

Written Answers to questions not answered at Mayor's Question Time on 17 November 2010

Budget Cuts

Question No: 3791 / 2010

[Len Duvall](#)

Which London budget cuts are you most concerned about and why?

Withdrawn

Concerns about safety on the London Underground?

Question No: 3541 / 2010

[Caroline Pidgeon](#)

Further to our discussion at last month's Mayor's Question Time meeting, do you have any concerns about safety on the Underground?

Oral response given by the Mayor

TfL travel benefits

Question No: 3838 / 2010

[Gareth Bacon](#)

Thank you for your answers to 3412-3418/2010. In this time of financial austerity and public sector spending restraint, do you consider TfL's insistence on taxpayer subsidised travel for TfL employees and a large number of non-TfL employees to be acceptable?

Oral response given by the Mayor

Borough transport cuts

Question No: 3582 / 2010

[Jenny Jones](#)

What cuts can boroughs expect from TfL to their transport budgets over the next four years?

Oral response given by the Mayor

Halal Slaughter

Question No: 3456 / 2010

[Richard Barnbrook](#)

Your answer to MQ 3089/2010 states, "in terms of animal welfare, there is no difference

between halal and non-halal slaughter"! According to a major halal abattoir based in Somerset, the stun used "knocks the animal out for around 15-20 seconds." Opinion is that halal slaughter takes at least 4 minutes, and hence all that a "low voltage stun" does is knock out the animal so that its throat can be cut with the least resistance. After 20 seconds, the animal is alive, breathing and fully conscious again and suffers tremendous pain for the remaining three and a half minutes of its life as it is ritually slaughtered. Do you still maintain that there is no difference between halal slaughter and traditional contemporary abattoir methods?

Withdrawn

Thames Gateway

Question No: 3804 / 2010

[Roger Evans](#)

It was announced in the Comprehensive Spending Review that the Thames Gateway programme will end. Are boroughs and the GLA now solely responsible for the regeneration of the part of the Thames Gateway within London? Has the strategy to regenerate the Thames Gateway changed following the CSR?

Oral response given by the Mayor

Police Officer Numbers

Question No: 3713 / 2010

[Joanne McCartney](#)

How confident are you that we will maintain the current high level of police officer numbers in London over the next 4 years?

Oral response given by the Mayor

Tuberculosis

Question No: 3855 / 2010

[James Cleverly](#)

In your answer to question 3022/2010 you advised that the authorities are looking at a universal vaccination system for TB. Given that the number of cases in the UK has topped 9,000 for the first time, with 3,000 cases in London alone, when will the Joint Committee on Vaccination and Immunisation make a decision and are you committed to a return to universal vaccinations?

Oral response given by the Mayor

Spending Review 2010: TfL funding agreement

Question No: 3632 / 2010

[Valerie Shawcross](#)

Do you think that Philip Hammond is trying to micro manage TfL?

Oral response given by the Mayor

Local Enterprise Partnership

Question No: 3839 / 2010

[Richard Tracey](#)

How will the Mayor's proposed Local Enterprise Partnership add value to regeneration areas in London, especially in the Vauxhall Nine Elms Battersea opportunity area? Will the proposals make reference to Tax Increment Financing, which is central to recently-agreed plans for this regeneration area?

Oral response given by the Mayor

Social Rented Housing

Question No: 3786 / 2010

[Nicky Gavron](#)

Will the Mayor tell us what the impact of the Government's Spending Review (20 October 2010) will be on the delivery of social rented housing in London?

Oral response given by the Mayor

Reduced sentencing and prison places

Question No: 3825 / 2010

[Tony Arbour](#)

Do you think that crime in London will increase following the planned Government changes to prison sentencing and prison spaces?

Oral response given by the Mayor

Local Enterprise Partnerships

Question No: 3467 / 2010

[Mike Tuffrey](#)

What discussions have you had, and with whom, regarding the setting up of a Londonwide LEP and the submission of bids to the Regional Growth Fund?

Oral response given by the Mayor

Olympic Tube Strike

Question No: 3840 / 2010

[Richard Tracey](#)

What contingency plans are in place for dealing with a Tube Strike during the Olympics?

Oral response given by the Mayor

Climate Change programmes

Question No: 3601 / 2010

[Darren Johnson](#)

What is the future of those parts of your strategies to mitigate and adapt to climate change that depended on LDA programmes?

Answer from the Mayor

At the moment I am discussing the LDA settlement with Government. Climate change mitigation and adaptation remain top priorities for my administration and I am working to secure the very best deal possible.

I have written to the Chancellor and the Secretary of State for Energy and Climate Change and the Secretary of State for Environment, Food and Rural Affairs, setting out the importance of this work not only in reducing our emissions, meeting national targets but also in contributing to our economic recovery.

My administration is focusing its efforts on securing a deal for London, until a decision is made I believe it is inappropriate for me to speculate about the implications for my Strategies.

Purley Fire Station (1)

Question No: 3806 / 2010

[Steve O'Connell](#)

Will the post-renovation Purley fire station continue to have the same level (or better) of resource as before, what will the fire cover be during the renovation work and how long will it take to complete?

Oral response given by the Mayor

London LEP Confusion

Question No: 3711 / 2010

[Joanne McCartney](#)

In an article by Jackie Sadek in Regeneration & Property (Sep 21, 2010) regarding LEPs, it is claimed that "...London is in total disarray...it would seem there is a spat between London Councils and the Mayor." : Is there confusion? What/which LEP will the Mayor support?

Answer from the Mayor

I am pleased to report that we are working closely with London Councils on the development of Local Enterprise Partnerships in London.

I am proposing a pan London LEP with local elements.

London Housing Company

Question No: 3814 / 2010

[Andrew Boff](#)

Will the Mayor share with me the formal public notice setting out the plans for a London Housing Company?

Answer from the Mayor

Two OJEU [Official Journal of the European Community the journal in which all large public sector procurement actions are advertised] compliant public notices were issued regarding the London Housing and Property Company (LHPC) in August and November 2010. On both occasions we received enthusiastic responses.

By the August Notice closing date just under 90 downloads were received and 14 enthusiastic and robust non-mandatory responses were received providing us with very good suggestions. These have assisted us in refining the model for the LHPC. For the November notice we had over

100 people register to attend the Developer's Forum meeting and expressing a very keen interest in the LHPC.

We now intend reviewing the preferred model through the Housing Investment Task Force together with any other suggestions that may arise from the Task Force on how best to work with the private sector. This will allow us to develop and release a well thought out initiative that appropriately responds to the current economic climate we are faced with.

The notices were public, but they can be sent directly to interested Assembly Members if required.

Reduction in river services (1)

Question No: 3542 / 2010

[Caroline Pidgeon](#)

Do you support the significant reduction in evening services on the Thames Clippers since 1st November?

Oral response given by the Mayor

Air Support Unit (i)

Question No: 3857 / 2010

[Victoria Borwick](#)

With important work being done by the Met Police to ensure Londoners are safe, should we be making sure that we continue to effectively protect Londoners and so question the proposals to reduce the number of police helicopters and air bases by a third across England and Wales?

Oral response given by the Mayor

Budget fairness test

Question No: 3610 / 2010

[Darren Johnson](#)

Will you apply a fairness test to your budget process, analysing the distributional impact of your budget proposals on different groups of Londoners?

Answer from the Mayor

I have already issued guidance on this. I have asked that budget proposals have due regard to equalities legislation and in particular guidance issued recently by the Equality and Human Rights Commission on assessing the impact of difficult financial decisions on different groups, in order to make them as fair as possible.

This information will be included in my Budget proposals which will be issued for consultation next month.

Henlys Corner

Question No: 3859 / 2010

[Brian Coleman](#)

Now that funding has been secured for the works to Henlys Corner to go ahead, what is the timescale for these works to take place? Will TfL ensure that the works do not preclude measures

to further improve the junction at a later date?

Answer from the Mayor

Tender submissions for the Henlys Corner junction improvement scheme are being assessed and subject to obtaining all the usual consents, the main works contract is expected to be awarded before Christmas. Once the contract is awarded, preparatory works are planned to commence in the new year, with the main works starting in spring 2011.

Public engagement will take place around the same time that the preparatory works commence in early 2011. The scheme is expected to take up to 12 months to complete, with all works finished ahead of the London 2012 Olympic Games.

The current scheme does not prejudice the implementation of further improvements should they be required. Any further development would need to meet future policy requirements and be subject to availability of funding at the time.

Tax

Question No: 3739 / 2010

[Len Duvall](#)

Which presents more of threat to London, tax evasion & avoidance or 'benefit theft'?

Oral response given by the Mayor

[Note: The following are priority questions, but not in proportional order.]

Precept for Policing

Question No: 3712 / 2010

[Joanne McCartney](#)

Given the reduction in police spending announced in the Comprehensive Spending Review do you intend to increase the share of precept that is spent on policing in your next budget?

Answer from the Mayor

Once the Provisional Local Government Grant Settlement is announced and the exact level of support for the police service can be determined, I will announce my plans for next year's Council Tax precept.

Volunteers and unpaid advisers

Question No: 3674 / 2010

[John Biggs](#)

Are volunteers and unpaid advisers in your office exempt from requirements about declarations, conflicts, public standards and public trust?

Answer from the Mayor

I expect all colleagues to adhere to and promote high standards in public life.

Halal Slaughter (2)

Question No: 3457 / 2010

[Richard Barnbrook](#)

In your answer to MQ 3089/2010 You also state halal meat is a 'cultural preference' and is actually requested by the GLA. Is the Mayor concerned that this cultural preference may offend a considerable number of people who regard halal slaughter, in any form, as objectionable, and entirely out of kilter with UK standards of food production?

Answer from the Mayor

The Halal meat used in City Hall is governed by 'The Welfare of Animals (Slaughter or Killing) Regulations 1995'. All our meat is pre-stunned before sticking and therefore is not out of kilter with UK standards of food production.

The catering service in this building offers a wide range of food offers on a daily basis, including non-Halal meats and vegetarian options. There are dishes available for all diners regardless of their cultural or consumer preferences.

Transport Crime

Question No: 3458 / 2010

[Richard Barnbrook](#)

There was a welcome reduction in crime between 2009/10 and the previous year! However, there were still 39,512 incidents on buses and Docklands Light Railway during 2009/10, representing 108.25 incidents per day! Do you agree this is still an incredibly high level of crime for the travelling public to endure and hinders London's various economic boosters such as tourism?

Will future spending cuts impact your ability to target crime reduction on the transport network?

Answer from the Mayor

All modes of transport in London have experienced reductions in crime including bus, Tube, Docklands Light Railway (DLR) and National Rail.

The figure in your question refers to crime on buses, the DLR and London Underground which, when combined, gave a figure of 108.25 crimes per day in 2009/10. This figure needs to be considered in the context of the 9.2 million passenger journeys per day on these networks.

In terms of crime rates, there are 11.1 crimes per million passenger journeys on buses and 12.8 crimes per million journeys on the Tube and DLR. While I am not complacent and am determined to continue to drive down crime; crime levels on all TfL networks are at the lowest levels seen for many years.

Going forward TfL will continue to strive for a policing service for London's transport system that provides the more efficient and effective service for London and those who travel in it. As I have already announced the current Comprehensive Spending Review settlement from the Government for TfL will allow levels of policing on the network to be maintained, and will allow TfL and its policing partners to continue to deal with crime and disorder issues on the network.

London Homes

Question No: 3459 / 2010

[Richard Barnbrook](#)

Has work been halted because of funding issues on any construction sites engaged in building affordable homes under your replacement London Plan?

Answer from the Mayor

My replacement London Plan is still in draft and has yet to be adopted.

Allotments

Question No: 3460 / 2010

[Richard Barnbrook](#)

London contained 20,786 allotments in 2006, how many allotments were there in London by the end of 2009?

Answer from the Mayor

Two thirds of London boroughs responded to a recent assessment by the GLA.

Of the 22 Boroughs that responded there was an increase of 1.2% in allotment sites from 501 to 507 between 2006 and 2010.

Of the 21 Boroughs that provided data on the number of allotment spaces within these sites, a total of 23,188 spaces were recorded.

My Capital Growth initiative provides an alternative approach to creating sites for food growing. It has successfully created over 600 new food growing sites in little more than 18 months.

Olympic Tickets

Question No: 3461 / 2010

[Richard Barnbrook](#)

In your 25th report to the Assembly, you announced that one in eight London school children are to get free tickets to the 2012 games. Please advise how these tickets will be allocated and which London Boroughs will benefit most?

Answer from the Mayor

Access to these tickets will be through LOCOG's Get Set education programme which is open to all educational institutions in London. 60% of London schools and colleges are already registered with Get Set.

I know I can rely on Assembly members to encourage their constituent education facilities to join Get Set and ensure that 100% of 10-18 years olds in education in London have a 1 in 8 chance of receiving a ticket to the Games free of charge.

GLA Funding

Question No: 3462 / 2010

[Richard Barnbrook](#)

At a time of spending reviews and cuts in public expenditure, how do you justify spending £1,000,000 of London taxpayers money on the Black Cultural Archives (BCA) in Brixton?

The £1,000,000 of funding to the Black Cultural Archives (BCA) in Brixton has helped the derelict grade II listed Raleigh Hall, how many other listed buildings have you assisted / saved with GLA funding since your election?

Why have you seen it fit to spend London Taxpayer's money on celebrating African Independence? Surely African Independence is a matter for the countries themselves and London Taxpayer money should be utilised to celebrate activities applicable to Londoners?

Answer from the Mayor

I am committed to making improvements to London's public realm, protecting our built heritage and integrating cultural projects into wider regeneration objectives.

The LDA funding is in partnership with the Heritage Lottery Fund (£4m) and London Borough of Lambeth (£910,000). It will convert Grade II listed Raleigh Hall in Windrush Square into a permanent home for BCA's collection of historical material relating to black Britain and the African diaspora, as well as providing a much-needed educational resource for schools, students and the general public. The project will support the new town square, bolster Brixton's tourism offer and provide a new cultural centre for London, giving scholars a greater understanding of our country's rich heritage and inspiring people of all ages and communities.

However the GLA is not a heritage organisation and does not explicitly seek to assist or restore listed buildings or sites of historical and architectural interest. That said many of the capital projects supported through the LDA will be related to such buildings or sites, for instance Tate Modern, the Tabernacle in Kensington or the Cutty Sark in Greenwich.

London is home to many people from Africa and the African diaspora, and the events I supported this year helped to promote the contribution of London's African communities to all aspects of London life. The GLA has long included Black History Season as part of its diverse cultural programme and this year, with the World Cup taking place in South Africa, and with some 17 nations celebrating 50-years of independence from colonial rule, it was fitting to focus on Africa, and its links with London, with community led events on Trafalgar Square and a reception and debate at City Hall.

Crime

Question No: 3463 / 2010

[Richard Barnbrook](#)

According to figures quoted by a London newspaper as well as 17 young people killed in London this year, 857 children and teenagers were hurt in knife attacks! Is it fair to say that your priority and initiatives for reducing knife crime are in danger of losing momentum?

According to a quote by the police in a London newspaper, "but for the skill of doctors and paramedics who often carry out life saving surgery in the street, the death toll from Gun and knife crime would be far higher"! Would it be a fair assessment to concede that the scourge of knife and gun crime on the streets of London continues unabated, despite all your commendable initiatives?

Answer from the Mayor

Addressing serious youth violence and knife crime remains a key priority for me.

It is important to recognise that many of the causes for serious violence among young people in London are complex and deep-rooted. Therefore a lot of effort is being invested in my Time for Action Programme which is geared towards delivering long term results as a quick-fix approach would be unrealistic.

Heron Unit

Question No: 3464 / 2010

[Richard Barnbrook](#)

As part of your Project Daedalus can you give an ethnic breakdown of young persons rehabilitated into employment after spending time in the Heron Unit at Feltham Young Offenders Institution?

Answer from the Mayor

Working from available data, the employment outcomes for Project Daedalus broken down by ethnicity are :

25% Black African
25% Black Caribbean
50% White British

Mentoring

Question No: 3465 / 2010

[Richard Barnbrook](#)

I note your quote "I hope to raise the aspirations of black boys, who need help steering on the right path, and in doing so help tackle the rates of youth violence". Does your mentoring policy amount to discrimination against working class white boys who have recently been cited as some of the biggest underachievers in London and could well benefit from the mentoring of their peers?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 23 November 2010:

My mentoring programme is a pilot that is aimed, in the first instance, at the cohort most at risk of serious youth violence, whether as victims or perpetrators. That cohort is 10-16 year old boys. The programme does not seek to exclude boys of any ethnicity - if a need is demonstrated then any boy aged 10-16 in the target boroughs will be considered for a mentor.

Equal Life Chances – Race Equality

Question No: 3466 / 2010

[Richard Barnbrook](#)

In your booklet Equal Life Chances for All London's Communities – Race Equality, you point out "in 2008-09 the London Employer Accord gave employment support to 852 people, of whom 58% were BAME people. The Construction Accord delivered employment support to 1,175 people, of whom 71% were BAME people. Over 1,800 people received construction training in the five host Boroughs in the year 2008-09. 58% of these were BAME people." Would the Mayor not agree that this is not Equal Life Chances for All London's Communities, as the majority of employment support went to BAME people?

Answer from the Mayor

I do not agree. Support is offered to a wide range of suitable jobseekers with the main focus being on disadvantaged groups such as lone parents, black and ethnic minority people, disabled people, ex-offenders and those who are long-term unemployed.

Environment pledges

Question No: 3468 / 2010

[Mike Tuffrey](#)

You are on record as saying “I am not scrapping any of my environmental pledges” and that you “remain absolutely committed to achieving my target for 60% CO2 reduction by 2025” [MQ3117/2010]. How are you ensuring that you deliver on your pledges?

Answer from the Mayor

I remain absolutely committed to delivering my environmental pledges and achieving a 60 per cent reduction of CO2 by 2025. My draft Climate Change Mitigation and Energy Strategy sets out the measures that I believe the GLA group and others, including Government, need to take to ensure that it happens.

