form filling in the Police service

Question No: 83 / 2012

[Joanne McCartney](#)

In your 2008 election campaign you promised to "tear up red tape and needless form-filling, so we can get more police out on the streets". Over the last 3 years what changes or efforts have you made to reduce needless form filling in the Police?

Written response from the Mayor

Steps that have been taken to save officer time and reduce unnecessary bureaucracy include:

- Implementation of video links in custody cells and courts to improve processing criminals.
- Improved resources and custody processes to ensure a streamlined procedure with no duplication.
- Prosecution teams are now co-located to maintain a joined up approach and effective use of resources at a local level.
- The rollout of the 3,700 Personal Digital Assistants to front line officers offering immediate access to operational databases and electronic forms with the potential to save up to five minutes of an officer's time per transaction.

Technology in the Met (1)

Question No: 84 / 2012

[Joanne McCartney](#)

Following the Sapphire Command's use of wi-fi technology to issue advice in bars and clubs over the festive period, what other uses of this technology are the Met considering?

Written response from the Mayor

This innovative use of wi-fi to issue advice provides an excellent means for social interaction to prevent crime and provide reassurance of a police presence. Its availability is being publicised across the MPS and it will be deployed at other events when operational commanders believe it is appropriate.

In relation to the policing of large events (such as marches, demonstrations, football matches etc.), the MPS issues regular updates via text and Bluetooth messaging.

Technology in the Met (2)

Question No: 85 / 2012

[Joanne McCartney](#)

What consideration are the Met giving to expanding the use of tablets for use by officers on the beat to enable them to efficiently record crime on the go instead of going back to the station to log crimes on a desk computer?

Written response from the Mayor

The MPS has 1,200 Mobile Data Terminal-equipped vehicles and 3,700 Personal Digital Assistants which facilitate 'away-from-the-office' functionality. The MPS are looking at extending the functionality of such devices as well as looking at alternative devices such as tablets. Challenges exist in how much equipment a Police Officer can carry and information is managed security, but these are not seen as insurmountable.

Technology in the Met (3)

Question No: 86 / 2012

[Joanne McCartney](#)

Would you support the ability for officers to text in reports of Stop & Searches? This system could be expanded to prompt a call back to the individual to ask them if they were content with the police conduct and whether the reasons for the Stop & Search had been explained properly to them. Do you agree that this could be a solution to help address some of tensions and dissatisfaction with this practice?

Written response from the Mayor

The MPS is already using technology for improved recording of stops and searches using the Personal Digital Assistant (PDA), and are examining Airwave Radio as a recording medium. Trials in Kent and Greater Manchester Police will assess potential benefits.

Feedback indicates the quality of encounter is a key issue. The MPS are improving methods of capturing feedback, improving access to the complaints system and supporting development of a Smartphone App through which the public can provide feedback.

Technology in the Met (4)

Question No: 87 / 2012

[Joanne McCartney](#)

Would you recommend that the MPS set up a facility where people could send in photographs or videos they have recorded on their smart phones of crimes or evidence? Further, a facility that allowed members of the public to do this anonymously if they preferred (similarly to CrimeStoppers) could increase the quantity and quality of evidence the police receive.

Written response from the Mayor

The MPS has often provided dedicated MMS and E-mail addresses in the past for large scale enquiries such as 7/7 bombings, and will continue so as necessary. Extension of this service is under investigation but the expected number of submitted images and the associated management, storage and viewing present challenges.

Members of the public who have images of importance to an enquiry are encouraged to phone the police through the published enquiry numbers and arrangements will be made to collect the images.

Coordination between the MPS and LAS (1)

Question No: 88 / 2012

[Joanne McCartney](#)

The recent publication of the London Assembly investigation 'The future of the London Ambulance Service' revealed that the MPS is the biggest organisational source of demand for the LAS and highlighted that just one out of 300 daily police requests for ambulances was needed to save a life. What lessons does this present for the MPS?

Written response from the Mayor

The MPS and the LAS are continually working together to ensure that each service makes efficient and effective use of its partner emergency service. Both agencies are currently working together to achieve:-

- More efficient requests for LAS attendance at street robberies with officers making a medical judgement regarding the need for attendance rather than carte blanche requests.
- MPS review of first aid training to better inform officers regarding effective use of NHS Direct when appropriate.
- On going review of Service Level Agreement between the two agencies to improve information sharing and provide greater clarity around appropriate cross agency requests for assistance.

'Honour' crime levels

Question No: 89 / 2012

[Joanne McCartney](#)

Recent research reveals that 2,823 incidents of 'honour-based' violence were recorded by police in Britain last year, with 495 incidents recorded by the MPS. We also know that so-called 'honour' crimes are typically under reported. What resources is the Met committing to combat this violence?

Written response from the Mayor

The MPS regards 'honour' based violence (HBV) as a serious crime that has a devastating effect on the lives of those affected. The MPS HBV Working Group, chaired by Commander Foy, works with key stakeholders to ensure awareness, training, community engagement, and other related matters are progressed within the organisation.

Additionally, over 560 specialist officers deployed on Community Safety Units (CSU) in every borough respond effectively to incidents and provide a multi-agency response, where necessary, in partnership with specialist support services. The MPS adheres to the principles of the ACPO HBV Strategy and is represented on the national HBV working group.

Safer Transport Teams

Question No: 90 / 2012

[Joanne McCartney](#)

Further to the alarmingly high number of vacancies revealed in the reply to my question 0217/2011 from the Chair of the MPA and Commissioner of the MPS last month, please can you provide updated figures for planned and actual numbers of Safer Transport Team officers per borough?

Written response from the Mayor

The Safer Transport Command is in a period of transition and additional police officers will be deployed to borough based Safer Transport Teams before the end of March 2012 as outlined in the Policing London Business Plan.

The profile of constable strengths outlined in written response 0217/2011 set out the position of current and projected total police officer strengths. These projections are still current.

Safer Neighbourhood Teams

Question No: 91 / 2012

[Joanne McCartney](#)

Please can you list by borough the planned and actual numbers of Sergeants, Police Officers and PCSOs in Safer Neighbourhood Teams?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

A written response was received on 29 June 2012

Please see my response to MQ 1652 / 2012.

Westminster PCSOs

Question No: 92 / 2012

[Joanne McCartney](#)

Recent media reports have revealed cuts to PCSOs in enhanced Safer Neighbourhood Teams in Westminster. Please can you outline any plans to reduce the headcount of other enhanced SNT teams across the Capital and, if so, specify which wards in which boroughs will be effected?

Written response from the Mayor

Under the original SNT model, wards with a population of more than 14,000 people have up to three additional PCSOs. At present there are 87 enhanced wards in London. There are currently no plans to reduce numbers in MPS enhanced teams. Some boroughs received funding for additional PCSOs, some from other partners. Where funding has been withdrawn, changes to the number of PCSOs follow as a result of changes to cost sharing agreements. This is not a change to the core model for our neighbourhood team - 2-3/2-6.

Calls to 101

Question No: 93 / 2012

[Joanne McCartney](#)

Why should good citizens pay to use the 101 number to report crimes? Do you agree that this number should be free to call?

Written response from the Mayor

The charge was determined following extensive research and was set by the Home Office. It is applied nationally and has a standard charge of 15p, no matter how long the call. Crime can also be reported on line or by attending a local police station.

999 remains the number to call in an emergency or to report a crime as it is happening. Calls to this number are free.

River Lee Navigation

Question No: 94 / 2012

[Joanne McCartney](#)

Will you support the bid British Waterways are submitting to Transport for London's Greenways programme to refurbish the towpath between Stonebridge Locks and Tottenham Locks on the River Lee Navigation? As well as aesthetic enhancements, this scheme would also improve walking and cycling routes.

Written response from the Mayor

I can confirm that TfL invited bids from British Waterways and other managing authorities last month for funding in 2012/13 under its Greenways programme. This is a competitive process, and while I can confirm that TfL has received British Waterways' bid, it is as yet too early to say whether or not it has been successful. Assessment of bids is ongoing and the programme will be announced in February.

However, I am aware that TfL has supported similar schemes in the past and is keen to increase and improve off-road facilities that are available to cyclists and pedestrians in line with the objectives of the Greenways programme and my Cycling Revolution.

Bus stop overcrowding - Broomfield School

Question No: 95 / 2012

[Joanne McCartney](#)

According to the Winter 2011 Enfield Safer Transport Team newsletter one of their network priorities is overcrowding at bus stops near Broomfield School. A resident has also written to me highlighting the dangers for schoolchildren who overspill onto the carriageway at this location and has asked whether pedestrian railings could be installed to guard against danger. Please can you instruct Transport for London to look properly into this matter immediately, consult with the Safer Transport Team and school to see if any steps are needed to ensure pupils are as safe as possible at this location?

Written response from the Mayor

The TfL-funded Safer Transport Team in Enfield is dealing with the overcrowding at the bus stops and any risks associated with crossing the road, particularly at school closing time.

TfL is already aware of this issue and continues to actively investigate what might be done. TfL is also in touch with Broomfield School and will meet the Deputy Headmaster shortly, to discuss potential options.

Conservative Walk Out = Cyclists' Safety Motion Falls

Question No: 96 / 2012

[John Biggs](#)

I have been contacted by a Londoner who, in response to the Conservative Walk out from the Plenary Meeting on 7th December asks me to raise the following:-

“Which idiots decided to walk out and put cyclists at risk in London?? Lunacy.

No public service. No self respect. No morals. No integrity. No votes from us.

I'll speak to 2 people a day about this until Election Day.... as will 5 of my friends...

3000 votes minimum by Election Day that you've just lost. Idiots the lot of you.”

Given recent cyclist fatalities, are you surprised by this response and do you defend the Conservative Members walk out bearing in mind it prevented a very important debate on Cyclist safety. Surely this should be a cross party issue?

Written response from the Mayor

Your constituent is right to highlight cycling safety and I trust that you will point out to him or her that it is becoming relatively safer on the TLRN. It is also under this administration that there has also been a 33 percent increase on cycling on the TLRN.

TfL is looking at major junctions across London, building on the huge amount already being done to improve cycling safety for example by trialling blind spot safety mirrors through the Cycle Superhighways programme and developing Heavy Goods Vehicle (HGV) driver training courses to specifically address the safety of vulnerable road users. TfL will widen this work by initiating an independent review of the safety of HGVs used in the construction industry.

Although there is no place for complacency, I do want to reassure your constituent that there is an unprecedented amount of work and investment going into cycle safety.

Olympic Park Legacy, Visitor Attraction

Question No: 97 / 2012

[John Biggs](#)

A Londoner has suggested that the creation of a world class Science Museum in East London would be beneficial to East London as part of the Olympic Legacy. It is widely recognised that the Olympic Park should contain a new visitor attraction after the Games. What are your initial views on this and what alternative steps are you taking to secure any further visitor attraction?

Written response from the Mayor

The Legacy Company's plans for the Park include introducing cultural and entertainment opportunities alongside delivering new homes, jobs and training. To this end, the Company is already engaged with a number of parties and is considering a range of different options to complement and contrast the ArcelorMittal Orbit. Our aim is for attractions to build on the sporting heritage of the Park and to offer opportunities for entertainment and education, as well as employment and skills development for local people.

The Company will be pleased to confirm details as and when these opportunities are finalised.

Trains: Number v Size

Question No: 98 / 2012

[John Biggs](#)

National Express East Anglia are reducing the frequency of service of some peak trains to Inner London stations, including Bethnal Green and Cambridge Heath (and London Fields). They are however, making the remaining trains longer in order to serve similar numbers of commuters. Do you agree with this approach?

Written response from the Mayor

TfL officers have worked closely with the local authorities and National Express East Anglia on this timetable change. They secured some significant improvements over the initial proposals, and ultimately accepted the timetable change.

Whilst TfL does not wish to see any decreases in frequency at inner London stations, the proposed timetable aims to achieve a balance between inner suburban and longer distance passenger benefits.

TfL was given assurance that the benefits to London as a whole outweigh the adverse impacts.

Penalty Notices – Cyclists v Motorists

Question No: 99 / 2012

[John Biggs](#)

I have been contacted by a constituent who has read your answers to 3525/2011 and 3526/2011, in which you stated that 8027 cyclists have been penalised for cycling on the pavement and 112 motorists penalised for driving in a cycle lane. He asks if you believe that the police are disproportionately enforcing some road safety legislation?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received 6 September 2012.

I do not believe that the police are disproportionately enforcing road safety legislation. The Metropolitan Police, along with Transport for London, must treat the safety of all road user groups with equal priority.

The statistics I reported previously on these two offences do not tell the full story. There is a much wider range of offences that the police enforce. For example, motorists caught speeding or committing traffic lights offences are penalised through systems using safety cameras.

Also, the MPS has a team of dedicated officers, comprising the Cycle Task Force, working to ensure that everyone abides by the rules of the road and to reduce conflict between road users. To date, the Task Force has reported approximately 7000 offences through a criminal justice procedure including Fixed Penalty Notices. The break down of road users reported is 24 per cent cyclists, 26 per cent commercial vehicles and 50 per cent private cars or motorcyclists.

It should also be noted that whilst cycling on pavements in general is an offence, drivers do not commit an offence by driving in most cycle lanes - they are only prohibited from entering mandatory cycle lanes; these are bordered with a solid white line and are not as prevalent as those bordered by a broken white line. The comparison does not reflect the enforcement activity being taken.

Roadsafe Reporting System

Question No: 100 / 2012

[John Biggs](#)

A constituent has contacted me and has asked me to raise the following questions with you.

How many Police Officers have been reported through the Metropolitan Police Roadsafe London reporting system?

How many taxi drivers have been reported through the Metropolitan Police Roadsafe London reporting system?

What has been the outcome of such reports?

Written response from the Mayor

A total of 336 submissions have been made to Roadsafe London since 1st December 2011 (when recording of submissions commenced).

- Three of these submissions related to police officers. Two had insufficient information to identify the police driver concerned. One was identified and the submission was forwarded to the police officer's line manager to take appropriate action.
- Eighteen of these submissions related to taxis or private hire vehicles. All of these reports were referred to the Public Carriage Office.

Fuel Poverty in East London

Question No: 101 / 2012

[John Biggs](#)

Thank you for your response to MQT 3910/2011. Unfortunately you seem to have answered a

question I did not ask. I wanted to know about renew in City & East (the City, Newham, Tower Hamlets, Barking & Dagenham) and not in the wider East London area which, from your answer, includes Hackney, Waltham Forest & Havering.

Can you therefore provide figures for all 32 boroughs and the City, showing how many homes have been treated under RE:NEW to date and how many will be treated by May 2012?

Written response from the Mayor

Between July 2011 and 23rd January 2012, 4,097 homes had been treated under RE:NEW in City & East.

The current rollout of RE:NEW is projected to treat a further 1,065 homes across the City & East London region by the end of March 2012 and a further 384 homes are projected to be treated in the London Boroughs of Newham and Tower Hamlets through the Olympic Retrofit project by May 2012.

This takes the total number of homes that will be treated under RE:NEW in City & East (the City, Newham, Tower Hamlets, Barking & Dagenham) London by the end of May 2012 to 5,546.

By May 2012 I will have achieved my target of 55,000 homes retrofitted. For the homes treated under RE:NEW to date by borough, please see below:

| Borough | TOTAL |
|--|---------------|
| L.B Barking & Dagenham | 1,744 |
| L.B Barnet | 176 |
| L.B Bexley | 533 |
| L.B Brent | 632 |
| L.B Bromley | 951 |
| L.B Camden | 1,497 |
| L.B Croydon | 1,907 |
| L.B Ealing | 646 |
| L.B Enfield | 253 |
| L.B Greenwich | 198 |
| L.B Hackney | 1,412 |
| L.B Hammersmith & Fulham | 790 |
| L.B Haringey | 686 |
| L.B Harrow | 1,462 |
| L.B Havering | 1,585 |
| L.B Hillingdon | 1,696 |
| L.B Hounslow | 493 |
| L.B Islington | 547 |
| R.B Kensington & Chelsea | 129 |
| R.B Kingston Upon Thames | 1,092 |
| L.B Lambeth | 518 |
| L.B Lewisham | 2,766 |
| L.B Merton | 647 |
| L.B Newham | 1,799 |
| L.B Redbridge | 928 |
| L.B Richmond | 238 |
| L.B Southwark | 1,781 |
| L.B Sutton | 295 |
| L.B Tower Hamlets | 554 |
| L.B Waltham Forest | 1,366 |
| L.B Wandsworth | 830 |
| Westminster City Council | 294 |
| London-wide L&Q solar PV insulation scheme | 3,550 |
| Total number of homes retrofitted | 33,995 |

Platform canopies

Question No: 102 / 2012

[Navin Shah](#)

I have been contacted by a constituent who is concerned about the stability of the platform canopies on the London Overground's Euston-to-Watford Junction line. Most are top-heavy, and rely on tension in angled steel support girders behind their back walls for stability. These are nearly a hundred years old, and some look badly corroded. Can you arrange for a technical examination of these canopies, in conjunction with Network Rail, to reassure the public?

Written response from the Mayor

TfL has assured me that regular routine inspections are carried out at these stations and any concerns regarding station infrastructure are raised with Network Rail for action.

If you could provide specific details of the location of the canopies that are causing concern then TfL would be happy to raise specific issues with Network Rail.

Transport for London roads (1)

Question No: 103 / 2012

[Navin Shah](#)

I understand from April, you gain legal powers to decide how Transport for London roads appear on maps in order to direct traffic better. Although Transport for London almost invariably owns main roads only, does the Mayor agree that a review of maps across London would be a proportionate response?

Written response from the Mayor

To clarify, the Department for Transport has recently confirmed that from April 2012, it will devolve powers to local authorities across the country to choose how certain roads are designated.

TfL has no role in producing maps and so would have no remit to instigate a review of maps across London. I would naturally expect the Ordnance Survey or other map producers to keep maps up to date, and initiate reviews as necessary in order to ensure this.

Transport for London roads (2)

Question No: 104 / 2012

[Navin Shah](#)

Will Transport for London take into account local feeling should any London Boroughs want to 'demote' any of their relevant roads? For instance, if Brent were to decide to 'demote' the depiction of the narrow and residential Tubbs Road, Harlesden, would that be acceptable to Transport for London?

Written response from the Mayor

As per my answer to MQ 103/2011, the Department for Transport has confirmed that local authorities will have responsibility for designating the classification of some roads from April. TfL would have no involvement in this process however.

Light-rail to Brent Cross (1)

Question No: 105 / 2012

[Navin Shah](#)

The elevated A41/North Circular Road traffic roundabout is due to be enlarged, and given a fifth access road, to and from Brent Cross Shopping Centre. Do you acknowledge that there is currently an unused but perfectly viable route that threads underneath the south side of that roundabout, for some sort of light-rail or guided bus, in the decades ahead, to connect the Brent Cross central area to Brent Cross Northern Line station?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 March 2012:

There may be an opportunity to use any space at this junction for additional routes for buses and/or cyclist and pedestrians. This is something TfL is reviewing.

Previous work undertaken by TfL has shown that a light rail scheme in this area would have a relatively poor business case due to the high costs of light rail and low levels of demand.

Light-rail to Brent Cross (2)**Question No: 106 / 2012**

[Navin Shah](#)

Will you ensure that the enlarged roundabout support piers are designed by Transport for London so that this potential route is maintained, at no cost, as opposed to the current design, included in the approved Brent Cross Cricklewood planning application?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

The design for the support piers is not the responsibility of TfL.

To use the space for a light rail scheme would have a relatively poor business case due to high costs and low demand.

Pollution next to the North Circular (1)**Question No: 107 / 2012**

[Navin Shah](#)

What levels of particulates and nitrogen oxides do you consider acceptable at the new Brent Cross Bus Station, due to be relocated next to the ten-lane North Circular Road? Will you install sensors, and temporarily close the bus station if the levels were exceeded? Do you have concerns for the ten million passengers every year, because tiny individual risks become real premature deaths when multiplied up?

Written response from the Mayor

The new bus station at Brent Cross has been designed as part of the Brent Cross shopping centre which has been given planning approval by the local planning authority. As part of the planning process, the developer was required to deliver an Environmental Statement which

would have included expected air quality effects. TfL is content that the design and location of the new bus station, as part of the development, has received sufficient scrutiny in respect of the air quality objectives for PM10 and NO2. The design meets TfL requirements in terms of the bus operation and customer comfort and TfL does not intend to install any air quality monitoring equipment.

Whilst the new bus station is closer to the A406 North Circular Road than the existing bus station, waiting customers and bus station staff are unlikely to be exposed to increased levels of harmful pollutants from road traffic, concentrations of which are generally confined to within a few metres of the source.

Pollution next to the North Circular (2)

Question No: 108 / 2012

[Navin Shah](#)

Do you expect new high buildings on the other side of the North Circular to funnel noise and extra pollution into the new bus station? What reassurances can you give Transport for London staff who will spend much of, or all, their working life there? Are you therefore obtaining planning permission for a totally-enclosed bus station, with air-locks or positive pressure filter systems?

Written response from the Mayor

I can reassure TfL staff that it is unlikely that the new buildings on the other side of the A406 North Circular Road will funnel noise and harmful pollutants into the new bus station. As explained in 107/2012, the environmental effects will have been considered as part of the planning process. TfL has no intention of applying separately for planning approval for an enclosed bus station with air-locks or filter systems.

Civilian Officers (1)

Question No: 109 / 2012

[Navin Shah](#)

Please could you give me a list of all the boroughs taking part in the trial of the new rostering system for civilian officers working in custody and police station front desks?

Written response from the Mayor

There is no trial of shift rosters that includes civilian staff working in police station front desks. In terms of civilian officers working in custody, the Custody Improvement Project has two pilots running across the MPS which affect staff. The first pilot is being delivered in Sutton and Merton. A second pilot in Newham, Waltham Forest and Barking & Dagenham commenced in January 2012.

Civilian Officers (2)

Question No: 110 / 2012

[Navin Shah](#)

I have been contacted by a constituent who is concerned the new rostering system being trialled

in some parts of London has resulted in civilian officers working in custody and front office in police stations not being able to take breaks on 12 hour shifts. Senior management, when approached by the trade unions, say they should have their breaks but this does not work in practice. Will you look at this and ensure officers are getting the breaks owed to them?

Written response from the Mayor

Yes. I will ensure boroughs are complying with their obligations to relieve staff. There are no roster systems being trialled that involve civilian officers working in front offices. In terms of custody staff, the Custody Improvement Project is reviewing staff numbers, shift patterns and the ability to take breaks.

Civilian Officers (3)

Question No: 111 / 2012

[Navin Shah](#)

I understand civilian officers on custody watch are required to watch individuals remanded at the station deemed to be at risk. I am told no officer is supposed to spend more than 2 hours watching a prisoner and is required to take a break of at least 1 hour before continuing their watch. Officers are finding they are not relieved and may spend up to 5 hours watching one prisoner which can result in a variety of health and safety problems. I would like to know how widespread these problems are and how they are being tackled?

Written response from the Mayor

Constant Supervision (CS) is a tactic employed in order to prevent self-harming.

Current guidance is that a police officer or Designated Detention Officer performing this role *'should be relieved after a maximum of two hours. After a meaningful break away from the custody suite they may resume the supervision.'* CS is resource intensive and demanding, consequently it may not always be possible to relieve an officer on time.

CS is monitored and managed by Custody Managers and forms part of the Daily Management Meeting for BOCU Senior Management. Any concerns that guidance is not being followed should be reported to the Borough Commander.

The Olympic Board

Question No: 112 / 2012

[Navin Shah](#)

Was the Olympic Board made aware of any ongoing legal cases regarding the Dow Chemical Company when it was agreed to allow Dow the contract for the stadium wrap?

Written response from the Mayor

The decision to appoint Dow to deliver the Stadium wrap was LOCOG's, not the Olympic Board's.

Brent Cross Toilets

Question No: 113 / 2012

[Navin Shah](#)

The only toilet for the male and female bus drivers at Brent Cross Shopping Centre has been closed 3 times since 28 November; drivers have been told it will not be opened until February. This forces drivers to use the bushes near the Brent River to relieve themselves when Brent Cross Shopping Centre is closed. This facility has been closed because of a perceived 'mis-use' of the facilities (graffiti on one of the walls) for which all other employees are not responsible for. Do you not agree that all bus drivers should have access to toilet facilities at Brent Cross and should not be punished for one person's stupidity?

Written response from the Mayor

The 'mis-use' of the facility was not a perception. The toilets had been repeatedly vandalised and the walls were etched with racially-offensive graffiti.

In such circumstances I do not see what other choice TfL had but to close the facility so damage could be repaired. Any employer, managing any work place, would take the same steps were facilities for staff vandalised in such a way.

As you know, TfL has now refurbished the toilet, and it reopened for use on 13 January. While the damage was caused by a minority, TfL hopes and expects drivers will be more respectful of the facility in future. Its supervisory staff will monitor the toilet closely and if any further damage is caused they will consider how best to respond.

TfL aims to have a toilet facility on at least one end of every bus route. As 10 of the 13 routes that terminate at or pass through Brent Cross have toilets at one end, I would expect most drivers could use alternative facilities. However, I recognise that the temporary closure of these particular facilities were an inconvenience.

Residents of St Raphaels' Estate

Question No: 114 / 2012

[Navin Shah](#)

I have been contacted by the residents of St Raphael's Estate who are extremely upset about the changes to the 206 and 224 bus routes. Residents feel they were not made fully aware of all the changes or the impact it would have on their lives. Residents have lost out on two buses, which came on to their estate. They have collected 279 names and addresses on a petition of people affected. Will Transport for London consider restoring these bus services to the estate?

Written response from the Mayor

The recent alterations to routes 206 and 224 were part of a wider set of changes designed to ensure that the network remains suitable for changing passenger needs, taking account of planned future development in the area. Although some direct links have been withdrawn, other new links have been created; there are increased frequencies and new Sunday services on some corridors. Better services are provided into one of Brent's key development sites, the area around Wembley Stadium.

St Raphael's Estate retains seven buses per hour in each direction, on routes 224 and 232. There are direct links to Brent Park, Central Middlesex Hospital, Neasden, Brent Cross Shopping Centre and other destinations. Route 224 runs direct from Central Middlesex Hospital and Brentfield Road into the Estate.

The changes were developed following a detailed analysis of travel patterns and information from TfL's ongoing liaison with councils and other stakeholders about their aspirations for the network. Consultation took place before the decision to proceed, with details posted on TfL's website. Posters at affected stops invited users to comment and a letter was delivered to

households in the St Raphael's Estate. Overall the majority of the 573 responses TfL received were in favour of the proposed changes.

Nonetheless TfL of course recognises the concerns expressed by St Raphael's residents. It will continue to monitor the situation. A review will take place once patterns of usage on the new network have become established. This normally takes at least six months.