The Strategic Plan and my other environmental strategies also sets out the actions I am taking or will take across the wider environment agenda.

Future of LDA activities

Question No: 3469 / 2010

[Mike Tuffrey](#)

What agreement has been reached about the future of activities which are currently undertaken by the LDA, once the LDA becomes part of the GLA?

Answer from the Mayor

Which activities are continued when the LDA is folded into the GLA will depend on the final settlement we receive from Government. It would be inappropriate for me to speculate on this until our negotiations with Government are concluded.

Independence of the LDA

Question No: 3470 / 2010

[Mike Tuffrey](#)

Will independent experts still play a part in LDA decision-making, in a similar way to the current board, when the LDA becomes part of the GLA?

Answer from the Mayor

LDA functions are due to be rolled into the GLA from 1 April 2012.

Current LDA regeneration work will form part of the housing and regeneration department to be set up within the GLA. For other current LDA functions, the quantum of activity in future years will determine what are the most appropriate governance structures.

I value the role played by independent experts at the LDA and I have asked GLA officers to work with CLG officials to make sure that the GLA has the necessary powers to allow independent experts to play a GLA decision-making role where that is appropriate.

Funding of LDA environmental projects

Question No: 3471 / 2010

Which of the following projects are legally committed to, and to what extent, in the LDA budget going forward:

- Ldn Homes Energy Eff. Prog. (Homes Retrofit)
- Low Carbon Zones
- Buildings Energy Efficiency Programme
- Better Buildings Partnership
- Green Enterprise District
- London Thames Gateway Heat Network
- London Carbon Trust Scheme
- Centre for Low Carbon Energy Technology
- Energy Master Planning & DE
- Mayor's Trees and Parks Programmes
- London Waste and Recycling Board
- London Green Fund

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 13 January 2011:

The Agency is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above.

As at 30 September 2010, the legally contracted expenditure under the LDA's climate change theme was identified as follows:

	2010/1 1	2011/1 2	2012/1 3	2013/1 4
	£m.	£m.	£m.	£m.
Climate Change	19.0	9.8	0.4	

The nature of the LDA's business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

The LDA has not received final confirmation of its budget for the spending review period. The LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs including the LDA's plans to transition London to a low carbon economy. Over the next few weeks my team and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces.

I remain in active dialogue with Government to ensure a fair settlement for London.

GLA Powers

Question No: 3472 / 2010

[Mike Tuffrey](#)

What representations have you made to ensure that the GLA has sufficient powers, for example to own assets, to enable it to act as a successor body to the LDA?

Answer from the Mayor

We have made extensive representations to CLG and Treasury to ensure that the GLA has sufficient powers, including ownership of assets, to carry out LDA functions. The necessary powers will be included in the Localism Bill which is due to be introduced into Parliament shortly.

LDA Assets

Question No: 3473 / 2010

[Mike Tuffrey](#)

Following the publication of the local growth white paper, and comments that there would be no “gift” of RDA assets to local authorities, what representations have you made to ensure that the LDA’s land and property portfolio is transferred to the GLA?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

In London, the LDA will be folded into the GLA. This is clearly a different scenario than applies for the eight RDAs outside London. I have made clear to Ministers on numerous occasions the importance I attach to the LDA land assets being transferred to the GLA.

LDA investment strategy

Question No: 3474 / 2010

[Mike Tuffrey](#)

Will you bear in mind responses to the current consultation on the LDA’s investment strategy, specifically with regards to how London can make a transition to a low carbon economy, when considering your future priorities for the development of the city?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA Board has made it clear that it is up to me to decide which of the LDA’s projects best meets London’s development needs including the LDA’s plans to transition London to a low carbon economy. Over the next few weeks my team and I will be reviewing each of the LDA’s themes to determine our future priorities taking into account the limited resources available to us and the wide range of complex issues that London currently faces.

It is also clear that transition to a low carbon economy cuts across all themes – employment, regeneration, business and the Olympics. I will therefore be seeking to work closely with our partners in the public and private sectors to achieve real synergies across all of our investments to ensure that we are able to achieve the best outcomes possible for Londoners.

GLA posts dependent on the LDA

Question No: 3475 / 2010

[Mike Tuffrey](#)

How many GLA staff will be affected by the abolition of the LDA? In particular how many staff fall into the categories of:

- a) overseeing LDA work or programmes;
- b) deliver programmes grant funded by the LDA;
- c) directly funded in whole or in part by the LDA?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

See written answer to Q3960/2010.

Private Rented Sector Initiative

Question No: 3476 / 2010

[Mike Tuffrey](#)

Beyond the announced deal with Berkeley Homes, which aims to provide 391 rented homes in London, what other progress has been made with the Private Rented Sector Initiative?

Answer from the Mayor

HCA is continuing to have discussions with potential investors looking at opportunities to invest in the private rented sector in London.

Fair funding

Question No: 3477 / 2010

[Mike Tuffrey](#)

Now that the CSR has provided the headline figures, what representations have you made to national government about ensuring London receives its fair share of resources through the allocation of formula grant to boroughs, functional bodies and the core GLA?

Answer from the Mayor

I have made extensive representations to national Government to defend London's interests and I will continue to work tirelessly to ensure London receives its fair share of resources.

Central London Clean Air Zone

Question No: 3478 / 2010

[Mike Tuffrey](#)

What work have you and TfL done to look at the feasibility of utilising the Congestion Charging zone as a mechanism for improving air pollution in central London? What have been the outcomes of this work?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

My Air Quality Strategy, which will be published shortly, will include several measures that will improve air quality across the capital. It is important, however, to take targeted action at priority locations in central London where air quality is worst, both to increase confidence that limit values for PM10 will be achieved in 2011 and to improve public health. Trials of dust suppressants are already underway and other local measures will be implemented in the coming months. I also recently announced a new 100% discount from the Congestion Charge for electric and greener vehicles, to encourage a switch to cleaner vehicles. This will improve air quality and reduce CO₂ emissions. TfL will also work with boroughs to assess the feasibility and cost effectiveness of a central London Low Emission Zone in the Congestion Charging zone.

Private Rented Sector Initiative

Question No: 3479 / 2010

Mike Tuffrey

Your answer to 2871/2010 stated that the HCA's funding of the private rented sector initiative will not directly deliver affordable rented homes. What benefits for affordable housing does the PRSI offer Londoners?

Answer from the Mayor

As most housing schemes contain a mix of tenures PRSI can kickstart development on sites that would otherwise be stalled, so indirectly facilitating the delivery of affordable homes.

Provision of family sized intermediate homes

Question No: 3480 / 2010

Mike Tuffrey

Are you on track to deliver your target of larger intermediate homes this year (8% 2008/9; 12% 2009/10; 16% 2010/11), given that last year you only achieved 8%? How many family sized intermediate homes have been delivered in London?

Answer from the Mayor

The withdrawal by the previous government of Open Market HomeBuy, which was a significant source of family sized low cost home ownership, may make it difficult for HCA London fully to meet this stretching target. That is why I have launched the First Steps for Families initiative, which aims to deliver around 1,000 family-sized homes for low cost home ownership over the next three years.

The number of family sized intermediate homes completed in London is reported in Table HPM10 of my Annual Monitoring Report:
<http://www.london.gov.uk/sites/default/files/Annual%20Monitoring%20Report%206.pdf>

Changes to planning powers

Question No: 3481 / 2010

Mike Tuffrey

It has been proposed to alter the criteria for which planning applications are referred to you (and consequently which can be called in) from those developments above 150 homes to those

above 400 homes. In 2008/09 and 2009/10 how many applications did the GLA process which were between 150 and 400 homes in size?

Answer from the Mayor

In 2008/09 and 2009/10, 58 and 27 applications respectively were referred to the Mayor that involving residential development of between 150 and 400 homes.

Green Deal (1)

Question No: 3482 / 2010

[Mike Tuffrey](#)

Given the importance of driving up energy efficiency standards in the private rented sector, what steps will you take to promote the opportunity of the new funding mechanisms provided by the Green Deal?

Answer from the Mayor

Driving up energy efficiency standards in the private rented sector is an important element for reducing CO2 emissions from homes in London. The RE:NEW programme has already begun to address this issue, and my officers are actively working with DECC to ensure that the Green Deal drives up levels of insulation and other energy efficiency measures in London's private rented sector. This includes my ambition to have an early wave of the Green Deal in London, prior to the national rollout.

Green Deal (2)

Question No: 3483 / 2010

[Mike Tuffrey](#)

How will you work with boroughs to ensure that Londoners get the benefit of the energy efficiency improvements outlined in the Green Deal?

Answer from the Mayor

I am already actively working with boroughs on the RE:NEW programme, to ensure that more Londoners can save money on their energy bills through the installation of energy efficiency measures. My ambition is to have an early wave of the Green Deal in London, prior to the national rollout, and I will work with boroughs on achieving this.

Green Deal (3)

Question No: 3484 / 2010

[Mike Tuffrey](#)

How will the Green Deal work with your RE:NEW scheme?

Answer from the Mayor

RE:NEW has been designed to be flexible in order to incorporate funding streams and financing mechanisms that become available. There are still many unknowns with regards to how the Government's Green Deal scheme will work. However the principles are that Green Deal will cover the initial cost of installing insulation measures, with this investment being repaid through the utility companies from savings on fuel bills. RE:NEW will provide a proven delivery model and route to market for the Green Deal providers.

Air Quality – dust suppressants

Question No: 3485 / 2010

[Mike Tuffrey](#)

Further to MQ3184/2010 what were the results of the short trial of dust suppressants? Where and when will dust suppressants be used, at what cost, and with what anticipated effect?

Answer from the Mayor

The trial of dusts suppressants began on 12 November. Targeted cleaning and application of dust suppressants will occur overnight regularly at two sites:

1. A3211, from Northumberland Avenue through Victoria Embankment, Upper Thames Street and Tower Hill ending at A1211 Minories.
2. A501, Marylebone Road and Euston Road from the A5 Edgware Road to York Way at Kings Cross Station.

The trial is budgeted at £300,000, which covers development costs, monitoring, PM10-specific cleaning and application of Calcium Magnesium Acetate (CMA, the dust suppressant). The budget includes an element of contingency, recognising this is a new process in the UK.

Application of CMA across Europe has had positive results, generally between a 10 and 20 per cent reduction in the volume of suspended fine particles. However London's conditions are very different therefore it is difficult to estimate the full effect of the trial. TfL also hope to publish the preliminary results of the cleaning and application of dust suppressants on completion of the trial in Spring 2011.

Compliance with PM10 limit value in 2011

Question No: 3486 / 2010

[Mike Tuffrey](#)

In your Oral update to the London Assembly on 9 June 2010 when asked "How confident are you that a multi-million pound EU fine can be avoided?" you replied "I am very confident that we will meet our limit values for PM10s by 2011". What makes you 'very confident' not least when five monitoring sites included in the London Air Quality Network have already shown breaches of the same standard for the whole of 2010?"

Answer from the Mayor

Modelling undertaken for my Air Quality Strategy shows that measures already underway, such as the London Low Emission Zone, smoothing traffic and encouraging cycling and walking, together with natural fleet improvements, will allow limit values for PM10 to be met across Greater London in 2011. Defra's modelling as part of the national compliance assessment submitted to the European Commission also shows that the PM10 limit values would be met in 2011. However, at locations where the margin of compliance is likely to be small, we are already applying targeted actions, such as dust suppressants, to provide further assurance that PM10 limit values will be met. The GLA will continue to study data from all monitoring sites in Greater London and apply targeted measures elsewhere if required.

Breach of PM10 annual limit value

Question No: 3487 / 2010

[Mike Tuffrey](#)

On page 24 of your draft Air Quality Strategy you stated that "In 2009 the annual PM10 limit value was met at all but one monitoring site across London (Vauxhall Bondway Interchange

which is affected by local ventilation sources)". Why exactly was this breach not reported to the European Commission by Defra in its recent report on 2009?

Answer from the Mayor

Defra reports on data from the national monitoring network which complies with the monitoring requirements of Directive 2008/50/EC. Monitoring of PM₁₀ at Vauxhall Bondway is carried out by the London Borough of Lambeth as part of Local Air Quality Management duties. Monitoring data from these sites are not used by Defra to report compliance nationally to the EU.

If you would like more information, sections 2.2 and 2.3 of Defra's Annual report to the EU on air quality in 2009 discusses national monitoring and local air quality monitoring in more detail. This is located on Defra's website at:

http://www.airquality.co.uk/annualreport/air_pollution_uk_2009_edition_a.pdf

Breaches of short term limit values

Question No: 3488 / 2010

Mike Tuffrey

Defra and you assume an annual mean concentration of 31.5 micrograms per cubic metre of PM10 is equivalent to 36 exceedances of the PM10 daily limit value. What annual mean concentration of NO₂ do you consider is equivalent to 19 exceedances of the NO₂ hourly limit value?

Answer from the Mayor

There is a correlation between annual mean concentrations of PM10 and exceedances of the daily PM10 limit value. However, modelling of the hourly NO₂ limit value is difficult as it is dependent on a combination of local conditions and sources (e.g road works and traffic diversions). We do not therefore consider an equivalent annual mean concentration for NO₂ exceedances of the NO₂ hourly limit value.

However, I recognise that there are locations across London where there are likely to be exceedances of the hourly mean (although these are generally confined to locations within a few metres of the main roads). This is why my Air Quality Strategy will include a wide-ranging package of measures that will improve air quality in London and why my officials will continue to work with central Government on an action plan on NO₂.

Waste sites

Question No: 3489 / 2010

Mike Tuffrey

In your answer to MQT 3183/2010 you said "My officials recently met officials from the Environment Agency, which regulates air quality at these [waste] sites, to understand the work that has already been carried out at these sites to minimise emissions and to develop plans further to achieve more reductions and this work will continue". What measures will be taken at these sites to ensure there will be no breaches of the PM10 limit values near them in 2011 and/or thereafter?

Answer from the Mayor

Over the coming months, the GLA will continue to review air quality at waste sites closely. Should it become apparent that measures over and above those that will be included in my Air Quality Strategy are needed at any waste site, the GLA will work with the Environment Agency, London borough officers and site operators to address the particular problems at that site.

Margin of safety

Question No: 3490 / 2010

[Mike Tuffrey](#)

In paragraph 5.6.25 on page 33 of the "Revised Mayor's Transport Strategy Integrated Impact Assessment: Report on the Assessment of the Proposal to Defer Low Emission Zone Phase 3 from 2010 to 2012" you stated in relation to the Government's reapplication for a time extension to comply with PM10 daily limit value: "However, there was no margin of safety. This is a significant risk to compliance with EU limit values given the variations in air quality year by year due to changes in weather conditions and the contribution from external sources". What is the maximum in percentage terms that the typical annual mean concentration of each of PM10 and NO2 has varied in Greater London since 1999 due to each of: (i) weather conditions; (ii) the contribution from external sources; and/or (iii) weather conditions and the contribution from external sources together?

Answer from the Mayor

It is not technically possible to determine variations and contributions as percentages in a meaningful way for Greater London.

The contribution of sources both within and outside London, and the role that meteorology plays in the overall concentrations that we measure are extremely difficult to disaggregate as the relative contributions of each will vary during the day, week, and month, and by location (such as background, roadside and kerbside). The London Air Quality Network Air Quality Index, based on monitoring undertaken in London, provides a useful picture of overall trends in London's air quality. The Index shows a downward trend for both NO2 and PM10 over the last decade, though with a peak in 2003 which was largely due to weather conditions.

Priority locations

Question No: 3491 / 2010

[Mike Tuffrey](#)

In your answer to MQT 3135/2010 you said in relation to testing of measures at 'Priority locations' "These will look at the practicalities of the measure rather than their impact on air quality." If you are only testing the practicality of measures rather than their impact how and when will you know whether they will achieve their main stated objective which is to ensure compliance with the PM10 daily limit value?

Answer from the Mayor

There was a typographical error in my previous response, which should have read that the testing will look at the practicalities of the measure and their impact on air quality. I apologise for this and can assure you that a primary objective of the trial is to quantify the impact that the application of dust suppressant has on 24-hour average PM10 and PM2.5 concentrations in the trial areas, and therefore, compliance with the PM10 daily limit value.

War Veterans Free Travel

Question No: 3492 / 2010

[Mike Tuffrey](#)

Further to MQ 2958/2009 what was the cost in 2009/10 and so far in 2010/11 of giving free travel in London to qualifying war veterans under the Veterans' Concessionary Travel Scheme,

and how many Veterans have taken-up the concession?

Answer from the Mayor

During 2009/10 there were on average some 3,540 veterans photocards valid. It is estimated that the holders each saved around £200 during the year, costing Transport for London around £700,000, in line with my projection made in MQ 2958.

In 2010/11 to date the average number of photocards has increased to 4,100. The cost per card is still estimated at around £200 per annum so the cost to Transport for London to end October 2010 is estimated at around £500,000.

Bus and tram discount for JSA and ESA take-up

Question No: 3493 / 2010

[Mike Tuffrey](#)

Further to MQ 2468/2009 could you please provide updated figures for how many people have taken up the JSA and ESA bus and tram concession in total and by borough, per month, and how many Londoners are now eligible for it?

Answer from the Mayor

Please see the table attached as appendix A.

CPI vs RPI

Question No: 3494 / 2010

[Mike Tuffrey](#)

Further to MQ 2309/2010, what work did you do to look at CPI as an appropriate long term measure for cost of living in London, and use it as a basis for making decisions such as setting fares?

Answer from the Mayor

In my answer to MQ 2309 I pointed out that the basis of TfL's planning assumption regarding the future level of fares was the likely trend in the cost of running the network.

A shrinking government grant is adding to the pressure on funding but TfL's view remains that increasing fares in line with RPI+2% remains an appropriate assumption.

Researching alternative indices of inflation will not alter the funding issues facing TfL.

I see no value in asking TfL to spend resources examining alternative indices of this kind.

London Card

Question No: 3495 / 2010

[Mike Tuffrey](#)

Further to MQ 2321/2010 what developments have been made in scoping the London Card project, and has the option of a green rewards scheme been explored?

Answer from the Mayor

The project team is continuing the information-gathering exercise with London boroughs about provision for looked after children as well engaging with the cultural sector on the culture offer.

The project team is currently exploring the option of building in incentives for greener more sustainable behaviours, e.g. by offering rewards points against other offers.

Crossrail bonds

Question No: 3496 / 2010

[Mike Tuffrey](#)

Given the need to borrow to fund future stages of Crossrail and the rising costs of borrowing through the Public Works Loan Board, will you commit to exploring the possibility of a bond issue for Crossrail which could enable individual Londoners to invest in their city's development?

Answer from the Mayor

Yes. The GLA's officers are exploring all available sources of finance with the intention of minimising the overall interest costs borne by the ratepayer. Research earlier in the year indicated a bond issuance was likely to be slightly more expensive than the PWLB, but following the CSR rate increases, this situation may now be reversed.

Post CSR budgets

Question No: 3497 / 2010

[Mike Tuffrey](#)

What instructions have you issued to functional bodies to develop plans to restructure their activities, and so make significant savings over the CSR period, rather than making incremental cuts to existing services?

Answer from the Mayor

The Budget Guidance I have issued throughout my administration has sought to achieve best value for money for Londoners. This has included setting planning figures for budgets over a four year period to ensure a medium term view is taken of our financial prospects. Further, I have made the sharing of services across the Group an imperative.

However, once the grant settlements for all the GLA family are received in December and hopefully we will receive greater certainty about grant levels over the whole CSR period to 2015, I intend to set out future years' planning figures in the new year. One of the intentions of this commitment is to seek to further underline that the GLA family as a whole will take a strategic, rather than an incremental, approach to the budget.

Housing task force

Question No: 3498 / 2010

[Mike Tuffrey](#)

What formal terms of reference and objectives have you set for your housing task force, and what outcomes are you seeking to achieve over what timeframe?

Answer from the Mayor

The terms of reference and objectives for the housing taskforce are yet to be formally agreed.

The outcomes I am seeking to achieve are a clearer picture of the issues and challenges facing housing in London both at present and over the short to medium term, in particular around regeneration; identifying potential new models and funding sources, in particular around public land, to ensure that my housing policy objectives can be delivered; and an outline strategy and

actions for the key stakeholders to progress. I expect the Taskforce to present its findings by spring 2011.

MPS Overtime – record of hours worked

Question No: 3499 / 2010

[Dee Doocey](#)

How many hours does a police officer need to work (over and above his/her contractual hours) to qualify for the minimum overtime payment of four hours? When the minimum payment of four hours is made, is a record kept of the actual number of hours of overtime worked?

Answer from the Mayor

Overtime entitlements are provided in the Police Regulations. There is no minimum overtime payment of four hours *except* in very specific circumstances, namely a recall to duty, which is defined as a requirement to be on duty for a period which is interposed between, and separate from, any two consecutive tours of duty or what is known as minimum compensation on a rest day, public holiday or (for a part time worker) a free day. In such cases, a period of less than 4 hours work will be treated as 4 hours overtime, plus any entitlement to additional travelling time.

MPS Overtime

Question No: 3500 / 2010

[Dee Doocey](#)

Can you let me know how overtime payment is calculated for police officers and staff who work more than four hours overtime? Is this paid at an hourly rate, or is it paid in blocks of four hours? If it is the latter, can you let me know the number of hours worked compared to the number of hours paid in overtime in 2009/10 for a) police constables, b) police sergeants, c) detective constables, d) detective sergeants and e) police staff?

Answer from the Mayor

Extra time spent at work, beyond normal working hours, is overtime and substantive Constables and Sergeants are entitled to be paid for it. No payment is made for periods of less than 15 minutes, and if the overtime is deemed to be "Casual" then the initial period must be at least 30 minutes, and the first 30 minutes are unpaid on up to 4 occasions per week.

Payment is not made in blocks, but paid at an hourly rate for each completed 15 or 30 minute period, the exception, as stated previously (MQ3499) being a recall to duty or when minimum compensation applies.

MPS Overtime – hourly rate

Question No: 3501 / 2010

[Dee Doocey](#)

What is the hourly overtime rate for each of the following ranks:

- Police Constable
- Police Sergeant
- Detective Constable
- Detective Sergeant

Answer from the Mayor

The average hourly overtime rates for the police are set out in the table below.

	Average	Overtime	Overtime	Overtime	Overtime
	Basic Pay	Plain Time	T 1/3	T 1/2	2T
Rank	£	£	£	£	£
Uniform Constable	31,041.76	16.78	22.37	25.17	33.56
Detective Constable	33,899.46	18.33	24.43	27.50	36.66
Uniform Sergeant	38,729.63	20.94	27.91	31.41	41.88
Detective Sergeant	38,928.60	21.05	28.06	31.58	42.10

MPS Overtime – staff

Question No: 3502 / 2010

[Dee Doocey](#)

Which police staff bands are eligible for overtime?

Answer from the Mayor

Please find below information on which police staff bands are eligible for overtime.

Police Staff Overtime bands				
Band 1		D, E (except DDOs, PCSOs and new contract CCC staff/Custody Nurses), F, G, O, R, T, W ,X & Y		
Band 2		B, C, K+, K-, L, M, N, P, Q, U & V		
Additional pay and/or time off for working overtime				
Overtime band	Monday to Friday	Saturday	Sunday	Sunday/public holidays
Band 1	1½ or time off	1½ or time off plus ½ premium	1 plus time off or double time	1 plus time off or 2 (at managers discretion)
Band 2	1 or time off	1 or time off plus ½ premium	1 plus time off or double time	1 plus time off or 2 (at managers discretion)
Industrial	1½	1½ or time off plus ½ premium	2	2

Police working on public holidays – savings

Question No: 3503 / 2010

[Dee Doocey](#)

How many hours were claimed and paid at the agreed rate of double time by MPS officers and staff working on public holidays during 2009/2010? What was the cost of this for a) officers and b) staff?

Answer from the Mayor

It is not possible to provide this information.

Public holiday working is not centrally recorded for officers or staff. Records are maintained locally for duty and payment purposes, but the pay records do not identify separately public holiday payments from other similar payments (e.g. other hours worked in same pay period at double time).

ACPO performance pay

Question No: 3504 / 2010

[Dee Doocey](#)

How much money was paid out in bonuses/performance pay for ACPO officers in the Metropolitan Police Service in each of the last three financial years? Please break this down by rank.

Answer from the Mayor

The table below sets out information on bonuses/performance pay for MPS ACPO officers.

Breakdown by rank			
	2006 - 7	2007 - 8	2008 - 9
Commissioner	£0	£0	£0
Deputy Commissioner	£0	£0	£0
AC	£79,115	£60,984	£61,753
DAC	£88,263	£76,274	£45,674
Commander	£42,819	£48,506	£64,514
Total	£210,197	£185,764	£171,941

Story of London – evaluation questionnaire

Question No: 3505 / 2010

[Dee Doocey](#)

How many people responded to the evaluation questionnaire that was emailed out to Story of London visitors? Can you provide a breakdown of the questions and responses given?

Answer from the Mayor

We received a total of 183 responses to the evaluation questionnaire. A copy of the online questionnaire will be provided to your office. The responses are currently being collated into a report, a copy of this report will also be provided to your office once it has been completed.

LDA – sports funding

Question No: 3506 / 2010

[Dee Doocey](#)

At your direction, the LDA has committed £15.5 million over 3 years to fund sporting projects through your sports legacy plan, A Sporting Future for London. This was due to be match-funded. Has this grant been reduced, or is it legally committed in the LDA budget going forward?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

LDA – childcare funding

Question No: 3507 / 2010

[Dee Doocey](#)

You have previously stated (MQ 1107/2010) that funding for the LDA's Childcare Affordability Scheme 09 would be as follows: 2009/10: £2,211,000; 2010/11: £2,380,763; and 2011/12; £4,313,237. Has this funding been cut, or is it legally committed in the LDA budget going forward?

Answer from the Mayor

The Agency has entered into grant agreements with seven London boroughs for the delivery of the Childcare Affordability Scheme 09. The sums outlined in your question represent the maximum budget available for drawdown in each of the years of programme lifetime as of today.

Actual payments made under the grant agreements will depend upon a number of factors including project performance against delivery targets. The Agency also constantly reviews all of its projects and their budget forecasts, as they can and do change. In addition, at the time of writing, the LDA has not received formal confirmation of its settlement for the funding review period and therefore all LDA projects are subject to further review, both generally and specifically against project performance, value for money and the priorities to be determined by the LDA and the Mayor. As this review is ongoing, the LDA is unable to provide more detailed information about this particular scheme at this time.

LDA Funding

Question No: 3508 / 2010

[Dee Doocey](#)

Which of the following projects are legally committed to in the LDA budget going forward:

- London Construction Employer Accord Project
- Jobs, Skills and Futures Brokerage
- CompeteFor
- 2012 Jobs, Skills, Futures Brokerage Team
- Local Employment and Training Framework
- Women into Construction Project
- 2012 Employment Legacy Project
- East London Business Place

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA has not received final confirmation of its budget for the spending review period. The LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's needs over the next few weeks my team and I will be reviewing our future

priorities taking into account the resources made available by the Government and the wide range of complex issues that London currently faces.

I remain in active dialogue with Government to ensure a fair settlement for London.

LDA Funding – British Fashion Council

Question No: 3509 / 2010

[Dee Doocey](#)

Can you confirm that the LDA's grant to the British Fashion Council (£4.2 million over the last three years) will no longer be paid?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

All outstanding grant payments to the British Fashion Council (BFC) for 2010/11 will be made in accordance with the terms of the existing grant agreement between the LDA and BFC.

London Fashion Week is a key event in the capital's creative industries calendar, generating millions of pounds of business and promoting London globally. I am therefore committed to helping secure its long term future.

Future funding is yet to be determined as the Government settlement for economic development and promotion is currently being finalised.

LDA redundancy payments

Question No: 3510 / 2010

[Dee Doocey](#)

How much will redundancy payments cost for the 212 staff who are being made redundant by the LDA?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA has initiated a consultation with staff and trade unions on a new organisational structure. The proposed new structure would see 241 staff members made redundant by March 2011 at an estimated cost of £6M.

The LDA is liaising with its sponsor department, BIS, to secure resource from the RDA closure fund to meet the cost of redundancies and wind down.

Olympic Park settlements

Question No: 3511 / 2010

[Dee Doocey](#)

How many outstanding claims have not yet been resolved in respect of the re-location of

traders and businesses from the Olympic Park to new premises?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

At the end of the last quarter there were 116 outstanding cases of claims for compensation arising from the Olympic Park Compulsory Purchase Order. This compares to circa 175 cases at the same time last year.

The re-location of traders and businesses from the Olympic Park was of course completed some time ago to allow the ODA commence the delivery of the Games.

Olympic Park settlements – LDA team

Question No: 3512 / 2010

[Dee Doocey](#)

Will the LDA team which is dealing with the outstanding negotiations in respect of the re-location of traders and businesses from the Olympic Park to new premises transfer to the GLA?

Answer from the Mayor

I am still awaiting the LDA and GLA grant settlements for 2011-12 and beyond. It is therefore premature to comment on how LDA and GLA functions will be delivered in the future.

Child Poverty Commission

Question No: 3513 / 2010

[Dee Doocey](#)

Will you offer sufficient GLA resource to support ongoing work by the London Child Poverty Commission?

Answer from the Mayor

The London Child Poverty Commission was a time-limited commission, supported by the GLA and London Councils, which ended in that format in March 2010. The resource in the past two years was mainly through officer time. No decision has yet been made about whether there is a need for some form of successor body. The London Child Poverty Delivery Group continues to meet, under the auspices of Sarah Teather MP, Minister of State for Children and Families, bringing together a range of partners, including the GLA, London Councils and voluntary sector representatives, building on the work of the London Child Poverty Commission. The GLA continues work on tackling child poverty.

MPS Hire Cars – Fixed Penalty Notices

Question No: 3514 / 2010

[Dee Doocey](#)

How many fixed penalty notices have been issued to vehicles that have been hired by the MPS, and at what cost? Please break this down by Borough, or other OCU as appropriate.

Answer from the Mayor

Over the period 1 October 2009 - 31 September 2010, 1745 fixed penalty notices were issued against vehicles hired by the MPS. Please see the table attached as appendix B for a breakdown by borough and OCU.

The information on total cost is unavailable because expenditure is allocated locally.

Cycle Superhighway Scheme – Route 3 (1)

Question No: 3515 / 2010

[Caroline Pidgeon](#)

On the original CS3 map, a “spur” to Canary Wharf was shown, but on the new map the spur seems to have vanished. Why is this, and are there any plans to restore the originally proposed route?

Answer from the Mayor

The proposal for a Canary Wharf spur was on private land owned by Canary Wharf Group Plc and the Homes and Communities Agency. The Barclay’s Cycle Superhighways project met with the Canary Wharf Group (CWG) in June and September 2009 to discuss the potential for implementing the spur. While CWG were positive about encouraging cycling, it was not possible to obtain a commitment for the full spur at the current time.

However, CWG remains supportive of TfL’s efforts to make the connection points at Westferry Road and Prestage Way as comfortable and navigable as possible. In addition, TfL is working with local businesses at Canary Wharf, including JMP and the Four Seasons Hotel, in order to provide Cycle Superhighways workplace supporting measures.

Cycle Superhighways Scheme – Route 3 (2)

Question No: 3516 / 2010

[Caroline Pidgeon](#)

I have been informed by a constituent that the cycle route between Canary Wharf and CS3 has no clear signage. Please can you review this and ensure clear signage is installed to assist the many commuters who cycle to and from Canary Wharf?

Answer from the Mayor

Canary Wharf is a key destination along CS3, and is included on many direction signs along the route, along with the corresponding journey time in minutes. When CS3 was introduced in July 2010, existing signs were reviewed and upgraded at Westferry, West India Dock Road, Poplar High Street and Preston Street. If further information can be provided regarding suggestions for specific locations, I will ask TfL to review it.

Proposed Toucan Crossing in Twickenham

Question No: 3517 / 2010

[Caroline Pidgeon](#)

Why has the proposed Toucan Crossing on the A316 from Whitton to Twickenham (Meadway), designed by TfL, been put on hold, as I was under the impression it had been agreed with all stakeholders? What is the new timetable for the installation of the crossing?

Answer from the Mayor

The proposals for a new Toucan Crossing on A316 Chertsey Road by Meadway are not currently being progressed. There are concerns regarding the relatively high speed of traffic on this section of road and also the potential traffic delays that a new controlled crossing would introduce.

Rosehill Roundabout Proposal

Question No: 3518 / 2010

[Caroline Pidgeon](#)

A group of Sutton Councillors propose to improve the neglected TfL-owned Rosehill roundabout in Sutton, by improving the landscaping and adding a 2012 Olympics feature to it. As this site is very much a gateway into London, will you support this proposal for improving this key site in time for the Olympic Games?

Answer from the Mayor

I know TfL wrote to you in October following your correspondence on the Rosehill roundabout, and explained that it is currently progressing pan-London opportunities to generate income from advertising on the Transport for London Road Network including sponsorship of roundabouts. TfL plans to let a contract for managing highway advertising by the spring of 2011. TfL looks forward to discussing advertising or sponsorship opportunities with the London Borough of Sutton once the representative has been appointed.

London Station Award – Community Rail

Question No: 3519 / 2010

[Caroline Pidgeon](#)

Would you consider supporting a London Station Award at a future Community Rail Award event, hosted by the Association of Community Rail Partnerships?

Answer from the Mayor

If it did not require a financial contribution or significant resource, I would certainly look to support such an award, provided there were sufficient community and/or train operator interest.

However, given the current constraints on finances, I am not in a position to sponsor awards or conferences unless they are cost neutral.

Community Rail in London

Question No: 3520 / 2010

[Caroline Pidgeon](#)

What role is there for Community Rail projects to play in the future provision of transport in London?

Answer from the Mayor

TfL has also held discussions with the DfT over the potential for community rail projects in London. While there are certainly cases where community rail involvement has been successful in urban areas, it has been on a relatively small scale and generally led by the relevant train operator often as part of the franchise agreement.

In respect of the London Overground network, TfL London Rail and its operator LOROL already work closely with local user and community groups, local authority partnerships such as the newly formed London Orbital partnership, as well as London TravelWatch and Passenger Focus.

In the light of the recent budget cuts (21% reduction in TfL's grant), TfL would not be able to fund further measures in London.

Age of Taxis?

Question No: 3521 / 2010

[Caroline Pidgeon](#)

If a taxi was to have a new engine installed into its existing shell, how would TfL view the age of this taxi? Is it by the age of the shell or the age of the engine?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

My draft Air Quality strategy proposes a range of initiatives that seek to reduce harmful emissions, including possible age limits for taxis and private hire vehicles from 2012. I will be announcing the final details of the strategy very shortly. Once this has been announced TfL will proceed with implementing the proposals, including clearly specifying how age limits will be defined and implemented with the date the vehicle is first registered being the date by which the age limit would be measured.

Emissions from Thames Clipper services

Question No: 3522 / 2010

[Caroline Pidgeon](#)

Have you ever had discussions with Thames Clippers about retrofitting their boat engines with LPG, in order to reduce their harmful emissions?

Answer from the Mayor

Thames Clippers is currently the only river Thames operator using Ultra Low Sulphur Fuel. TfL is currently awaiting advice from the Department for Transport regarding the implementation of EU legislation requiring use of low sulphur diesel on inland waterways.

The River Concordat Group Emission Reductions work stream is looking at all possible means of reducing emissions from London's river services. A recent report commissioned by TfL noted that 'natural gas is unlikely to be a realistic option for vessels on the Thames on account of the extensive changes which would be required to the supply and storage infrastructure, and the modifications which would be required to enable vessels to store and run on natural gas'. The report does suggest other relatively low-cost options such as eco-driving, reducing/governing engine speed, fuel monitoring for vessels and captains, low energy appliances to reduce auxiliary power requirements and preventative maintenance. These suggestions and others will be taken forward by the working group, membership of which includes Thames Clippers.