Private Renting during the Olympics

Question No: 115 / 2012

[Navin Shah](#)

Thank you for your answer to Question No: 3963 / 2011. Unfortunately my constituent was disappointed with your non-committal response. How will you protect tenants in London who want to continue their tenancy but are being forced out of their homes as landlords want to short-let their properties during the Olympics?

Written response from the Mayor

I reiterate my earlier answer that tenants should not be required to leave their homes for the Olympics, or be asked to vacate them for a couple of months. Evicting a tenant who has a valid tenancy for such a reason would be unlawful, but it is local authorities and not the Mayor that have the powers and resources to intervene in such cases.

Black cab fares

Question No: 116 / 2012

[Navin Shah](#)

I have been contacted by a constituent who would like you to conduct an assessment of Black Taxi fares and investigate whether a review can be made with regards to night tariffs? When will you carry this out?

Written response from the Mayor

Taxi fares are reviewed annually in consultation with taxi drivers, driver associations and other key stakeholders such as passenger groups. Any changes to fares are then taken forward and set by the TfL Board.

The most recent consultation on taxi fares was conducted in late 2011. Following a review of the responses received, a number of proposals will be considered by the TfL Board in February 2012 with the approved changes coming into effect on 14 April 2012. The consultation responses did not indicate that a review of the night tariff was required and this has therefore not been proposed to the Board.

Dangerous Junctions

Question No: 117 / 2012

[Navin Shah](#)

How many accidents have been recorded at the following junctions? How many KSIs have been recorded at the following junctions? What plans have Transport for London got to improve the

safety for pedestrians and road users at the following junctions?

- Stanmore Broadway with Stanmore Hill
- Northolt Road
- Honeypot Lane between Kingsbury Roundabout and Cumberland Road
- Weston Drive off Wemborough Road towards Belmont Circle
- Elmstead Avenue/Forty Lane

Written response from the Mayor

The table below provides details of the collisions (by severity) at the locations you mention. The data provided is for the three year period from 2008 to 2010, as it is normal to consider a three year period when reviewing the collision record of a site. There have been no fatal collisions at these locations during this time period.

It should be noted that all the locations listed are on the borough road network, and therefore fall under the responsibility of the relevant borough. Any proposals at these locations would therefore form part of the borough’s Local Implementation Plan, for which TfL provides financial support. TfL does however closely monitor any changes in patterns of collisions and works closely with London boroughs to help deliver targeted road safety interventions.

| Location description | Borough name | All collisions 2008-10 (including pedestrians) | | Collisions involving pedestrians only 2008-10 | |
|--|--------------|---|----------------------------|--|----------------------------|
| | | KSI collisions | Total number of collisions | KSI collisions | Total number of collisions |
| Stanmore Broadway with Stanmore Hill | Harrow | 0 | 2 | 0 | 0 |
| Northolt Road between Roxeth Hill and Alexandra Avenue | Harrow | 3 | 50 | 1 | 18 |
| Honeypot Lane between Kingsbury Roundabout and Cumberland Road | Harrow/Brent | 3 | 44 | 1 | 8 |
| Weston Drive off Wemborough Road towards Belmont Circle | Harrow | 1 | 8 | 1 | 2 |
| Elmstead Avenue/Forty Lane | Brent | 1 | 5 | 0 | 0 |

Outer London Commission Draft Interim Recommendations (1)

Question No: 118 / 2012

[Navin Shah](#)

In your recently published Outer London Commission Draft Interim Recommendations you state that “parking policy provides the flexibility to address local circumstances, especially in town centres and office locations, while also recognising the need to continue to promote sustainable travel.” How will Transport for London work with London Boroughs to achieve this?

Written response from the Mayor

The Outer London Commission is still considering its approach to parking, and the document to which your question refers is a work-in-progress draft for discussion by Commissioners. I look forward to seeing the Commission’s formal recommendations in due course.

Outer London Commission Draft Interim Recommendations (2)

Question No: 119 / 2012

[Navin Shah](#)

The Outer London Commission Draft Interim Recommendations reported that boroughs and stakeholders had voiced concerns over the efficiency of orbital public transport movement in outer London. How will you address these concerns?

Written response from the Mayor

The Outer London Commission is still considering its approach to parking, and the document to which your question refers is a work-in-progress draft for discussion by Commissioners. I look forward to seeing the Commission's formal recommendations in due course.

The efficiency of orbital public transport movements was a key focus of the Commission's original report, published in June 2010. The Commission found that a variant of the "star and cluster" model of delivering public transport in outer London, in which existing links would be used to their fullest, with strategic interchanges used to facilitate orbital movements, offered the most effective and practical approach to meet the needs of the key locations outlined in this report.

These findings were taken into account in the development of both my London Plan and Transport Strategy.

Outer London Commission Draft Interim Recommendations (3)

Question No: 120 / 2012

[Navin Shah](#)

Town centre renewal is a recommendation in the draft report from the Outer London Commission. Useful suggestions such as improving night-life will hopefully stimulate local growth. However, considering the Outer London Fund is only for superficial improvements and in lieu of the cuts to Boroughs budgets from the Coalition Government, how are you deciding what areas to allocate funding to and how are you going to implement such high ambitions with such a limited budget and scope of power locally?

Written response from the Mayor

The Outer London Fund is not "in lieu of cuts to boroughs' budgets from the Coalition Government". All the schemes approved were seen as a vital economic development by the boroughs that submitted them and indeed they are partly funding them. The fund goes far beyond superficial improvements. The aim of my Outer London Fund is to strengthen the vibrancy and growth of high streets and their environs across London. I launched Round Two of the Fund on the 18th July 2011. In mid November 2011 the GLA received 81 applications. All applications were assessed by an appraisal panel composed of GLA, HCA and TfL staff. In the first instance each bid was examined against the criteria set out in the OLF Round 2 Prospectus. A further economic appraisal was then undertaken by the GLA's Economics Unit. This objective assessment was then presented to the OLF Recommendation Panel which was drawn from members of the GLA's Regeneration and Investment Group (RIG) and the Outer London Commission (OLC). Subsequently I received a final recommendation for endorsement.

The criteria set for the programme around Deliverability, Vibrancy and Growth, Place Shaping and Collaboration and Support have ensured that the projects chosen are credible, are embedded in broad partnerships and processes and are able to leverage significant levels of support and investment to deliver the ambitions of the initiative. By working with the boroughs in this way, we get the best value from every pound spent.

Cycling

Question No: 121 / 2012

[Navin Shah](#)

There have been a number of complaints from my constituents about congestion. There are too many parked cars on the road which makes it difficult for motorists and cyclists to navigate the road. There are many instances where cars drive in cycle lanes. Do you have any suggestions or plans to help ease this problem which discourages people to cycle?

Written response from the Mayor

TfL is committed to making London a cycling friendly city and is doing so through a variety of measures including awareness raising and training, way finding and travel information as well as the provision of cycling specific infrastructure, such as cycle lanes.

Some of the cycle lanes on London's roads are advisory lanes. These have a dashed white line and cars are permitted to enter them when it is unavoidable and they are not being used by a cyclist. Parking is sometimes permitted in these lanes at certain times of day if there are no parking restrictions in place. TfL takes enforcement action against illegal parking on the TLRN and the boroughs are responsible for enforcement on their roads.

Where mandatory cycle lanes are in place (these are marked with a solid white line), vehicles can be and are fined by the police for entering them.

During the last three months TfL has also been conducting a 'Look Out for Cyclists' road safety education campaign. This is aimed at drivers and aims to encourage them to give space to cyclists at junctions and when passing them, and to take more care when opening their car doors and before turning left or right.

I am confident that the impact of such measures and continued emphasis on the need for all road users to act responsibly will improve the situation you describe.

Old Oak Common

Question No: 122 / 2012

[Navin Shah](#)

Now HS2 has been given the go-ahead from the Coalition Government, can you confirm Old Oak Common will be a major interchange?

Written response from the Mayor

The Government's plans for HS2 include a new interchange in west London at Old Oak Common. The current plans are to provide an interchange between Crossrail and HS2 services. However, as I stated in my consultation response in July 2011, a major new interchange in this location also needs to be integrated with the local transport network to ensure that the station is fully accessible to the surrounding area.

TfL has been developing plans to link the station to large parts of south, west and north London by providing connections to the London Overground network. In the supporting material released by the Government last week, connections to the local highway and public transport network are discussed. I was pleased to see this.

In addition, Hammersmith and Fulham have developed large scale regeneration plans for the site, designated as an Opportunity Area in the London Plan. The GLA will be leading an Opportunity Area Planning Framework (OAPF) study to ensure that a coordinated approach to planning at Old Oak Common is developed in conjunction with the surrounding boroughs.

TfL will be working very closely with HS2 Ltd over the coming months to ensure that the opportunity for Old Oak Common to become a major interchange and development opportunity is realised, if at all possible.

Chiltern Timetable (1)

Question No: 123 / 2012

[Navin Shah](#)

Do you agree that Chiltern Railways should fulfill their commitment to put in place an off peak service of two trains an hour to Sudbury and Harrow Road Station and Sudbury Hill Station?

Written response from the Mayor

Whilst I would strongly welcome a two trains an hour service at Sudbury & Harrow Road and Sudbury Hill Harrow stations, I am unaware of Chiltern Railways committing to this.

TfL has been lobbying for improvements in service levels at the stations in London served by Chiltern Railways for some time. Chiltern Railways and Network Rail will shortly carry out a review of service levels at the London stations and identify options for improvement. Assuming that options for improvements can be identified, we would expect them to be implemented by December 2012 unless there are sound reasons why it would be inappropriate to do so.

We are hopeful that, through this process, improvements to services at Sudbury Hill Harrow and Sudbury & Harrow Road stations can be delivered, at least at off peak times and at weekends.

TfL will continue to work with London TravelWatch and the relevant boroughs to achieve improvements to service levels at the relevant London stations

Chiltern Timetable (2)

Question No: 124 / 2012

[Navin Shah](#)

In light of the major housing development taking place directly next to Sudbury and Harrow Road Station, will you ensure Transport for London works with Chiltern Railways to improve the service to this station?

Written response from the Mayor

The new housing development adjacent to Sudbury & Harrow Road station will result in more passengers using the station which, in turn, will help justify an increase in service levels. TfL will continue to work with Chiltern Railways to try and improve service levels at the station.

Prompted by TfL's lobbying, Chiltern Railways and Network Rail will shortly carry out a review of service levels at the London stations and identify options for improvement. Assuming that options for improvements can be identified, we would expect them to be implemented by December 2012 unless there are sound reasons why it would be inappropriate to do so.

We are hopeful that, through this process, improvements to services at Sudbury Hill Harrow and Sudbury & Harrow Road stations can be delivered, at least at off peak times and at weekends.

TfL will continue to work with London TravelWatch and the relevant boroughs to achieve improvements to service levels at the relevant London stations.

Comprehensive Housing Planning Guidance

Question No: 125 / 2012

[Nicky Gavron](#)

Your Affordable Housing Supplementary Planning Guidance note outlines that you intend to “shortly publish for consultation draft supplementary guidance dealing comprehensively with housing issues”. When do you anticipate the publication of this consultation and will it alter the approach you have taken to housing?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

I published comprehensive draft Supplementary Planning Guidance on housing on 2 December 2011. Such Guidance cannot introduce new policy and will be concerned only with implementing existing policy, principally that devolving from the 2011 London Plan.

Affordable Rent 1

Question No: 126 / 2012

[Nicky Gavron](#)

Given the implications of the Affordable Rent policy for London’s poorest (including increased rent levels), why have you not opposed the policy?

Written response from the Mayor

The Affordable Rent programme will enable us to deliver 55,000 affordable homes in the 2011-15 investment round, helping us to tackle London’s housing challenges.

Affordable Rent 2

Question No: 127 / 2012

[Nicky Gavron](#)

Do you believe that Affordable Rent and social rented housing meet the same housing needs?

Written response from the Mayor

That is the purpose of the Affordable Rent product, as set out in national planning policy guidance.

Social Rented Housing 1

Question No: 128 / 2012

[Nicky Gavron](#)

You state in your Draft Affordable Housing Supplementary Planning Guidance that “Government is clear that there will be no grant funding for social rented housing in the 2011-15 spending round and that funding for most new affordable housing will be provided as affordable rent”.

The Mayor will take over the responsibilities of the Homes and Communities Agency from 1

April 2012. What remit will your office have to direct funding under this arrangement? Are you constrained to only funding certain tenures?

Written response from the Mayor

From April 2012 the full powers and responsibilities of the Homes and Communities Agency will devolve to the office of the Mayor of London. However contracts for delivery in 2011-15 will by then have been agreed with Registered Providers. These contracts will novate to the GLA and form the basis for the delivery of the 2011-15 programme.

However, it is worth noting that, of the new affordable homes for rent to be delivered in 2011-15, over 20,000 of these will be for social rent than affordable rent.

Social Rented Housing 2

Question No: 129 / 2012

[Nicky Gavron](#)

Do you agree with the Government's position that there should be no grant funding for social rented housing?

Written response from the Mayor

Over 20,000 social rented homes are being grant funded during the 2011/15 investment round.

Social Rented Housing 3

Question No: 130 / 2012

[Nicky Gavron](#)

Do you agree with the Housing Minister (Inside Housing, 6 January 2012) that the "rewards" of social rented housing have been reaped by "those who know how to play the system best"? Or do you agree with the President of the Chartered Institute of Housing, who believes the Government is "pitting household against household, profession against profession, pointing the finger of blame for housing problems at the people who live in and manage a scarce resource"?

Written response from the Mayor

It is right to tackle those who abuse the system. Housing professionals, many of whom are in the Chartered Institute, are working hard to tackle these sorts of abuses.

Draft Affordable Housing Supplementary Planning Guidance 1

Question No: 131 / 2012

[Navin Shah](#)

In your Draft Affordable Housing Supplementary Planning Guidance you state that "boroughs should ensure that they do not constrain affordable housing delivery (particularly for family housing) through their approach to affordable housing definitions and targets (for example by confining the sub-market rent element solely to conventional social rented housing)". Do you agree with me that this would clearly prevent boroughs from delivering social rented housing? Why have you taken this decision?

Written response from the Mayor

Boroughs are still able to deliver conventional social rented housing. In fact, of the 55,000 affordable homes to be delivered in 2011-15, over 20,000 will be social rented housing. The policies set out in the draft Alteration to the London Plan and draft Housing SPG are intended to bring London's planning policies into line with national planning and housing policies.

Welfare reform 1

Question No: 132 / 2012

[Nicky Gavron](#)

You said in MQ 3968/2011 that you had gained four concessions from the government (more time for existing claimants, more funding for local authorities, incentives for landlords to reduce their rents through Discretionary Housing Payments and exemptions for former homeless people from the shared accommodation rate). How many and what other concessions did you ask from the government?

Written response from the Mayor

I am in continuous dialogue with the Department for Work and Pensions.

Welfare reform 2

Question No: 133 / 2012

[Nicky Gavron](#)

You are right to say the primary objective of the Local Housing Allowance reforms is not to reduce rents (MQ 3967/2011). However, you and your colleagues in government have long told the public that landlords will reduce their rents as a result of these reforms. Will you now acknowledge this is unlikely to happen in London?

Written response from the Mayor

It is too early to see what effect the Local Housing Allowance reforms will have on rents in London.

Welfare reform 3

Question No: 134 / 2012

[Nicky Gavron](#)

From this month the Local Housing Allowance changes will begin pushing low income families from inner to outer London and beyond. What resources and services will you make available to help these households?

Written response from the Mayor

It is the boroughs, rather than the GLA, that provide the services to which you appear to be referring. Notwithstanding, I have secured a significant amount of additional resources to help boroughs support households as they see appropriate.

Local Housing Allowance

Question No: 135 / 2012

[Nicky Gavron](#)

How have you worked with the boroughs to ensure they are prepared for the changes to Local Housing Allowance and what measures have you taken to minimise the impact on those affected?

Written response from the Mayor

To help boroughs prepare for the changes, I am working closely with London Councils and am represented on the DWP Local Housing Allowance (LHA) Implementation Group and the DWP/Local Authority Associations group.

To minimise the impact on those affected, I have secured a number of measures: more time for existing claimants, more funding for local authorities and through Discretionary Housing Payments, incentives for landlords to reduce their rents, and exemptions for former homeless people from the shared accommodation rate.

Exhibition industry

Question No: 136 / 2012

[Nicky Gavron](#)

Do you believe London needs more exhibition space?

Written response from the Mayor

The global meetings, incentives, conference and exhibitions (MICE) market is worth several hundred billion and has strong growth prospects. International business visitors already make up 19 per cent of visitors to London, but contribute 26 per cent of total spend, therefore growing the MICE market is very important to London's economy. London has over 1,000 venues capable of hosting such events and the recent expansion of ExCeL London has given London a world-class international convention centre, enabling the city to bid for larger global congresses of up to 30,000 delegates, which deliver more value to the London economy. Whilst I do not have occupancy figures for London's venue spaces, London & Partners informs me that there is demand for additional convention (including exhibition) space, particularly in the west of the capital. Ultimately however it should be a commercial judgment that more exhibition space is needed before it can be created.

Bromley Road/Whitefoot Lane/Southend Lane junction

Question No: 137 / 2012

[Len Duvall](#)

I welcome the long overdue progress that has finally been made on developing additional pedestrian crossings at this difficult junction. However, please clarify what work has taken place on proposals to remove the pedestrian guard rails and changes to the Tiger's Head bus stop. These proposals have caused concerns which have been raised with me by Phoenix Community Housing, who are a key local stakeholder. Can consideration be given to reviewing the need to remove the guardrails and could Phoenix Community Housing also be added to the list of consultees on this issue if this has not already been done?

Written response from the Mayor

TfL recently concluded a consultation with stakeholders on proposals to provide additional pedestrian facilities at this junction. These works are planned for implementation at the end of 2012.

As you know, TfL has been removing guardrail across the TLRN where it provides no benefit to pedestrians. TfL undertook a safety audit of the guardrail at this junction and concluded that it provided no benefit to pedestrians, so it will be removed when the main works are undertaken towards the end of this year.

The 'cage' provided for the northbound bus stop near Watermead Road will be shortened to allow a new 'staggered' pedestrian crossing to be provided. No other changes will be made so buses will continue to use this stop in the same way as currently.

TfL included Phoenix Community Housing in the consultation.

Station Accessibility 1

Question No: 138 / 2012

[Len Duvall](#)

Will the Mayor respond to local residents' continued requests for TfL to improve Penge West station's step access by installing a southbound entrance/exit?

Written response from the Mayor

TfL officers will see if there is a feasible option for a step-free entrance/exit to Penge West's southbound platform.

Station Accessibility 2

Question No: 139 / 2012

[Len Duvall](#)

Will the Mayor intervene on behalf of Lewisham residents over the on-going discussions between TfL and Network Rail of the opening hours of the exit gate from platform 4 of Lewisham Station? When the station lift to the main exit is out of action this is the only exit without a step and should be kept open at all times for commuters with disability issues.

Written response from the Mayor

This is a matter for the relevant TOC, Southeastern. However, I have asked TfL officers to raise it with Southeastern this week.

Southeastern are managing a formal change process with the relevant authorities that include London TravelWatch and the Department for Transport to which you should make representations to make sure Southeastern adequately mitigate any adverse impacts.

River Crossings

Question No: 140 / 2012

[Len Duvall](#)

In response to question 4021/2011 the Mayor stated there is 'consideration of a fixed link at Gallions Reach in the longer term if demand requires it'. The current Woolwich ferry is often

reduced to one boat in operation, or completely closed at weekends, and cannot be relied upon as an alternative road crossing; Dartford crossing is 16 miles away; and Blackwall regularly suffers from congestion. What further requirements would satisfy the Mayor to provide the much needed transport links across the river?

Written response from the Mayor

I have asked TfL to consult on the further proposals for the River Crossings package that includes, in addition to the cable car which is currently under construction, a new road tunnel at Silvertown to address the problems of congestion at Blackwall and to support the long term growth of the surrounding area. I am also proposing that a new vehicle ferry crossing at Gallions Reach is progressed to improve connectivity and as a possible replacement to the ageing Woolwich ferry. A new vehicle ferry in this location would improve connectivity and provide a more modern and reliable service than the existing Woolwich ferry. A new ferry in this location by 2017 would not preclude consideration of a fixed link in the longer term.

Digital inclusion and City-wide Wifi 1

Question No: 141 / 2012

[Len Duvall](#)

Westminster and Kensington and Chelsea Councils have recently announced their borough-wide wifi coverage programme a head of the 2012 Games. Can the Mayor provide an update on his own scheme to provide wifi at tube stations and bus stops and what plans are there to extend this coverage across London?

Written response from the Mayor

The TfL Wi-Fi scheme is on track to provide Wi-Fi services at up to 120 Tube stations prior to the Olympics, with the procurement phase currently in progress.

The future roll-out and further enhancement of this scheme will be subject to discussions with our chosen commercial concessionaire and further strategic development following the Olympics.

Digital inclusion and City-wide Wifi 2

Question No: 142 / 2012

[Len Duvall](#)

With regard to the Mayor's plans for tube and bus station based wifi, how has he identified and allocated hubs for this scheme?

Written response from the Mayor

The installation of Wi-Fi services at a number of Tube stations has been devised on the basis of where it will deliver the most benefits, as well as a number of other considerations including commercial viability of proposed locations, feasibility and practical considerations such as design and heritage.

Digital inclusion and City-wide Wifi 3

Question No: 143 / 2012

[Len Duvall](#)

With regard to the Mayor's plans for tube and bus station based wifi, can he give an outline of his programme to roll the scheme out across the 31 boroughs?

Written response from the Mayor

The future roll-out and further enhancement of the TfL Wi-Fi scheme will be subject to discussions with a commercial concessionaire and further strategic development following the Olympics. As TfL is currently entering negotiations to award a commercial contract, it would not be appropriate to give further details at this stage.

Digital inclusion and City-wide Wifi 4

Question No: 144 / 2012

[Len Duvall](#)

With regard to the Mayor's plans for tube and bus station based wifi, which Boroughs are not receiving hubs and why?

Written response from the Mayor

TfL will be providing the Wi-Fi service where it will deliver the most benefits, and be commercially viable and suitable for Olympic gateway locations.

Following the Olympic and Paralympic Games, further work will be done to consider and plan future roll-out of the Wi-Fi service to other locations, in co-ordination with TfL's concessionaire. At this stage it is not possible to discuss in detail which locations will receive these services.

Digital inclusion and City-wide Wifi 5

Question No: 145 / 2012

[Len Duvall](#)

A study by National Housing Federation recently highlighted that a third of those not online are social housing tenants- a statistic that reflects and compounds wider inequalities across London. With this in mind, what assessment has the Mayor conducted on the impact of his tube and bus station based wifi in boroughs with higher density of social housing to ensure this digital inclusion scheme is open to all and not an already 'well-connected' few?

Written response from the Mayor

Public access to Wi-Fi services installed through TfL will be subject to a commercial arrangement with a supplier. As such, there are a number of criteria that have been used in the evaluation of the various bids that have been received from potential concessionaires.

It is not possible, while the procurement of this commercial arrangement is in progress, to discuss in detail the evaluation criteria that have been used in assessing the bids. However, I can confirm that TfL has considered social inclusion within its assessment of the bids.

Training and Employment 1

Question No: 146 / 2012

[Len Duvall](#)

What additional incentives will the Mayor provide for employers to take on at-risk and vulnerable young people in his Mayoral Apprenticeship Scheme?

Written response from the Mayor

I have focused my efforts on ensuring that we invest in pre-apprenticeships support focused not on the employer but on the individual. By doing this we enable disadvantaged young Londoners to access apprenticeships opportunities on a level playing field. My youth ESF programme has directly supported this.

Employer incentives remain part of the Governments' remit. The National Apprenticeships Service, with whom I work closely, announced a significant programme of incentives to businesses including a £1,500 incentive to firms employing previously unemployed apprentices.

Training and Employment 2

Question No: 147 / 2012

[Len Duvall](#)

In 2009, the Mayor announced he would be investing £12m in pre-apprenticeships for London's NEETS population to support and encourage young people to enter apprenticeship training. Can the Mayor provide a breakdown of 1) the number of young people who have participated in this scheme and 2) the number of those who have gone on to take up apprenticeships in London.

Written response from the Mayor

The LDA has supported two programmes aimed at supporting young people into apprenticeships:

- the ESF Youth Pre-Apprenticeship Programme; and
- 'Access to Apprenticeships' delivered by the London Apprenticeship Company.

The information requested is set out in the following table

| | ESF Youth Pre-Apprenticeships Programme | Access to Apprenticeships |
|---|--|----------------------------------|
| No. of NEETs participating in the ESF Youth Pre-Apprenticeship Programme | 5,558 | 450* |
| No. of NEET participants who have gone on to take up an apprenticeship | 2,038 | 311* |

* Exact number of NEETs not available as the programme was not aimed exclusively at NEETs and the age of participants is not available

Training and Employment 3

Question No: 148 / 2012

[Len Duvall](#)

Can the Mayor provide an up-date of the number of jobs created in each borough through The

Five Borough Employment scheme?

Written response from the Mayor

The 2012 Host Borough Employment and Skills scheme works to support people into work and then sustain employment, rather than create jobs. To date 1,203 people have been helped into work, and a full borough breakdown is provided below. Recently project partners have also been supporting people into Games-time opportunities with LOCOG contractors. This work will not be reflected in the figures below, as jobs will not start until summer 2012.

| | Entry | 6 months Sustained Employment achieved | 12 months Sustained Employment achieved |
|-------------------------------|--------------|--|---|
| Barking & Dagenham | 85 | 26 | 13 |
| Greenwich | 226 | 68 | 39 |
| Hackney | 159 | 63 | 35 |
| Newham | 565 | 176 | 78 |
| Tower Hamlets | 134 | 62 | 46 |
| Waltham Forest | 34 | 1 | 0 |
| TOTALS | 1,203 | 396 | 211 |

Fire services response times

Question No: 149 / 2012

[Len Duvall](#)

Can the Mayor confirm if under the new fire safety plan if response times for fire services will be maintained?

Written response from the Mayor

LFEPA's Fourth London Safety Plan was agreed in March 2010 and remains current until the end of March 2013. The Plan reiterates the fire engine response standards set in earlier London Safety Plans for the arrival of the first and second fire engine at incidents. So, during 2012/13, the London Fire Brigade will aim to get a first fire engine to an incident within an average of 6 minutes and a second within an average of 8 minutes, across London. Performance in 2011 was excellent, with a first appliance arriving on average in 5 minutes 22 seconds and a second within 6 minutes 35 seconds.

Work to prepare the Fifth London Safety Plan, which will be in place for April 2013 onwards, has begun. A draft Plan will be considered by LFEPA in Autumn 2012, with a final Plan approved by March 2013.

CrossRail Contributions

Question No: 150 / 2012

[Nicky Gavron](#)

How much of the £300,000,000 required from developers to deliver CrossRail has so far been raised?