Dial A Ride same-day Bookings

Question No: 3523 / 2010

[Caroline Pidgeon](#)

Please list, broken down by year, from 2004/05 to present, how many same-day bookings have been completed each year?

Answer from the Mayor

The numbers of same day bookings completed by Dial-a-Ride each year from 2004/5 to the last financial year are shown below:

	Number
2004/5	17,728
2005/6	14,847
2006/7	11,392
2007/8	11,533
2008/9	8,919
2009/10	10,156

The reduction in the number of completed same day trips represents a change in the way members are using the service, which is also seen in a significant increase in the number of advanced bookings for time-critical travel such as a Doctor's Appointment, during the period 2004/05 – 2009/10.

Dial-a-Ride has to balance customer requirements for regular, advanced, next day and same day bookings on a daily basis and predominately provides the first three types of booking, as Dial-a-Ride's multi-occupancy schedules are largely completed the evening before travel. The availability of same day bookings with Dial-a-Ride therefore depends on last minute cancellations made by passengers on the day of travel, and the suitability of the resultant spaces in the schedule to be able to accommodate the origin and destination of the same day booking being requested.

Mobile phone numbers of Dial A Ride users

Question No: 3524 / 2010

Caroline Pidgeon

I have had a suggestion from a Dial A Ride user that drivers of Dial A Ride vehicles should be given the mobile number of users for both outgoing and incoming journeys, which would help make the service more efficient. Will you implement this suggestion?

Answer from the Mayor

Dial-a-Ride recognises the benefits that telecommunications can bring in assisting the service to contact customers to inform them of any issues relating to a journey they have booked. For this reason the service already provides its drivers with a customer's relevant contact telephone numbers on their work sheet.

For outgoing journeys, both home and mobile telephone numbers (if available) are supplied to the driver. For a continuation or return journey, when the customer, by definition, is not at home, the driver is supplied with all mobile phone numbers that the customer has provided to us.

Unfortunately due to the age profile of Dial-a-Ride customers (being predominantly over the age of 80) many members do not have mobile telephones. Dial-a-Ride encourages those members who do own mobile phones to notify them of the number so it can be added to their customer records.

People's Question Time Leaflet

Question No: 3525 / 2010

[Caroline Pidgeon](#)

The recent 2nd November People's Question Time leaflet, suggests in the "How to get there" section, to get the train to King's Cross Thameslink station. As this station closed in December 2007, will you ensure travel information in any future publications is accurate and up to date?

Answer from the Mayor

This was a misprint and should have read 'Thameslink platforms at St Pancras' as the new Thameslink platforms jointly serve both stations. Future care will be taken to ensure accurate and up to date information is provided.

24 hour bus lane on Jamaica Road, Bermondsey**Question No: 3526 / 2010**

[Caroline Pidgeon](#)

Further to MQ (1134/2010), I still constantly receive reports from many frustrated residents about the 24 hour bus lane operating on Jamaica Road, Bermondsey. Please will you look again at this issue as part of your "Smoothing Traffic Flow" initiative, and consider piloting a 'peak times only' or '7am till 7pm' bus lane scheme?

Answer from the Mayor

TfL is carrying out a study to review the benefits of the 24hr bus lane at this location and will use the outcomes of this as a basis for any future modifications. The bus lanes currently offer facilities to cyclists and taxis as well as bus passengers, so the impact on these road users also needs to be fully investigated. Southwark Council and the Ward Councillor will be involved in discussions around the outcomes of the study which TfL estimates will take place by Summer 2011.

Crossing by Southwark Park**Question No: 3527 / 2010**

[Caroline Pidgeon](#)

When will the urgently-needed crossing on Jamaica Road by Southwark Park be installed, as discussed at a site visit with TfL last year?

Answer from the Mayor

TfL has considered the provision of a new signalised crossing at Southwark Park. Its conclusion is that this would generate additional delays to road traffic. It would be within 130m of an existing crossing at Southwark Park Road and close to one at Rotherhithe Roundabout. On this basis and given the current economic climate, it is considered that there is insufficient benefit to justify taking the proposal forward.

Tax Increment Financing – White Paper on local growth**Question No: 3528 / 2010**

[Caroline Pidgeon](#)

As the Government proposes Tax Increment Funding in its forthcoming White Paper, which schemes will you put forward through this funding opportunity?

Answer from the Mayor

The Northern Line Extension to Battersea Power Station, vital for the regeneration of the Vauxhall Nine Elms Battersea Opportunity Area, is very likely to be put forward as a scheme suitable for, and requiring, TIF.

However, the Government has only very recently announced a consultation on TIF as part of its White Paper on sub-national growth. Further projects will be identified once more information on how TIF will operate, and the timeline for introducing legislation, is provided.

I will also consult with London Councils to identify which projects could be proposed as TIF schemes.

Cutting Zone 2-6 Travelcards

Question No: 3529 / 2010

[Caroline Pidgeon](#)

How can you justify withdrawing Zone 2-6 travelcards from January 2011 forcing passengers to buy Zone 1-6 travelcards, at an increase of 67% to their normal transport costs?

Answer from the Mayor

Passengers are not being forced wholesale into buying Zone 1-6 Travelcards or to accept 67% increases in "their normal travel costs".

The extension of PAYG to include National Rail has been a huge success and is proving extremely popular.

PAYG now provides a cost-effective alternative for all paper single and One day tickets, and TfL is now withdrawing a number of the least used One Day Travelcards.

Less than 7,000 Zone 2-6 Day Travelcards are sold per day compared with over 180,000 which include Zone 1. PAYG now accounts for over 1 million of the 3 million Tube journeys made every day.

Many One Day Travelcard buyers will see limited increases if they switch to PAYG, or even pay less in 2011 if they only make a return journey.

The small minority of buyers who make extensive tours around London during the course of a day will see their fares increase.

Such one off tours are hardly "normal travel costs" and there is no reason why such users should not pay a realistic price for their tour.

Thames Estuary Airport

Question No: 3530 / 2010

[Caroline Pidgeon](#)

Given the Prime Minister's repeated opposition to your idea of a Thames Estuary Airport, are you going to drop this subject once and for all?

Answer from the Mayor

At Prime Minister's Question Time on 27 October 2010, the Prime Minister responded to question 19527 posed by Rehman Chishti (MP for Gillingham and Rainham)

"Can the Prime Minister confirm that the Government have no plans at all to build an airport in the Thames estuary, or in Medway or Kent?"

by saying:

"The Department for Transport has no plans for a new airport in the Thames Estuary or in any other part of Medway or Kent and, as my hon. Friend knows, we have scrapped the plan to build a third runway at Heathrow."

The Prime Minister's answer, whilst making it clear that the Government has no current plans for an airport in the Thames Estuary, Medway or Kent, does not rule out the need for a thorough re-appraisal of airport policy in the South East, including the examination of a full range of options for meeting this need.

The Government has just announced a review of UK aviation policy. A national aviation policy must create a vision for the future of aviation capacity in London and the South East. It must recognise the valuable role of aviation to London and the UK economy and the need for long term additional capacity. I will continue to conduct work that is designed to inform and contribute to this review.

Bendy Buses (1)

Question No: 3531 / 2010

[Caroline Pidgeon](#)

How many bendy buses have been taken out of service to date, and on which routes?

Answer from the Mayor

Five routes (18, 38, 149, 507 and 521) have so far been converted from articulated to double or single deck operation, with a total peak requirement of 134 articulated buses.

Bendy Buses (2)

Question No: 3532 / 2010

[Caroline Pidgeon](#)

What has happened to these buses? Where have they been sold and for how much?

Answer from the Mayor

These buses were either owned or leased by the operating company that held the contract. It is therefore up to those companies what they do with the buses.

Disabled access at Whitechapel Station

Question No: 3533 / 2010

[Caroline Pidgeon](#)

Given that the Royal London Hospital is set to become the largest hospital in Britain, will you instruct TfL to improve disabled access at this station as a matter of urgency? Can Whitechapel be one of the first modernised stations as part of Crossrail?

Answer from the Mayor

The Crossrail works at Whitechapel station will provide step-free access from the street to all platforms, including London Underground's District and Hammersmith & City lines and London Overground.

Enabling works for the Crossrail parts of the station and work on the London Underground platforms has already begun. The new ticket hall is forecast to be available for use for the public in the first quarter of 2017.

Replacement Bus Services

Question No: 3534 / 2010

[Caroline Pidgeon](#)

For each of the last 5 years, how much has TfL spent on replacement bus services to cover for engineering works on the Underground. Please break this down per year and per tube line.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November:

The information requested is contained in the attached table attached as appendix F.

The amount spent on replacement bus services has gone up each year in the period concerned as the amount of investment work on the Tube has increased.

Tube Lines excessive demand for closures and failure to complete the Jubilee line upgrade on time has also added to the total in recent years.

Overseas postage

Question No: 3535 / 2010

[Caroline Pidgeon](#)

Please provide a breakdown of how much separately the GLA and TfL spent on postage and courier services for the years 2005/06, 2006/07, 2007/08, 2008/09, 2009/2010 for:

- a) the UK
- b) overseas

For overseas mail, can this be broken down by EU and non-EU.

Answer from the Mayor

GLA

Postage costs for the GLA period 2005/2010 are detailed below,

2005/6	£42,813.35
2006/7	£62,800.00
2007/8	£91,400.00
2008/9	£48,940.26
2009/10	£53,275.24

Overseas postage is minimal; currently the GLA does not record this cost, however manual checks are carried out to ensure it is essential and cost effective.

Courier costs for the GLA period 2005/2010 are detailed below,

FY	UK	Non EU	EU
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2005/6	£32,238.09	£964.50	£1,065.75
2006/7	£36,877.23	£36.88	£769.95
2007/8	£41,142.44	£1,119.92	£1,916.76
2008/9	£22,604.37	£53.12	£240.95
2009/10	£18,414.33	£42.60	£399.59

TfL

A full break down for UK, EU and non EU **postage** costs based on the information available is provided in the table below. Overseas mail includes notification of found property to international customers, communications with similar transport bodies and responses to feedback from international customers.

FY	UK	Non EU	EU
2005/6	£319,974.80	£1,257.65	£3,558.65
2006/7	£269,770.65	£1,458.68	£10,993.14
2007/8	£275,779.85	£1,009.74	£1,097.58
2008/9	£281,833.70	£963.08	£10,717.83
2009/10	£290,244.80	£5,288.90	£10,443.82

Total courier spend is provided below.

2005/6	£191,211.00
2006/7	£219,623.00
2007/8	£234,070.00
2008/9	£210,827.00
2009/10	£175,280.00
2010 (to date)	£108,411.00

Business Lounge on the 2nd floor

Question No: 3536 / 2010

[Caroline Pidgeon](#)

Can you tell me how much money was spent on the following for the business lounge on the 2nd floor of City Hall:

- furniture – broken down by item (e.g. pebble seats, four leg high stools, low tables, dining height tables, pause benches, pause single seats, skid frame chairs etc.)
- the total cost of the new business lounge

Answer from the Mayor

a) Furniture

2 Pebble low stools

This furniture came from stock that was purchased several years ago.

New furniture purchased for the 2nd floor business lounge in 2009/10 was as follows;

1 Scoop table	£145.60
4 Lola chairs	£657.28 each

2 Lola sofas	£676.52 each
2 Lola coffee tables	£265.72 each
2 Pause stools	£169.52 each
1 Pause low coffee table	£336.96
1 Pause sofa	£638.04
2 Pause high tables	£500.24 each
6 Mollie Bar stools	£219.44 each
1 open meeting table	£359.84
12 Casper chairs	£70.72 each

The total cost was £9498.84 and was met from 2009/10 financial year.

b) Total cost of the business lounge

The total cost of the business lounge was £12,243.88 including move management costs.

These works formed part of the accommodation changes on the second floor, which freed up space for additional desks by moving the library out of the office area and into the 2nd floor business lounge.

The 2nd floor business lounge provides a flexible working and meeting space. This is a direct response to the increased demand for informal meeting space at City Hall and the need for a range of working environments to meet organisational requirements.

Promotional items for cycling

Question No: 3537 / 2010

[Caroline Pidgeon](#)

What has TfL spent on promotional items for cycling in London since you became Mayor? Please list items (such as fanny pendants, pencils etc), and the amount spent on each.

Answer from the Mayor

The table below provides a breakdown of the promotional items for cycling produced since the 2008 Mayoral election. Currently there are no plans to produce any additional promotional items in the future.

Programme	Item	Quantity	Total Cost
Smarter Travel Richmond	Handlebar bags	900	£5,578
Smarter Travel Richmond	Bicycle Bells	600	£1,050
Smarter Travel Richmond	Frog Lights	350	£1,050
Smarter Travel Richmond	Frog Lights	1,000	£2,500
Smarter Travel Richmond	High Visibility Jackets	2,000	£4,405
Barclays Cycle Superhighways	Water bottles	2,750	£3,580
Barclays Cycle Superhighways	Puncture repair kits	2,250	£3,190
Barclays Cycle Superhighways	Reflective snap bands	2,750	£1,597
Barclays Cycle	Lanyards	10,000	£4,500

Superhighways			
Barclays Cycle Hire	T-shirts	1,200	£4,629
Total			£32,079

Khat use in London

Question No: 3538 / 2010

[Caroline Pidgeon](#)

The legal drug Khat is having a devastating impact on communities, in particular the Somali Community in London. What are you doing to influence Government about the status of this drug and its effects on London's communities?

Answer from the Mayor

The Deputy Mayor Richard Barnes is in active discussion with the Somali community on this issue and supporting them in their engagement with the Home Office on this matter.

The Home Office has recently asked the Advisory Council on the Misuse of Drugs (ACMD) to undertake a comprehensive review of the evidence relating to individual and societal harms related to khat use. The ACMD is being asked to provide advice about possible controls under the Misuse of Drugs Act 1971 and a broader response. This report is anticipated next year and my officers will undertake a review about the impact to London thereafter. We are also working with the London Borough of Hillingdon who are conducting a scrutiny on Khat and its impact.

Transport for Veterans on Remembrance Sunday

Question No: 3539 / 2010

[Caroline Pidgeon](#)

Following the pledge made by Peter Hendy to help Veterans attend Remembrance Sunday services, how many veterans contacted TfL to receive travel on Sunday 14th November?

Answer from the Mayor

Following Peter Hendy's pledge to assist Veterans with mobility impairments or who were inconvenienced by Tube closures wishing to attend the Cenotaph on 14 November, Dial-a-Ride initially received four requests for transport to the Cenotaph. Two of these requests were subsequently withdrawn by the passengers as they decided to attend a local Remembrance Day events instead, for which they did not require the Dial-a-Ride service.

Contingency plans were in place in case of any last minute requests from Veterans wishing to travel to the Central London service. No such requests were received.

Consequently, on Remembrance Sunday there were just two passengers of this sort for travel to the Cenotaph by Dial-a-Ride.

Witches Hat incident on tube

Question No: 3540 / 2010

[Caroline Pidgeon](#)

How can a fancy dress hat on a tube line cause passengers over an hour's wait, followed by an evacuation to walk down tunnels to the nearest station? Surely there is a safer and less disruptive solution to this type of problem?

Answer from the Mayor

The incident on the Northern line on Saturday 30 October involved a fancy-dress witches hat containing metal which had been thrown onto the track. Because the hat bridged a running rail and one of the rails carrying power supply, a full positive earth occurred which in turn caused all four trains in the area to automatically shut down as a safety precaution. This occurred at 00.40.

The cause of the positive earth was not immediately obvious to staff. Initial checks were made at the locations of the stalled trains, where the cause of a positive earth may sometimes be found. However, on this occasion, nothing could be traced in any of these sites. Several attempts to re-start the stalled trains failed as a result of the continuing interruption to the trains' power supply.

At 01.15 London Underground took the decision to walk passengers off the train through the tunnels to the nearest stations. This was the safest and quickest way to get passengers off the stalled trains.

Following checks of a large section of line the hat was eventually discovered at Chalk Farm station.

LU continues to urge customers to exercise care and not to throw items onto the railway.

Withdrawal of the Western Extension Zone

Question No: 3543 / 2010

[Caroline Pidgeon](#)

What is TfL's latest calculation for the loss of income expected when the Western Extension Zone is abolished?

Answer from the Mayor

TfL's estimate for the reduction in net income from the Congestion Charging scheme as a result of removing the Western Extension is £55 million per year.

Reduction in river services (2)

Question No: 3544 / 2010

[Caroline Pidgeon](#)

What plans do you have to meet with Thames Clippers and other interested bodies to try to ensure that there is a frequent evening service for local residents to enjoy, as they did before the 1st November?

Answer from the Mayor

The provision of the evening service was a commercial decision for Thames Clippers alone.

Thames Clippers receives financial support from TfL and Greenwich Council to operate its River bus services during peak hours Monday to Friday. The late evening journeys were introduced three years ago on a commercial basis. Thames Clippers recently reviewed its passenger demand patterns and found that services after 2130 often operated with very few passengers.

While River bus services on the Thames are important, I would not wish public money to be used to provide a service that was not well used and where adequate alternatives exist.

TfL regularly meets Thames Clippers, riparian Boroughs and other stakeholders with an interest in the River and will continue to do so.

Hospital closures in London (1)

Question No: 3545 / 2010

[Caroline Pidgeon](#)

In your letter to the Secretary of State for Health in response to the consultation on 'Equity and excellence: Liberating the NHS' you write "Improving London's NHS will require big changes to how services are provided. The NHS in London will need to go through a major transformation to shift the balance from hospital to community base care, and to specialised care where this will save lives and reduce disability". Should Londoners interpret this as your support for the closure of hospitals across the capital?

Answer from the Mayor

It is not the role of the Mayor to advocate for the closure of any hospitals in the capital. The Heath White Paper 'Equity and excellence: Liberating the NHS' outlines the transfer of responsibility for commissioning patient care to the GP's and within that context any provision issues will be addressed. However, I am committed to ensuring that Londoners have access to the best quality healthcare provision.

Hospital closures in London (2)

Question No: 3546 / 2010

[Caroline Pidgeon](#)

Which hospitals in London do you think are not viable and should close as part of a reformed NHS in London?

Answer from the Mayor

Please see my response to MQ3545 / 2010.

Charging for parking on red routes

Question No: 3547 / 2010

[Caroline Pidgeon](#)

In your press release entitled "Mayor secures vital London transport investment and protects frontline services" you state that you will be looking at making changes for "charging for parking on the Transport for London Road Network, currently generally free." Can you please confirm:

- a) when you plan to start charging for parking on red routes?
- b) will the new charges cover the whole network or just particular streets?
- c) what revenue you expect to receive from this in the next financial year?
- d) whether you intend to consult Londoners on these changes which may have a detrimental impact on businesses that rely on the 20 minute parking for custom?

Answer from the Mayor

TfL is in the very early stages of researching options and there are no detailed plans currently available. However, I can confirm that TfL will undertake a full consultation before any charges are introduced.

Improved ticket machines for London Underground

Question No: 3548 / 2010

[Caroline Pidgeon](#)

Please can you detail the increased services for passengers available from new ticket machines at London Underground stations, to compensate for reducing ticket office staff? Will they be able to issue boundary zone tickets?

Answer from the Mayor

On November 12 the touch screen self-service ticket machines at London Underground (LU) stations were updated to allow the sale of an increased range of National Rail tickets, destinations and National Railcard discounts.

Further updates from early 2011 onwards will provide increased functionality on LU's 'Advanced Fare Machines' (AFMs), allowing staff to assist customers with a range of Oyster card services that can currently only be provided at a ticket office.

LU is also planning to enable the vending of Oyster cards from AFMs across the network starting in mid-2011.

In late 2011, LU will install 40 new AFMs at stations where demand dictates.

Boundary zone tickets (extensions from the boundary of a TfL zone to a National Rail station outside the zones) are not able to be provided from London Underground (or National Rail) self-service ticket machines at present. It may be possible to add that functionality in future, but the benefit of doing so will have to be weighed against the cost of provision.

Help a London Park scheme funding

Question No: 3549 / 2010

[Caroline Pidgeon](#)

Can you confirm that all the projects you promised to fund through your Help a London Park scheme, and which were voted on by Londoners, including the full £2 million awarded to Burgess Park in Southwark, will be fully funded?

Answer from the Mayor

I will be able to confirm the position once the full impacts on GLA group budgets have been determined.

GLA officers are continuing to support the respective park project managers and improvements planned for the 2010/11 financial year are being taken forward.

As soon as the budget situation is confirmed we will be working with our partners to ensure we can deliver these projects in the fullest way possible.

Greenwich and Woolwich Foot Tunnels (1)

Question No: 3550 / 2010

[Caroline Pidgeon](#)

Do you believe that the 'cycling revolution' that you frequently refer to as taking place across London is being denied to people who live and work in Greenwich, Southwark, Lewisham, Tower Hamlets and Newham by the combination of the Greenwich foot tunnel being closed to cyclists from 9pm to 6am while the Woolwich foot tunnel is closed 24 hours a day?

Answer from the Mayor

The Cycling Revolution is not predicated solely on the availability of the Greenwich and Woolwich Foot tunnels.

Whilst I agree that these two tunnels are important to the network, they are in need of essential maintenance.

Greenwich and Woolwich Foot Tunnels (2)

Question No: 3551 / 2010

Caroline Pidgeon

Due to the immense disruption facing cyclists who wish to cross the Thames east of Tower Bridge due to the 24 hour closure of the Woolwich foot tunnel and the closure of the Greenwich foot tunnel from 9pm to 6am will you consider interim measures that will assist cyclists who wish to cross the Thames, including:

- (a) the lifting of the ban on bicycles being taken on the DLR at non peak hours, and
- (b) a temporary ferry service being provided near to both the Greenwich and Woolwich foot tunnels.

Answer from the Mayor

The London Borough of Greenwich is responsible for these tunnels and for the provision of alternative arrangements for tunnel users during their closures. Greenwich has published travel advice to tunnel users via this link:

<http://www.greenwich.gov.uk/Greenwich/Travel/foot-tunnels.htm>

a) Folding bikes are already allowed on DLR. However, the DLR system is very busy - currently carrying approximately 70m passengers per annum and many of our stations are on elevated viaduct and there are particular safety issues in transporting bikes to and from the platforms as well as risks to other passengers on stairs and in trains. Our lifts are small and will not accommodate bikes in a satisfactory manner and cycles are not permitted to be carried on escalators. We also, unlike many other light rail systems, have tunnel sections where bicycles in evacuation situations are a particular concern.

b) I have no plans to provide an additional temporary ferry service given that alternative arrangements to the foot tunnels already exist, as made clear in Greenwich's travel advice.

New Transport Information Contact Centre number (1)

Question No: 3552 / 2010

Caroline Pidgeon

(a) How much, per minute, does the new 0843 222 1234 cost customers, if calling both from a London number and a mobile phone?

(b) How much, per minute, did the old 020 7222 1234 cost customers, if calling both from a London number and a mobile phone?

Answer from the Mayor

The charge to call 0843 numbers varies according to the land line provider or mobile network – it is not location specific as such to a London number.

0843/0844 numbers are known as "lo call". They are not "premium rate" numbers and are considerably cheaper.

From a BT landline the standard charge is 5 pence per minute. Costs from other land line network providers will vary depending on the tariff.

The cost to call from a mobile phone will vary from one mobile network operator to another and will also depend on the package, which are many and varied. For example, many mobile phone users have free minutes as part of their contracts. A typical mobile contract call will range from 20 pence per minute upwards, again depending on what mobile contract the user has.

Callers to the old 0207 number were also charged variable amounts depending on the package through landline network providers or mobile networks.

A typical 'pay as you go' mobile contract without 'inclusive' packages would have cost 20 pence per minute to call an 0207 number.

Our new service ensures that all customers can obtain accurate travel information far quicker than in the past. Up to 1 minute is being saved on the speed of the call, helping to save money on call times.

We advise our customers to check charges with their service provider before calling.

There is a wide number of free channels for travel information, including via our website, those to whom we syndicate information such as broadcasters and information at stations.

New Transport Information Contact Centre number (2)

Question No: 3553 / 2010

[Caroline Pidgeon](#)

What financial savings do you anticipate in your 2010/11 and 2011/12 budgets as a result of the switch from the 020 7 to 0845 number?

Answer from the Mayor

TfL is not moving to an 0845 number.

There are no savings attributed solely to the transition from 0207 to 0843, but the move, part of a wider programme to improve efficiency across our customer contact centres, allows TfL to deliver a better and faster service while also partially covering the costs of those improvements.

The change also substantially increases call handling capacity during times of disruption to help customers obtain information quickly rather than endure an engaged tone or long wait.

We advise our customers to check charges with their service provider before calling. There also remain a wide number of free channels for travel information, including via our website, those to whom we syndicate information such as broadcasters and information at stations.

Smarter Travelcards (1)

Question No: 3554 / 2010

[Caroline Pidgeon](#)

Your transport advisor said recently, "the Mayor is continually looking for new thoughts and ideas and that includes contactless payment." Have you considered using this opportunity to incentivise smarter travel, such as walking, by offering a rewards scheme similar to some supermarkets and high street shops?

Answer from the Mayor

Incentivising people to walk and cycle through the use of smart cards presents technological challenges, not least from the potential requirement to provide an extensive network of smart card readers. TfL has, however, trialled a localised smart card incentive scheme in Bexley and Wimbledon which encouraged children to walk as part of their journey to school, in place of taking the bus. This delivered an 18% mode shift to walking and improved understanding on how to motivate people to walk for journeys which they would have otherwise undertaken by public transport.

I am committed to looking for effective ways to promote walking and cycling and have asked TfL to investigate the potential for a reward scheme. The cost effectiveness of any scheme would have to be demonstrated for it to go ahead.

Smarter Travelcards (2)

Question No: 3555 / 2010

Caroline Pidgeon

What work is underway to develop the next generation 'oystercard' for use on London's transport system using contactless systems such as those used in Asia. When might we expect to see such technology rolled out by TfL?

Answer from the Mayor

TfL expects to begin to accept contactless debit and credit cards as direct payment media on buses from early 2012; and on the Underground around a year or so later.

This would enable many visitors to London or occasional users to avoid the need to purchase an Oyster card while still enjoying many of the benefits of PAYG.

TfL also has plans for a second generation Oyster card based on contactless payment technology. This second generation card would probably be rolled out in around 2014.

Cleanliness of London Buses

Question No: 3556 / 2010

Caroline Pidgeon

It has been brought to my attention by a constituent that many buses in the Southwark area are often unclean, with the main cause of the problem being leftover food from passengers. What are you doing to ensure buses in London are kept clean throughout the day?

Answer from the Mayor

Bus operating companies are contractually required to keep buses clean. Each bus in the fleet is cleaned each day before entering service. TfL undertakes Mystery Traveller and Customer Satisfaction Surveys to assess customer satisfaction with a range of service aspects, including the cleanliness of buses. TfL discusses the output of this monitoring with the operators to ensure that issues identified are acted upon. I would recommend that passengers bring any concerns about the cleanliness of buses to the attention of TfL Customer Services (contact details are available via this link: <http://www.tfl.gov.uk/contact/4417.aspx>), who will investigate.

Health and safety for sub-contractors supporting Dial a Ride

Question No: 3557 / 2010

Caroline Pidgeon

Are there consistent health and safety procedures and practices for all drivers across the Dial a Ride scheme, including all sub-contractors, such as ComCab?

Answer from the Mayor

Dial-a-Ride expects all its contractors to provide the same level of service standard to its customers as its in-house provision, as outlined in the Dial-a-Ride Customer Charter, which promises a service that is “reliable, comfortable, clean, easy and safe to use”.

The contract between Dial-a-Ride and City Fleet (who own ComCab) requires City Fleet to demonstrate that they have health and safety procedures and practices of the relevant standards. Driver training standards are agreed between the two parties and all City Fleet drivers within the supply network (City Fleet) must demonstrate best practice methodologies, for example when loading and securing wheelchairs.

Whilst sub-contractors’ drivers are not required to undertake the full Dial-a-Ride BTEC qualification, as would an in-house driver, they are required to have undertaken disability awareness training. TfL have approved disability awareness training courses that are provided to drivers working on this contract. City Fleet’s service partners (private hire operators) are required to have received an overview of Passenger Assistance Training (PATs) and again TfL have advised City Fleet of the relevant courses to provide.

Safety for Door to Door service users**Question No: 3558 / 2010**

Caroline Pidgeon

Can you please ensure that safety for the users of door to door schemes is the number one priority, as I am extremely concerned of recent reports to the contrary from constituents?

Answer from the Mayor

TfL is committed to providing safe and reliable journeys on all the modes of transport within its remit and this includes the elements of door to door transport in London that come within its control.

TfL is directly responsible for the safety of passengers using the Dial a Ride service. Drivers undertake comprehensive training, including safety training, to nationally recognised standards. Dial a Ride has clear safety objectives with continuous performance review. Specific concerns of members that are drawn to the attention of Dial a Ride are fully investigated and any appropriate actions taken

TfL is also responsible for the regulation of the taxi and private hire sectors, which provide some elements of door to door transport in London, including the boroughs’ Taxicard scheme. Management of the Taxicard scheme is the responsibility of London Councils on behalf of the boroughs.

Responsibility for safety standards in the Community Transport sector lies with the appropriate local Traffic Commissioner, who is appointed by the Secretary of State for Transport.

Speed Limits on the Thames**Question No: 3559 / 2010**

Caroline Pidgeon

Why is the speed limit for boat services between Embankment and Tower Bridge apparently slow? Can the limit be increased at all for passenger services?

Answer from the Mayor

Speed limits on the Thames are set by the Port of London Authority, not by me or TfL.

Sight lines on the Thames in central London are poor due to the curved nature of the river and the presence of numerous bridge piers. Following an increase in the Thames Clipper operation concerns were raised about the risk of collision, particularly between two vessels proceeding at high speed with limited visibility. The Port of London Authority (PLA) undertook a Navigational Risk Assessment involving all the main river practitioners. It was agreed that the risk of collision was high due to increased speed, and differential speeds which increased overtaking manoeuvres. For these reasons the PLA enforces a 12 knot (about 14mph) speed limit west of Wapping.

Following the introduction of the speed limit, both the PLA and TfL agree that the risk of a boat collision has been considerably reduced. Due to the high number of stops and the time spent at piers while passengers board and disembark, Thames Clippers overall journey times were not adversely affected by the introduction of the speed limit.

Subsidies for Travel by River

Question No: 3560 / 2010

[Caroline Pidgeon](#)

I have been informed that subsidies for travel by Bus in London are 42p per head per journey, for the DLR it is £1.60 per head per journey and for Thames Clippers it is 11p per head per journey. Does this mean that you see river services as a low priority mode of London's transport system? Do you have any plans to help with either further subsidy or sponsorship to help support the services?

Answer from the Mayor

TfL financially supports Thames Clippers' Monday to Friday peak hour service between Woolwich Arsenal and the London Eye which operates under contract. The actual subsidy paid is calculated in accordance with a formula every four weeks. For example in the four weeks ending 18th September Thames Clippers were paid £33,855. In the same period the number of passengers carried on the contracted part of the service was 64,334; which works out at a subsidy of 52.6p per head per journey. TfL also supported river services with a marketing campaign during the summer of this year, has introduced new branding, River Bus and River Tour Guides and improved the river section of its website with new 'Tube-style' route diagrams for river services.

The remainder of Thames Clippers' services are operated under licence on a commercial basis. TfL has no plans to increase the subsidy to Thames Clippers for performance of the contracted peak hour service.

Meeting with London Councils

Question No: 3561 / 2010

[Caroline Pidgeon](#)

You said in your recent Mayor's report that you had your "regular meeting with Mayor Jules Pipe, Chair of London Councils on 3 November to discuss areas of joint working." What was the outcome of this meeting?

Answer from the Mayor

We had positive discussions on the Comprehensive Spending Review, Housing Benefit, Tax Increment Finance, Local Enterprise Partnerships and the London Living Wage. In addition we agreed the agenda for London Congress, which was held on 9 November.

Proposed cable car scheme

Question No: 3562 / 2010

[Caroline Pidgeon](#)

Have you identified a sponsor yet for the cable car proposal for East London? If so, who is it? If not, what is your proposed timetable to secure the private sponsorship and operator?

Answer from the Mayor

Work to secure funding is ongoing and we hope to be able to announce further details about third party funding in due course.

Cycle Hire Scheme (1)

Question No: 3563 / 2010

[Caroline Pidgeon](#)

Why was there a need to upgrade the Cycle Hire Scheme IT system, just weeks after it launched, over the weekend 6/7 November?

Answer from the Mayor

As with all major IT system installations, after a period of live operation there are aspects of the systems that need to be upgraded. This outage, undertaken at a time when it was felt to be of least inconvenience to members, allowed several software enhancements to be implemented with the aim of improving overall performance and customer experience. The opportunity was also taken to ensure that the software for casual users, which is due to go live by the end of the year, was suitably configured.

Cycle Hire Scheme (2)

Question No: 3564 / 2010

[Caroline Pidgeon](#)

How many cycle hire scheme users were unable to take out a hire bike over the weekend due to the auto renew function being unavailable for the weekend of 6/7 November?

Answer from the Mayor

Members wishing to hire a bike using auto-renewal functionality were only affected from 4pm Sunday 7 November to 6am Monday 8 November, not for the entire weekend.

As a result of the planned works it was not possible to record how many members attempted to use the auto-renew functionality over this period. TfL notified auto-renew members in advance, via an e-mail and banner on its website, to minimise any possible inconvenience.

Cycle hire scheme (3)

Question No: 3565 / 2010

[Caroline Pidgeon](#)

Following question 2900/2010, please provide details of the "measures to reflect the success"

of the cycle hire scheme in the agreement with Barclays.

Answer from the Mayor

The measures to reflect the success of the scheme contained within the Barclays Cycle Hire sponsor agreement cover areas such as the number of docking stations installed and the number of cycles in circulation. In addition, there are service metrics which mirror TfL's service contract with Serco. However, the precise details of these are commercially sensitive and cannot be disclosed.

Public transport provision in North Peckham (1)

Question No: 3566 / 2010

[Caroline Pidgeon](#)

Given TfL is now proposing additional 343 buses to help with overcrowding in North Peckham which it has been estimated will cost £400,000, will you reconsider extending the 148 bus instead, diverting it along Bowyer Place, Southampton Way and Peckham Road, terminating at Peckham Bus Station, which may cost less?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

Please see my responses to MQ3568 / 2010 and MQ3569 / 2010.

Public transport provision in North Peckham (2)

Question No: 3567 / 2010

[Caroline Pidgeon](#)

In a previous to me you stated that diverting the 148 bus would cost £624,000 a year. In a recent TfL consultation letter it states that diverting the 148 would cost £230,000 a year. Please could you advise which figure is correct.

Answer from the Mayor

The correct cost is £624,000. TfL apologises for the wrong information in the letter. They have written again to recipients.

Public transport provision in North Peckham (3)

Question No: 3568 / 2010

[Caroline Pidgeon](#)

Please confirm the additional costs TfL has calculated for the additional 343 buses it is proposing to put onto the 343 route, and what the additional cost would be of extending the 148 bus route along Bowyer Place Southampton Way and Peckham Road, terminating at Peckham Bus station.

Answer from the Mayor

The cost of the peak enhancements on route 343 is £254,000 per year. This includes both the change in June 2010 (two additional northbound morning peak journeys) and the further change proposed for February 2011. The cost of diverting route 148 to Peckham is £624,000 per year.

TfL's consultation letter of 22 October contained incorrect information regarding route 343 and the suggestion for route 148, for which TfL apologises. A further letter has been sent to the recipients.