Written response from the Mayor

The London Plan Supplementary Planning Guidance on the use of planning obligations in the funding of Crossrail was published in July 2010 and to date, £170m has been negotiated from potential developments, of which £1.5m has to date been paid (in respect of 8 developments). The development process, together with payment not being required until commencement of development, means that there will be a time lag before funding starts to flow with more significant sums. Progress to date is broadly in line with business plan forecasts.

These contributions are distinct from my community infrastructure levy to fund Crossrail, which is expected to be introduced across the whole of London from April 2012.

Saatchi Block

Question No: 151 / 2012

[Nicky Gavron](#)

Please provide the register of interests that was submitted by your office in relation to the Saatchi Block (80 Charlotte Street) development planning decision.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

There were no declarations of interest made in relation to the 80 Charlotte Street decision.

Impact on Chiswick of closing the Hammersmith flyover

Question No: 152 / 2012

[Murad Qureshi](#)

Has TfL done an assessment of the impact that the closure of the Hammersmith flyover is having on Chiswick, and what are you doing to limit the impact of the closure on this residential part of West London?

Written response from the Mayor

The Hammersmith Flyover was re-opened to one lane of light traffic in both directions, in and out of the city, on 13 January.

Immediately following the closure, traffic signal strategies were implemented to assist local diversions through the Hammersmith Gyratory to assist traffic using the strategic diversion routes. TfL also reviewed the signal timings at numerous other sites including Chiswick High Road, Chiswick Roundabout, Shepherds Bush, Wandsworth and Chalkers Corner to maximise the efficiency of the diversion routes. These traffic management measures are continuing and are reviewed continually throughout each day.

TfL has been undertaking a regular assessment of the impact of traffic caused by the restrictions and has been working closely with west London boroughs to ensure that these impacts are mitigated and minimised.

Met borough intelligence units

Question No: 153 / 2012

Murad Qureshi

How many full time equivalent staff is there in each borough's borough intelligence unit? Can you please also provide the numbers per borough in 2008, 2009, 2010 and 2011?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

Before 2011, there was considerable variation across Boroughs in regards to the type of staff counted within BIUs. There was a review of the TP BIU staffing model in 2011 which ensured there was a standardised approach to which staff are included within the BIU. Therefore numbers are only available for 2011.

| | 2011 |
|------------------------|------|
| Kensington and Chelsea | 17.0 |
| Westminster | 58.4 |
| Camden | 31.0 |
| Hammersmith and Fulham | 19.4 |
| Hackney | 31.0 |
| Tower Hamlets | 29.8 |
| Waltham Forest | 21.0 |
| Redbridge | 19.6 |
| Havering | 21.1 |
| Newham | 24.3 |
| Barking and Dagenham | 18.0 |
| Lambeth | 40.0 |
| Southwark | 34.4 |
| Islington | 22.4 |
| Lewisham | 23.4 |
| Bromley | 22.1 |

| | 2011 |
|------------|------|
| Harrow | 18.0 |
| Brent | 23.4 |
| Greenwich | 18.3 |
| Bexley | 16.5 |
| Barnet | 20.4 |
| Richmond | 15.4 |
| Hounslow | 15.8 |
| Kingston | 13.6 |
| Merton | 13.3 |
| Wandsworth | 22.6 |
| Ealing | 24.1 |
| Hillingdon | 19.6 |
| Enfield | 22.0 |
| Haringey | 17.8 |
| Croydon | 24.3 |
| Sutton | 15.0 |

2011 Total: 733.0

Guidance on low carbon cooling systems**Question No: 154 / 2012**

Murad Qureshi

You previously advised that:

"Detailed information and guidance on designing and specifying low carbon cooling systems for developments has been produced by the GLA and London Southbank University and this will be available from the GLA in Autumn 2011."

This now seems to be overdue. Can I please have a copy of this guidance?

Written response from the Mayor

This report will be published this month. My officers will send you a link to the report once that has happened.

Report received 17 April 2012 (Appendix E).

CO2 savings and low carbon measures

Question No: 155 / 2012

[Murad Qureshi](#)

In 2009 you advised that the second phase of the report you commissioned to assess CO2 savings and low/zero carbon measures secured through the GLA's planning process would be published in early 2010. Has this report now been published, if so can I please have a copy? If not, can you please explain why it has not yet been published and advise when it will be?

Written response from the Mayor

The Report analyses the energy and CO₂ savings achieved through the application of the London Plan's energy policies and the GLA's planning process. It has been published and is available at the link below:

<http://static.london.gov.uk/mayor/priorities/docs/lon-plan-energy-policies-monitoring-1.pdf>

Update on home energy efficiency scheme RE:NEW

Question No: 156 / 2012

[Murad Qureshi](#)

How many homes have now been treated under your RE:NEW home energy efficiency scheme to date?

Written response from the Mayor

As of 23rd January 2012, 33,995 homes have been treated under RE:NEW.

Borough roll-out of home energy efficiency scheme RE:NEW

Question No: 157 / 2012

[Murad Qureshi](#)

Which boroughs have now treated homes under the RE:NEW home energy efficiency scheme? Please provide a breakdown of how many have been treated in each borough to date?

Written response from the Mayor

Total homes treated to date, as of 23rd January 2012, are presented in the table below:

| Borough | TOTAL |
|--|---------------|
| L.B Barking & Dagenham | 1,744 |
| L.B Barnet | 176 |
| L.B Bexley | 533 |
| L.B Brent | 632 |
| L.B Bromley | 951 |
| L.B Camden | 1,497 |
| L.B Croydon | 1,907 |
| L.B Ealing | 646 |
| L.B Enfield | 253 |
| L.B Greenwich | 198 |
| L.B Hackney | 1,412 |
| L.B Hammersmith & Fulham | 790 |
| L.B Haringey | 686 |
| L.B Harrow | 1,462 |
| L.B Havering | 1,585 |
| L.B Hillingdon | 1,696 |
| L.B Hounslow | 493 |
| L.B Islington | 547 |
| R.B Kensington & Chelsea | 129 |
| R.B Kingston Upon Thames | 1,092 |
| L.B Lambeth | 518 |
| L.B Lewisham | 2,766 |
| L.B Merton | 647 |
| L.B Newham | 1,799 |
| L.B Redbridge | 928 |
| L.B Richmond | 238 |
| L.B Southwark | 1,781 |
| L.B Sutton | 295 |
| L.B Tower Hamlets | 554 |
| L.B Waltham Forest | 1,366 |
| L.B Wandsworth | 830 |
| Westminster City Council | 294 |
| London-wide L&Q solar PV insulation scheme | 3,550 |
| Total number of homes retrofitted | 33,995 |

London City Airport

Question No: 158 / 2012

[Murad Qureshi](#)

On 8 July 2009, the London Borough of Newham granted LCA planning permission to increase the number of permitted air transport movements (ATMs) to 120,000 flights per year. The increase will allow LCA to handle up to 3.9 million passengers, up 1.4 million on the 2.5 million passengers handled in 2006.

As the increased number of flights at London City Airport inevitably means more than 500,000 more passenger will be using the airport, this should automatically have come to you for planning approval. Why did you not insist on this?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

The planning application that approved this expansion was referred to me in July 2008 (ref PDU1962LF04), when I expressed support for the proposed expansion. However, I cautioned

that given the airport's central location and the potential adverse impact any further expansion beyond that currently sought would be likely to generate, that the airport might be reaching its natural desirable size, and that any expansion beyond the 120,000 movement level could be extremely difficult to justify or support.

Edgware Road railings

Question No: 159 / 2012

[Murad Qureshi](#)

I have noticed that we have lost the railings in the middle of the Edgware Road - Is this another instance of metal theft or something that TfL have decided to get rid off?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

In line with 'Better Streets' policy, TfL has adopted a policy presumption against the use of Pedestrian Guard Rail (PGR), except where there is a proven safety requirement. In many cases it is no longer necessary. Further, it can be inconvenient for pedestrians and intimidating for cyclists. When proposing to remove existing guardrail, TfL consults with the relevant borough and advises locally with on site notices.

TfL's continuing programme to carry out assessments and remove PGR across the TLRN has seen over 70kms of PGR removed out of a total of 200km since April 2009. As part of this programme, 640 metres has recently been removed from Edgware Road and the majority of this was from the central reserve and staggered crossings.

Water Fountains

Question No: 160 / 2012

[Murad Qureshi](#)

Your water strategy says you will install water fountains. How many have you installed so far - over three and a half years into your mayoralty?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

My water strategy states that I will work with water companies and other partners to facilitate access to free drinking water. This includes exploring new business models and schemes for new drinking water outlets and, promoting places where drinking water is freely available.

I also support the concept of drinking water fountains and am keen to see them wherever possible in London. There are already underway a number of schemes to install drinking water fountains in public spaces, providing free access to drinking water across London.

Specifically, as part of my Great Outdoor's programme, I have secured commitment for three fountains through the Help a London Park scheme. Through the Great Spaces Scheme we have delivered 2 fountains (one in Barking and one in New Cross).

We have also re-instated the drinking fountain at Trafalgar Square and I supported the Royal Parks launch (through the Royal Parks Foundation USA) of the \$1.25 million 'Tiffany's – Across the Water', which will see the restoration of as many of the 43 fountains in the Royal Parks as soon as possible. This also includes a design competition to create a standard design for drinking fountains located in Royal Parks and wider. Through this scheme 4 replacement fountains have been installed and 3 are currently planned for this year. One new fountain has also been installed.

Finally the draft London Plan also requires that new development should include drinking water fountains where appropriate.

Water pipe misconnection check

Question No: 161 / 2012

[Murad Qureshi](#)

Why are you no longer calling for RICS to introduce a misconnection check as part of the survey when selling a property? Is this no longer necessary?

Written response from the Mayor

Misconnections remain a concern and I am working with the Environment Agency, Local Authorities and Thames Water.

When Government removed the Home Information Packs from the sales process, it was not possible to progress the misconnections action in the way originally proposed.

London's energy needs provided by renewable sources

Question No: 162 / 2012

[Murad Qureshi](#)

By the end of your term how much of total energy needs of London will be provided by renewable energy sources?

Written response from the Mayor

The London Decentralised Energy Capacity Study (2011) estimates that by the end of 2010 there was approximately 173MW of installed renewable energy capacity, or around 858GWh of energy generation, within London, or awaiting construction.

This does not take account of energy generated outside of London from renewable sources. In 2010 3.3 per cent of energy consumed in the UK was from renewable sources, this figure cannot be broken down regionally.

Hammersmith Flyover and Westway

Question No: 163 / 2012

[Murad Qureshi](#)

Can you please confirm to me that the Westway doesn't have the same problems as the Hammersmith flyover and will it also be inspected?

Written response from the Mayor

The Hammersmith Flyover is a unique structure in London, as the pre-tensioned steel cables running through the length of the structure support the weight of the structure as well as the vehicle load using it. Whilst other structures in London including the Westway also have pre-tensioning, this is not the only means of supporting the structure and the vehicles travelling over them. TfL implement a rigorous regime of inspections in accordance with national standards and good practice.

Bike hire scheme in South London

Question No: 164 / 2012

[Murad Qureshi](#)

Why is so little of the bike hire scheme in South London and what are you going to do about it?

Written response from the Mayor

The current scheme area was selected because of the variety of trip types made there, including for leisure, shopping, commuting, business and tourism. TfL believes this area was the best place to launch the scheme to make it accessible to the greatest number of people.

TfL is currently preparing plans for Phase 3 of the Cycle Hire scheme, which would expand the area west into Hammersmith & Fulham and southwest into additional areas of Lambeth and, for the first time, into Wandsworth. This would significantly expand provision in south London. Subject to TfL Board approving the full scope of the expansion in 2012, Phase 3 is intended to be operational by summer 2013.

Nestlé moving out of Croydon

Question No: 165 / 2012

[Murad Qureshi](#)

What if anything did you do to stop Nestlé moving out of Croydon or is this move a reflection of your laissez-faire approach to developing the outer suburbs?

Written response from the Mayor

As responded to in MQ 65/2012, I and my staff had multiple meetings with both the London Borough of Croydon and Nestle, seeking to find a solution for Nestle to remain in London.

I asked both the LDA and staff at the GLA to investigate a number of options when we were first approached by Nestle in 2010 and they have been in dialogue with the Company in an attempt to influence their commercial decision since that time.

£2.7m contract with Arup

Question No: 166 / 2012

[Murad Qureshi](#)

Could you please provide detail of precisely what technical, commercial and financial advice Arup will be providing at a cost of £2,689,578?

Written response from the Mayor

This programme, having secured £2.4m of European ELENA funding, is supporting the delivery of major decentralised energy projects in London and is contractually committed to lever private investment into London's low carbon energy infrastructure to a value of at least £75m.

The GLA is investing 10 per cent of the total project value (equivalent to £270k) over the next three years.

The programme builds on the work initiated through the London Heat Map and Decentralised Energy Masterplanning programmes to identify, develop and attract investment to medium to large-scale combined heat and power and district heating projects, as these provide the infrastructure that is required to facilitate London's transition to a low carbon, secure and affordable energy supply.

Following a competitive tender, Arup has been appointed to provide boroughs and the wider public sector with engineering and commercial guidance to bring to market the exemplar projects identified under the previous programmes. This involves putting in place the technical evidence base, project governance, procurement and risk structures, economic modelling and financing structures required, before projects are offered for public and/or private investment.

Carbon Emissions Reduction Target (CERT) funding in London boroughs

Question No: 167 / 2012

[Murad Qureshi](#)

How much Carbon Emissions Reduction Target (CERT) funding has been levered into each London borough in conjunction with your RE:NEW scheme or any other Mayoral programme?

Written response from the Mayor

Through the RE:NEW technical trials and demonstration projects I levered in a total of £1,201,746 funding through sources such as CERT, Warm Front and water utility funding. Of this, at least £113,000 was CERT funding. The pan-London rollout of RE:NEW is currently underway and due to the nature of delivery I am not in a position to determine the amount of CERT levered in during this phase at this time.

RE:CONNECT is forecast to lever around £7 million of investment between 2009-12 from energy suppliers through CERT and CESP.

In addition to RE:NEW and RE:CONNECT, I have been encouraging the take-up of CERT across London through promoting Big Energy Week and the Know Your Rights campaign.

Taxi ranks

Question No: 168 / 2012

[Murad Qureshi](#)

How many taxi ranks are there in London, and how many were there when you took office in 2008?

Written response from the Mayor

There are currently 482 taxi ranks throughout London. Of these, 444 have been appointed by TfL and the remaining 38 by the Commissioner of the City of London Police. These figures

include rest ranks and shelter ranks. This does not include taxi ranks on private land which have not been appointed by TfL.

There were 435 ranks in London when I took office.

Taxi Touting & enforcement

Question No: 169 / 2012

[Murad Qureshi](#)

I am advised there is still a worrying problem of illegal cab drivers touting for business, but insufficient enforcement. What resources are currently deployed to prevent illegal touting in London?

Written response from the Mayor

Units from the Metropolitan Police Service (MPS) and City of London Police (CoLP) funded by TfL all carry out enforcement action to deal with bogus cab activity.

TfL now provides funding for 68 dedicated cab enforcement officers in London, reflecting a doubling in the number of such officers by me in 2008. These officers deal with taxi and unlawful plying for hire offences, minimising the risk of cab-related sexual offences, cab-related serious crime, and dealing with taxi touting by tackling illegal cab drivers and operators.

The cab enforcement officers work closely with colleagues in borough based Safer Transport Teams (STTs), as well as other local police units to help make the most effective use of resources to tackle illegal cab activity. For example during the pre-Christmas season, all 32 STTs undertook operations focused on cab-related issues in their boroughs.

Within TfL's Taxi and Private Hire directorate there are 32 compliance staff whose responsibilities include private hire operator pre-licensing inspections, premises inspection and compliance checks such as driver licence checks and vehicle inspections. TfL has recently deployed a dedicated night compliance team in direct response to concerns regarding touting and late night compliance activity demand. TfL has no separate jurisdiction over unlicensed minicabs as they fall outside the licensing regime, but it does deal with licensed drivers found to be touting through licence revocation.

Complaints about illegal mini cab drivers and offices

Question No: 170 / 2012

[Murad Qureshi](#)

How many complaints did TfL and the Met receive in 2011 about illegal mini cab drivers and how many implicated mini cab offices? What enforcement action or prosecutions were carried out as a result?

Written response from the Mayor

TfL received 99 complaints relating to touting during 2010/11. This figure is not broken down in terms of whether the complaints related to licensed or unlicensed drivers.

The Metropolitan Police Cab Enforcement Unit, with support from the Safer Transport Teams and TfL's Compliance officers, regularly carry out enforcement work at identified hotspots

across the Capital. Information in the form of complaints, our online touting reporting tool and intelligence gained from the licensed taxi and private hire trade helps to inform deployment and use of enforcement tactics.

Between April 2011 and 18 January 2012, TfL revoked 425 driver licences for touting and conducted 288 operator investigations.

TfL recently launched a dedicated website focused on Cab Enforcement activity and a facility for members of the public and licensed drivers to report illegal activity. This can be found at: <https://www.tfl.gov.uk/corporate/about-tfl/19382.aspx>.

Energy Companies' Record

Question No: 171 / 2012

[Murad Qureshi](#)

Your answer to my question 4000 / 2011 refers me to a list of meeting dates, which does not help me understand how or indeed whether you are pressing the energy companies about their poor energy saving record in London. Being "in regular contact" does not tell me whether you are challenging poor performance - it could just as easily be evidence of collusion.

Can you please therefore tell me what specific issues you have raised with each energy company about their poor performance in London, and what response you have received from each of them?

Written response from the Mayor

In the meetings that I and my officers have had over the course of my term, we have raised the issue of low levels of CERT and CESP installations taking place in London with British Gas, SSE, Scottish Power, EDF Energy, and NPower. These meetings have discussed barriers to delivery in London, such as the higher costs of congestion and time to get between jobs, and London's housing stock, for which many measures funded under CERT and CESP are less suitable or more expensive to deliver.

We are now continuing to press for energy companies to deliver higher levels of the future Energy Company Obligation in London, and ensuring that Government develops a framework that incentivises this.

Success of RE:NEW energy efficiency programme

Question No: 172 / 2012

[Murad Qureshi](#)

Do you think your energy efficiency programme RE:NEW scheme has been a success? What criteria are you using to measure its success?

Written response from the Mayor

Yes. The demonstration projects showed that the RE:NEW delivery model is a successful approach to increasing take-up of energy efficiency measures. On the back of the success of the demonstration projects, we launched the pan-London rollout, with a RE:NEW area in every borough. This rollout is currently underway.

A formal evaluation of the current rollout will be carried out once it is complete and all the data has been collated. It will focus on a number of factors, including number of homes retrofitted, carbon saved, funding levered in, money saved off fuel bills and customer satisfaction.

Carbon savings of RE:NEW energy efficiency programme

Question No: 173 / 2012

[Murad Qureshi](#)

How much carbon has your energy efficiency programme RE:NEW saved overall in London?
How are you measuring the carbon saved per home?

Written response from the Mayor

In the technical trials and demonstration projects, the total annual CO₂ savings are 3,537 tonnes, which equates to 43,451 tonnes CO₂ over the lifetime of the measures. This was measured by applying established carbon saving values to the record of measures actually installed in each home.

The pan-London phase is currently rolling out and will see significantly higher carbon savings as it is being delivered at a much larger scale. As this phase is currently underway and due to the nature of delivery I am not in a position to determine the amount of carbon saved during this phase at this time.

Carbon savings of ten easy measures in RE:NEW energy efficiency programme

Question No: 174 / 2012

[Murad Qureshi](#)

How much carbon has been saved by each of the ten easy measures in your RE:NEW energy efficiency programme and how is this measured?

Written response from the Mayor

In the technical trials and demonstration projects, the total annual CO₂ savings from the installed easy measures is 2,439 tonnes, which equates to 26,909 tonnes CO₂ over the lifetime of the measures. This was measured by applying established carbon saving values to the record of measures actually installed in each home.

The number of easy measures installed per home varied depending on the suitability of the property. Additional benefits of the easy measures are that it means there is something to offer every home visited, and they encourage take-up of the further measures.

The pan-London phase is currently rolling out and will see significantly higher carbon savings as it is being delivered at a much larger scale. As this phase is currently underway and due to the nature of delivery I am not in a position to determine the amount of carbon saved during this phase at this time.

Payments to assessors of energy efficiency programme RE:NEW

Question No: 175 / 2012

Murad Qureshi

How much are the assessors paid for home visits under your RE:NEW energy efficiency programme - either per visit or hourly rate.

Written response from the Mayor

The amount the assessors are paid for home visits varies due to a number of factors, not least that they are employed by different delivery agents. Whilst I will be evaluating the overall RE:NEW delivery budgets I will not be assessing it down to that level of granularity.

As the pan-London phase is currently rolling out and due to the nature of delivery I am not in a position to carry out this evaluation at this stage.

Breakdown of budget for energy efficiency programme RE:NEW**Question No: 176 / 2012**

Murad Qureshi

Can you please provide a breakdown of how the £7,825,630 budget for your energy efficiency programme RE:NEW has been allocated: how much for staffing, how much to buy the equipment for the ten easy measures, how much for publicity, how much for admin, how much for parking costs, etc.

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

£5.8m has been provided to boroughs this financial year to be spent retrofitting homes in the pan-London phase. As this is currently rolling out and due to the nature of delivery, including the reporting approach and timeframes, the breakdown of this spend is not available at this stage. However, I can confirm that of the full budget of £7,305,299 has been provided as grants to the boroughs for delivery.

Budget spend for energy efficiency programme RE:NEW**Question No: 177 / 2012**

Murad Qureshi

How much of the £7,825,630 budget for your energy efficiency programme RE:NEW has been spent to date? Will the whole sum be spent by the end of March 2012, and if not, are there any contingency plans to carry the underspend into 2012/ 2013?

Written response from the Mayor

As of 7 January 2012 £4,663,911 of the budget has been spent. I am currently forecasting to spend the whole sum by the end of March 2012, the majority of which is payments to the boroughs based on achievement of delivery milestones.

Tree planting in boroughs**Question No: 178 / 2012**

Murad Qureshi

How many trees have you had planted in each borough in each year of your mayoralty?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

To date, over 70,000 additional trees have been planted as a result of my main tree planting programmes, RE:LEAF and the Street Tree Programme. The break down per borough per year is set out in the table below. The figures for the 2011/12 planting season include forecasts.

Other GLA activity has resulted in additional planting across London. This include nearly 4,000 street trees planted by TfL on the TLRN, over 4,000 trees in the Olympic Park and, over 2,000 trees delivered through my Help a London Park programme.

| Borough | Street Trees | | | | RE:LEAF | | | TOTAL |
|-------------------------------|--------------|---------|---------|---------|---------|---------|---------|-------|
| | 2008/09 | 2009/10 | 2010/11 | 2011/12 | 2009/10 | 2010/11 | 2011/12 | |
| Barking and Dagenham | 0 | 379 | 784 | 0 | 0 | 1300 | 0 | 2463 |
| Barnet | 0 | 88 | 0 | 0 | 0 | 105 | 0 | 193 |
| Bexley | 0 | 75 | 140 | 79 | 0 | 389 | 0 | 683 |
| Brent | 100 | 70 | 193 | 50 | 0 | 977 | 0 | 1390 |
| Bromley | 0 | 208 | 207 | 0 | 0 | 497 | 716 | 1628 |
| Camden | 0 | 0 | 0 | 100 | 0 | 373 | 230 | 703 |
| City of London | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 152 |
| Croydon | 0 | 0 | 60 | 0 | 0 | 2060 | 0 | 2120 |
| Ealing | 0 | 202 | 122 | 0 | 0 | 105 | 0 | 429 |
| Enfield | 0 | 265 | 300 | 0 | 0 | 840 | 0 | 1405 |
| Greenwich | 0 | 0 | 0 | 0 | 417 | 526 | 10000 | 10943 |
| Hackney | 0 | 0 | 0 | 0 | 330 | 2368 | 0 | 2698 |
| Hammersmith and Fulham | 0 | 97 | 80 | 65 | 0 | 4362 | 0 | 4604 |
| Haringey | 250 | 150 | 150 | 0 | 0 | 1492 | 0 | 2042 |
| Harrow | 0 | 400 | 106 | 0 | 0 | 424 | 0 | 930 |
| Havering | 62 | 0 | 145 | 0 | 0 | 6 | 0 | 213 |
| Hillingdon | 51 | 88 | 121 | 33 | 0 | 938 | 0 | 1231 |
| Hounslow | 0 | 310 | 350 | 0 | 0 | 999 | 500 | 2159 |
| Islington | 230 | 0 | 91 | 0 | 0 | 248 | 0 | 569 |
| Kensington and Chelsea | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 |
| Lambeth | 0 | 186 | 167 | 75 | 0 | 1092 | 1650 | 3170 |
| Lewisham | 0 | 355 | 0 | 0 | 0 | 437 | 0 | 792 |
| Merton | 47 | 207 | 140 | 0 | 0 | 768 | 0 | 1162 |
| Newham | 380 | 0 | 100 | 0 | 0 | 2809 | 0 | 3289 |
| Redbridge | 27 | 94 | 100 | 50 | 0 | 22245 | 0 | 22516 |
| Richmond upon Thames | 0 | 41 | 0 | 0 | 0 | 42 | 0 | 83 |
| Royal | 0 | 0 | 34 | 0 | 0 | 105 | 0 | 139 |

| Borough | Street Trees | | | | RE:LEAF | | | TOTAL |
|--|--------------|-------------|-------------|------------|-------------|--------------|--------------|--------------|
| Borough of Kingston upon Thames | | | | | | | | |
| Southwark | 122 | 0 | 97 | 0 | 0 | 577 | 0 | 796 |
| Sutton | 0 | 135 | 347 | 0 | 0 | 896 | 0 | 1378 |
| Tower Hamlets | 155 | 138 | 450 | 0 | 88 | 655 | 0 | 1486 |
| Waltham Forest | 0 | 100 | 0 | 100 | 187 | 240 | 500 | 1127 |
| Wandsworth | 0 | 0 | 150 | 0 | 0 | 305 | 0 | 455 |
| Westminster City Council | 0 | 0 | 130 | 100 | 0 | 670 | 0 | 900 |
| | 1424 | 3588 | 4564 | 652 | 1022 | 48594 | 13596 | 73440 |

Battersea power Station Development

Question No: 179 / 2012

[Murad Qureshi](#)

Now that Real Estate Opportunities have gone into administration and the government says it will meet its £200 million commitment to the scheme, if a new developer can be found swiftly, would that offer still stand - for example if Chelsea FC were to come in with their stadium offer?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

The administrators will soon be marketing the site with a view to finding a new investor. I think it would be premature to speculate on potential future purchasers of the site.

Dust suppressant application on Marylebone / Euston Road

Question No: 180 / 2012

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the Marylebone / Euston Road section?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is only applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the central London vehicle operates along Marylebone/ Euston road varies depending on operational considerations, but it is generally the first corridor to be treated between 21:00 and 01:00.