Public transport provision in North Peckham (4)

Question No: 3569 / 2010

[Caroline Pidgeon](#)

How many passengers going northbound from Camberwell Green to the Bowyer Place stop (2 bus stops) are anticipated to be inconvenienced by the diversion of the 148 to Peckham via Bowyer Place and Southampton Way. How many passengers do TfL calculate will benefit by buses going north and southbound on the potential extended 148 route to Peckham?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

Diverting route 148 to Peckham is forecast to generate around 850 new trips per day on the bus network. This includes the effect of breaking the direct link for around 750 passenger trips per weekday to and from Camberwell.

The diversion is expected to cost £624,000 per annum while the estimated extra revenue would be approximately £160,000. Hence the extra subsidy needed would be around £464,000 each year. There would also be approximately £700,000 per annum of non-revenue benefits for passengers resulting in a ratio of benefits to extra subsidy of 1.5 to 1.

Proposals which incur an increase in subsidy are normally required to have benefits worth at least twice the additional subsidy and, of course, the extra subsidy must be affordable. TfL does not consider that this change can be justified.

Poor service on bus route 381

Question No: 3570 / 2010

[Caroline Pidgeon](#)

I have received further complaints about the poor service on the 381 bus route, meaning local residents who rely on this service are having to wait up to 30 minutes and sometimes longer for a service which is supposed to be every 8 to 12 minutes. Whilst it is not good throughout the day, in the evenings I am told it has really deteriorated. Will you please review the service and ensure improvements are put in place urgently?

Answer from the Mayor

TfL has already instigated a review of the performance of the 381 with Abellio, who operate the service. Ongoing works in the London Bridge area and on Stamford Street are having a significant impact on the performance of the 381. TfL and Abellio are urgently investigating what practical and affordable options are available to improve the level of service offered to passengers.

Stepping on and off buses

Question No: 3571 / 2010

[Jenny Jones](#)

A disabled constituent has asked if London bus drivers could be reminded to pull in close to the kerb at bus stops, to make getting on and off as easy as possible for disabled passengers?

Answer from the Mayor

TfL has produced and distributed a comprehensive guide for bus drivers to support high standards. It includes guidelines on good service for disabled passengers, including pulling as close in the kerb as possible. This is supported through training materials and vocational qualifications.

TfL also makes funding available for improvements to bus stop accessibility by boroughs through Local Implementation Plans, to ensure it is physically possible for drivers to correctly serve stops. TfL provided advice on how to improve the accessibility of bus stops in 2006, via the 'Accessible Bus Stop Design Guidance', which was distributed to all boroughs.

TfL monitors driving standards to ensure that the expected high standard is maintained. Over 7000 surveys are carried out annually by independent assessors from the Driving Standards Agency.

Mobile cycle hire docking stations

Question No: 3572 / 2010

[Jenny Jones](#)

A constituent asks whether you have considered the use of mobile cycle hire docking stations at the mainline stations to ease the redistribution of cycles?

Answer from the Mayor

The possibility of mobile docking stations has been considered. However, it is unlikely that they could be used at mainline rail stations. Mobile docking stations would still need the same amount of space as permanent ones, and therefore any potential locations will have already been considered during Phase One installation of Barclays Cycle Hire.

Cruelty Free cleaning products

Question No: 3573 / 2010

[Jenny Jones](#)

What progress has been made in making City Hall 'cruelty free' by only using cleaning products that are not tested on animals, in support of the British Union for the Abolition of Vivisection's 'Clean up Cruelty' campaign?

Answer from the Mayor

None of the cleaning products used in City Hall have been tested on animals. Whenever new products are introduced into the building we ensure that they are not tested in this way.

Sustainable waste transit

Question No: 3574 / 2010

[Jenny Jones](#)

Can you confirm the tonnages of waste arriving/departing the Powerday site in Willesden by a) rail, b) water and c) road, and comment on whether you are satisfied with this modal split?

Answer from the Mayor

Waste management facilities are not required to submit data either on tonnages of materials treated or methods of transportation to my office and therefore I do not hold that information. My officers have contacted Powerday and will inform you of their findings.

Protest in Parliament Square

Question No: 3575 / 2010

[Jenny Jones](#)

A constituent has informed me that his application to protest in Parliament Square was rejected by the police, who cited safety concerns following the Democracy Village eviction. He was instead sent authorisation to protest away from the Square, past Westminster Abbey. What is the current situation regarding authorisation of protests in Parliament Square?

Answer from the Mayor

The MPS is required to authorise all properly applied for protests or demonstrations within a one-kilometre radius of Parliament Square. These can be authorised conditionally or unconditionally.

All current applications for the East footway are authorised for Old Palace Yard due to the East footway being full. The MPS aim to facilitate all such protests and demonstrations which are applied for and has imposed the change of location on the grounds of safety.

Parliament Square security costs

Question No: 3576 / 2010

[Jenny Jones](#)

What is the cost of the security contract for Parliament Square associated with the maintenance work?

Answer from the Mayor

The cost of security associated with the maintenance work and protecting Parliament Square from incursions since the eviction for the period 22 July to 7 November is £257,324.

Policing of City Airport

Question No: 3577 / 2010

[Jenny Jones](#)

What is the total cost of policing London City Airport? How much of this cost is met by the airport and how much by the Metropolitan Police?

Answer from the Mayor

The budgeted cost for 2010/11 is £6.4m. Approximately £3.1m is funded from CT specific grant funding and £3.3m is funded from MPS general resources. A new Policing Services Agreement will be enforced from the start of the financial year 2011/12 from which the MPS will be able to recover costs from London City Airport.

Policing of Heathrow Airport

Question No: 3578 / 2010

[Jenny Jones](#)

What is the total cost of policing Heathrow Airport? How much of this cost is met by the airport and how much by the Metropolitan Police?

Answer from the Mayor

The budgeted cost for 2010/11 is £40m, of this figure £30.2m is recovered from the Airport Operator (BAA) under a Policing Services Agreement. The majority of the remaining funding comes from CT specific grants provided by the Home Office.

Lobbying for London's affordable housing

Question No: 3579 / 2010

[Jenny Jones](#)

What changes to the Government's new housing policies are you lobbying for in addition to your proposed transitional arrangements for the changes to housing benefit?

Answer from the Mayor

I am not currently lobbying on this issue, but am in negotiation with government on how the new housing policies will work in the capital.

HCA London Board

Question No: 3580 / 2010

[Jenny Jones](#)

Since your answer to my question about HCA London Board papers (2195/2010) the situation has become worse. Can you press again to have board agendas and minutes published in a timely manner, and for non-confidential papers to be published?

Answer from the Mayor

I have yet again taken this issue up with the HCA, and have been informed that there was a delay in the implementation of the agreed arrangements as set out in my response to question 2195/2010 due to an administrative glitch. I am now assured that the agreed arrangement is fully operational.

Fire brigade community engagement

Question No: 3581 / 2010

[Jenny Jones](#)

Please can you list the main community engagement programmes run by the London Fire Brigade, indicating which of these has secure funding for 2011/12?

Answer from the Mayor

The main community engagement programmes run by the London Fire Brigade are the schools education programme; the Local Intervention Fire Education (LIFE) scheme; and the programme of community safety project work carried out by the Brigade's Community Action Team.

Funding for these programmes for 2011/12 will be determined as part of the normal business planning process.

Lost WEZ income

Question No: 3583 / 2010

Jenny Jones

Can you tell me (a) the gross lost income from cancelling the congestion charge western extension zone, (b) the net lost income when offsetting the money raised by increased daily rates in the central zone and the introduction of Auto Pay, (c) the amount of extra revenue anticipated from residents of the former western extension zone and (d) the amount of extra revenue anticipated from penalty notices having to be paid by residents of the former western extension zone?

Answer from the Mayor

In answer to the first two parts of your question, I note that TfL has estimated that net income from the Congestion Charging scheme will be reduced by £55m per year as a result of the removal of the WEZ. This estimate takes into account the impact of other policy changes, such as the increase in the level of the charge and introduction of CC Autopay. In September 2008, TfL estimated the net loss of removing the WEZ alone as £70m per year – this figure excluded the impact of policy changes as well as further contractual savings that the more recent figure includes.

Regarding the second two points, the method TfL used to arrive at this estimate was to adjust pre-WEZ financial figures in light of more recent observed changes in traffic volumes, other policy changes, and contractual changes. This ensures an estimate on the likely overall financial impact, but means that the contribution that former WEZ residents are likely to make to post-WEZ revenue cannot be itemised. However, very broadly, it is estimated that former Western Extension residents will contribute some £4-7m per year to ongoing scheme revenues. Former WEZ residents will be able to register for the CC Auto Pay service, which will ensure they will not receive Penalty Charge Notices.

WEZ residents

Question No: 3584 / 2010

Jenny Jones

Will residents of the former western extension zone be offered a grace period before being liable for penalty notices in the congestion charge central zone because they fail to pay on time, or will they be treated as all other non-paying drivers?

Answer from the Mayor

In the consultation on the removal of the Western Extension it was made clear that the residents of the Western Extension zone would lose their entitlement to the residents' 90% discount on the removal of the scheme.

I announced my decision to remove the Western Extension on the 20th October, giving 66 days notice of its removal. Any registered Western Extension resident will have their account automatically closed after the zone is removed on the 24th December and will be advised in writing that they are no longer eligible for the 90% discount and must purchase a full price charge if travelling into the Congestion Charging zone. They will also have outstanding valid portion of any period charges refunded.

Following the removal of the Western Extension, residents of the area will be liable for any Penalty Charge Notices received for travelling within the Congestion Charging zone without purchasing the daily charge, in the same way as any other non-resident. However, residents will be able to register for the Auto Pay scheme, which will ensure they will not receive Penalty Charge Notices.

Road casualty reduction targets

Question No: 3585 / 2010

[Jenny Jones](#)

In answer to my question 2254/2009 you stated that "TfL is currently reviewing an appropriately challenging target for further casualty reductions in London over the next ten years". What are the resulting targets?

Answer from the Mayor

A draft Road Safety Plan for London is in preparation and will be subject to consultation in 2011. This plan will set out a road safety strategy and delivery plan for the next ten years. As part of the plan, I will consider the appropriate level of collision reduction to aim for in future years. This will reflect any guidance on the matter issued by national government and will ensure TfL's resources are focused on the most cost-effective ways of reducing collisions and related casualties.

Uninsured drivers**Question No: 3586 / 2010**

[Jenny Jones](#)

Given the success of Operation Reclaim and the scope for further enforcement work by the Metropolitan Police, do you now agree that the target of a year on year reduction in the number of uninsured drivers would be a good idea?

Answer from the Mayor

The contribution that Operation Reclaim can make to both crime disruption and road safety is recognised – however, the viability of a target in this area will need to be assessed in the light of available resources.

Freight Operator Recognition Scheme (1)**Question No: 3587 / 2010**

[Jenny Jones](#)

Are you still committed to the target in the Freight Transport Plan of 50 per cent of HGV and van fleets serving London being signed up to Freight Operator Recognition Scheme by spring 2016?

Answer from the Mayor

My commitment to achieving a 50 per cent sign up of HGV and van fleets serving London was made before the Comprehensive Spending Review was announced. TfL is reviewing budgets across a number of different programmes, including Freight. The impact of potential budget changes on the Freight Operators Recognition Scheme is currently being evaluated. Results of this evaluation are expected by the end of the calendar year.

Freight Operator Recognition Scheme (2)**Question No: 3588 / 2010**

[Jenny Jones](#)

How many vehicles are members of the Freight Operator Recognition Scheme, and what percentage of London's commercial fleet does this represent?

Answer from the Mayor

As of 9 November, 46,337 vehicles (14% of the commercial freight vehicles serving London) belong to scheme members who have achieved a minimum bronze recognition in the Freight Operator Recognition Scheme.

An additional 20,799 vehicles have been identified from fleet operators who have signed up to the Scheme but have yet to reach a bronze level of membership.

The total number of operators therefore engaged with the Freight Operator Recognition Scheme represents 20% of the commercial freight vehicles serving London.

Freight Operator Recognition Scheme (3)

Question No: 3589 / 2010

[Jenny Jones](#)

Will you guarantee the funding of £800,000 in 2011/12 for the Freight Operator Recognition Scheme?

Answer from the Mayor

I am unable to guarantee the level of funding for the Freight Operator Recognition Scheme following the Comprehensive Spending Review. Savings in many public sector budgets are required and TfL is no different. TfL is working hard to ensure the majority of the benefits of the Freight Operators Recognition Scheme can be retained on a reduced budget.

Freight Operator Recognition Scheme (4)

Question No: 3590 / 2010

[Jenny Jones](#)

What percentage of GLA group's and the boroughs' vehicles are members of the Freight Operator Recognition Scheme? What additional resources are you committing in order to bridge the gap between this and the London Freight Plan target to sign up 75 per cent?

Answer from the Mayor

Approx 60% of boroughs have fleets that have signed-up to the Freight Operator Recognition Scheme. The breakdown is as follows:

- 11 boroughs have bronze member fleets
- 2 boroughs with silver member fleets (City of London and London Borough of Newham)
- 2 boroughs have fleets that have signed-up and await assessment for bronze
- 5 boroughs have fleets that have failed assessment.

Within the GLA Group, the London Fire Brigade are members and Tubelines registered and became bronze members before being brought in-house by London Underground. An internal review is underway to rationalise the ex-Metronet and ex-Tubelines fleets. The majority of vehicles operated by TfL belong to contracted fleets owned by suppliers. Good progress has been made in securing their sign up to FORS.

To increase further the number of participating fleets from boroughs, a survey for Capital Ambition by London Councils is currently establishing total borough vehicle fleet sizes from which TfL will identify potential fleets to target to join the Scheme. That said, post Comprehensive Spending Review, we are unable to offer additional financial resources to encourage sign-up of additional fleets to reach this target.

Cycling target

Question No: 3591 / 2010

[Jenny Jones](#)

Thank you for your answer to question 3110/2010. Can you confirm that the methodology used to set the target for a growth in cycling trips of 400% by 2026 excluded those four trip types? If you are monitoring those trip types as contributing towards your target, will you agree to revisit the methodology and set a new target that includes those four trip types?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

All cycling trip types are considered to contribute to the target of a 400 per cent increase in cycling trips by 2026. The methodology used to calculate the 400 per cent target did not exclude the four trip types mentioned in the reply to question 3110/2010.

The work on cycling potential described in that reply was designed to help TfL to understand how the target could be achieved. It looked at where the growth in cycling trips was most likely to come, in terms of the length and type of trips currently being made by other modes, and who is making these trips. This enables TfL to target its resources accordingly. I do not have plans to revisit the methodology or set a new target.

Borough cycling targets

Question No: 3592 / 2010

[Jenny Jones](#)

In response to my question 3157/2009 you state that "The decision on whether to adopt local targets for cycling is one for boroughs themselves to make". Can you tell me all of the boroughs' targets that have been set so far?

Answer from the Mayor

The boroughs are currently in the process of drafting their second Local Implementation Plan (LIPs). The LIPs will include local targets for five mandatory indicators; mode share for cycling and walking, asset condition; road traffic casualties, bus service reliability and carbon dioxide (CO2). The date for the submission of the draft LIPs to TfL is 20 December 2010.

Cycle training for children

Question No: 3593 / 2010

[Jenny Jones](#)

What will you do if boroughs fail to provide Level 2 cycle training to all Year 6 training by 2012, given that you remain accountable for this commitment but have devolved all decisions to boroughs as stated in your answer to question 3104/2010?

Answer from the Mayor

Proposal 54 of my Transport Strategy outlines my intention to work with the London boroughs and other stakeholders to offer cycle training to people of all ages.

This financial year, all boroughs have chosen to continue to offer cycle training. In addition, TfL has promoted cycle training alongside Barclay's Cycle Superhighways, Barclay's Cycle Hire and

as part of the 'Catch Up with the Bicycle' campaign. All boroughs will report on the number of people they have trained at the end of the financial year.

Cycle awareness training for council staff

Question No: 3594 / 2010

[Jenny Jones](#)

Lambeth council trains all its lorry drivers, bus drivers, and 'essential' car users in cycle awareness sessions. What has Transport for London done to encourage other councils to adopt a similar approach and how many have actually done so?

Answer from the Mayor

In March 2010 I published my Cycle Safety Action Plan which sets out the priority actions for TfL and its delivery partners to reduce cycle casualties. Improving driver training is included in the plan and the Lambeth driver training is featured as a case study. The Plan encourages boroughs to directly target actions at the causes of collisions, which TfL believe should address the majority of situations in which collisions occur.

Last month, TfL launched a new Certificate of Professional Competence training module for freight drivers. The module focuses on improving drivers' awareness of vulnerable road users. This training is freely available to all boroughs whose fleets are registered for TfL's Freight Operator Recognition Scheme (FORS). So far, drivers employed by the London Boroughs of Hillingdon and Lambeth have already been trained on this course. The London Boroughs of Barking & Dagenham and Wandsworth have also committed to fund additional courses for freight operators within their boroughs.

Nuclear waste trains

Question No: 3595 / 2010

[Darren Johnson](#)

In response to my question 1774/2010 you stated that you would ask "Transport for London to ascertain the factual position on nuclear waste trains during the games from Direct Rail Services". Can you please share this information and tell me whether you, or your deputy mayor for policing have talked to Direct Rail Services or relevant Government departments regarding the question of nuclear waste trains during the London 2012 Olympic and Paralympic Games?

Answer from the Mayor

We have not yet spoken to Direct Rail Services concerning the factual position on nuclear waste trains, and will undertake to do so. However I do still refer you to my previous answers on this subject, and reiterate that these services are outside my jurisdiction, and that I do not have any concerns regarding their operation.

Olympic Park contamination

Question No: 3596 / 2010

[Darren Johnson](#)

A constituent asks if you have reconsidered appointing an independent expert to determine legitimacy and safety of works with radioactive contamination on Olympic Park following continued public concern and press coverage?

Answer from the Mayor

When clearing the Olympic Park site the ODA consulted with the Environment Agency, Health & Safety Executive and industry experts. The clean-up and disposal of material met all relevant legislation and regulations.

Biodiversity concerns in Greenwich Park

Question No: 3597 / 2010

[Darren Johnson](#)

In your capacity on the Olympic Board and considering your possible future control of the Royal Parks, can you comment on the controversial use of the wetting agent 'Revolution' in Greenwich Park? I am told it may kill all invertebrates and micro fauna to a depth of one metre, and so might represent a serious threat to biodiversity in a conservation area with important habitats.

Answer from the Mayor

'Revolution' is a wetting agent that will be used in Greenwich Park in the run-up to the London 2012 Equestrian events. The soil in the Park has been compacted over time and is dry beneath the surface, and the product will provide nutrients to encourage healthy grass and root development, ensuring stable footing for the Equestrian Cross Country event. The product is used routinely worldwide, and is legal and safe - as assessed by independent laboratories and the Chemicals Regulations Directorate, which ensures the safe use of products to protect the health of people and the environment.

Working with the Royal Parks, Natural England and English Heritage, LOCOG is committed to return Greenwich Park in the condition in which they receive it. As with all venues, LOCOG will work up a Venue Environmental Plan to safeguard habitats and species. Programme-wide, biodiversity is one of five themes in 'Towards a One planet 2012', London 2012's sustainability plan.

Green Enterprise District environmental targets

Question No: 3598 / 2010

[Darren Johnson](#)

A constituent asks, will you set a target for a reduction in carbon emissions, or even for carbon neutrality, for the zones being developed in partnership with the GLA group in the Green Enterprise District?

Answer from the Mayor

The Green Enterprise District is an economically led regeneration strategy, encouraging green industries to flourish in East London and creating jobs and wealth for local people and businesses. Having a strong green business base will also encourage CO2 reduction within the District and beyond - contributing to my target of 60% CO2 reduction by 2025 - but I do not plan to set a specific target for this.

Air pollution targeted measures

Question No: 3599 / 2010

[Darren Johnson](#)

Given the TfL Board's concerns that "it is difficult to predict the effectiveness [of dust suppressants on air pollution] in London" and the Commissioner's assurance that "monitoring [will] evaluate the benefits" why do you say in answer to question 3135/2010 that the trials

won't evaluate the impact on air quality? Will we not know if dust suppressants will actually reduce air pollution in London until your annual assessment report appears in early 2012?

Answer from the Mayor

There was a typographical error in my previous response, which should have read that the testing will look at the practicalities of the measure and its impact on air quality. I apologise for this and can assure you that a primary objective of the trial is to quantify the impact that the application of dust suppressant has on 24-hour average PM10 and PM2.5 concentrations in the trial areas, and therefore, compliance with the PM10 daily limit value.

The monitoring of the project includes data collection via a network of temporary roadside air quality monitors in addition to existing London Air Quality Network sites which will be analysed with respect to background conditions (traffic, weather and accidents). In addition to the GLA's annual report outlining progress in implementing my Air Quality Strategy, TfL also hopes to publish the preliminary results of the cleaning and application of dust suppressants on completion of the trial in Spring 2011.

Hybrid buses

Question No: 3600 / 2010

[Darren Johnson](#)

Are you still on track to deliver 300 hybrid buses by 2011 and ensure that all new buses are hybrids from 2012 onwards?

Answer from the Mayor

TfL is still on track to deliver its target of 300 hybrid buses by 2012 having recently benefitted from a second £5m grant from the DfT's Green Bus Fund.

The pace of the roll out beyond 2012 will be dependent on a number of factors including funding available and the rate at which capital premiums reduce as volumes increase. TfL will be working closely with the bus operators and manufacturers to maximise the number of hybrids introduced post 2012.

Climate Change Mitigation and Energy Strategy

Question No: 3602 / 2010

[Darren Johnson](#)

Can you give more detail on the £100m that you had committed over three years to direct climate change programmes, preferably breaking the sum down into individual per-year project budgets?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 28 January 2011:

My Climate Change Mitigation and Energy Strategy stated that over £100m has been committed to direct climate change programmes delivered by both the LDA and TfL over three years.

I am still awaiting the final settlement from government on funding for the LDA going forward, and am in active negotiations to secure this shortly. As this settlement will cover the period referenced in the £100m figure, I am unable to provide details until the settlement is confirmed.

Energy and Carbon Reduction Commitment budgets

Question No: 3603 / 2010

Darren Johnson

Can you tell me the budget for (a) total energy and fuel costs, (b) the portion of total energy costs arising from buildings and (c) Carbon Reduction Commitment allowances for the years 2009/10, 2010/11, 2011/12 and 2012/13 broken down for the GLA, LDA, TfL, MPA/MPS and LFEPA? Can you indicate whether the Carbon Reduction Commitment figures take account of the changes announced in the Comprehensive Spending Review?

Answer from the Mayor

GLA

- a) The City Hall and Trafalgar Square total energy budget is £531,000.
- b) 100%
- c) We completed the CRC early matrix at a cost of £57,000 and our predicted carbon assessment for the years noted are as follows:

2009/10 – nil cost

2010/11 – nil cost

2011/12 – Revisions in the Government Scheme postponed the implementation date this year.

Projected 1601 tonnes of Carbon @ £12.00 per tonne = £19,213.00

2012/13 – 1,585 tonnes of Carbon @ £12.00 per tonne = £19,020 allows additional 1% savings.

- d) The carbon reduction figures do take account of the changes announced in the Comprehensive Spending Review

TfL

- a) TfL has budgeted £108.3m for its expenditure on electricity and gas in 2010/11. Fuel costs mainly arise from the bus fleet and are paid for by contractors.

- b) 4.6%.

- c) TfL estimated its Carbon Reduction Commitment allowances would have been £2.48m for 2011/12 and £2.47m for 2012/13. The Scheme was not originally due to be in place until April 2011 so figures are not relevant for previous years.

- d) It will not be possible to assess the effect of the proposed changes in the Comprehensive Spending Review until further information is available.

LDA

- a) The 2010/11 budget for the LDA is £165K.

- b) 100% is related to buildings, specifically Palestra.

- c) The LDA is not covered by CRC, but has committed to the 10:10 campaign and is therefore looking to reduce its carbon footprint by 10% between April 2010 and March 2011.

- d) n/a.

MPA/MPS

a) The 2010/11 budget is £45.8m

b) 21.4%.

c) Carbon Reduction Commitment allowances are listed below:

2009/10 – nil cost

2010/11 – nil cost

2011/12 – £1.53m

2012/13 – £1.53m

d) It will not be possible to assess the effect of the proposed changes in the Comprehensive Spending Review until further information is available.

LFEP

a) The energy and fuel budget is based on average annual fuel price increases over the last 6 years. The 2010/11 budget is £4,840,343.

b) 61.21%.

c) Carbon Reduction Commitment allowances are listed below:

2009/10 – nil cost

2010/11 – £180,000

2011/12 – £175,000

2012/13 – £170,000

d) The CRC allowance takes into account the recent announcement in the Comprehensive Spending Review.

Energy reduction targets

Question No: 3604 / 2010

[Darren Johnson](#)

Can you tell me the targets for reducing buildings energy usage in the GLA, LDA, TfL and the MPA/MPS in 2011/12?

Answer from the Mayor

GLA response:

We are targeting 2% savings in 2011/12 focusing on lighting and lighting management.

TfL

The 2011/12 target for Head Office buildings is yet to be finalised.

TfL Head Office buildings have CO₂ emission reduction targets rather than explicit energy reduction targets. The portfolio performance for 09/10 was 124 kgCO₂/m² (over 30% better than the average performance of buildings in the Better Buildings Partnership's 2009 assessment).

For 2011/12, the current, provisional, full year target is 116 kgCO₂ / m², which represents a 5% reduction against the target for 2010/11.

LDA

The LDA does not have a specific target for 2011/12.

MPA

Energy efficiency is managed on a programme basis for the MPA Estate as a whole by setting carbon emissions reduction targets. This is undertaken through the Climate Change Action Plan (CCAP) programme.

A new short term target was recently set to achieve a 22% reduction in carbon emissions by 2013, on a baseline of 2005/06. This represents a further 15% reduction on the target set for 2005-2010. This target includes emissions from vehicles and operational air travel in addition to buildings. Specific targets for buildings will be published as part of the annual Environmental Management Plan in March 2011. Progress against targets is monitored and reported annually in the Annual MPS Corporate Social Responsibility Report (previously called the 'MPA/MPS Environment' report).

MPS

The MPS's approach to managing energy efficiency recognises the diversity in size, age, function, etc, of the Estate's buildings and the need to prioritise the management of energy efficiency taking into account factors including the contribution of individual buildings to overall carbon emissions, acquisitions and disposals, new build construction, and building retrofits.

Carbon reduction commitment rebates

Question No: 3605 / 2010

[Darren Johnson](#)

Can you tell me the best estimates of the rebates that would have anticipated under the Carbon Reduction Commitment for TfL and the MPS for the years 2010/11, 2011/12 and 2012/13 prior to the changes announced in the Comprehensive Spending Review?

Answer from the Mayor

MPS

Under the requirements of the CRC Energy Efficiency Scheme prior to the changes to the scheme announced in the Comprehensive Spending Review (CSR), the first sale of allowances would have taken place in April 2011 for emissions forecast by the MPS for the period 2011/2012. Consequently, no purchase of allowances or rebate would have occurred in 2010/2011.

Under the previous terms of the scheme the MPS had expected to buy allowances, based on an estimate of carbon emissions for 2011/12 of £1.53m in April 2011 and receive back in October 2011 a £1.53m payment plus/minus a bonus/penalty of up to £153k (10%) recycled back, depending on the position attained in the CRC performance league table.

For the following year 2012/2013 there would have been greater uncertainty due to an expected reduction in the MPS's carbon emissions from buildings disposals and carbon reduction retrofit measures, and changes to the CRC rebate adjustment (from 10% to 20%) and method of performance assessment. Consequently, the allowances purchased would be expected to be less than £1.53m however the rebate (or penalty) subject to a greater variation.

TfL

TfL developed working estimates of the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme rebates. These were in a range because it was not possible to be precise as the final figure would depend on how other organisations performed and the relative positions in the 'League Table'.

The first payment was due in April 2011, so there would have been no financial impact for the year 2010/11. The estimates were that the bonus or penalty would have been in the range of +/- £0.248m for 2011/12 and +/- £0.494m for 2012/13. These will not now take place as the announcement made in the Comprehensive Spending Review cancelled plans for reimbursements. Only high level details were announced and it is not yet possible to calculate what the changes will mean to TfL's estimates.

Insulation for private tenants

Question No: 3606 / 2010

[Darren Johnson](#)

Thank you for your answer to question 3140/2010. In light of the Government's expected Energy Security and Green Economy Bill, do you agree that landlords' properties should be required to meet certain energy efficiency standards when they are re-let, and that landlords should be required to participate in your RE:NEW programme when it is being rolled out in areas in which they own properties?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

I agree that requiring landlords to meet energy efficiency standards when properties are re-let could be an important tool in improving the energy efficiency of the private rented sector in London. How these standards are communicated and enforced would be key to their success.

In principle, requiring landlords to participate in the RE:NEW programme when it is being rolled out in areas in which they own properties is a good idea. Again, communication of the programme and ensuring a balance between the cost of enforcement and the improvements that are possible will be key to success.

Businesses relying on open data

Question No: 3607 / 2010

[Darren Johnson](#)

Following the decision by TfL to cut off access to open journey planning data without warning, will you introduce a Service Level Agreement guaranteeing availability and prior notification of any downtime for live open data feeds that are relied upon by London's communities and businesses?

Answer from the Mayor

Transport for London (TfL) did not deliberately cut off open access to journey planner data. Following a routine security update of its web-based Journey Planner, relied upon by 6.5 million users a month, the supply of some data to developers was inadvertently interrupted. It was unable to warn developers in advance of this but has since worked directly and collaboratively with developers to address the issue, which has now been resolved.

TfL is committed to making data freely available where it is technically, commercially and legally practicable. It generally does this through the Developers' area on the TfL website which has a simple set of terms and conditions to enable fair and transparent use (<http://www.tfl.gov.uk/termsandconditions/11402.aspx>).

Under these terms TfL can change, suspend or discontinue services but are then obliged to:

'endeavour to notify You of such alterations in advance by email, to the email address You provided to TfL on registration, and will endeavour to allow You reasonable time to make such changes as are necessary for You to receive the updated Transport Data feeds'.

Registered data users should therefore receive adequate notice of changes.

London Development Database

Question No: 3608 / 2010

[Darren Johnson](#)

Can you update me on your progress in making the London Development Database more widely available via the London Datastore, as promised in May in answer to question 1395/2010?

Answer from the Mayor

Working in conjunction with the GLA's Technology Group a technical workflow has been identified to facilitate the regular and consistent transfer of data from the London Development Database to the London Datastore. As the data is the copyright of the London Boroughs, the TfL legal team is currently investigating the changes that need to be made to the GLA Information Scheme in order for the data to be released in an open manner on their behalf.

Strategy data

Question No: 3609 / 2010

[Darren Johnson](#)

Will you supply me with the full data represented in charts, graphs and tables in the draft Climate Change Mitigation and Energy Strategy, the draft Municipal Waste Management Strategy and the draft Business Waste Management Strategy as spreadsheets? Will you also subsequently publish these in the London Datastore, and tell me the date by which Londoners can expect this to happen?

Answer from the Mayor

I am happy to provide you with the full data represented in charts, graphs and tables. This information will be sent to you via email.

The strategies and supporting data are currently under public consultation until spring 2011. Information will be provided in the London Datastore upon publication of the final adopted versions of all three strategies.

Fair pay ratios

Question No: 3611 / 2010

[Darren Johnson](#)

Can you explain your full reasons for supporting the Prime Minister's proposals on fair pay ratios, citing any evidence that you feel supports the case for such a policy?

Answer from the Mayor

Ensuring that employees are paid a fair wage is morally right - it makes good social and business sense. The social benefits include improved family health and well-being. The GLA has conducted various studies on the impact of similar fair pay policies, such as the LLW, on businesses. These studies found clear evidence that employers benefit across a wide range of areas - recruitment and retention, improved worker morale, motivation, productivity and reputational impacts of being an ethical employer.

Lowest paid employees**Question No: 3612 / 2010**

[Darren Johnson](#)

Can you tell me the lowest pay scale in each of the GLA group bodies, and in your capacity on the Olympic Board can you tell me the lowest pay scale in the ODA, LOCOG and the OPLC?

Answer from the MayorTfL

The lowest pay scale within TfL relates to the Dial A Ride drivers with a starting basic salary of £20,254 per annum.

GLA

The lowest pay scale within the GLA is the bottom of the pay scale for Grade 2 staff with a salary of £20,762 per annum. The lowest pay at the GLA however is staff (apprentices) on London's Living Wage.

MPA

The lowest pay scale within the MPA is £19,335 per annum.

MPS

The lowest pay scale within the MPS is in outer London and is: £13,622 + £1,883 location allowance, per annum.

LDA

The lowest pay scale within the LDA is £20,096 per annum.

LFPEA

The lowest pay scale within the LFPEA is pay scale FRS A: £14,022 - £18,550 per annum. Employees at this pay scale also receive the London weighting of £5,021 per annum.

ODA

The lowest pay band within the ODA is £21,646 to £43,291. The ODA also runs a graduate internship programme. The salary for these roles is £20,000 per annum.

OPLC

The lowest pay point at the OPLC is £25,092 per annum.

LOCOG

LOCOG is a private company. The information it publishes about staff salaries is published in its annual report which is available from Companies House and on the London 2012 website.

Transparency on high pay

Question No: 3613 / 2010

[Darren Johnson](#)

Information on highly paid GLA employees is currently buried in the Statements of Accounts, and there is no information on the gap between the lowest and highest paid. Some boroughs have started to publish this information on web pages that their citizens can easily find to promote transparency. Further to your support for the Prime Minister's proposals on transparency and fair pay ratios, will you follow those boroughs by publishing information on GLA employees earning over £150,000 and on the current pay ratio on a web page (not buried in a downloadable document) on the GLA web site?

Answer from the Mayor

There is only one GLA employee, the Chief Executive, earning over £150,000 and his salary is published on the website under his profile. I am content to ensure this information remains publicly available and to publish the salary of the lowest paid employees, our apprentices, who are paid London's Living Wage.

City Hall waste contract

Question No: 3614 / 2010

[Darren Johnson](#)

Can you tell me when the waste recycling contract for City Hall is due to be renewed?

Answer from the Mayor

The Waste & Recycling Contract is due to expire on 31/07/2013, though there is the option of extending this contract for a further 2 years in one year lots.

The contract was awarded to Bywaters on the 22/06/2009 following an open competitive tender process.

GLA budget (1)

Question No: 3615 / 2010

[Darren Johnson](#)

How much has the GLA (Mayor) spent to date on consultants in 2010/11, using latest available figures?

Answer from the Mayor

For the period 1 April to 16 October 2010 the GLA has spent £ 1,605,249 ex-VAT on consultancy services.

GLA budget (2)

Question No: 3616 / 2010

[Darren Johnson](#)

How much has the GLA (Mayor) spent to date on headhunters in 2010/11, using the latest available figures?

Answer from the Mayor

The GLA has not, to date, engaged the services of head hunters in 2010/11.

LDA projects (1)

Question No: 3617 / 2010

[Darren Johnson](#)

For each of the projects included in the 56m figure stated by the LDA to be the total of its contractual commitments, please could you tell me for each project (a) the total project budget, (b) the part of the project budget that is contractually committed, and (c) any joint funding from external funders and delivery partners, indicating who those partners are?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above

As at 30 September 2010, the legally contracted expenditure by theme was identified as follows:

Theme	2011/12
	£m.
Sustained Employment	16
Regeneration	11
Climate Change	10
Business Support	11
Business Other	8
Total	56

The nature of LDA business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

I remain in active dialogue with Government to ensure a fair settlement for London.