Dust suppressant application on Victoria Embankment / Upper Thames Street

Question No: 181 / 2012

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the Victoria Embankment / Upper Thames Street section?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is only applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the central London vehicle operates along Victoria Embankment / Upper Thames Street varies depending on operational considerations, but Victoria Embankment / Upper Thames Street is generally the fourth corridor to be treated between 00:00 and 03:00.

Dust suppressant application on Park Lane**Question No: 182 / 2012**

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the Park Lane section?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the central London vehicle operates along Park Lane varies depending on operational considerations, but Park Lane is generally the second corridor to be treated between 22:00 and 02:00.

Dust suppressant application at Earls Court**Question No: 183 / 2012**

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the Earls Court section?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is only applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the central London vehicle operates along Earls Court varies depending on operational considerations, but Earls Court is generally the fifth corridor to be treated between 01:00 and 05:00.

Dust suppressant application on A2**Question No: 184 / 2012**

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the section on the A2?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the south London vehicle operates along the A2 corridor varies depending on operational considerations, but the A2 corridor is generally the first corridor to be treated between 23:00 and 01:00.

Dust suppressant application to Blackwall Tunnel corridor

Question No: 185 / 2012

[Murad Qureshi](#)

Between what times do the dust suppressant vehicles operate and how often is dust suppressant applied to the Blackwall Tunnel corridor?

Written response from the Mayor

Calcium Magnesium Acetate (CMA or dust suppressant) is applied daily. CMA is applied between 21:00 and 06:00 when London's roads are quietest. The actual time that the south London vehicle operates along Blackwall tunnel varies depending on operational considerations, but the Blackwall tunnel is generally the third corridor to be treated between 00:00 and 02:00.

Capacity of combined heat and power (CHP)

Question No: 186 / 2012

[Murad Qureshi](#)

During your tenure as Mayor, what has happened to date to the capacity of combined heat and power (CHP) in London?

Written response from the Mayor

The London Decentralised Energy Capacity Study (2011) estimates that in 2009, there were 161 schemes operational in London generating 756 GWh and 2,414 GWh of electricity and heat respectively. During 2010, a further 68 stage II strategic planning applications referred to the Mayor proposed using combined heat and power in the development.

I continue to support CHP both through my planning and energy policies. As well as the London Heat Map which identifies opportunities for projects, I have secured funding to support a project delivery unit to deliver more DE schemes in London over the next three years.

Ticket offices

Question No: 187 / 2012

[Jenny Jones](#)

Given the increasing demand on the tube do you agree ticket offices at tube stations should remain open until at least 7pm?

Written response from the Mayor

The opening hours of ticket offices on the Tube reflect customer demand for the facility at each station, and at busier stations they do stay open until 7pm and later. While demand for the Tube has increased, sales at ticket office windows continue to decrease, by 20 per cent over the last year. Only 3.5 per cent of Tube journeys now start with a ticket office window transaction.

The success of Oyster has fundamentally changed the way in which passengers use ticket offices. However, the principle of having staff on Underground stations throughout the operating day will remain sacrosanct. TfL's aim is to deploy staff where customers want them – in the station ticket hall, on platforms and in other public-facing areas.

Light switches at tube stations

Question No: 188 / 2012

[Jenny Jones](#)

How many London Underground stations still don't have light switches installed? What are the total predicted savings in terms of energy bills and carbon dioxide emissions from the installation of lighting controls at those stations?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Answer provided on 18 March 2012:

Out of 262 London Underground (LU)-owned stations, 56.5% (148 stations) do not have switches or sensors.

In the past lights at many of these stations were turned off via the circuit breaker in the switch room, but this is now considered unacceptable on safety grounds. In essence, they were not designed to be turned off and on so frequently and this led to risk of the overall failure of the switch.

However, we are well aware this situation needs to be tackled. That is why TfL is developing a programme for the next phase of installation of switches and sensors, and hopes to have internal funding approval for this within the next few months.

The installation of switches and sensors is only part of the story: Energy Efficiency Plans (EEP) and effective communications in place at the '10:10' stations had a significant impact on energy savings. LU now has EEPs at all Zone 1 & 2 stations.

At this stage LU is not able to predict the level of savings, but as an indication, the combination of lighting controls and behavioural measures, such as Energy Efficiency Plans, delivered just over 10% energy & carbon savings at the 10:10 stations in 2010.

Faulty Oyster cards

Question No: 189 / 2012

[Jenny Jones](#)

To make it easier for people to get a refund on faulty Oyster cards, will you extend Oyster card customer handling to all London's over ground rail stations?

Written response from the Mayor

TfL and I are continuing to encourage the Train Operating Companies (TOCs) to improve the Oyster offer for their customers.

A year ago, we persuaded the TOCs to withdraw the "extension permit". More recently, the TOCs have now all completed programmes to install Oyster top-up devices at their stations.

TfL and I will continue to urge the TOCs to improve their offering but I am afraid that as Mayor I have no power to force this to happen.

Low Emission Zone filters (1)

Question No: 190 / 2012

[Jenny Jones](#)

Are you concerned about the cost of fitting a filter system to a vehicle in order to be compliant with stage 3 of the Low Emission Zone? What are you doing to bring down the cost?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 February 2012:

The cost of buying and fitting an approved filter will vary depending on the age, type and usage patterns of the vehicle in question. Filters cost between £1,500 and £3,500 for most vans and minibuses. TfL continues to work closely with the filter suppliers to ensure they are keeping costs to a minimum and strongly recommends that operators get a minimum of three quotes from filter suppliers.

While fitting a filter is likely to be the most cost-effective option for lorries, buses, and coaches to comply with the new LEZ emissions standards, for vans and minibuses the most cost-effective option is likely to be to purchase a second-hand vehicle which meets the required standards.

Low Emission Zone (2)

Question No: 191 / 2012

[Jenny Jones](#)

Why does the approval system for filter systems apparently exclude products from abroad, even if they achieve the standard required?

Written response from the Mayor

It does not: the TfL approval process for filter suppliers is open to any company that can meet the required standards, irrespective of where it is based. The current list of approved suppliers published on the TfL website includes several companies based in mainland Europe.

Furthermore, TfL accepts filters fitted to non-UK registered vehicles which have been approved by the relevant certification body in that country as meeting the required emissions standards. Non-UK registered operators who have fitted a filter to their vehicle need to register their vehicle with TfL and provide proof that it has a filter fitted and that it meets the required emissions standard.

Low Emission Zone (3)

Question No: 192 / 2012

[Jenny Jones](#)

What are you doing to make it easier for small workshops to become approved fitters of vehicle

filter systems? What specific skills or knowledge are required to necessitate the approval process, rather than allowing any skilled mechanic to fit them?

Written response from the Mayor

Each of the 13 TfL-approved filter suppliers employs a network of approved fitters. TfL has listings for 280 of these companies and, between them, these companies employ around 850 authorised examiners who can issue the relevant LEZ certificates to operators. Over 80 per cent of these companies are small to medium sized enterprises.

Approved fitters need to be trained by the filter supplier on how to fit the filters. Authorised examiners are trained and certified by VOSA on how to conduct the necessary tests to certify that a vehicle meets the required standards.

Hornsey Lane Bridge

Question No: 193 / 2012

[Jenny Jones](#)

What contact has TfL had with Haringey Council about installing better anti-suicide measures on the Hornsey Lane bridge over the A1, such as a net and a free SOS phone? Will you press the council to implement these in order to prevent further loss of life?

Written response from the Mayor

TfL will work with Haringey Council to review the physical environment that may have contributed to the sad events and explore the potential for signage giving the Samaritans telephone number.

Supported housing (1)

Question No: 194 / 2012

[Jenny Jones](#)

In 2009 the Government removed the ringfence on supported housing funding and the present government has maintained funding levels in cash terms. But while some boroughs have maintained full funding levels, other boroughs are cutting commissioned services by up to 40%, with an average budget cut across London of 11.5% in 2011/12. How are you using your influence with boroughs to ensure that the provision of supported housing is still meeting the needs of vulnerable tenants and is being protected from disproportionate cuts across London?

Written response from the Mayor

The needs of the most vulnerable are met through a range of provision, including supported housing, and it is right that the scale and nature of this provision is decided by the responsible boroughs. I have directed significant investment to supported housing, delivering in excess of the targets set for the 2008-11 investment round, and will also provide a significant number of units in the current period.

Supported housing (2)

Question No: 195 / 2012

[Jenny Jones](#)

How are you using your influence with boroughs to ensure that they offer consistent and

meaningful opportunities for consultation and negotiation in decommissioning supported housing services, and that they are providing sufficient certainty to providers to ensure vulnerable tenants are protected?

Written response from the Mayor

The GLA supports boroughs on their supported housing provision through Borough Improvement Plans, although ultimately revenue funding decisions are for the boroughs.

Supported housing (3)

Question No: 196 / 2012

[Jenny Jones](#)

What are you doing to monitor the provision of supported housing services across London, which play an important role in your pan-London homelessness strategy?

Written response from the Mayor

The GLA supports boroughs on their supported housing provision through Borough Improvement Plans, although ultimately revenue funding decisions are for the boroughs.

Supported housing (4)

Question No: 197 / 2012

[Jenny Jones](#)

Can you list any representations you have made to individual boroughs regarding their provision of supported housing services in the past two years, whether verbally or in writing?

Written response from the Mayor

The GLA supports boroughs on their supported housing provision through Borough Improvement Plans, although ultimately revenue funding decisions are for the boroughs.

London level of benefit cap

Question No: 198 / 2012

[Jenny Jones](#)

In light of evidence from the Chartered Institute of Housing about the shortfall of housing affordable to Local Housing Allowance claimants, and in light of reports that the London Borough of Croydon is seeking accommodation agreements in Manchester and Walsall, will you now support calls for a higher London cap on housing benefits and the forthcoming Universal Credit to ensure that all Londoners can find a home in the capital?

Written response from the Mayor

I am in continuous dialogue with the Department for Work and Pensions.

Cycle superhighway speed limits

Question No: 199 / 2012

[Jenny Jones](#)

Since you answered question 3346/2011 the DfT has published review of infrastructure and cyclist safety which found that cutting vehicle speeds, particularly at junctions, would be the single most effective measure to increase the safety of cyclists. In light of this, will you revisit calls from cyclists and pedestrian groups for a 20mph speed limit on sections of Cycle Superhighways that send cyclists through busy town centres and junctions such as New Cross, Peckham and Camberwell without physical separation?

Written response from the Mayor

The DfT's report 'Traffic Management Techniques for Cyclists' does indicate that speed reduction may provide benefits for cyclists, but it also suggests that relative positioning and visibility of cyclists may also be key factors in collisions involving cyclists at junctions.

TfL recognises the benefits of 20mph zones on local roads and in residential areas, and works with the boroughs to help deliver such measures. The management of the Transport for London Road Network (TLRN), which provides the vital arteries for London's commercial traffic, is more complex. For this reason, when considering lower speed limits, the potential benefits in terms of both safety and liveability of our town centres needs to be taken into consideration alongside the important transport functions these routes perform.

In south London, Barclays Cycle Superhighway Route 5 (CS5) will deliver a range of safety improvements for cyclists in Camberwell, Peckham and New Cross. Current plans include new sections of mandatory and advisory cycle lane, upgrades to existing cycle facilities, and new or widened sections of bus lane. Barclays Cycle Superhighways also include new or upgraded Advanced Stop Lines and blind spot safety mirrors at signalised junctions. More information on CS5 will be available later this year.

A316 cycle route (1)

Question No: 200 / 2012

[Jenny Jones](#)

Will you look again at the past recommendations for light controlled crossings on the A316 cycle route at London Roundabout? A constituent informs me that the recent changes by Transport for London to help cater for pedestrians and cyclists travelling east/west along Chertsey Road, crossing both arms of London Road, are minimal and ineffective.

Written response from the Mayor

A feasibility report into the signalisation of London Road Roundabout was completed in 2008. At the time it concluded that it could be technically feasible to replace the roundabout with signalised crossings, but there would be costs close to £1m to divert the statutory undertakers' equipment within the roundabout. The cost benefit ratio of these changes is therefore deemed to be too high.

TfL is currently progressing an option to provide refuge islands for pedestrians and cyclists on the northern and southern arms of the roundabout. These will alert motorists to the presence of crossing pedestrians and cyclists and will provide a safe waiting space to cross in two phases. It is anticipated that these works will be constructed after the Olympics.

A316 cycle route (2)

Question No: 201 / 2012

[Jenny Jones](#)

Will you make public Transport for London's data for the predicted use of the London Road roundabout on the A316 and the judgement criteria that they used to decide that providing a continuous cycle route via a signalised crossroads at London Road/A316 would result in increased queuing and displacement of traffic?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

TfL has previously investigated the removal of the A316 Chertsey Road/A310 London Road roundabout and replacement with a traffic signal controlled crossroads, and will provide you with a copy of a 2008 feasibility report, which has been in the public domain since that time. The cost of this proposal required the diversion of major utility apparatus. A lower cost option, which also improved road safety, was consulted on in 2011 and is currently being designed for implementation in 2012/13.

Traffic lights policy

Question No: 202 / 2012

[Jenny Jones](#)

Can you confirm whether TfL has a policy of not introducing new traffic lights, and does this take account of the role that traffic lights can play in cycle lanes to be separated from roads?

Written response from the Mayor

No such policy exists.

Instead, TfL reviews proposed new traffic signal installations to ensure these are justified and would provide benefit to road users. As you know, TfL is reviewing some existing traffic signals to ensure these continue to provide full benefit to users. This takes into account the cost of maintaining signals in the context of reduced funding for a great many public authorities, including TfL and London's boroughs. Of course, there are a great many tools available to traffic engineers to provide facilities for cyclists, not simply traffic lights.

Tottenham Hale and the Cycle Superhighway

Question No: 203 / 2012

[Jenny Jones](#)

Thank you for your answer to my question 3348/2011 about ensuring the redesign of Tottenham Hale takes account of the Cycle Superhighway which it will be part of. Can you confirm that changes proposed to the High Road will lead to a situation where there is no separated cycle lane either north bound, or south bound on the actual superhighway, but where the very wide pavement on the western side of the High Road will remain a shared space for cyclists and pedestrians?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

The currently proposed layout of the Tottenham Hale scheme includes the use of the western side of the pavement at the High Road as a shared space for pedestrians and cyclists. This off-carriageway facility is primarily aimed at less confident cyclists, who may wish to avoid cycling through the High Road junctions with Seven Sisters Road, Broad Lane and West Green Road. At the northern end this facility will connect with the existing Local Cycle Network link on Town Hall Approach. TfL is reviewing the designs for the scheme as part of its review of major planned schemes on the TLRN.

While this facility will not be part of Barclays Cycle Superhighway Route 1 (CS1), it will remain available for all cyclists. The preliminary design of CS1 has not yet started; however, both the Tottenham Hale Gyrotory and Cycle Superhighways teams have worked in collaboration to ensure that the future kerb lines and junction designs will allow the implementation of the Cycle Superhighway facility on the carriageway.

TfL review of cycling & pedestrian safety at major junctions

Question No: 204 / 2012

[Jenny Jones](#)

Will this review be published in stages as each route, or junction is re-examined, rather than us having to wait for one comprehensive report?

Written response from the Mayor

TfL will provide regular updates as the review progresses.

TfL review of cycling & pedestrian safety at major junctions

Question No: 205 / 2012

[Jenny Jones](#)

Which elements of this review will you announced prior to April when our streets enjoy a surge in cyclist numbers?

Written response from the Mayor

Please refer to my answer to MQ 204/2012.

Cycle hire membership (1)

Question No: 206 / 2012

[Jenny Jones](#)

Please can you supply figures, broken down by month of how many new members have joined the Cycle Hire Scheme since August 2011?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 February 2012:

The Cycle Hire scheme has been hugely successful, with about 150,000 current members. Members of the scheme have to date made some 7.6 million journeys, while casual users, who have been able to hire cycles since December 2010, have made 2.1 million journeys.

There was a huge demand for memberships when the scheme first launched, and total memberships continue to grow.

TfL expects that new membership uptake and usage of the scheme will of course fluctuate according to seasonal and weather effects, and it would be most accurate to look at the number of new memberships and trips made over the course of a full year to appreciate this.

I have therefore provided a breakdown of new memberships since the launch of the scheme as well as casual hire figures by month.

| 2011 | | |
|-------|-------------|-------------------|
| Month | New members | Casual user hires |
| Jan | 3,118 | 48,379 |
| Feb | 2,424 | 47,566 |
| Mar | 3,522 | 98,401 |
| Apr | 4,105 | 224,735 |
| May | 4,097 | 210,082 |
| Jun | 3,081 | 162,330 |
| Jul | 3,011 | 240,442 |
| Aug | 3,004 | 223,422 |
| Sep | 2,783 | 220,967 |
| Oct | 2,426 | 240,149 |
| Nov | 1,453 | 158,186 |
| Dec | 800 | 116,030 |

Cycle hire membership (2)

Question No: 207 / 2012

[Jenny Jones](#)

Can you also provide, broken down by month, how many people have renewed their annual membership since August 2011?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 February 2012:

TfL's service provider is unable to provide statistics relating specifically to annual membership renewals broken down by month. However, the total number of members for the period requested by month is provided in the table below.

Members of the public now have the choice to use the bikes on a casual basis, rather than becoming a full member. This option has been growing in popularity since it was launched in December 2010. The total number of casual user hires is also provided below.

| Cumulative number of BCH members as at the end of each month | | |
|---|-------------|-------------|
| End of Month | 2010 | 2011 |
| Jan | - | 115,270 |
| Feb | - | 117,694 |
| Mar | - | 121,216 |
| Apr | - | 125,321 |
| May | - | 129,418 |
| Jun | - | 132,499 |
| Jul | 22,492 | 135,510 |
| Aug | 65,433 | 138,514 |
| Sep | 90,829 | 141,297 |
| Oct | 103,836 | 143,723 |
| Nov | 110,450 | 145,176 |
| Dec | 112,152 | 145,976 |

Cycle hire sponsorship

Question No: 208 / 2012

[Jenny Jones](#)

Thank you for your answer to my question 3699/2011. Can you confirm that there is no existing budget for the expansion of cycle hire to west London and that the sponsorship money from Barclays is not dependent upon this phase 3 expansion happening?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

In July 2011, TfL's Finance & Policy Committee approved a preliminary budget of up to £1.5m for Barclays Cycle Hire Phase 3. This funding was to enable initial work to begin in autumn 2011, which is necessary to achieve the programmed delivery of Phase 3 in summer 2013, should the expansion be approved by the TfL Board. This funding covers site identification, borough liaison and the initial site design for Phase 3. Site identification for Phase 3 is underway with the expansion boroughs and is on schedule.

The full business case and funding request for the installation and delivery of Phase 3 will be presented to TfL Board in July 2012. The additional sponsorship from Barclays goes to the overall Barclays Cycle Hire and Barclays Cycle Superhighway budget, which includes helping expand the scheme south and west wards.

Bow roundabout (1)

Question No: 209 / 2012

[Jenny Jones](#)

Thank you for your answer to question 3701/2011. Whilst I appreciate that your advisers are not normally involved in the development of individual schemes, please could you confirm that none of your advisers read any of the TfL reports which considered the recommendations of the 2010 Jacobs report on the Bow Roundabout and that none of your advisers were present at any meetings where such recommendations were rejected?

Written response from the Mayor

As you say, it is not the Mayor's role to be involved in the detailed development of individual schemes. TfL has highly skilled and experienced staff responsible for this. The Mayor's role is to define the strategy for TfL to implement.

I can confirm that I have neither read the Jacobs report nor any related reports and nor, I believe, did any of my advisers.

As you will be aware, following the two tragic fatalities at the roundabout, I instructed TfL to undertake an urgent review to see if anything further could be done to improve cycle safety at this location. I am delighted that this work has produced two exciting options. TfL will now get the views of stakeholders on these options before designing and implementing a new layout.

Bow roundabout (2)

Question No: 210 / 2012

[Jenny Jones](#)

Thank you for the answer to my question 3702/2011. Did you receive that requested TfL briefing on the Jacobs report ahead of the meeting to discuss Bow Roundabout with Debbie Dorling on the 22nd November 2011?

Written response from the Mayor

I was briefed by TfL prior to meeting Mrs Dorling as you would expect and this briefing was extensive, covering all of their work to review the roundabout.

Cycling budget for 2012/12

Question No: 211 / 2012

[Jenny Jones](#)

Can you provide a breakdown of the Transport for London budget for cycling in 2012/13, not including money spent through LIPs, indicating funding for: cycle hire, cycle superhighways, greenways, cycle parking and cycle training?

Written response from the Mayor

The draft Surface Transport budget for 2012/13 is £2,695m. The breakdown of this is being finalised and will be subject to TfL board approval in March 2012.

Pedestrian casualties (1)

Question No: 212 / 2012

[Jenny Jones](#)

Can you tell me the number of pedestrian casualties on or within 5 metres of signalised pedestrian crossings in London, broken down by injury category (i.e. slight, serious, or deaths), in each of the years 2009, 2010, and 2011?

Written response from the Mayor

It is not possible to identify the number of pedestrian casualties at or within 5 metres of signalised crossings as collisions are not coded to this level of accuracy.

Pedestrian casualties (2)

Question No: 213 / 2012

[Jenny Jones](#)

How many, if any, pedestrian casualties have occurred at or within 5 metres of locations where signalised pedestrian crossings in London have been removed since 2009? Please provide a statistical breakdown of the injury categories of such casualties and, for each such casualty, (a) the location of the crossings where the casualties occurred, (b) the date of the crash which resulted in injury, and (c) an indication of the severity of injury (fatal, serious, slight).

Written response from the Mayor

It is not possible to identify the number of pedestrian casualties at or within 5 metres of removed signalised crossings as collisions are not coded to this level of accuracy.

Road safety plan

Question No: 214 / 2012

[Jenny Jones](#)

Why has your draft London Road Safety Plan failed to appear, despite three years of promises that it would? Will you now have time to formally consult the London Assembly on the document as you promised and to finalise it ahead of the pre-election period?

Written response from the Mayor

My officers have been working closely with key stakeholders over the last year to ensure the new Road Safety Plan for London reflects the needs of all road users in London. The Deputy Mayor for Transport, with TfL and GLA officers, held two steering group meetings with key stakeholders, as well as a seminar where all London boroughs and other interested parties were encouraged to share their thoughts on the development of the Plan. This, along with less informal engagement, has led to a draft Plan which I am confident will be welcomed by all Londoners.

While this valuable engagement was being carried out, TfL, London boroughs and the Police have continued to work extensively to deliver comprehensive road safety programmes which are helping to improve the safety of our roads.

I am pleased to inform you that TfL will shortly be going out to external consultation with the new Plan. I look forward to receiving your comments.

Road safety cameras

Question No: 215 / 2012

[Jenny Jones](#)

How many digital safety cameras is Transport for London aiming to purchase and over how many years, in order to completely replace the existing wet film cameras?

Written response from the Mayor

TfL's analysis has shown that the safety camera network in London has made a valuable contribution to reducing collisions and casualties on our roads. TfL is currently undertaking a review of the Capital's safety cameras to identify the likely scale of replacement required to ensure ongoing road safety benefits as the existing wet film camera technology reaches obsolescence.

This review should conclude by July 2012 and until that point it is not possible to identify definitively the number of cameras it will be necessary to replace.

Review of taxi driver licensing

Question No: 216 / 2012

[Jenny Jones](#)

Will you ensure that the current Transport for London review of the London Taxi and Private Hire Licensing Department will not result in any cuts to staff which could decrease the number of licensing inspections and investigations, threatening public safety?

Written response from the Mayor

TfL has no plans to make any staffing changes which would result in an increased threat to public safety. Indeed, TfL is continually seeking to reduce back office costs in order to maximise the number of officers available for safety critical activities.

The Taxi and Private Hire Directorate has made significant progress in the past two years in maximising the productivity of the team by making changes to existing policies and processes which better reflect the current and emerging priorities.

This ensures that the total number of officers responsible for operator licensing compliance activity, vehicle inspections and joint police operations are kept at the appropriate levels. For example, through the organisational change programme carried out in May 2011, TfL implemented a dedicated night time Compliance team that work evenings and weekends on a permanent basis, rather than relying on staff goodwill and overtime as had historically been the case.

High Speed 2 and Euston

Question No: 217 / 2012

[Jenny Jones](#)

Have you received assurances from the Government that they will fund extra capacity at Euston if High Speed Rail 2 does go ahead?

Written response from the Mayor

In my consultation response, I raised the significant issue of onward dispersal of passengers at Euston station.

The HS2 scheme, once extended to Leeds and Manchester, will require a step change in Underground capacity at Euston station to accommodate a significant increase in people wishing to join the Tube at Euston over the morning peak period.

I am confident that the Secretary of State will in due course publish her thoughts on how this can be addressed.

High Speed 2 support

Question No: 218 / 2012

[Jenny Jones](#)

Do you support the government's plans for HS2 in London?

Written response from the Mayor

I have always believed there is a case for investing in a high speed rail network for the UK. However, my priority has been to ensure that the proposal being put forward by the Government is the right proposal for London, both in terms of maximising the benefits for London and minimising the impacts. My support for the current proposal is conditional on a number of issues being addressed, which were set out in my response to the Government's consultation.

The recent announcement by the Secretary of State potentially addresses some of these concerns, such as some of the environmental impacts of the route in west London. However, I still remain concerned about the impact of the scheme on London's transport network, such as the substantial increase in demand at Euston station and the need for additional capacity for this to be effectively accommodated.

Mental health stigma

Question No: 219 / 2012

[Jenny Jones](#)

TfL took the very welcome step of signing up to the Time to Change Pledge on the 1st December 2011, committing TfL to raising awareness about mental illness and to helping stop the stigma associated with it. Days later, your deputy chair of TfL described Ken Livingstone as "schizophrenic" in relation to his fares policy. What action will you take on this and other cases to make good on TfL's pledge?

Written response from the Mayor

Cllr. Moylan had no intention of causing offence to those living with mental health issues.

London Food Strategy Projects

Question No: 220 / 2012

Jenny Jones

What are the outputs of the Food Strategy projects to date?

Written response from the Mayor

My Food Programme and the work of the London Food Board, chaired by Rosie Boycott, is successfully helping transform London's food system to make it healthier and more sustainable. Highlights include:

- Creating, to date, 1464 new community food growing spaces, engaging more than 40,000 Londoners
- Creating more than £14million net new local- and regional-food business for London and creating 74 new jobs (to middle of last year) via business development at London's wholesale markets
- Creating the first London-wide public sector food procurement cluster has made more healthy, sustainable food available and has led to savings to boroughs, including one which has potentially saved up to £900,000 by collaborative food purchasing under this project.
- The GLA group commitment to sustainable food procurement
- Working with LOCOG Food Advisory Group to help ensure London 2012 is first Games to have a Food Vision to serve healthy and sustainable food to athletes and spectators, and supporting a London 2012 Food Legacy programme to enable the food sector in London to adopt the same sustainability commitments as the Games.
- Design and delivery of bespoke training programme to more than 2000 public sector catering staff, increasing their levels of accredited skills and improving their employability within the food sector.

Countdown rollout at bus stops

Question No: 221 / 2012

Darren Johnson

Constituents have pointed out that the new text service for bus information costs a standard network rate plus 12p for the response, while smart phones are expensive to own and operate. Lower income residents therefore value Countdown signs at their bus stops. Did you carry out an equalities impact assessment when you decided to only place Countdown at 2,500 bus stops, leaving boroughs to fund extra signs out of their stretched LIP funding? If so, can I please have copies of relevant documentation?

Written response from the Mayor

The new Countdown programme delivers a 25 per cent increase in signs at bus shelters. There will be 500 new locations, and new signs at the 2,000 existing sites.

The extra signs have been allocated to sites on the basis of maximising passenger benefits.

With limited funding available it is not good value for money to install Countdown signs at all bus stops across the network. The highly successful web and text services are currently reaching over 1.1 million and 17,000 hits per day respectively. Digital delivery is the only practical solution for providing real time bus arrival information for every stop.

An assessment of the level of access to mobile phones was carried out based on Ofcom data. Ownership and usage is widespread, with only small variations within ethnic and socio-economic groups. Some disparities exist between certain age groups. TfL would be happy to share this information with you.

The bus arrival information is made freely available on the web by TfL, and the SMS charge is to cover TfL's costs in providing the information through this channel. It is important to note that TfL does not make a profit from this.

Given that there is both an increase in the number of signs, and that delivery of information for all stops is available via the popular digital channels, TfL considers that the service is proving a very effective way of increasing access to information across a wide range of users.

Countdown rollout through LIPs

Question No: 222 / 2012

[Darren Johnson](#)

How many Countdown signs are you expecting boroughs to roll out at bus stops through LIP funding in 2012/13? How many were paid for by this means in 2011/12?

Written response from the Mayor

Having already launched live bus arrival information for all 19,000 bus stops across London via the web and text messaging, the focus at present is TfL's rollout of 2,500 new on-street signs at key bus stops. This is already under way and is scheduled to be completed by mid-2012, before the Olympic Games. This programme has been fully funded and implemented by TfL. Further rollout in 2012/13 by boroughs is certainly possible, subject to their funding, although this would not include LIPs funding.

From this summer TfL will also be providing additional free data feeds which other organisations would be able to integrate into their own information services for use indoors, such as a hospital or library foyer.

Shark fins

Question No: 223 / 2012

[Darren Johnson](#)

With over 70 million sharks killed every year for their fins, an extremely cruel and unsustainable practice, will you join me in welcoming the European Commission's recent proposal to completely ban shark finning in EU waters and by EU boats? Will you confirm that shark fin consumption would not be allowed under the GLA group's responsible procurement policies? What measures could the GLA group take to help end the sale and consumption of shark fin in the city, particularly in the run up to the 2012 Olympics?

Written response from the Mayor

The GLA supports the Sustainable Fish City campaign, which aims to make London the first sustainable fish city in the world. As part of this commitment, members of the GLA family will not use fish rated as endangered by the Marine Conservation Society, which includes all shark species.

LOCOG prepared the first ever Food Vision for an Olympic Games. It set mandatory sustainability standards for food being served at the games. It was LOCOG's commitment to serve sustainable seafood that inspired the establishment of the campaign to make all seafood in London sustainable.

Through my Food Programme, I am also supporting a London 2012 Food Legacy initiative, that aims to inspire and enable the rest of the food sector and catering industry in London to adopt the standards set by the Games, including the commitment to sustainable fish.

Storage of closed Fire Brigade Museum collection

Question No: 224 / 2012

[Darren Johnson](#)

The Fire Brigade Museum collection contains some items of national historic importance such as the Massey Shaw display. Will you ensure that, until a new site can be found for the Fire Brigade museum, temporary storage of the collection is located in suitable storage where the condition of the collection is guaranteed and deterioration avoided?

Written response from the Mayor

LFEPA will ensure that the collection is suitably stored, making sure that all museum objects are packed, protected, moved and housed within all accepted sector approved guidelines using conservation grade materials and codified methods.

Massey Shaw collection - Fire Brigade Museum

Question No: 225 / 2012

[Darren Johnson](#)

Would you consider investigating a temporary relocation of the Massey Shaw collection at one of the London museums, such as the Imperial War Museum or the Victoria and Albert Museum, until suitable new location is found for the Fire Brigade Museum?

Written response from the Mayor

LFEPA members will take a final decision about the future of the LFB museum at its Authority meeting on 15 March 2012. If agreed, the museum will close on 1 April 2012 and, all the museum artefacts will be placed in secure storage until a permanent home is found for the collection. LFEPA officers will be concentrating their activities on this work, however, any approaches by other museums to temporary display items in the collection would be considered. The GLA is also discussing the future of the collection with other museums.

Fare evasion on the New Bus for London

Question No: 226 / 2012

[Darren Johnson](#)

Can you confirm the arrangements to prevent fare evasion on your New Bus for London when conductors aren't present, as your publicity implies that passengers will be able to board and alight using all three doors as was the case with bendy buses?

Written response from the Mayor

TfL will require all Oyster card holders to touch in on the New Bus for London (as opposed to those with just pay as you go cards). This in itself will reduce the perception of fare evasion on the vehicle and will limit the potential for "copy cat" behaviour – one of the issues on the bendy buses.

TfL will monitor evasion rates closely on the initial batch of vehicles, and will develop a revenue protection strategy on the basis of the observed trends.

Disabled parking spaces (1)

Question No: 227 / 2012

[Darren Johnson](#)

Will you ensure that Source London parking bays don't replace disabled parking bays for blue badge holders, and review existing electric parking bays to ensure this hasn't happened to date? Will you also ensure that electric parking bays allow for disabled access?

Written response from the Mayor

The exact location of a Source London parking bay is determined by the owner of the charge point location, as is the provision of disabled access. The site owner is responsible for ensuring it complies with the requirements of the Equality Act in relation to disabled persons.

Many Source London points are owned by London boroughs. Such local authorities also have a duty to consider requests for disabled persons parking provision within their overall parking policy and will account for this when selecting appropriate electric vehicle parking spaces.

TfL is responsible for parking facilities only on the TLRN, and has not installed any electric vehicle parking spaces that replace disabled bays.

Disabled parking spaces (2)

Question No: 228 / 2012

[Darren Johnson](#)

Will you liaise with the Department for Transport and other relevant authorities to ensure that disabled parking bays in London aren't replaced by bays for electric vehicles and by "parents and children" parking bays, and encourage them to address this issue at a national level?

Written response from the Mayor

Please refer to my answer to MQ 227/2012.

London & Partners budget (1)

Question No: 229 / 2012

[Darren Johnson](#)

Can you please provide a detailed breakdown of how London & Partners are spending their public money in 2011/12 and 2012/13?

Written response from the Mayor

London & Partners has provided the following summary of its budgeted GLA grant spend for 2011-12:

Expenditure (including salaries) per area of promotion (£'000):

Marketing and comms across all promotional areas, including leisure tourism - 5,711
Digital platforms and social media - 899
Propositions & Insight - 570
Business tourism promotion – 1,972
Attracting foreign direct investment (including overseas offices) - 2,260
Promoting higher education (including wider commercial partnerships) - 157
Delivering Olympic legacy - 781
Operations and transition - 3,475
Total GLA grant - 15,825

2011-12 funding from other public sources:
Expenditure (£'000):

Marketing and comms (London Councils) - 30
Attracting foreign direct (City of London) - 50
Delivering Olympic legacy (Tower Hamlets) - 35
Operations and transition (LDA and London Councils) - 84
Total other public funding - 199

In 2012-13, London & Partners will receive a grant from the GLA of £14m. A full budget will be included in the business plan for the year, which is currently being developed.

London & Partners budget (2)

Question No: 230 / 2012

[Darren Johnson](#)

Will you ensure that London & Partners publish open data on all spending over £500 when they are spending public money to further your transparency policy?

Written response from the Mayor

In my response to the London Assembly's report into the administration of Visit London, I advised that the Authority's Standards Committee has asked the Monitoring Officer to undertake a review of the current GLA Group Corporate Governance Framework Agreement (which seeks to enhance openness and transparency) and, to bring forward proposals as soon as possible, following the 2012 elections. Grant recipients of the GLA, including London & Partners, will be considered as part of the proposals.

Operation connect (1)

Question No: 231 / 2012

[Darren Johnson](#)

When will Operation Connect be up and running in each of the 14 selected boroughs? Please break down the response per borough.

Written response from the Mayor

The MPS has reviewed its overall approach to gangs and the forthcoming MPS gangs strategy will set out plans for a more ambitious action plan.

Details relating to delivery of the work under the new MPS Gang command will be released over the coming weeks which will give a clearer indication of the impact on further activity under Operation Connect.

Operation connect (2)

Question No: 232 / 2012

[Darren Johnson](#)

Can you please tell me the cost Operation Connect, broken down by year and borough?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

The current cost of Operation Connect is £2.7M for 2011/12. This includes costs for 29 police officers and police staff, in addition to direct operations whereby the team supported enforcement and partnership activity in Waltham Forest and Haringey (where most of the activity for Operation Connect takes place).

The projected spend and activity for 2012/13 is yet to be finalised due to the imminent publication of the MPS gangs strategy, which will outline a revised overall approach to tackling gangs using the principles derived from Operation Connect and Operation Trident going forward.

Operation connect (3)

Question No: 233 / 2012

[Darren Johnson](#)

Which other agencies do the Metropolitan Police Service work with on Operation Connect, what funding do they provide to the MPS and does the MPS have any estimate of their on-costs arising from working with the MPS? Please only include agencies working on police operations, for example by assisting with intelligence, not the wider support services in the partnership programme.

Written response from the Mayor

Operation Connect works to develop a holistic approach to tackling the impact of gangs by developing partnerships to improve intelligence, supporting better enforcement as well as diversionary and preventative activity which is co-ordinated by local authorities and community partners.

To this end Operation Connect liaises primarily with local authorities, who retain primary responsibility for co-ordinating partnership activity to complement the enhanced enforcement being undertaken. Local authorities retain funding streams such as the Community Safety Fund, Communities Against Guns Gangs and Knives Fund to support their partnership activity. The MPS would not envisage significant on costs through the alignment of partner activity to through Operation Connect.

Operation connect (4)

Question No: 234 / 2012

[Darren Johnson](#)

Will Operation Connect continue to run in boroughs that are unable to provide a partnership programme?

Written response from the Mayor

An effective approach to tackling gangs in London requires a holistic balance of enforcement activity as well as partnership activity to support prevention and diversion of young people away from involvement in gangs and serious youth violence. The delivery of Operation Connect therefore envisages that local authorities will align their efforts in this area with police enforcement activity.

Details relating to delivery of the work under the new MPS Gang command will be released over the coming weeks which will give a clearer indication of the impact on further activity under Operation Connect.

Fair pay transparency

Question No: 235 / 2012

[Darren Johnson](#)

When can the public expect to find information about the highest and lowest paid staff, along with a declared commitment to fair pay principles, on the web sites of LFEPA, the MPS and TfL? You promised to implement this in June 2011.

Written response from the Mayor

LFEPA response

LFEPA plans to publish the pay multiple which shows the relationship between the highest paid and the median for the whole workforce, in accordance with the provisions of the Localism Act 2011, by 31 March 2012. The multiple, which is also covered in the code of recommended practice on data transparency, will be included with the Pay Policy Statement required by the Localism Act 2011 and will be published on the LFEPA web site.

MPS Response

Rates of pay of both officers and staff have not changed since this answer was provided, but negotiations on police staff pay, specifically around the lower paid as provided for in the Government's statement on public sector pay, are still not concluded in respect of the August 2011 pay review, so may be subject to an increase.

TfL Response

TfL routinely publishes information about its highest paid staff, in its Annual Report which is available on the TfL website.

TfL is committed to the principle of fair pay and transparency and from summer 2012 will be publishing its pay multiple, which the Government has defined, in the Code of Recommended Practice for Local Authorities on Data Transparency published by the Department for Communities and Local Government in September 2011, as the ratio between the highest paid salary and the median average salary of the whole of the authority's workforce.

Fair pay policies

Question No: 236 / 2012

[Darren Johnson](#)

In June 2011 you told me you would consider writing to your 20 biggest contractors asking them to follow the GLA in disclosing their executive pay and the difference between the lowest and the highest-paid employees. I have since published a detailed proposal for a Fair Pay Mark to take this idea further. Will you now write to those contractors and also consider making a Fair Pay Mark a standard part of the responsible procurement policy?

Written response from the Mayor

I have reviewed your Fair Pay Mark concept, and the proposal to start using it with those firms committed to both paying the Living Wage and publishing the ratios of the highest salaries paid to the lowest. I do not propose to take up your suggestion of such a fair pay mark for the following reasons: it would not necessarily be a mark of 'fair pay'; it would involve a bureaucracy to establish and promote such a mark; introducing additional measures of 'fair pay' into the mark would render it inconsistent; it is not clear whether firms would want such a mark (is there a market for it? would they pay for it?); and, finally, a 'mark' would go against my belief that detailed pay policies are best determined by firms themselves and their owners. In the meantime, I will continue to support the promotion of my Living Wage policy among London's employers.

Apprenticeships (1)

Question No: 237 / 2012

[Darren Johnson](#)

Thank you for your answer to question 3732/2011. Can you tell me how much of the cost of the apprenticeships in the GLA group has been covered by Government funding, and how much by core budgets?

Written response from the Mayor

100 per cent of the salary costs of all apprentices within the GLA Group are met out of core Functional Body budgets. The Government, through the Skills Funding Agency, contribute to the cost of the training element of the apprenticeship which inevitably differs based on the age profile, qualification being delivered and length of apprenticeship.

Apprenticeships (2)

Question No: 238 / 2012

[Darren Johnson](#)

Thank you for your answer to question 3732/2011. What would you consider to be "an appropriate mix of apprenticeships opportunities" with regard to the mix of ages and skill levels for the GLA group?

Written response from the Mayor

An appropriate mix is one that meets the recruitment and workforce needs of the GLA Group. This includes opportunities ranging from apprenticeships for 16-18 yr old Londoners through to members of our workforce and that of our contractors who are aged over 25. Apprenticeships

have to be employer and business led whilst also reflecting the skills needs of individuals within the organisations. The breadth of apprenticeships roles undertaken within the GLA enable a mix of apprenticeships covering Level 2 through to advanced apprenticeships in highly technical roles.

Gritting routes

Question No: 239 / 2012

[Darren Johnson](#)

Will you publish open data on all the gritting routes and schedules on the TfL major road network this winter, and encourage boroughs to do the same for their own road networks?

Written response from the Mayor

All TfL roads form part of its gritting network and this is shown on TfL's website. (<http://www.tfl.gov.uk/businessandpartners/publications/17236.aspx>)

Decisions on when to grit each section of the network are made on a daily basis, often within hours of the gritting actually taking place. This ensures an optimal timing and coverage of grit. Since TfL treats its entire network when it is required and the public can expect the TfL network to be operable at all times, TfL does not publish gritting schedules.

Hydrogen economy

Question No: 240 / 2012

[Darren Johnson](#)

On the 26th March 2010 you set out a 'London hydrogen action plan' to create a 'hydrogen network' by 2012, aiming to encourage a minimum of a 150 hydrogen-powered vehicles on the road in London by 2012." Are the hydrogen network and the minimum number of vehicles now in place?

Written response from the Mayor

My plans to develop a hydrogen refuelling network in London are progressing well. One station is already operating in Stratford and I have secured European and private sector funding for two additional stations through the London Hydrogen Partnership. These and all further stations will be strategically placed to ensure strong coverage around the city.

The London Hydrogen Partnership has helped secure EU funding to support the Hytec project, delivering hydrogen fuelled taxis and scooters to London from 2012. This is in addition to support for London's hydrogen buses.

The London Hydrogen Partnership has also supported bids to the 2011 EU Joint Technology Initiative. We expect to be informed of the outcome of these bids in next few months.

I am continuing to work to attract new hydrogen-fuelled passenger vehicles to London in advance of a wider-scale industry rollout planned for 2015.

Silvertown crossing tolling

Question No: 241 / 2012

[Darren Johnson](#)

Are you considering tolling the proposed Silvertown Crossing?

Written response from the Mayor

At this stage I am consulting on the principle of a crossing at Silvertown, which would help to relieve the very severe congestion at the Blackwall tunnel. There are a number of potential funding mechanisms for the crossing and further work will be undertaken in conjunction with the Government on funding options.

River crossing tolling

Question No: 242 / 2012

[Darren Johnson](#)

Are you considering tolling the Blackwall Tunnel or other Thames crossings in order to help pay for the proposed Silvertown Tunnel?

Written response from the Mayor

At this stage I am consulting on the principle of a crossing at Silvertown, which would help to relieve the very severe congestion at the Blackwall tunnel and support growth of the surrounding area. There are a number of potential funding mechanisms for the crossing and further work will be undertaken in conjunction with the Government on funding options.

Silvertown crossing cost estimate

Question No: 243 / 2012

[Darren Johnson](#)

Does the £700m cost estimate include the costs of servicing debts or a private finance initiative?

Written response from the Mayor

The £700 million is a preliminary estimate of construction costs and excludes any potential debt servicing or private financing costs. An estimate of these costs, if applicable, cannot be made until there is a firmer position on the best route for funding.

Silvertown crossing funding

Question No: 244 / 2012

[Darren Johnson](#)

Can you guarantee that no public transport fares income will be used to pay for the Silvertown road crossing?

Written response from the Mayor

At this stage I am consulting on the principle of a crossing at Silvertown, which would help to relieve the very severe congestion at the Blackwall tunnel and support future growth of the area. There are a number of potential funding mechanisms for the crossing and further work will be undertaken in conjunction with the Government on funding and financing options.

Silvertown crossing business case

Question No: 245 / 2012

[Darren Johnson](#)

Will you make the full business case for the proposed Silvertown crossing available to the public?

Written response from the Mayor

At this stage I am consulting on the principle of a crossing at this location to relieve the very severe congestion at the Blackwall tunnel and to support the growth of the surrounding area. As work on the scheme progresses, further consultations will be held and the business case prepared. This will be available to the public.

Silvertown crossing and air pollution

Question No: 246 / 2012

[Darren Johnson](#)

The Government have told the European Commission that London still won't have met the European legal limits for air pollution by the time that you hope the Silvertown Crossing will be built in 2022. Will this be a consideration in your environmental assessment of the project and when will you be publishing that assessment?

Written response from the Mayor

For any project of this scale to proceed a full environmental assessment will be required and this will include full consideration of all environmental impacts including air quality.

Silvertown crossing vehicle numbers

Question No: 247 / 2012

[Darren Johnson](#)

What is the estimated number of vehicles that will use the proposed Silvertown Crossing every year? What will be the estimated annual impact on vehicles using the existing tunnels at Rotherhithe and Blackwall? Can you provide a breakdown for trips made by Heavy Goods Vehicles?

Written response from the Mayor

The Blackwall Tunnel is operating in excess of its capacity during peak periods. The result of this is excessive congestion on the approach roads over a prolonged period. This leads to extended journey times at peak periods which impacts negatively on the effectiveness of the local economy across a wider area. If there is an incident and the tunnel is closed, the situation is exacerbated further with little or no resilience in the surrounding highway network. Over the next 20 years the areas north and south of the river beyond the Blackwall tunnel will be responsible for accommodating over half of London's population growth. We have to plan to accommodate this growth otherwise it will not happen in a way that delivers positive outcomes for London.

If you look back at the investment that has taken place over the past twenty years in the transport network across east London, seven new or greatly enhanced crossings have been created east of Tower Bridge to the London boundary and two further crossings are under construction (the Air Line and Crossrail). All of these crossings have been or will be for public

transport users. There has been no significant additional cross river capacity in the highway network in London since the 1960s.

Given the problems at Blackwall and the growth planned for east London we need more highway capacity, particularly to support the growth of the east London economy. The Silvertown Crossing will support this growth, alongside the investment that has taken place in the rail network.

Specific details of future flows will depend on the design and operation of the tunnel, which will need to be agreed in due course following more detailed work. At this stage I am consulting on the principle of a package of new river crossings which are necessary to unlock growth. If the scheme is supported there will need to be more work on the details of how the new crossing will be funded and how the traffic will be managed, and I will be happy to share this work when we get to that point.

Thames Gateway Bridge planning

Question No: 248 / 2012

[Darren Johnson](#)

Have you continued to safeguard the land for the future building of the Thames Gateway Bridge?

Written response from the Mayor

Land for a new crossing at Gallions Reach continues to be safeguarded by the Secretary of State. It is my view that in the medium term the area would be best served by a new vehicle ferry rather than a bridge. The Thames Gateway Bridge would have resulted in an unacceptable increase in traffic flows on residential roads in south east London.

Low emission taxi fund

Question No: 249 / 2012

[Darren Johnson](#)

In your answer to my question 3367/2011 you state that the "low emission taxi fund that would provide subsidies to drivers to switch to the cleanest vehicles on the market". Can you confirm that the 15 year age limit on licensing of black cabs has now taken effect and drivers have to switch to newer vehicles without the support of such a subsidy?

Written response from the Mayor

The 15 year age limit on hackney carriages came into effect from 1 January 2012 and will assist with the delivery of cleaner air within London.

My team and TfL have been working hard to secure funds from corporate sponsorship to create a Cleaner Taxi Fund. While this has led to some interest, a sponsor for the scheme has not yet been identified. TfL continues to pursue all possible options to create a fund to subsidise drivers switching to the cleanest available taxis and further discussions with potential sponsors will take place later in 2012.

Vehicles which are currently licensed over the 15 year age limit can continue to be used until the annual licence expires.

No idling campaign

Question No: 250 / 2012

[Darren Johnson](#)

Your Air Quality Strategy states that you will “make London a ‘no idling zone’ for parked vehicles with a particular focus on buses, coaches, taxis, private hire vehicles, and delivery vehicles”. Can you explain what enforcement action is being taken against each of those groups? What reduction in pollutants have you modelled in your air quality strategy as a result of this no idling zone?

Written response from the Mayor

I believe it is possible to reduce vehicle engine idling by raising awareness and educating drivers about its impacts. The GLA and TfL are therefore taking a proactive approach in a number of areas to reduce the problem of unnecessary engine idling by all vehicle types across the whole of London.

Engine idling is being actively discouraged through a range of work including:

- A London-wide education and awareness-raising campaign aimed at all driver groups.
- Employing a team of taxi-marshals whose duties include engaging directly with taxi drivers to discourage engine idling at ranks.
- Direct engagement with the bus, coach, taxi and freight operators and industry representatives.
- Work to strengthen anti idling messaging to freight drivers through the Freight Operator Recognition Scheme including a professional competence driving certificate focussing on eco driving and engine idling.
- New buses coming into the London fleet have automatic engine shut-off technology to reduce idling.
- Targeted interventions and promoting best practice of engine switch-off at bus stands and stations.
- Installation of new ‘no engine idling’ signage in air quality priority areas.
- Working with schools to discourage engine idling by parents.
- Working with the boroughs to share experiences and try to ensure that local no engine idling messages to drivers are consistent across London.

In modelling for the No Engine Idling programme, TfL had detailed information at the time for taxi idling behaviour. This therefore acted as a proxy for savings from the whole package of measures to discourage idling, with forecasted savings of 6.7 tonnes in exhaust PM10 in 2011 and 3 tonnes in 2015 from taxis alone.

Taxis and the no idling campaign

Question No: 251 / 2012

[Darren Johnson](#)

In your answer to my question 1255/2011 you gave me figures for the reduction in the pollution that would come from taxis as a result of your no idling campaign. On what basis did you calculate this, i.e. how many taxis would need to reduce their idling for what proportion of the time, in order to achieve these estimated reductions?

Written response from the Mayor

In January 2012, TfL launched a campaign to encourage Londoners to turn off their engines when their vehicle is stationary for more than a minute as part of my wider package of measures to improve air quality.

The analysis conducted during the development of my Air Quality strategy reflected the information available at the time. TfL is continuing to collate new evidence on the benefits of reducing unnecessary idling from vehicles.

The figures set out in the response to MQ1255/2011 were based on the information from taxi driver diary surveys which showed taxis spend 25 per cent of their disengaged time at taxi ranks. In the absence of comprehensive information from all road users, the emissions savings of the no-idling campaign were based on an assumption that taxis within central and inner London would switch off their engines during time spent disengaged on rank.

Air pollution assessments for new developments

Question No: 252 / 2012

[Darren Johnson](#)

When assessing planning applications referred to you, do you accept as 'realistic' air pollution assessment scenarios which are calculated on the basis that London will meet your target of 100,000 electric vehicles in the capital by 2020?

Written response from the Mayor.

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

London is aiming to have 100,000 electric vehicles in the capital as soon as possible.

Planning applications and associated air quality assessments are produced using fleet compositions and emission factors prescribed by the DfT. These are included in the National Atmospheric Emissions Inventory and The London Atmospheric Emissions Inventory. The current DfT fleet composition does not include electric vehicles, so air quality assessments and planning applications will not either.

London 2012 ticket exchange

Question No: 253 / 2012

[Dee Doocey](#)

How many tickets were sold on the London 2012 ticket exchange website before it was shut down?

Written response from the Mayor

Approximately 7,000 tickets were successfully sold on LOCOG's ticket resale platform before they told Ticketmaster to suspend the system.

Met officers with criminal records

Question No: 254 / 2012

[Dee Doocey](#)

According to recent reports, 356 Metropolitan Police officers and 41 Met PCSOs have criminal records. How many of these are for violent, sexual or racist offences, or offences involving dishonesty? Please break this down by type of offence.

Written response from the Mayor

Of the Police Officers who have Criminal Convictions or Cautions or Penalty Notice for Disorder for a 'recordable' offence, the numbers as requested are:

- 35 for offences of violence - of which 16 are for Drunk & Disorderly, 18 for Assault (ranging from Battery, through Common Assault to Actual Bodily Harm)
- 1 for a Sexual offence namely Soliciting a Woman for Prostitution
- 0 for racial offences
- 17 for offences involving Dishonesty.

Of the PCSOs:

- 20 for offences of violence - includes 3 for Public Order, 5 for Drunk & Disorderly, and 12 for Assault
- 0 for Sexual Offences
- 0 for Racial Offences
- 5 for offences involving Dishonesty.

Policing of Occupy London camp

Question No: 255 / 2012

[Dee Doocey](#)

How much has policing the Occupy London camp outside St Paul's Cathedral cost the MPS in total? Please can you give the number of person hours as well as the cost.

Written response from the Mayor

The estimated total cost of this policing amounted to £1.0m, of which £0.7m relates to opportunity costs and £0.3m as estimated additional costs of: £0.2m in overtime costs and £0.1m in non pay costs (catering costs). A total of 2,632 police officer shifts were devoted to the operation.

London and Partners – inward investment

Question No: 256 / 2012

[Dee Doocey](#)

How much inward investment has London and Partners achieved for London since it took over this role from Think London on 1 April 2011? Can you give brief details, and how does this compare to the previous two financial years?

Written response from the Mayor

In the period April - December 2011, London & Partners has created 3,854 new jobs from 146 inward investment projects. This compares with 5,463 new jobs from 199 inward investment projects across the same period in 2010 (these figures include 3 exceptionally large projects that

between them created 1,920 jobs, however, it should be recognised that such projects are rare) and 2,349 new jobs from 163 inward investment projects across the same period in 2009.

London and Partners – tourism spending

Question No: 257 / 2012

[Dee Doocey](#)

How much tourism spend in London has London and Partners generated since it took over this role from Visit London on 1 April 2011? How does this compare to the previous two financial years?

Written response from the Mayor

It is impossible to answer this at this time because of the timing of campaigns and the period over which evaluation data is gathered. Since April 2011, London & Partners has launched (and is currently running) a major global tourism campaign to counter the risk of displacement (i.e. tourists choosing to go elsewhere during the Olympic year). The “Limited Edition London” campaign seeks to encourage visits to London during the period September 2011 to June 2012, following which the campaign will be evaluated and an estimate of economic impact produced. GLA Economics is currently working with London & Partners to assess the economic impact of campaigns run by Visit London in 2010/11.

London and Partners - students

Question No: 258 / 2012

[Dee Doocey](#)

How many extra students have commenced studying at London Universities as a result of the efforts of London and Partners since it took over this role from Study London on 1 April 2011? How does this compare to the previous two financial years?

Written response from the Mayor

In the period April - December 2011 the Study London campaign has attracted 610,000 prospective students to its digital platforms. This is a 34 per cent increase on the same period in 2010 and an 82 per cent increase on the same period in 2009. In the same period (April - December 2011), London & Partners sent 6,252 student enquiries to universities. This represents a 28 per cent increase on the same period in 2010. A recent survey of 32,000 subscribers found that 15 per cent of all ‘contestable’ students who sent an enquiry to a university via the Study London website are now either studying in London or have been accepted for a place to study here. This equates to 1,941 extra students studying in London which is directly attributable to London & Partners activity since April 2011. A similar survey in 2010 reported a figure of just 8 per cent.

GLA Group apprenticeships

Question No: 259 / 2012

[Dee Doocey](#)

Your Economic Recovery Action Plan of December 2008 pledged that the GLA Group would provide 1,000 apprentices a year for three years (3,000 by the beginning of 2012). How many

apprenticeships had been provided by the GLA Group by 31st December 2011?

Written response from the Mayor

2,685 apprenticeships have been provided by the GLA Group, including within our supply chain up to the end of Q3 2011/12. The 3,000 target was for the three financial years 2009/10, 2010/11 and 2011/12. It is expected that the final quarter of results will see achievement of the 3,000 target.

Race/faith hate crime

Question No: 260 / 2012

[Dee Doocey](#)

How many 1) accusations and 2) offences of race/faith hate crime have been recorded in each London borough in each year since 2008/9? Please also provide all available data for 2011/12?

Written response from the Mayor

The following tables provide the information requested. The term 'accusations' in the question, has been interpreted as 'incidents'.

Racist & Religious flagged Incidents

| Borough Name | 2008/09 | 2009/10 | 2010/11 | 2011/12* |
|----------------------|---------|---------|---------|----------|
| Barking & Dagenham | 375 | 330 | 297 | 188 |
| Barnet | 503 | 417 | 338 | 304 |
| Bexley | 214 | 261 | 220 | 105 |
| Brent | 380 | 342 | 430 | 240 |
| Bromley | 334 | 341 | 313 | 226 |
| Camden | 414 | 459 | 593 | 362 |
| Croydon | 306 | 246 | 191 | 158 |
| Ealing | 375 | 532 | 419 | 297 |
| Enfield | 231 | 189 | 155 | 121 |
| Greenwich | 388 | 410 | 301 | 251 |
| Hackney | 401 | 371 | 284 | 166 |
| Hammersmith & Fulham | 260 | 243 | 256 | 187 |
| Haringey | 251 | 247 | 161 | 143 |
| Harrow | 280 | 302 | 270 | 150 |
| Havering | 259 | 266 | 220 | 164 |
| Heathrow | 30 | 34 | 25 | 30 |
| Hillingdon | 318 | 377 | 328 | 240 |
| Hounslow | 388 | 373 | 374 | 251 |
| Islington | 449 | 514 | 519 | 359 |
| Kensington & Chelsea | 192 | 233 | 218 | 159 |
| Kingston-upon-Thames | 189 | 208 | 164 | 109 |
| Lambeth | 351 | 356 | 357 | 280 |
| Lewisham | 462 | 302 | 249 | 178 |
| Merton | 195 | 161 | 133 | 101 |
| Newham | 261 | 275 | 201 | 159 |
| Redbridge | 213 | 211 | 175 | 173 |
| Richmond-upon-Thames | 161 | 186 | 130 | 84 |
| Southwark | 381 | 488 | 341 | 269 |
| Sutton | 167 | 153 | 165 | 114 |
| Tower Hamlets | 401 | 371 | 368 | 308 |

| | | | | |
|------------------|--------------|--------------|-------------|-------------|
| Waltham Forest | 354 | 317 | 261 | 224 |
| Wandsworth | 308 | 341 | 289 | 175 |
| Westminster | 560 | 701 | 661 | 492 |
| MPS Total | 10351 | 10557 | 9406 | 6767 |

Data only up to 5/01/12 For Year to Date

**Racist & Religious flagged
Offences**

| Borough Name | 2008/09 | 2009/10 | 2010/11 | 2011/12* |
|----------------------|----------------|----------------|----------------|-----------------|
| Barking & Dagenham | 374 | 345 | 299 | 207 |
| Barnet | 428 | 283 | 240 | 184 |
| Bexley | 181 | 260 | 199 | 91 |
| Brent | 362 | 354 | 436 | 268 |
| Bromley | 384 | 371 | 332 | 251 |
| Camden | 370 | 422 | 530 | 341 |
| Croydon | 218 | 177 | 129 | 141 |
| Ealing | 360 | 498 | 407 | 289 |
| Enfield | 189 | 159 | 141 | 102 |
| Greenwich | 378 | 359 | 257 | 215 |
| Hackney | 401 | 387 | 321 | 179 |
| Hammersmith & Fulham | 282 | 254 | 263 | 194 |
| Haringey | 230 | 244 | 119 | 133 |
| Harrow | 254 | 302 | 223 | 156 |
| Havering | 232 | 233 | 220 | 162 |
| Heathrow | 24 | 23 | 12 | 23 |
| Hillingdon | 331 | 409 | 350 | 274 |
| Hounslow | 387 | 373 | 368 | 247 |
| Islington | 370 | 442 | 468 | 328 |
| Kensington & Chelsea | 205 | 241 | 189 | 141 |
| Kingston-upon-Thames | 112 | 125 | 99 | 67 |
| Lambeth | 328 | 311 | 344 | 310 |
| Lewisham | 514 | 306 | 231 | 167 |
| Merton | 205 | 164 | 132 | 111 |
| Newham | 174 | 247 | 193 | 174 |
| Redbridge | 195 | 216 | 181 | 143 |
| Richmond-upon-Thames | 108 | 157 | 101 | 65 |
| Southwark | 382 | 482 | 353 | 272 |
| Sutton | 150 | 140 | 138 | 120 |
| Tower Hamlets | 402 | 367 | 356 | 291 |
| Waltham Forest | 302 | 281 | 258 | 213 |
| Wandsworth | 259 | 296 | 268 | 168 |
| Westminster | 584 | 717 | 639 | 467 |
| MPS Total | 9675 | 9945 | 8796 | 6494 |

* Data only up to 15/01/2012
(FYTD)

Drink driving figures

Question No: 261 / 2012

[Dee Doocey](#)

Can you please provide the total number of arrests for drink driving for the following calendar years, broken down by borough, and showing number of arrests, charges and convictions: 2009, 2010, 2011?

Written response from the Mayor

Please see the table attached at Appendix A. The MPS is unable to provide data on convictions which is collated by the Ministry of Justice.

London 2012 contractors

Question No: 262 / 2012

[Dee Doocey](#)

According to recent press reports, LOCOG are preventing companies from using the fact that they have been involved in delivering the 2012 Games when seeking new business contracts. Is this true, and do you agree with this policy?

Written response from the Mayor

This is not true. Companies that have successfully secured and delivered Games-related contracts have always been able to include details in pitches for new business contracts.

Air Quality on London Greenways

Question No: 263 / 2012

[Mike Tuffrey](#)

New research findings from Sustrans suggest that levels of Nitrogen Dioxide (NO₂) on London Greenways (safe, quiet routes through parks, green spaces and lightly trafficked streets) are up to 60% lower than on adjacent busy roads. Given this dramatically improved air quality, and in view of the public health benefits, will you increase the dedicated annual funding stream for London's Greenways to its previous level of £4m (2009/10) and establish a strategic network across London?

Written response from the Mayor

I am pleased to recognise and promote the myriad benefits of cycling and have long held that Greenways provide a positive way for pedestrians and cyclists of all ages and abilities to make the most of London's wealth of parks, open spaces and waterways. Transport for London is soon to publish the annual Greenways monitoring report that will complement the research done by Sustrans to which you refer.

TfL is already supporting the development of a strategic London Greenways network through its Greenways programme which, together with delivery partners such as Sustrans, the Royal Parks and British Waterways, opens up more of the Capital's green and open spaces year-on-year. To further support this work, I plan to increase the budget for the Greenways programme from £0.8m to £1.9m for the next two years. Officers at TfL are now discussing with their delivery partners how to use this funding to best effect.

Monitoring Local Air Quality

Question No: 264 / 2012

[Mike Tuffrey](#)

Following your commitment to “[raise] Londoners’ awareness of air quality and its effect on health” (MQ 3126/2011), what are you doing to ensure that schools and pupils in London are able to monitor air quality in their local area? Please detail how much funding has been made available for this purpose?

Written response from the Mayor

TfL works with schools to encourage sustainable travel for staff, parents and pupils, including raising awareness of air quality issues. Through the Clean Air Fund, TfL is currently working with three central London primary schools on Cleaner Air 4 Schools pilots, which include citizen science activities such as monitoring. In addition, the London Transport Museum is developing a concept for an interactive air quality model for use with schools. The materials developed for these projects will be used more widely across London. The GLA has also commissioned the London Sustainability Exchange to develop an air quality toolkit for schools, which will also be promoted across all London boroughs. This toolkit will include proposals for monitoring through citizen science schemes. The GLA and TfL have allocated around £50,000 to these schemes.

Thames Cable Car

Question No: 265 / 2012

[Mike Tuffrey](#)

When do you expect the European Commission to make a decision regarding your £8 million bid to the European Regional Development Fund (ERDF) to support the development of the Cable Car across the River Thames?

Written response from the Mayor

The Commission is currently considering TfL’s ERDF funding application and it is expected that a decision will be made by summer 2012.

Food Waste (1)

Question No: 266 / 2012

[Mike Tuffrey](#)

Please provide an up-to-date list of the food waste collection services offered in each London borough.

Written response from the Mayor

Twenty-two of London’s local authorities provide a service to collect household food waste. The Capital Waste Facts website, funded by LWARB, provides the most up-to-date data regarding waste collection and disposal services across London’s waste authorities:
www.capitalwastefacts.com.

Food Waste (2)

Question No: 267 / 2012

[Mike Tuffrey](#)

Will you set a date by which all boroughs should have introduced food waste collections? If not, why not?

Written response from the Mayor

My waste strategy takes a non-prescriptive approach, expecting instead that London's municipal waste activities work towards my lifecycle emissions performance standard (EPS) and meet my carbon intensity floor (CIF) for energy generation from waste. These metrics guide and inform authorities' decisions on waste and recycling activities, meeting the needs of local communities whilst taking into account the environmental impacts and savings to be made.

Recycling

Question No: 268 / 2012

[Mike Tuffrey](#)

In view of statistics released by the Department for Environment, Food and Rural Affairs (Defra) which show that the proportion of household waste sent for recycling rose by just 0.7 per cent, from 31.8 percent in 2009/10 to 32.5 per cent 2010/11, how will you meet your target to recycle or compost 45 per cent of London's waste by 2015?

Written response from the Mayor

Based on the modelling that informed my waste strategy, I believe my municipal waste targets are achievable for London. Please note that the recycling rate targets set in my Municipal Waste Management Strategy refer to both household and non-household waste collected by local authorities.

Further details on how these targets will be achieved can be found in Policy 4 of my Municipal Waste Management Strategy.

Anaerobic Digestion

Question No: 269 / 2012

[Mike Tuffrey](#)

London sends around 460,000 tonnes of municipal food waste to landfill each year, yet planned schemes for anaerobic digestion will only provide a total capacity of c. 260,000 tonnes. Do you intend to address this shortfall? If so, how?

Written response from the Mayor

I want London's waste to be managed in accordance with the waste hierarchy. Policy 1 of my municipal waste management strategy and Proposal 2.2 of my business waste strategy set out how I plan to reduce household waste and business food waste, respectively.

Residual food waste can be diverted from landfill through a number of options. My municipal waste strategy ensures these decisions can be made locally and with the greatest carbon benefit. Policy 5 of my Municipal Waste Management Strategy and the London Waste and Recycling Board's business plan provide details on how I am catalyzing low-carbon waste technologies in London.

Given the now strong commercial confidence in anaerobic digestion (AD) technology, I expect a significant portion of London's AD capacity to be provided by privately financed merchant

facilities. My Food to Fuel programme catalyses exemplar commercial food waste technologies, ensuring the greatest environmental and economic benefits for London.

Water metering

Question No: 270 / 2012

[Mike Tuffrey](#)

Research has shown that household metering reduces water use by about ten per cent. Given that London is facing a possible drought this summer, why have initial targets – to meter all houses and blocks of flats by 2015, and all individual flats by 2020 – been delayed by 5 years in your adopted Water Strategy?

Written response from the Mayor

My final water strategy sets out a 'six point plan' to achieve and maintain greater water efficiency, water metering is part of this plan. My officers will be lobbying to ensure there is sufficient funding to achieve the metering targets, including responding to the Water White Paper and Thames Water's revised Water Resources Management Plan.

TfL Properties at Brownhill Road, Catford (1)

Question No: 271 / 2012

[Mike Tuffrey](#)

Buildings owned by TfL at 16-22 Brownhill Road (SE6) have been largely empty since they were first purchased by the Department of Transport in 1987. Do you agree that releasing this site for development would help boost housing supply and also improve the environment for those living and working in the area?

Written response from the Mayor

The Borough is now making this a high priority within its Local Plan. Disposing of these properties now would frustrate the Borough's long held plans for Catford to regenerate this London town centre for the benefit of local residents and businesses.

I do agree that in their current state, they are not presenting a positive impression. I have asked TfL to improve their appearance and bring them back into short term use while the long term plans for the area are being developed by the Borough.

TfL Properties at Brownhill Road, Catford (2)

Question No: 272 / 2012

[Mike Tuffrey](#)

As Chair of TfL will you ensure all the information necessary is provided so that the Secretary Of State for the Department for Communities and Local Government can finally consider whether to direct TfL to dispose of their interest in land at 16-22 Brownhill Road, Lewisham?

Written response from the Mayor

I would of course be happy to provide any information required by the Secretary of State for the Department for Communities and Local Government. I should add, however, that LB Lewisham is making highways improvements a high priority within its Local Plan. Disposing of these

properties now would frustrate the Borough's long held ambition to regenerate this London town centre for the benefit of local residents and businesses.

Pollution from London's bus fleet

Question No: 273 / 2012

[Mike Tuffrey](#)

Further to TfL's press release of 08 December 2011, how will you ensure that all buses in London's fleet are compliant with Euro IV (NOx) emissions standard by 2015, including the estimated 1,000 'Euro III' buses which are not currently funded for replacement or upgrade?

Written response from the Mayor

Written response received on 9 February 2012:

TfL is making significant progress towards ensuring all buses in the fleet comply with the Euro IV engine emission standard for NOx by the proposed Low Emission Zone deadline. The DfT and TfL have committed match funding of £5m each and options for bridging the gap and obtaining further funds are being pursued actively to ensure remaining buses are replaced or upgraded by the proposed deadline.

The New Bus for London will use the latest diesel-hybrid engine technology and, at launch, will be fully compliant with the standard and be at least compliant with Euro V.

TfL contract with Associated Newspapers Ltd (1)

Question No: 274 / 2012

[Mike Tuffrey](#)

How much revenue is generated through TfL's contract with Associated Newspapers Ltd, which allows free 'Metro' newspapers to be distributed at around 250 underground stations and 14 bus stations on weekday mornings? Please list by year from 2008.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 17 February 2012:

Revenue from distribution of Metro Newspapers:

| | |
|---------|-------------------|
| 2008/9 | £2.934m |
| 2009/10 | £3.160m |
| 2010/11 | £3.920m |
| 2011/12 | £2.554m (to date) |

In addition to this revenue, TfL has its own dedicated page in each Metro publication, reaching an average audience of 330,000 London commuters every weekday.

Metro also contributes financially to London Underground's environmental initiatives and provides advertising space for TfL passenger information campaigns.

TfL contract with Associated Newspapers Ltd (2)

Question No: 275 / 2012

[Mike Tuffrey](#)

How much revenue, in total, has been invested in public transport as a result of TfL's contract with Associated Newspapers Ltd?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 17 February 2012:

Since April 2005, revenues from the Metro contract amount to £20.85m, all of which has been reinvested in public transport.

The original Metro contract was awarded in March 1999, but only records from 2005 are available.

Electric buses

Question No: 276 / 2012

[Mike Tuffrey](#)

Further to MQ 3337/2011, please provide an update on TfL's plans to conduct a trial of all-electric buses to establish if developments in battery performance might offer an alternative to diesel and hybrid technology in certain operating conditions?

Written response from the Mayor

TfL is finalising plans to bring a prototype full-electric bus to the UK for trial in central London. It is in negotiations with Go Ahead over the details of the trial, but a date for this has not yet been determined.

Zero-Emission Taxi

Question No: 277 / 2012

[Mike Tuffrey](#)

What progress have you made in developing an affordable taxi capable of zero-emission operation by 2020?

Written response from the Mayor

My team and TfL continue to have regular dialogue with the existing taxi manufacturers as well as other vehicle manufacturers who do not currently supply taxis in London.

While such discussions have been productive and manufacturers are clearly making progress, there is still a considerable amount of work needed.

That said, some prototypes for low/zero emission taxis have been produced, with others in production and it is anticipated that an affordable taxi capable of zero emission operation can be achieved by 2020 if not sooner.

Low Emission Taxi Fund

Question No: 278 / 2012

[Mike Tuffrey](#)

A financial incentive scheme to encourage drivers to purchase the cleanest available taxis was promised by the end of 2011. When will this measure be implemented?

Written response from the Mayor

My team and TfL have been working hard to secure funds from corporate sponsorship to create a Cleaner Taxi Fund. While this has led to some interest, a sponsor for the scheme has not yet been identified. TfL continues to pursue all possible options to create a fund to subsidise drivers switching to the cleanest available taxis and further discussions with potential sponsors will take place later in 2012.

Electric vehicles in the GLA group fleet

Question No: 279 / 2012

[Mike Tuffrey](#)

Please provide an update on the number of electric vehicles (EVs) currently operating in the GLA group fleets? Please also list this figure as a proportion of the total number of vehicles in the fleets.

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

TfL currently has 5 Toyota Prius Plug-in hybrid cars; 4 Mitsubishi I-MiEV electric cars, 4 Smith electric vans, a Peugeot iOn and a Citroen Nemo. In addition, there are 14 Alke electric vehicles in use on the TfL contract with Serco and 16 Modec electric vehicles in use by Highways and Maintenance and Works contractors. Six Renault Kangoo vans are in the process of being integrated into the bus station cleaning contractor's fleet. TfL is also planning to take delivery of a Ford Connect van in the next few months as part of a two year trial.

There are currently 1,190 vehicles in the TfL fleet. The TfL Electric Vehicle delivery team is actively working with the GLA group to increase the number of EVs in the fleet.

The MPS fleet consists of 5,663 vehicles. There are no fully electric vehicles in the fleet, however it is involved in a three year trial of the Toyota Prius Plug-in hybrid, of which there are five in the fleet. The trial is due to end in 2013. There is a small amount of plant equipment which is fully electric (for example fork lift trucks), for the purposes of this question they have been discounted.

London Fire Brigade operates a fleet of 545 vehicles, of which 134 are cars and light vans. There are currently no viable electric vehicle solutions for LFB's requirements for fire engines and other heavy vehicles. LFB is aware of the advances in the electric vehicles market place and hopes they may meet requirements for new vehicles in the future.

Electric Vehicle Delivery Plan

Question No: 280 / 2012

[Mike Tuffrey](#)

Does the delayed timing and reduced scale of delivery for the Electric Vehicle Delivery Plan (EVDP) harm your ambition to make London the “electric car capital of Europe”?

Written response from the Mayor

Written response received on 9 February 2012:

No.

Green energy for the Tube**Question No: 281 / 2012**

[Mike Tuffrey](#)

Given the proportion of renewable energy used to power the Tube has only increased by 1 percentage point since 2008 (MQ 0103/2008), it will take until 2044 to achieve your aspiration to source 30 per cent of London Underground’s energy from renewable sources. Do you agree it would be a huge missed opportunity if London Underground were to wait this long before meeting your target?

Written response from the Mayor

LU is actively pursuing local solutions in London to source energy from renewable and low carbon sources. Currently, it is in commercial negotiations with partners to deliver schemes in the short to medium term which are projected to provide up to 20 per cent of LU’s current peak demand. Negotiations with other partners are focused on stimulating the increased availability of low carbon/renewable solutions in the longer term to enable LU to meet its target.

Another long term solution being investigated by LU is the option for converting its power station at Greenwich into a zero/low carbon source. LU will engage with the market in 2012/13 to understand the possible opportunities.

Air Quality on Tube**Question No: 282 / 2012**

[Mike Tuffrey](#)

Health and Safety Executive (HSE) guidelines for occupational exposure to ‘dust’ have not changed since 1998, yet the health effects of exposure to air pollution have become much better understood in recent years. Will you therefore adopt the precautionary principles put forward by the Institute of Occupational Medicine (IOM) and Trades Union Congress (TUC), who suggest that employers should aim to keep exposure to ‘respirable’ and ‘inhalable’ dust below 1 mg/m³ and 5 mg/m³ respectively?

Written response from the Mayor

LU regularly monitors levels of dust on the Tube within two parameters; air quality experienced by train staff and by station staff. Measurements show that these levels are consistently below the guidance levels recommended by HSE, Institute of Occupational Medicine and the Trades Union Congress.

Use of dust suppressants

Question No: 283 / 2012

[Mike Tuffrey](#)

Will you review the number of locations where dust suppressant technology is used in light of provisional data recorded by the London Air Quality Network (LAQN) which shows that the daily mean PM10 objective was exceeded at eleven separate sites during 2011?

Written response from the Mayor

The Clean Air Fund has enabled expansion of the local air quality measures, including application of dust suppressants. As a result, in 2011/12 dust suppressants are being applied at nine of the ten locations (two sites are in Marylebone Road) that had more than 35 days over the 50ug/m³ PM10 EU limit value.

It is worth noting that the high levels of PM10 observed in early 2011 across London and the South East were the result of external sources creating pollution. As this pollution comes from outside of London, dust suppressants are not an effective mitigation against these episodes.

To ensure that any future application of dust suppressants is optimised to improve air quality while providing value for money, Kings College and URS are undertaking detailed monitoring and analysis of the 2011/12 programme.

Clean Air Fund - Green Infrastructure

Question No: 284 / 2012

[Mike Tuffrey](#)

Further to MQ 3132/2011 and 3329/2011, when will you evaluate the cost and effectiveness of using green infrastructure (e.g. street trees, green walls and low-level hedges) to remove dangerous airborne particles from London's air?

Written response from the Mayor

The evaluation of the effectiveness of green infrastructure in trapping particulate matter (PM10) is under way. TfL has commissioned Imperial College (part of the Air Pollution Research in London group) to undertake research. They are collecting leaf samples from the planted towers on Lower Thames Street, the green wall at Edgware Road Tube station and selected sites where trees and shrubs are being planted.

This research will continue until April when TfL hopes that a new MSc thesis will continue the work. TfL does not envisage that any meaningful results will be available until the summer, when it expects to receive some comparative data to enable it to determine which species are better at trapping PM10. Leaf samples from deciduous species obviously cannot be taken until the spring.

TfL hopes that it will be able to work with the Air Pollution Research in London group beyond the Clean Air Fund programme to continue the research on air quality and wider benefits of green infrastructure.

Best Practice Guidance for reducing emissions from Construction/Demolition

Question No: 285 / 2012

[Mike Tuffrey](#)

A review of Best Practice Guidance for reducing emissions from construction and demolition processes was promised in your Air Quality Strategy. Can you confirm when this guidance will be published?

Written response from the Mayor

The Guidance on reducing dust and emissions from construction sites will be published as Supplementary Planning Guidance (SPGs) to the London Plan, along side a package of SPGs that are due for publication this year. The Guidance will be published towards the end of 2012, following a twelve week consultation period. We have been actively working with the construction industry, London boroughs and London Councils to produce the Guidance.

London Housing Company

Question No: 286 / 2012

[Mike Tuffrey](#)

Further to MQ 3319/2011 can you now provide details of the projects which are due to receive £360,000 of LDA funding which had previously been set aside for the development of the London Housing and Property Company (LHPC), as detailed in a budget request to the Housing Investment Group (HIG) of 21 October 2011?

Written response from the Mayor

The new Housing Directorate's business plan and budget is still being prepared and will be available in due course. The GLA intends to procure a new framework panel for contractors and developers in partnership with the boroughs and other public agencies.

London Wildweb site

Question No: 287 / 2012

[Mike Tuffrey](#)

A constituent has reported that the Wildweb site (www.london.gov.uk/wildweb) has now been unavailable for over a year, despite assurances that a new site would be operational by the end of 2011. Can you confirm when public access will be restored?

Written response from the Mayor

WildWeb provides information about London's wildlife and open spaces, including local wildlife designations.

It is being updated to provide a more accessible and interactive site and will in future be hosted by Greenspace Information for Greater London. A soft launch to key partners was undertaken in December 2011 to test and validate new datasets. The new website is expected to be available online by spring 2012.

Construction Jobs

Question No: 288 / 2012

[Mike Tuffrey](#)

In your Mayor's Report (December 2011 – 11 January 2012) you state that 100,000 construction jobs will be created thanks to the housing investment programme 2011-15. Please provide a full breakdown of the sources of these jobs and the analysis behind the calculation of this statistic.

Written response from the Mayor

To be clear, my report stated that the delivery of nearly 55,000 affordable homes over the period 2011-15 has the potential to create over 100,000 jobs, not necessarily solely construction jobs. This figure is based on the estimate in the Government's National Housing Strategy that for every new home built; up to two new jobs are created.

Taxi Touting (1)

Question No: 289 / 2012

[Caroline Pidgeon](#)

Combating illegal taxi touting is the joint responsibility of TfL and the Metropolitan Police. Please clearly explain what each organisation is responsible for?

Written response from the Mayor

TfL, the Metropolitan Police Service (MPS) and City of London Police (CoLP) are committed to reduce the numbers of bogus cabs in the Capital.

To be legal all minicabs must be licensed by TfL and must be booked in advance. TfL's Taxi and Private Hire (T&PH) Directorate is responsible for the licensing and regulation of Private Hire Operators, Private Hire Vehicles and Drivers and the licensing and regulation of the Black Cab Trade. The Directorate has a compliance and enforcement team who ensure that operators and drivers adhere to the regulations and work closely with the police on criminal matters.

The MPS and the CoLP are responsible for supporting TfL in anti-touting activities and dealing with any criminal offences that are connected to taxi provision in London. This includes touting and sexual offences. In addition, TfL delivers a range of related activities including the successful Safe Travel at Night campaign, a number of marshalled taxi ranks and the cab trade's contribution to Air Quality. All of these are undertaken in partnership with the MPS and CoLP.

Taxi Touting (2)

Question No: 290 / 2012

[Caroline Pidgeon](#)

Please provide details of how the Metropolitan Police and TfL are working together to combat illegal minicab touting?

Written response from the Mayor

Units from the Metropolitan Police Service (MPS) and City of London Police (CoLP) funded by TfL all carry out enforcement action to deal with bogus cab activity.

TfL now provides funding for 68 dedicated cab enforcement officers in London, reflecting a doubling in the number of such officers by me in 2008. These officers deal with taxi and unlawful plying for hire offences, minimising the risk of cab-related sexual offences, cab-related serious crime, and dealing with taxi touting by tackling illegal cab drivers and operators.

The cab enforcement officers work closely with colleagues in borough based Safer Transport Teams (STTs), as well as other local police units to help make the most effective use of resources to tackle illegal cab activity. For example, during the pre-Christmas season, all 32 STTs undertook operations focused on cab-related issues in their boroughs.

Within TfL's Taxi and Private Hire directorate there are 32 compliance staff whose responsibilities include private hire operator pre-licensing inspections, premises inspection and compliance checks such as driver licence checks and vehicle inspections. TfL has recently deployed a dedicated night compliance team in direct response to concerns regarding touting and late night compliance activity demand. TfL has no separate jurisdiction over unlicensed minicabs as they fall outside the licensing regime, but it does deal with licensed drivers found to be touting through licence revocation.

Taxi Touting (3)

Question No: 291 / 2012

[Caroline Pidgeon](#)

Please confirm how many convictions were made in 2011, 2010, 2009 and 2008 for the offence of taxi touting?

Written response from the Mayor

TfL is unable to provide data on the number of convictions for taxi touting or how many cases are dismissed from court, due to this type of information not being routinely collected by the Metropolitan Police Service (MPS). TfL and the MPS only routinely record the progress of significant cases to inform future deployment and strategy and to monitor the level of sanctions applied by the court.

New Bus for London (1)

Question No: 292 / 2012

[Caroline Pidgeon](#)

Please provide full details of the total cost of the new Bus for London including research and development?

Written response from the Mayor

Including the Research & Development programme, delivery of the mock up and test vehicle, testing programme and delivery of a total of eight operational prototype vehicles, the total investment by TfL will be £11.1m, within the original project authority of £11.4m.

New Bus for London (2)

Question No: 293 / 2012

[Caroline Pidgeon](#)

Please list what commercial interest you have had from other parts of the UK and overseas in your new bus for London, particularly expressions of interest in purchasing vehicles of the same design ?

Written response from the Mayor

TfL is not the manufacturer of the bus. Expressions of commercial interest in the New Bus for London would properly be directed to Wrightbus, the manufacturer.

New Bus for London (3)

Question No: 294 / 2012

[Caroline Pidgeon](#)

Please provide your timetable for the rollout of further new Buses for London, outlining on what dates, and on which routes, the buses will begin to operate?

Written response from the Mayor

Please see my answer to question 45/2012 for how the roll-out programme is being managed.

New Bus for London (4)

Question No: 295 / 2012

[Caroline Pidgeon](#)

How do you plan to tackle fare evasion on the new bus for London?

Written response from the Mayor

TfL will require all Oyster card holders to touch in on the New Bus for London (as opposed to those with just pay as you go cards). This in itself will reduce the perception of fare evasion on the vehicle and will limit the potential for “copy cat” behaviour – one of the issues on the bendy buses.

TfL will monitor evasion rates closely on the initial batch of vehicles, and will develop a revenue protection strategy on the basis of the observed trends.

Cycle Superhighways (1)

Question No: 296 / 2012

[Caroline Pidgeon](#)

Please detail what steps you have taken towards implementing a Zone 1 bike grid to provide complete North-South and East-West bike lanes?

Written response from the Mayor

The majority of the roads in Zone 1 are the responsibility of the London boroughs of Westminster, Camden, City of London, Hackney, Islington, Kensington and Chelsea, Lambeth, Southwark and Tower Hamlets.

A comprehensive network of cycle routes and facilities already exists throughout central London. However, TfL is keen to work with the central London boroughs to review wayfinding and signage on principal routes to ensure that cyclists can enjoy continuous and seamless cycle journeys through central London. To this end, TfL has met with the central London sub-regional forum to discuss how these improvements could be taken forward through joint

working. TfL is taking steps to improve signage for cyclists at junctions where these routes cross the Transport for London Road Network in 2012.

Cycle Superhighways (2)

Question No: 297 / 2012

[Caroline Pidgeon](#)

Please confirm how many one way streets were made two way for cyclists in 2011?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

New contra-flow off-road cycle tracks were introduced at Queen's Circus and Wandsworth Bridge Roundabout in summer 2011, as part of Barclays Cycle Superhighway Route 8. The route also uses an existing contra-flow bus lane on Ram Street, Wandsworth.

Introducing contra-flow cycling facilities is difficult at the moment due to DfT regulations. TfL is working with the DfT in order to address this. It is expecting that the DfT will amend regulations early this year, making it simpler for highway authorities to introduce contra-flow cycling schemes without island separation.

It is important to note that TfL is responsible for only 5 per cent of London's roads. The boroughs are however, pursuing their own contra-flow schemes on roads for which they are the highway authority. TfL does not hold the data for all of these.

Cycle Superhighways (3)

Question No: 298 / 2012

[Caroline Pidgeon](#)

Please advise which one way streets you plan to make two way streets for cyclists in 2012?

Written response from the Mayor

TfL currently has two planned schemes to introduce new contra-flow cycle lanes in 2012. They are:

- New contra-flow bus lane (allowing access for cyclists as well) on Frogmore, in the London Borough of Wandsworth, in order to improve access to Barclays Cycle Superhighway Route 8.
- Access for cyclists into contra-flow bus lane on A21 Rushey Green, Catford town centre.

Introducing contra-flow cycling facilities is difficult at the moment due to Department for Transport regulations. TfL is working with the DfT in order to address this. We are expecting that the DfT will amend regulations early this year, making it simpler for highway authorities to introduce contra-flow cycling schemes without island separation.

As TfL is responsible for only five per cent of London's roads, London boroughs are pursuing their own contra-flow schemes on roads for which they are the highway authority.

Cycle Superhighways (4)

Question No: 299 / 2012

[Caroline Pidgeon](#)

Please explain why London's Cycle Superhighways cost between £10-£20 million each, yet in Chicago properly segregated cycle lines of the sort that cycle campaigners have been calling for were provided at a mere \$140,000 per lane.

Written response from the Mayor

Barclays Cycle Superhighways are up to 15km in length and provide end-to-end facilities along key cycling corridors. I understand the cycle track opened on Kinzie Street in Chicago last year was less than 1km in length.

A Barclays Cycle Superhighway typically costs between £8 and £11 million, depending on the length of route and infrastructure required. This includes a comprehensive package of supporting measures, such as incentives to businesses to encourage cycling, support to boroughs for cycle parking, and cycle training.

Cycle Superhighways often involve complex engineering projects, for example reconfiguring junctions such as at Cambridge Heath Road or Stockwell, changing carriageway boundaries, or resurfacing large sections of route to improve ride quality.

Mentoring Scheme (1)

Question No: 300 / 2012

[Caroline Pidgeon](#)

Could you please confirm to date the total number of applications to be mentors in the GLA's mentoring scheme and provide a breakdown by ethnicity?

Written response from the Mayor

With regards to mentors, information on ethnicity is collected at the point at which applicants complete an application form.

Of the 454 applicants who have completed an application form to date, 31 are Asian or Asian Mixed (7 per cent), 109 are Black African (24 per cent), 157 are Black Caribbean (35 per cent), 34 are Black Mixed (7 per cent), 29 are of other ethnicity (6 per cent), 85 are White or White Mixed (19 per cent) and 9 did not state their ethnicity (2 per cent).

Mentoring Scheme (2)

Question No: 301 / 2012

[Caroline Pidgeon](#)

Could you please confirm to date the total number of applications to be mentees in GLA's mentoring scheme, and provide a breakdown by ethnicity?

Written response from the Mayor

170 boys have been referred to the programme for mentoring, of which 100 per cent are of Black ethnicity.

Project Horizon (1)

Question No: 303 / 2012

[Caroline Pidgeon](#)

Whilst acknowledging that Project Horizon is still ongoing, please state the exact number of staff who have left TfL as a result of Project Horizon between March 2011 (when Project Horizon was approved) and January 25th 2012.

Written response from the Mayor

This information will be published in June as part of TfL's Annual Report and accounts.

Project Horizon (2)

Question No: 304 / 2012

[Caroline Pidgeon](#)

Whilst acknowledging that Project Horizon is still ongoing, please state the exact number of staff who have received redundancy packages as a result of Project Horizon between March 2011, when Project Horizon was approved and January 25th 2012.

Written response from the Mayor

This information will be published in June as part of TfL's Annual Report and accounts.

Project Horizon (3)

Question No: 305 / 2012

[Caroline Pidgeon](#)

Whilst acknowledging that Project Horizon is still ongoing, please provide the total cost of each redundancy package for staff who have left TfL between March 2011, when Project Horizon was approved and January 25th 2012 as a result of Project Horizon 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.

Written response from the Mayor

This information will be published in June as part of TfL's Annual Report and accounts.

Fines for street works

Question No: 306 / 2012

[Caroline Pidgeon](#)

Please publish the number of charges that have been made to utility companies working on TfL controlled roads under section 74 of the New Roads and Street Works Act 1991 (amended 2002) between their introduction in 2002 and December 31st 2011?

Written response from the Mayor

TfL only has accurate data from 1 April 2006 as prior to this the application of section 74 (S74) charges was not operated directly by it.

The table below show the number of utility works broken down by the financial year to which TfL has applied S74 charges from April 2006:

| Year | Number of works |
|-------------|-----------------|
| 2006/2007 | 228 |
| 2007/2008 | 219 |
| 2008/2009 | 226 |
| 2009/2010 | 251 |
| 2010/2011 | 206 |
| 2011/2012 * | 210 |

*These figures only reflect works up to 01 January 2012

TfL adopts a rigorous approach in the application of S74 over-run charges as it considers these over-runs to be completely avoidable and unnecessary occupation of the highway.

Hammersmith Flyover**Question No: 307 / 2012**

[Caroline Pidgeon](#)

The closure of the Hammersmith flyover has caused considerable congestion and disruption in that area. What data has been collected to measure the impact on congestion and journey times for the full closure period and the partial opening period?

Written response from the Mayor

Following the closure of the Hammersmith Flyover, and the introduction of traffic diversion routes, traffic flows and journey times are being monitored across West London in order to establish the impact. Traffic volumes are being measured using the Traffic Analysis Centre (TAC) automatic traffic counter (ATC) network. Weekday counts are being compared with the equivalent period in the previous year. Journey times and delay are being measured using Automatic Number Plate Recognition (ANPR) cameras as part of the London Congestion Analysis Project (LCAP).

Clock Tower at the Junction of City Road and Goswell Road, EC1**Question No: 308 / 2012**

[Caroline Pidgeon](#)

The Clock Tower at the junction of City Road and Goswell Road is broken and has been for

some months. Could you please give a date by which TfL will fix this?

Written response from the Mayor

The clock housed in the clock tower at City Road/Goswell Road was refurbished as part of the Goswell Triangle environmental improvement scheme around 18 months ago. TfL has had numerous problems with the operation of the clock since that time. The specialists who carried out the refurbishment will be carrying out further repair works in January, at its own cost, which TfL expects a solution. In the event that the problem is not solved, TfL will continue to seek a solution until the clock is fully functional.

7/7 Bombings

Question No: 309 / 2012

[Caroline Pidgeon](#)

The Coroner's inquest into the July 7 bombings made a series of recommendations addressed to TfL and the London resilience team. For each recommendation could you please advise what steps have been taken to make the Coroner's recommendations a reality?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 23 February 2012:

The Coroner directed recommendations in her report to TfL, London Resilience Team (LRT), Department of Health and Mayor of London, with some recommendations allocated to a combination of these. In June 2011, the London Resilience Forum, chaired by Richard Barnes and supported by a number of experts, held a workshop to review the recommendations relating to the London Partnership and develop a way forward.

Where recommendations were assigned to the London Resilience Team, they were incorporated into the London Resilience Delivery Plan to ensure a partnership approach, with progress being reported to the London Local Resilience Forum. Progress made towards recommendations allocated to TfL was reported to the TfL Board meeting held on 7 December 2011.

Recommendation 3 (*I recommend that the London Resilience Team reviews the provision of inter-agency major incident training for frontline staff, particularly with reference to the London Underground system*)

London Resilience partners have developed a common multi-agency training outline and supporting materials, which will be available for local delivery through existing organisational mechanisms from April 2012.

Recommendation 4 (*I recommend that TfL and the London Resilience Team review the protocols by which TfL is alerted to major incidents declared by the emergency services that affect the Underground network, and informs the emergency services of an emergency on its own network (including the issuing of a 'Code Amber' or a 'Code Red', or the ordering of an evacuation)*)

A review of the protocols was undertaken with London Fire Brigade (LFB) and London Ambulance Service (LAS), and processes have been strengthened with the British Transport Police (BTP). Arrangements are now in place for TfL to notify all Emergency Services of a Code Red or a Network Code Amber. The Emergency Services will also be notified of Line Code Amber's in excess of 15 minutes.

Recommendation 5 *(I recommend that TfL and the London Resilience Team review the procedures by which (i) A common initial rendezvous point is established, and its location communicated to all the arriving emergency services and (ii) The initial rendezvous point is permanently manned by an appropriate member of London Underground)*

After 7 July 2005 London Underground (LU) introduced a system using Unique Reference Location codes with the LFB and LAS which relates to the designated initial rendezvous points as agreed with the LFB and LFEPA. LU local station emergency plans also provide for a member of staff to attend the rendezvous point to meet emergency services in the first instance for major incidents.

These new procedures have been reviewed with the emergency services as recommended by the Coroner. An option for the initial multi-agency meeting point in the event of a major incident has also been agreed.

Recommendation 6 *(I recommend that TfL and the London Resilience Team review the procedures by which confirmation is sought on behalf of any or all of the emergency services that the traction current is off, and by which that confirmation is disseminated)*

Arrangements have been reviewed, and a revised protocol, involving a locally appointed LU task leader at the scene of any incident requiring traction current discharge, was presented to LFB and LAS in December 2011.

Communication around the procedure has also been vastly improved by the provision of Connect and Airwave radio systems

Recommendation 7 *(I recommend that TfL (i) reconsider whether it is practicable to provide first aid equipment on underground trains, either in the driver's cab or at some other suitable location, and (ii) carry out a further review of station stretchers to confirm whether they are suitable for use on both stations and trains)*

Since 7 July 2005 TfL has provided mass casualty kits at 170 locations and 36 NHS pods at larger stations. Immediately following the 7 July attacks, it considered putting first aid equipment on trains. At the time it was not deemed practicable to provide such equipment on trains due to lack of space, hygiene issues, vandalism concerns and the potential size of the kits being insufficient to treat large numbers of casualties.

TfL has reconsidered this issue in the light of the Coroner's recommendations, in conjunction with the British Red Cross and London Ambulance Service but has found that those issues still make the provision of such kits unworkable.

All stretchers on the Underground were replaced following the attacks with more compact models more suitable for the environment in which they are required. Before replacing all stretchers, during 2006 TfL conducted a comprehensive review and consulted with the emergency services before conducting trials to find the most suitable type of stretcher for use on Underground trains and stations.

TfL has now carried out a further review as recommended by the Coroner. Having taken into account recent Department of Health studies and the previous research, the review has concluded that the current stretchers provided on Underground stations are fit for purpose and the most suitable for the environment.

Recommendation 9 *(I recommend that the Department of Health, the Mayor of London, the London Resilience Team and any other relevant bodies review the emergency medical care of the type provided by LAA and MERIT and, in particular (i) Its capability and (ii) Its funding)*

As LAS is not a Mayoral responsibility I contacted both the Coroner and Home Secretary to state that the GLA was not in a position to respond directly to this recommendation. However, NHS London has initiated a review of MERIT and London Air Ambulance, which should be available shortly and will be presented to the London Local Resilience Forum.

Countdown signs roll out (1)

Question No: 310 / 2012

[Caroline Pidgeon](#)

What future plans do you have to roll out further countdown signs at bus stops where there are high numbers of passengers, e.g. Southampton Way SE5?

Written response from the Mayor

New on-street Countdown signs are currently being rolled out at 2,500 key bus stops across London.

Additional signs will be placed in the locations that provide the most benefit to the greatest number of passengers. Although Southwark will be receiving additional Countdown signs, there are other stops within the borough with greater passenger demand; therefore, a new sign will not be installed along Southampton Way.

TfL is happy to work with anyone who wishes to have a Countdown sign installed, as long as they are able to source funding for it.

Real time bus arrival information is already available for all bus stops in London via text or mobile internet services.

Countdown signs roll out (2)

Question No: 311 / 2012

[Caroline Pidgeon](#)

Will you consider installing countdown signs at the following bus stops, Finsbury Park 59282, Crouch End 7671, Rosebery Road 71605 and Manor House 71930 to help local passengers?

Written response from the Mayor

New on-street Countdown signs are currently being rolled out at 2,500 key bus stops across London.

Bus stops 59282, 71605, 71930 and 76713 are not included in this rollout. If funding becomes available, they could certainly be considered for any future rollout.

However, real time bus arrival information is already available for all bus stops in London, via text or mobile internet services.

Rotherhithe Tunnel (1)

Question No: 312 / 2012

[Caroline Pidgeon](#)

A constituent has asked why hand cyclists are banned from travelling through the Rotherhithe Tunnel? In this year of the 2012 Games and given the fact that hand cyclists travel at similar speeds to other cyclists will you ask TfL to reconsider this policy?

Written response from the Mayor

No cyclists are banned from using the Rotherhithe Tunnel, including hand cyclists. The tunnel is available for pedestrians and cyclists.

Junction at King's Cross (1)

Question No: 313 / 2012

[Caroline Pidgeon](#)

Does the York Way/Pentonville Road/Grays Inn Road junction comply with TfL's 2005 London Cycling Design Standards with regards to lane and carriageway width?

Written response from the Mayor

The London Cycling Design Standards 2005 (LCDS) is a best practice guidance document intended to ensure that consistently high standards are applied to new schemes in order to reduce barriers to cycling. The existing junction layout at Kings Cross was implemented some time before this best practice guidance was published. The design for the imminent pedestrian and cycle improvements at the junction did use the 2005 LCDS Guidance.

The forthcoming improvements at this junction provide:

- a wider approach to York Way in order to provide additional space for road users and cyclists
- new advanced stop lines for cyclists
- a "straight across" "one phase" crossing for pedestrians
- more space and comfort for pedestrians when waiting at and crossing the junction.

This work will be completed before the 2012 Games, which are expected to bring a large number of additional pedestrians to the Kings Cross area.

TfL will include the junction within its review of cycle safety at planned TLRN major junctions with a view to making further changes after the Games if appropriate.

TfL has also commenced a wider ranging strategic review of the Kings Cross Gyratory System.

Junction at King's Cross (2)

Question No: 314 / 2012

[Caroline Pidgeon](#)

If the junction at York Way/Pentonville Road/Grays Inn Road does not comply with TfL's standards when did you first become aware of this fact?

Written response from the Mayor

Please refer to my answer to MQ 313/2012.

Junction at King's Cross (3)

Question No: 315 / 2012

[Caroline Pidgeon](#)

If the junction at York Way/Pentonville Road/Grays Inn Road does not comply with TfL's standards please explain why TfL has failed to act to make the junction compliant with its own standards?

Written response from the Mayor

Please refer to my answer to MQ 313/2012.

Junction at King's Cross (4)

Question No: 316 / 2012

[Caroline Pidgeon](#)

Please explain what correspondence TfL has had with the Metropolitan Police about the compliance of this junction at York Way/Pentonville Road/Grays Inn Road?

Written response from the Mayor

I believe that you are referring to compliance with the London Cycling Design Standards 2005.

TfL discussed the forthcoming pedestrian improvement scheme with the Metropolitan Police Service (MPS) as part of its standard design process. Following discussions with the MPS, TfL adapted the designs for the planned pedestrian scheme in order to create some additional space for cyclists and other traffic travelling north from Grays Inn Road into York Way.

There has been no correspondence with the MPS regarding compliance with the London Cycling Design Standards.

Junction at King's Cross (4)

Question No: 317 / 2012

[Caroline Pidgeon](#)

Please explain if there are other junctions on the TfL road network that are not compliant with TfL's own standards and when they will be rectified?

Written response from the Mayor

I believe that you are referring to the London Cycling Design Standards 2005 (LCDS).

The LCDS is a best practice guidance document intended to ensure that consistently high standards are applied to new schemes in order to reduce barriers to cycling. TfL develops its schemes with reference to this guidance and always endeavours to provide the best possible cycling facilities within the constraints of the given location.

As you may be aware, TfL is undertaking a review of cycle safety at all junctions on the Barclays Cycle Superhighways implemented to date and at other major junctions on the TLRN where work is planned. More information on this review will be available soon.

Unpaid congestion charge

Question No: 318 / 2012

[Caroline Pidgeon](#)

Please publish a table showing the total amount in unpaid Congestion Charge and Penalty Charge Notices per year that is now owed for each Embassy or diplomatic mission in London as at 25 January 2012?

Written response from the Mayor

The attached spreadsheet at Appendix B provides details of the total number of unpaid congestion charges and an estimate of the total value of unpaid charges and Penalty Charges arising from non payment of the congestion charge by Embassy or Diplomatic Mission from February 2003 to 31 December 2011.

I am disappointed that some Embassies continue to refuse to pay the congestion charge even though TfL and the Government's position on this matter is clear and consistent.

However, it is pleasing to note that some two thirds of Embassies pay the congestion charge on a regular basis as they are required to do.

As I have indicated before, I am very keen that all Embassies should be complying with the scheme.

Oyster overcharging for the year

Question No: 319 / 2012

[Caroline Pidgeon](#)

Please provide a breakdown of maximum fare charges on Oyster resulting from incomplete journeys between 1st January 2011 and 31st December 2011. Please include the number of incomplete journeys and the Pay As You Go value.

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 9 March 2012:

Clearly, we do not wish any passengers to have to pay the maximum fare unnecessarily. Maximum fares exist to encourage passengers to touch in and touch out in order to prevent widespread fare evasion across the network.

TfL is actively seeking to drive down the number of incomplete journeys. The introduction of Autofill, an automated solution that completes those journeys where customers occasionally forget to touch out, alongside significant efforts at both TfL and National Rail stations to better manage gate lines have seen the number of incomplete journeys fall from 2.8 per cent in 2010, to just 2.4 per cent of all Pay As You Go journeys in 2011 (or just 1.8 per cent on TfL services). Data from the first few weeks of 2012 indicates that this is falling yet further to just 2.1 per cent (or 1.6 per cent on TfL services).

Information is also issued to passengers across the network explaining the need to touch in and touch out.

It is also easier than ever before to claim a refund online and we would urge those passengers who feel they have been charged incorrectly to make a claim.

The total number of incomplete journeys across TfL and National Rail services in 2011 was 14.1 million (or 2.4 per cent). The total value in terms of revenue of all of those maximum charges was £66.5 million. However, this includes the correct fare that should have been paid which TfL estimates to be at least half of that sum.

Penalty charges (1)

Question No: 320 / 2012

[Caroline Pidgeon](#)

Please set out the reasons why your decision to implement the increased penalty charges on London's transport network as from the 2nd January 2012, as set out in the Mayoral decision 906 signed on November 29th 2011, did not take place?

Written response from the Mayor

The process involved in the implementation of a revised Penalty Fare is a lengthy one. Consultation on this change began in August 2011, with a closing date of 21 October 2011. At that point it had been TfL's intention to implement the changes in line with the general fares revision on 2 January 2012.

Due to the level of interest in the consultation and the detailed responses required to the issues raised, the sign off process for the decision took longer than anticipated. As a result, TfL advised that although the powers should still come into force on 2 January 2012, an implementation on that date would not allow sufficient time to update all network signage. For this reason, the decision was taken to delay implementation until 19 February 2012.

I am advised that this is appropriate under the circumstances, and is similar to the process to increase the penalty fare in 2009. At this time, the TfL Act allowing the change received royal assent in 2008, with the increase not implemented until January 2009 once a programme to update the network signage had been completed.

In the interim, passengers found to be evading their fare on the network will still be liable to pay a £50 Penalty Fare, or could face prosecution resulting in a criminal record and a fine of up to £1000.

Penalty charges (2)

Question No: 321 / 2012

[Caroline Pidgeon](#)

Are you satisfied that you had all the information you needed before you signed on November 29th 2011 the Mayoral Decision 906 which increased Penalty Fares on London's transport network as from 2nd January 2012?

Written response from the Mayor

Yes.

Tube passengers claiming compensation for delays (1)

Question No: 322 / 2012

[Caroline Pidgeon](#)

Please publish a table which shows the number of tube passengers who have successfully claimed compensation for a delayed journey between 1st January 2011 and 31st December 2011.

Written response from the Mayor

In the 12 months between 1st January and 31st December 2011 London Underground has paid compensation in respect of claims from the following number of passengers, broken down per month.

| | |
|-----------|--------|
| January | 55,342 |
| February | 64,649 |
| March | 32,738 |
| April | 40,983 |
| May | 18,776 |
| June | 27,828 |
| July | 28,590 |
| August | 21,349 |
| September | 29,012 |
| October | 41,795 |
| November | 31,316 |
| December | 20,335 |

To be eligible, delays to journeys must be longer than 15 minutes and be the result of factors within London Underground's control.

LU carried over 1.16 billion people in the same period, an average of 97 million every month. Less than 1 per cent of these journeys were affected by delays of more than 15 minutes.

There has been an 18.8 per cent reduction in delays (as measured by Lost Customer Hours) between 2010 and 2011. To reduce delays further LU has put in place a comprehensive reliability improvement programme, putting reliability at the heart of everything it does. The programme is publicly available on the TfL website at:
<http://www.tfl.gov.uk/assets/downloads/corporate/Item06-Rail-Underground-Reliability-Improvement-Programme.pdf>.

Details on how to claim a refund are available on the TfL website tickets page.

Tube passengers claiming compensation for delays (2)

Question No: 323 / 2012

[Caroline Pidgeon](#)

Please publish a table detailing the estimated number of tube passengers who are eligible for delayed journey compensation between 1st January 2011 and 31st December 2011.

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

The table below shows the estimated number of customers in 2011 affected by incidents causing delays of more than 15 minutes which are within LU's direct control – which makes the journey eligible for refund. These are calculated based on the number of these delays and typical passenger flows.

| | |
|-----------|-----------|
| January | 1,155,033 |
| February | 1,212,899 |
| March | 1,221,529 |
| April | 1,245,397 |
| May | 792,568 |
| June | 801,336 |
| July | 580,186 |
| August | 998,352 |
| September | 823,273 |
| October | 1,054,236 |
| November | 648,148 |
| December | 780,585 |

To put this in context, LU carried over 1.16 billion people in the same period, an average of 97 million every month. Just less than 1 per cent of these journeys were affected by delays of more than 15 minutes.

There has been an 18.8 per cent reduction in delays (as measured by Lost Customer Hours) between 2010 and 2011. To reduce delays further, LU has put in place a comprehensive reliability improvement programme, putting reliability at the heart of everything it does. The programme is publicly available on the TfL website at:

<http://www.tfl.gov.uk/assets/downloads/corporate/Item06-Rail-Underground-Reliability-Improvement-Programme.pdf>.

Details on how to claim a refund are available on the TfL website tickets page.

TFL contract with CBS Outdoor Ltd

Question No: 324 / 2012

[Caroline Pidgeon](#)

As Chair of TfL do you agree that you have breached your manifesto commitment to open and transparent finances by having TfL conduct the deal with CBS Outdoor Ltd behind closed doors? If you don't agree, why not?

Written response from the Mayor

My administration brought transparency to every area of work they are responsible for and every single item of expenditure down to £500 is put online at www.london.gov.uk.

I will always seek to provide Londoners with the best value and the maximum bang for their buck when negotiating with private companies.

However TfL needs to maintain a certain amount of commercial and legal confidentiality to secure best value in major commercial deals. Without that it would put me and London fare and taxpayers in a far weaker position when these sort of contracts come round for renewal.

Motorcycles in bus lanes

Question No: 325 / 2012

[Caroline Pidgeon](#)

Given that motorcycles are now allowed to use bus lanes across London, please outline your plans to ensure that speed enforcement and safety awareness campaigns are carried out to reduce the potential risk to pedestrians and cyclists?

Written response from the Mayor

Monitoring of the second Motorcycles in Bus Lanes trial demonstrated that enabling motorcycles to use bus lanes on the Transport for London Road Network (TLRN) did not compromise the safety of other vulnerable road users, including pedestrians and cyclists. Indeed, the second trial demonstrated that collision rates in TLRN bus lanes had decreased in many cases, eg by 5.8 per cent for motorcyclists and by 8.5 per cent for cyclists when compared with the first trial.

A number of actions are underway to improve further the safety of motorcyclists as well as other vulnerable road users. This is in line with my aspiration to reduce the number of people killed or injured on London's roads. The activities include:

- Continued enforcement of motorcycle speeds and behaviour by the Met Police Motorcycle Tasking Team,
- Information campaigns to inform all road users that motorcyclists are allowed in TLRN bus lanes on a permanent basis,
- Targeted information campaigns aimed at making drivers more aware that motorcycles use bus lanes, as well as wider motorcycle safety campaigns,
- Continued inclusion in BikeSafe training for motorcyclists on how to use bus lanes and promotion of the Code of Conduct for motorcyclists riding in London, promoting responsible road user behaviour.

There is also ongoing work by TfL to address cyclist and pedestrian safety. This includes a 'Teens' road safety campaign to target pedestrian safety amongst the young, and the current "Cycle Space" campaign which is aimed at encouraging other road users (including motorcyclists) to give cyclists space.

Transfer from Tube to Bus (1)

Question No: 326 / 2012

[Caroline Pidgeon](#)

If an Oyster Pay As You Go customer touches in at a Tube station and then finds that their Tube service is subject to long delay or disruption, they can go to an alternative Tube station where their first charge will be cancelled while they take another route. If the passenger decides to take a bus or rail service as an alternative, the first charge is not cancelled unless a customer applies for a refund? Why is this the case?

Written response from the Mayor

The current position is that if an Oyster Pay As You Go customer touches in at a Tube or a Train station and then finds that their service is subject to long delay or disruption, they can go to an alternative Tube or Train station where their first charge will be cancelled while they take another route.

It is only if the passenger decides to take a bus as an alternative, that the first charge is not cancelled unless a customer applies for a refund.

The Tube/Train transfer facility was introduced as part of the enhancement to the Oyster software made when Oyster PAYG was extended to National Rail in January 2010.

An extension of the facility to include bus has been considered by TfL but, in view of its complexity and cost relative to the expected benefit, is not being taken forward.

As part of its strategy to provide automated refunds to customers who occasionally incur maximum fare charges, TfL is currently investigating the possibility of refunding all customers who are occasionally left with a station charge of this kind irrespective of whether they went on to board a bus or not. TfL hopes to introduce this automated rule in the first half of 2012.

Transfer from Tube to Bus (2)

Question No: 327 / 2012

[Caroline Pidgeon](#)

Will you commit to investigating the possibility of Pay As You Go passengers being able to 'transfer' to buses or other modes of transport on the Oyster Network after tapping in and out from a tube station without having made a journey, for example due to delays or disruption? If so, please identify when you expect these investigations to be completed.

Written response from the Mayor

Please see my answer to MQ 326/2012.

Quiet Carriages on the Tube (1)

Question No: 328 / 2012

[Caroline Pidgeon](#)

Following recent calls to introduce quiet carriages on the Tube, what action have you taken to investigate the feasibility of such a proposal?

Written response from the Mayor

While this may be feasible on a lower-frequency rail service, TfL does not believe this is feasible to implement on a high frequency mass transit system like the Tube.

TfL will continue to encourage everyone using the Tube to show consideration for their fellow passengers.

Quiet Carriages on the Tube (2)

Question No: 329 / 2012

[Caroline Pidgeon](#)

Will you commit to investigate the feasibility of quiet carriages on the Tube? If so, please identify when you expect these investigations to be completed.

Written response from the Mayor

Please see my answer to MQ 328/2012.

Oyster and Disabled Railcard (1)

Question No: 330 / 2012

[Caroline Pidgeon](#)

It has been brought to my attention that, after applying their Disabled Railcard to their Pay As You Go Oyster card, some users are not in fact benefitting from the proper discount. For example, a peak ticket from Zone 4 to Zone 1, with a Disabled Railcard, purchased from a ticket office costs £2.65; however, the same journey using an Oyster card with the Disabled Railcard embedded costs £3.60. How do you explain this disparity between the walk up fare and the Oyster fare? What measures have you taken to ensure that Railcards loaded on to Oyster cards result in the proper discounts?

Written response from the Mayor

On the Underground, DLR and the London Overground, all disabled and elderly people with a Freedom Pass now travel free of charge 24/7. I am determined to maintain this concession and the extension that I inaugurated in 2009.

The new Oyster Railcard discount - which I also extended to include Gold Card holders last year - provides valuable discounts for off-peak travel. On the Tube and DLR, these new discounts for Railcard and Gold Card holders are enabling seniors, the disabled and young people from outside London to enjoy discounted off-peak single travel for the first time.

The anomaly described in the question arises only on National Rail services and primarily reflects the unwillingness of the Train Companies to participate in my 24/7 Freedom Pass. Instead of this, the Train Companies offer disabled people, including disabled Freedom Pass holders, a third off the cash fare before 09 30 hours Monday-Friday.

The right way to resolve this problem would be for the Train Companies to join the rest of London and accept disabled Freedom Passes 24/7. As things stand, the Oyster card system supports only a single set of discounts for all Railcard and Gold Card customers. This discount is fully described on the TfL website as comprising a third off PAYG off-peak rail and Tube single fares and One day caps.

I have asked TfL to draw attention on its website to the anomaly on National Rail highlighted by this question; to raise the issue also with London Councils in the context of their Freedom Pass publicity; and, to request ATOC to highlight the issue in their publicity for the Railcard.

Kensington Olympia Tube service

Question No: 331 / 2012

[Caroline Pidgeon](#)

Now that the timetable changes affecting Kensington Olympia have been in place for several weeks; do you have evidence of the 'clear net positive benefit' of the decision to remove weekday services? Please describe what you believe to be the positive outcomes of the change.

Written response from the Mayor

Early indications show that the new District line timetable is achieving its purpose of improving performance for all customers using the line. However, we should not judge the success of this or any other timetable change on one month's data alone. London Underground will prepare a

report on the change once data for six periods is available. I would expect the report to be published in approximately six to seven months' time.

Of course, in the meantime, a clear and obvious benefit of the change has been the provision of additional train services on parts of the line – including the Wimbledon branch - at certain times of day.

Motor Vehicle Lights

Question No: 332 / 2012

[Caroline Pidgeon](#)

Further to your response to MQ 3843/2011, it is accepted that motorists are responsible for the maintenance of their vehicle's lights, however what steps are taken by the Taxi and Private Hire Office to ensure that taxis and private hire vehicles have all their lights in good working operation so as to protect pedestrians, cyclists and other road users? I have received several reports of such vehicles driving around London with inadequate lights.

Written response from the Mayor

All motorists, including taxis and private hire drivers, are responsible for the proper maintenance of their vehicle lights. TfL's Taxi and Private Hire Directorate require all taxis to have a stringent licensing test each year to ensure that all components of the vehicles are operational. In addition, compliance officers carry out regular planned and ad-hoc on-street inspections of taxis and private hire vehicles throughout the year to ensure they meet the required standards.

In addition to the annual licensing inspection undertaken by TfL, private hire vehicles are also required to have two MOT tests per annum as part of the vehicle licensing and inspection process. This process is being adopted for taxis from April 2013 following the Mayor's Air Quality Strategy which has also introduced age limits for taxi and private hire vehicles.

Suburban Rail Services

Question No: 333 / 2012

[Caroline Pidgeon](#)

Further to your response to MQ 0594/2011, please provide an update on the progress of your discussions with the Department for Transport regarding running suburban rail services as part of the London Overground network. Specifically, what was the outcome of the independent review of the case for devolution of rail services in London?

Written response from the Mayor

The Secretary of State for Transport has said in Parliament that she plans to publish a "command paper" on rail reform and consultation on franchise devolution "early in 2012".

I shall feed my views into the process and will respond to the command paper, setting out the beneficial reforms I would like to see to give the Mayor greater power over London franchises. This will, among other things, reflect the conclusions of the recent independent review.

Transport for London staff failure to attend council meetings

Question No: 334 / 2012

Caroline Pidgeon

Given TfL's recent failure to attend a meeting with residents and councillors in Redbridge will you instruct TfL to ensure a representative is present at the next meeting of the Ilford Transport Liaison Group?

Written response from the Mayor

TfL is committed to constructive and regular liaison with Redbridge and all London boroughs, and will continue to attend all transport liaison group meetings as a key part of this.

TfL did attend the Redbridge Public Transport Liaison Group meeting on 5 January although an officer from London Underground (LU) was unable to attend.

An LU representative has attended nearly every Public Transport Liaison Group meeting at Redbridge for the past 12 years. However, the LU representative had a prior engagement on 5 January, so contacted Redbridge's transport team beforehand, who indicated the provision of written information would be adequate.

Every Journey Matters (1)**Question No: 335 / 2012**

Caroline Pidgeon

What is the purpose of TfL's "Every Journey Matters" promotional campaign?

Written response from the Mayor

The campaign aims to keep Londoners informed about how we are investing to improve transport across London. TfL's customers contribute significantly to the cost of that upgrade and we want to ensure they know about where that money is being invested and how it is improving their journeys.

Every Journey Matters (2)**Question No: 336 / 2012**

Caroline Pidgeon

In February 2011 the Rt. Hon Eric Pickles MP, Secretary of State for Communities and Local Government said: "Councils need to give due diligence to their communications operation and make sure every effort has been made to focus taxpayers' money to where it should be spent - protecting frontline services." Do you think that Transport for London's latest promotional campaign "Every Journey Matters" meets the Minister's wish to see public money spent only on frontline services and not wasted on promotional campaigns?"

Written response from the Mayor

The campaign aims to keep Londoners informed about how we are investing to improve transport across London. TfL's customers contribute significantly to the cost of that upgrade and we want to ensure they know about where that money is being invested and how it is improving their journeys.

The campaign has been delivered primarily using TfL-owned poster sites and other assets on the transport network, those used are at no cost to TfL. The campaign forms part of TfL's existing customer information budget, which has been reduced by 44 per cent since 2008.

Cycle Hire Scheme

Question No: 337 / 2012

[Caroline Pidgeon](#)

Please publish a table showing for the month of December 2011 the average time per day that each docking station has:

no available bikes

b) no available docking spaces for bikes?

Written response from the Mayor

Written response received on 9 February 2012:

The tables are included in Appendix D.

TfL operates under a number of restrictions within boroughs, meaning in some circumstances it is unable to access docking stations in order to rebalance the system. These restrictions are typically in place between 22:00 and 08:00 and have a significant impact on the attached full and empty figures.

Longer than average periods of full or empty stations can also be caused by a shortage of docking points in the local area. TfL continues to work closely with boroughs to identify sites for new docking stations and, as part of Phase 2, more than 1300 docking points are being added within the original scheme area.

It is also important to note that the scheme is meant to work in such a way that if a docking station does not have a bike or docking point available, there will be another nearby which does. It would be prohibitively expensive to manage every individual docking station in such a way that it was never full or empty.

Freedom of information requests

Question No: 338 / 2012

[Caroline Pidgeon](#)

How many Freedom of Information requests submitted to TfL in 2011 were:

Answered within the statutory deadline of 20 working days

Answered between 0 and 5 working days after the statutory deadline

Answered between 6 and 10 working days after the statutory deadline

Answered more than 10 working days after the statutory deadline

Written response from the Mayor

TfL received 2,333 valid requests under the Freedom of Information Act and Environmental Information Regulations in 2011. This is one of the highest totals received by any organisation in the UK.

Of these, 1,937 requests were replied to within the statutory deadline and the deadline for a further 48 has not yet passed (as of writing). 85 per cent of replies were provided within the statutory deadline.

TfL answered 74 requests between zero and five working days after the statutory deadline. 33 were answered between six and ten working days after the statutory deadline and 77 were

answered more than ten days after the statutory deadline. These figures do not include requests made to LU, as prior to January 2012, a record was not kept of whether overdue requests were answered within five working days after the statutory deadline, between six and ten working days after or more than ten working days after.

On street coin operated bus ticket machines (1)

Question No: 339 / 2012

[Caroline Pidgeon](#)

Further to your belated answer to MQ 3801/2011 you have not answered my specific questions. What is the total cost, including labour, of removing the 661 roadside coin operated bus ticket machines outside the central London area?

Written response from the Mayor

This work is not yet finished, therefore the precise total cost is not available. However, as my answer to MQ 3801/2011 clearly states, the savings far outweigh the cost and therefore there is no net cost to TfL.

On street coin operated bus ticket machines (2)

Question No: 340 / 2012

[Caroline Pidgeon](#)

What was the total cost of planning, purchasing and installing the 661 roadside coin operated machines that have been removed as a result of the phasing out of bendy buses?

Written response from the Mayor

The original cost of providing these machines was £3.7m.

The running costs are £1.2m per year. Retaining them when the option to pay on-board exists is a waste of public money. In any case, the number of passengers wishing to pay in cash for each journey is extremely low because Oyster Pay As You Go is better value.

Armed Forces covenant

Question No: 341 / 2012

[Caroline Pidgeon](#)

Will you work with the London Boroughs to ensure all councils sign up to the Armed Forces Community Covenant?

Written response from the Mayor

I would certainly commend action under the Armed forces Community Covenant to all London boroughs to recognise the vital work and courage of serving troops, veterans and their families. The covenant is a voluntary statement of mutual support between a civilian community and its local armed forces community, so it is for the London boroughs themselves to decide how best to honour it.

As you know, I introduced in 2008 the Veterans' Concessionary Travel Scheme across London, benefiting ex-service people and their dependants.

A24 London Road (1)

Question No: 342 / 2012

[Caroline Pidgeon](#)

Please provide a breakdown for each of the years 2008, 2009, 2010 and 2011, the total number of Penalty Charge Notices that have been issued by TfL on both sides of the highway of the A24 London Road between the side roads Wordsworth Drive and Lavender Avenue.

Written response from the Mayor

TfL has no record of any Penalty Charge Notices issued along this stretch of London Road.

A24 London Road (2)

Question No: 343 / 2012

[Caroline Pidgeon](#)

Please provide a breakdown for each of the years 2008, 2009, 2010 and 2011, the total revenue raised by TfL for Penalty Charge Notices, including release fees for towed vehicles, on both sides of the highway of the A24 London Road between the side roads Wordsworth Drive and Lavender Avenue.

Written response from the Mayor

Please refer to my response to question MQ 342/2012.

A24 London Road (3)

Question No: 344 / 2012

[Caroline Pidgeon](#)

Please confirm when TfL will proceed with the survey to review the placing of dual use short term parking and loading bays on London Road between the side roads Wordsworth Drive and Lavender Avenue as supported by local businesses, residents and local Liberal Democrat Councillors.

Written response from the Mayor

TfL will be carrying out the parking survey within its 2012/13 programme and expects to complete the survey work by October 2012.

TfL has engaged with local businesses and the local ward councillor, and has been in discussion with the London Borough of Sutton regarding this issue.

A24 London Road (4)

Question No: 345 / 2012

[Caroline Pidgeon](#)

Please advise if TfL has any plans to install cameras at the junction of London Road and Cheam

Common road?

Written response from the Mayor

Officers are drafting a response which will be sent shortly:

Written answer received on 2 February 2012:

TfL has no plans to install cameras at this junction.

Crime, London Transport

Question No: 346 / 2012

[Richard Barnbrook](#)

Robberies and sexual offences increased between April and September compared to the corresponding period a year earlier. Buses, Docklands Light Railway and the London Underground were all affected by the increase, what additional measures are TfL taking to arrest this worrying uptrend?

Written response from the Mayor

Due to a strong working partnership between TfL, British Transport Police, City of London Police and the Metropolitan Police Service (MPS), crime on London's transport network has fallen consistently since 2007/8.

However, TfL and its policing partners are not complacent and are committed to tackling crime on the transport network. It is a key priority that people are able to move around London's transport system whilst feeling safe and secure.

Despite the overall reduction in crime so far this year, robberies and sexual offences have increased slightly. However, this needs to be considered in the context that crime has fallen massively from 2007/8 to 2010/11 with an 18 per cent decrease on the Tube and Docklands Light Railway (DLR), and a 28 per cent decrease on the bus network. Bus related robbery is down 38 per cent.

To deal with these issues TfL is working closely with police partners in the Capital to target robbery and sexual offences with activities including Operations Target and Knap, which target robbery at hotspot locations across the bus network and focus intelligence led operations in certain areas.

Also, Safer Transport Teams and British Transport Police Neighbourhood Policing Teams are undertaking high visibility patrolling and problem solving to further reduce crime in their areas.

Planning Laws

Question No: 347 / 2012

[Richard Barnbrook](#)

You overturned Merton Council's rejection of an anaerobic digestion plant for Sita UK in Mitcham. Merton Councillor Ian Munn said he was not surprised by your decision as London's planning laws made the scheme's approval inevitable. Is Councillor Munn correct, were you ever in a position to reject this application?

In light of your decision for Sita UK in Mitcham, is the proposed facility by the North London Waste Authority at Pinkham Wood likely to be given the green light once all considerations have been met?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

I determined the SITA application in accordance with the development plan and all other material considerations, including the draft South London Waste DPD (which had been endorsed by Merton Council), which identified the site as suitable for waste development.

The NLWA application at Pinkham Way has been placed on hold pending the outcome of the North London Waste DPD examination. I cannot comment on the application until it has been formally referred to me.

Transport during the Olympics

Question No: 348 / 2012

[Richard Barnbrook](#)

Are negotiations underway between TFL and London bus drivers on "special bonuses" for work during the Olympics?

Are you in favour of increased salaries either through bonuses or other payments for Transport workers during the Olympic periods?

Have TFL a contingency budget for increased "salary costs" during the Olympics?

Written response from the Mayor

Aside from Dial-a-Ride drivers, TfL does not employ bus drivers and so is not involved in negotiations regarding bonus payments of any kind for London's bus drivers.

During the Games, additional payments will only be paid to TfL staff where there are necessary changes to their working arrangements in order to run enhanced Games-time travel services, or where extra hours are worked.

Where there are additional staff costs arising as a result of the Games, TfL will be compensated by the relevant Games organisation.

Re:New

Question No: 349 / 2012

[Richard Barnbrook](#)

How many properties in London to-date have benefitted from this initiative?

Written response from the Mayor

As of 23rd January 2012, 33,995 homes have been treated under RE:NEW.

Met Police

Question No: 350 / 2012

[Richard Barnbrook](#)

Bearing in mind by law the Metropolitan Police are not allowed to strike, do you think spending nearly £1 million of London taxpayers money funding union activists is excessive?

Written response from the Mayor

There are cases where it is a good idea to have someone who can represent the needs of employees in an efficient way and move the business forward, enabling change and to negotiate with management.

However, one should always question whether the taxpayer is getting value from publicly paid staff doing trades union business.

It is certainly worth considering whether people released to do trades union business should continue to be paid from the public purse and I have previously called upon the Assembly to look into this properly.

Mayoral Tributes

Question No: 351 / 2012

[Richard Barnbrook](#)

Ken Livingstone has promised to call the ArcelorMittalOrbit "the Johnson" should he be elected London Mayor in May; do you believe this to be a fitting tribute to your efforts on behalf of Londoners?

If re-elected Mayor in May would you consider as a tribute to your predecessor naming the Thames Super Sewer "The Livingstone Tunnel"?

Written response from the Mayor

Neither proposal is worth consideration.

Racist Crimes

Question No: 352 / 2012

[Richard Barnbrook](#)

From my discussions with white Londoners, it is my opinion that many feel more prominence is given to victims that are black than when the victim is white. Does it concern you that this perception exists within the white community and do you think more should be done to allay their perceived fears?

Written response from the Mayor

Contrary to your anecdotal findings, MPS statistics show that Black and Minority Ethnic victims of crime have lower satisfaction levels and that this has been the case over a sustained period of time.

While there are generally high levels of satisfaction across the service, the MPS is determined to improve further and are working hard to close any levels of disproportionality across ethnic groups in London in terms of satisfaction.

Shooting Looters & Rioters

Question No: 353 / 2012

[Richard Barnbrook](#)

Do you agree with the report by the Chief Inspector of Constabulary Sir Denis O'Connor who said that the police may need to take extraordinary measures to protect life and businesses in a "riot situation" which may include the police using firearms to deter rioters and looters?

Written response from the Mayor

No.

Whilst the MPS has the capability to use baton rounds and they were available during the August riots, the MPS contained this situation through robust tactics in the vein of traditional British policing.

168 BUS STAND ON SOUTH END GREEN

Question No: 354 / 2012

[Caroline Pidgeon](#)

Local Councillors and residents have been voicing concerns that the current location of the 168 bus stand on the South End Green lay-by turning is unsuitable and dangerous. However recent proposals to relocate the stop outside Morrisons Supermarket have been found unsuitable by Camden Council, Transport for London and the bus operating company. How do you and TfL propose to improve the safety and practicality of this bus stop, and will you commit to working with residents and bus users to find the best solution?

Written response from the Mayor

Route 168 runs between Elephant & Castle and Hampstead via central London and Camden. The site at Morrison's is part-way along the route and so an unsuitable place for layover. There is in any case no space there to accommodate additional services, following the extension of route 393 to Morrison's in October 2011.

Therefore no other site offers as much passenger benefit as the current location, which is an ideal interchange for the Royal Free Hospital and Hampstead Heath.

TfL and the operator consider that the stand operates safely. Officers regularly check the area to ensure drivers act in accordance with operational best practice. TfL regularly works through any issues with Camden Council and passenger liaison groups.

Bus 484, Brockely

Question No: 355 / 2012

[Len Duvall](#)

Within the past year there have been four crashes on Harefield Road, Brockley, as a result of the No. 484 bus speeding. Will the Mayor respond to local residents' concerns and complaints and look into diverting the buses down a route, say Wickham Road, that is a more appropriate for two-way bus traffic?

Written response from the Mayor

Clearly any accident or collision is of concern. However, TfL's records do not indicate that speed has been a factor in these collisions which were relatively minor "clipping" incidents. The road has traffic calming measures and none of the collisions have resulted in personal injuries.

Nonetheless, TfL and the bus operators seek to prevent even minor incidents through such means as driver training and safety assessments. The operator for route 484 has been made aware of your concerns about Harefield Road.

A diversion via Wickham Road would extend the journey by around half a mile in both directions, which would result in significantly increased journey times for passengers on this useful orbital service between Lewisham, Brockley, Denmark Hill and Camberwell. This option is therefore not considered right for route 484 passengers.

South London Line 3

Question No: 356 / 2012

[Valerie Shawcross](#)

In your letter to me dated 21st September 2011, you indicated that TfL would 'look at bus options between Clapham, Victoria and the City' in advance of the withdrawal of the South London Line service this December. Please can you provide an update on this work?

Written response from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer received on 7 February 2012:

TfL has looked at this issue and is not expecting a significant change in demand for bus travel between Clapham and Victoria or between Clapham and the City as a result of the rail service changes in December 2012. An increase of bus demand in the order of 50-80 passengers in the peak hour is forecast along the Wandsworth Road into Vauxhall and TfL will examine the case for increased capacity on this corridor. Increases are expected between Vauxhall and Victoria, where there is spare bus capacity. A fall in bus demand is forecast along the corridor from Clapham High Street towards Stockwell and Vauxhall, with no changes north of Stockwell towards Elephant.

These are the forecasts. TfL does of course recognise the need to deal with actual outcomes and will continue to monitor bus loadings on a regular basis, as is normal across the network. It would expect to respond to the actual changes in demand in appropriate ways.