LDA projects (2)

Question No: 3618 / 2010

[Darren Johnson](#)

Please could you provide a list of LDA programmes and projects that were planned but not contractually committed, and are not included within the £56m figure? Please also provide their previously planned budgets.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above

As of 30 September 2010, the planned theme totals (as approved the LDA Board in July) and legally contracted expenditure were as follows:

	2011/12 Planned Theme Totals	2011/12 Contractually Commitments
	£m.	£m.
Sustained Employment	29.7	16
Regeneration	31.2	11
Climate Change	15.2	10
Business Support	16.7	11
Olympic Sport	8.5	8
International Promotion	22.4	0
Total	123.7	56.0

The nature of LDA business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

I remain in active dialogue with Government to ensure a fair settlement for London.

International promotion budget

Question No: 3619 / 2010

[Darren Johnson](#)

What is the LDA's revised 2010/11 total budget for international promotion work? Please will you also give a breakdown of this budget between the various strands of this work?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The LDA's International Promotion budget in 10/11 is £26.5m, as set out below:

Project	Budget £000s
Building the Visitor Welcome	202
Creative Sector Support: Designer Fashion	800
Cultural Olympiad Support Fund	174
Emerging Markets Operational Programme	240
Events for London	2,345
Film London	1,665
Investor Development	822
Inward Investment & Business Growth	5,112

London Brand Development	440
London Design Festival	270
London Media Centre	1,000
London Unlimited	480
Promote London Agency	288
Sport Accord	515
Study London Emerging Markets Promotion	169
Visit London-Marketing London	11,803
Visitor Experience 2012	251
Total	26,560

Academies budget

Question No: 3620 / 2010

[Darren Johnson](#)

What is the LDA's revised 2010/11 budget for the Academies programme? What is the projected spend on the Academies programme in 2010/11?

Answer from the Mayor

At the time of writing the LDA has not received final confirmation of its budget for the spending review period. The LDA is undertaking a process of due diligence on all of its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs. Over the next few weeks my team and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces.

I remain in dialogue with Government to ensure a fair settlement for London.

Design for London

Question No: 3621 / 2010

[Darren Johnson](#)

What was the LDA's planned budget for Design for London for 2011/12?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The planned Design for London project budget for 2011/12 was £500,000.

Green Grid budget

Question No: 3622 / 2010

[Darren Johnson](#)

Can you tell me the total planned GLA group budget for the All and East London Green Grids for 2010/11 and 2011/12, indicating legally committed budgets, and provide a breakdown by the individual projects/frameworks?

Answer from the Mayor

The LDA and GLA have been working with TfL, Natural England, the Environment Agency, the London Parks and Green Spaces Forum, Groundwork London and borough representatives to support 11 Area groups across London, local project development and funding strategies in each locality. In turn these will inform the development of the Supplementary Planning Guidance to the London Plan for an All London Green Grid (ALGG). The LDA is working across the partnership to complete the remaining frameworks and prepare a consultation draft of the SPG by March 31 2011.

Following initial funding in 09/10 a further £5K has been made available in 10/11 to complete the Wandle Valley ALGG Framework and support the work of London Boroughs of Wandsworth, Merton, Sutton and Croyden and their local partners; £10k has been made available for a framework for the Brent River Valley and Barnet Plateau (LB Barnet, Brent, Harrow and Ealing); £10K for a framework with the central London Boroughs. £15k is supporting work in the LB's Bromley, Croyden and Sutton to complete a framework for the Southern Downslands. The LDA has also made £30K available to refresh, update and extend the existing frameworks in East London. The total financial commitment in financial year 10/11 is £70K.

There are no planned financial commitments for financial year 11/12.

Street trees budget

Question No: 3623 / 2010

[Darren Johnson](#)

What is the (a) revised budget for 2010/11 and (b) the planned budget for 2011/12 for your Street Tree programme for both Transport for London and the London Development Agency? For the LDA, can you indicate whether any of the money for 2011/12 is contractually committed?

Answer from the Mayor

The Street Trees budget for 2010/11 is unaltered. Grant offers to plant 4596 trees out of our total of 10,000 between December 2010 and March 2011 have already been made.

For the 2011/12 financial year I will be able to confirm the position once the full impacts on the GLA group budgets have been determined.

Food programme budgets (1)

Question No: 3624 / 2010

[Darren Johnson](#)

What is the planned budget including staff and programme budgets for the GLA's (Mayor's) and the LDA's food work for 2010/11, 2011/12 and 2012/13, indicating contractually committed budgets for the LDA?

Answer from the Mayor

Responsibility for the food programme lies with the GLA.

I will be able to confirm the position on the 2011/12 funding position, including contractual commitments, once the full impacts on LDA budget has been determined.

GLA officers are continuing to work with partners to take forward projects committed for the 2010/11 financial year.

As soon as the budget situation is confirmed we will continue to work with our partners to ensure we can deliver a food programme in the fullest way possible.

Food programme budgets (2)

Question No: 3625 / 2010

[Darren Johnson](#)

Can you break down the budgets for each food project for the years 2010/11, 2011/12 and 2012/13?

Answer from the Mayor

The GLA Food Programme budget for 10/11 equates to £1.26M

Approved commitments for the 2010/11 budget are as follows:

£302,247 - The wholesale markets business development managers programme

£135,301 - Good Food on the Public Plate

£300,307 - Capital Growth

£50,000 - The Mayor's Thames Festival

£200,000 - Food Programme staff/administration

Whilst the full impacts on LDA budget are determined commitments planned for the remainder of 10/11 and 11/12 are being reassessed and options considered to enable the GLA Food Programme to continue.

No budget commitment for 2012/13 has been approved.

LDA funding for LWaRB

Question No: 3626 / 2010

[Darren Johnson](#)

What is the impact of LDA funding cuts to London Waste and Recycling board waste projects?

Answer from the Mayor

Until final budgets have been agreed I am unable to confirm whether the reduction in LDA funding will or will not affect the London Waste and Recycling Board.

Funding cuts for waste PFIs (1)

Question No: 3627 / 2010

[Darren Johnson](#)

What impact will the Government's comprehensive spending review announcement that DEFRA will cease funding North London Waste Authority and South London Waste Partnership's Private Finance Initiatives for building new waste facilities, have on your municipal waste strategy's zero municipal waste to landfill by 2025?

Answer from the Mayor

I do not expect the withdrawal of PFI funding for North London Waste Authority (NLWA) and South London Waste Partnership (SLWP) to have an impact on the achievement of my zero municipal waste direct to landfill. NLWA is currently deciding how to progress and SLWP has decided to continue with their procurement exercise which does not include an option to provide landfill capacity.

Funding cuts for waste PFIs (2)

Question No: 3628 / 2010

[Darren Johnson](#)

What impact will the Government's comprehensive spending review announcement that DEFRA will cease funding North London Waste Authority and South London Waste Partnership's Private Finance Initiatives for building new waste facilities have on your municipal waste strategy's intermediate and long term composting and recycling targets?

Answer from the Mayor

I do not expect the withdrawal of PFI funding for North London Waste Authority (NLWA) and South London Waste Partnership (SLWP) to have an impact on the achievement of my recycling and composting targets for London in the intermediate or long term. NLWA is currently deciding how to progress and SLWP has decided to continue with their procurement exercise and both have municipal waste management strategies in place that include recycling and composting targets in line with my London targets.

Funding cuts for waste PFIs (3)

Question No: 3629 / 2010

[Darren Johnson](#)

In the event that landfill tax fines for councils increase following the loss of planned waste facilities resulting from the Governments comprehensive spending review announcement that DEFRA will cease funding North London Waste Authority and South London Waste partnership's Private Finance Initiatives, do you believe there would be a case for the Government to compensate affected councils?

Answer from the Mayor

Government has informed me that the UK is on track to meet the 2020 EU Landfill Directive target for reducing biodegradable waste to landfill and this is the basis upon which the decision to withdraw PFI funding from some projects, including the two London projects, has been taken. If Government's calculations are correct the UK will not be subject to EU fines for failing to meet the targets and therefore there will be no fines to pass on to waste authorities that fail to meet their individual Landfill Allowance Trading Scheme (LATS) allocations.

If South London Waste Partnership or North London Waste Authority find themselves in a position, as a direct result of the loss of PFI credits, where they cannot meet their LATS targets, either through reducing waste to landfill or obtaining permits, I will support them in developing a case to Government.

River crossings

Question No: 3630 / 2010

[Darren Johnson](#)

Following the Comprehensive Spending Review, can you confirm whether all preparation work for (a) a new Silvertown crossing and (b) the proposed Thames Gateway Bridge is now being stopped?

Answer from the Mayor

My Transport Strategy sets out my preferred approach to deal with the very significant congestion problems caused by a lack of road crossings in east London.

While I decided in November 2008 no longer to pursue the Thames Gateway Bridge proposal, my Transport Strategy sets out a package of options which Transport for London is currently investigating, which includes a new tunnel at Silvertown.

I do not intend to stop working on these options following the Comprehensive Spending Review, which supported my position that it is essential that we continue to invest in London's transport infrastructure.

LIP funding

Question No: 3631 / 2010

[Valerie Shawcross](#)

Following the CSR announcement, how do you envisage cuts of 28% to LIP funds will impact on the boroughs?

Answer from the Mayor

On 3 November 2010 I met with Jules Pipe, Chairman of London Council's, and set out the implications of the Spending Review 2010 (SR10) for the Local Implementation Plan (LIP) budgets.

The following day (4 November 2010) TfL wrote to all the London boroughs providing a detailed explanation of how SR10 impacted on the LIP programmes and individual allocations to London boroughs. Letting the boroughs know as soon as was practical after the outcome of SR10 was known will ensure there is sufficient time for them to take into account the revised budgets in preparing their draft LIPs which are due to be submitted to TfL on 20 December 2010.

Lack of Progress on Establishing a Buskers Forum

Question No: 3633 / 2010

[Valerie Shawcross](#)

We have just passed the first anniversary of the meeting of London Underground's buskers I hosted in City Hall last November. At that meeting senior LU managers agreed to establish a Forum of elected busker representatives to resolve issues arising from LU taking management in-house in 2008. After a year of waiting, could the Mayor explain how much more time he requires to establish a Buskers' Forum? The full terms of reference were agreed with managers last spring - could the Mayor give an undertaking to actually establish the Forum by, say, the New Year?

Answer from the Mayor

London Underground is continuing to progress the forum for elected representatives of buskers and it is planned to hold nominations for representatives before the end of the year. Elections will follow in the New Year.

Phone Line rip -off

Question No: 3634 / 2010

[Valerie Shawcross](#)

On 28th September, nine individual licensed buskers experienced being cut-off a total of 27 times after being placed on hold on 0845 numbers, some of them having been on hold for more than an hour. Buskers have estimated that they are contributing at least £100,000 per annum phoning LU's 0845 number, which all 260 LU licensed buskers must do every week to get a busking pitch. Someone is clearly making thousands of pounds through use of the 0845 number, yet LU have said they made only around £900 in 2008/09 (Answer to Question No: 3496 / 2009). Could the Mayor either abandon the use of 0845 numbers for the licensed buskers - other staff don't have to use 0845 numbers, for example - or at the very least ensure that LU captures this money to subsidize the costs of running the scheme?

Answer from the Mayor

As with other call centres across the UK, London Underground uses an 0845 number as the best and most cost-effective way of providing a way contact for buskers to call to book a busking pitch. 0845 numbers act as a local call from anywhere in the UK and many land line and mobile providers offer free calls to 0845 numbers.

Unfortunately on the morning of the 28 September there was a problem with this number. As soon as LU became aware of this, the problem was corrected and all the buskers that could be identified as being affected were contacted within 15 minutes.

The 0845 busker number does not generate any significant income for London Underground. It should be emphasised that the pitches provided on the Tube network, some of which may see tens of thousands of customers passing every day, are provided to buskers for free. It is therefore right that in seeking to deliver best value for money, LU should not be subsidising buskers' phone calls.

Lack of Sponsorship

Question No: 3635 / 2010

[Valerie Shawcross](#)

The costs of the Busking scheme were fully covered through sponsorship from 2003-08, but LU has failed to achieve sponsorship since LU took management of the scheme in-house, soon after Boris was elected Mayor in July 2008. Yet the scheme is high profile among Londoners, offering advertising space at prime sites on 24 central London stations. After two and a half years of failure, what is the Mayor's strategy for achieving some basic sponsorship for the scheme?

Answer from the Mayor

Coca Cola sponsored the busking scheme during Christmas last year. Sponsorship of the scheme has been affected by the current economic climate. However, LU continues to look for new sponsors.

C10 bus

Question No: 3636 / 2010

[Valerie Shawcross](#)

I was very pleased to receive a letter from Transport for London indicating that they are proposing to introduce larger single deck vehicles with two sets of doors on route C10 which has long suffered from overcrowding. However, I also note that this proposal is 'dependent upon highway works by the City of Westminster. We are currently discussing this with them'. Please provide an update on these discussions and provide C10 users with your assurance that this

hugely beneficial proposal will be implemented.

Answer from the Mayor

TfL is discussing this with Westminster City Council officers. When results are available stakeholders will be updated in the usual way.

Western Extension Zone Income

Question No: 3637 / 2010

[Valerie Shawcross](#)

Please provide a breakdown of income generated by the Western Extension of the congestion zone during the last financial year. How much of this is from paid charges and how much from fines? What were the costs of administering the scheme for the same financial year for the WEZ area and what was the net income?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 1 December 2010:

The income generated by the combined central zone and western extension is very much inter-related, as it results from trips made across the combined area. It is therefore not possible to split down income into central zone income and western extension income. This is true of both charge income and PCN income.

Equally, it is not possible to split down the costs related to many of the services provided into the central zone and western extension.

Last financial year, the entire Congestion Charging scheme generated £312.6M of which £180.8M related to charge payments and £131.8M to Penalty Charges. Direct expenditure last financial year was £144.4M, as published in TfL's Annual Report and Statement of Accounts 2009/10.

Crystal Palace Station

Question No: 3638 / 2010

[Valerie Shawcross](#)

I recently attended a very interesting and informative site visit to Crystal Palace station and saw the huge potential for improvement to this already impressive station. Further to your reply to my question number 3273/2010 please could you provide an update on funding for this project following the CSR? I am sure you will agree with me that this project is one worthy of support.

Answer from the Mayor

I agree that the proposed improvement plans for Crystal Palace would bring long awaited benefits to those using the station, not least in terms of accessibility to platform level.

The funding for the station improvement is estimated at approximately £8m from various funding partners, including TfL and Network Rail – all of whom require a little time to work through the full implications of the Comprehensive Spending Review announcement.

We expect for the details of the scheme going forward to be known by the end of 2010.

Bus route 63

Question No: 3639 / 2010

[Valerie Shawcross](#)

Further to my question 3285/2010, you stated that TfL would be in touch with me to arrange to meet with me, local councillors and other stakeholders to discuss the 63 bus route. I have not yet heard from TfL in this regard, when can I expect to do so?

Answer from the Mayor

I understand that TfL has contacted you since you submitted this question to arrange a meeting. I know that you also discussed route 63 with the Transport Commissioner when you met him recently, and he will respond to you shortly.

Bendy buses and route 149

Question No: 3640 / 2010

[Valerie Shawcross](#)

Further to your reply to my question number 3292/2010, why were costs for continued articulated bus operation on route 149 not requested, when the costs indicated for the previously debendified routes clearly show that this option had proved cheaper, as well as requiring significantly fewer vehicles, and therefore vehicle emissions, for more peak time capacity?

Answer from the Mayor

My manifesto commitment was to remove articulated buses. TfL will continue to seek the best value for money as it carries out the remaining conversions. Replacing bendys with conventional double decker buses on route 149 has resulted in a saving to TfL of £966,000 per year.

Bakerloo Line proposed extension

Question No: 3641 / 2010

[Valerie Shawcross](#)

Given the disappointment following the news that the South London Line is to be withdrawn and no mitigating services via the Catford Loop are to be funded, when you are considering your proposal (Proposal 22 in the MTS) to extend the Bakerloo line southwards, will you look at the possibility of utilising the Catford Loop via Peckham for a potential extension option? This is particularly pertinent as during the TfL/Travelwatch review into the South London Line it was noted that stations along the Catford Loop are some of the few in inner London which are only served by two trains per hour outside the morning peak.

Answer from the Mayor

London Underground has undertaken preliminary work in the past to look at the feasibility of southern extensions to the network, including identifying some route options and looking at their technical development. Of these, extending the Bakerloo line south from Elephant & Castle emerged as the option with the most potential and this was reflected in the Mayor's Transport Strategy. However, given current funding constraints, TfL is not in a position to take forward work to progress an extension. The priority is to complete the renewal and upgrade works already planned on the Tube, including the upgrade of the Bakerloo line.

When TfL does commence further planning on the Bakerloo line extension, it will look at all possibilities in consultation with Network Rail, seeking to maximise any benefit to customers and minimise interference with and impact on the National Rail network during the busy peak periods.

To put this in context, the earliest timescale for any extension to the Bakerloo line, if funding were secured, would be roughly 2025.

South London Line removal consequences

Question No: 3642 / 2010

[Valerie Shawcross](#)

Currently, passengers wishing to travel from the London Bridge/Cannon Street/Charing Cross areas, to South East London locations such as Nunhead, Bellingham, Bromley South and beyond, can take the South London Line from London Bridge and conveniently change services at Peckham Rye. Given that the South London Line is to be withdrawn and part replacement services via the Catford loop are not to be funded, will you liaise with the appropriate TOC's to ensure that convenient changes at Peckham Rye will continue for these passengers?

Answer from the Mayor

Passengers in the Cannon Street/Charing Cross area would be best to travel to the newly rebuilt station at Blackfriars to change onto the existing Thameslink services to these South East London destinations.

There will also remain 16 trains running between London Bridge and Peckham Rye in the evening peak period, even after with the withdrawal of the South London Line service in 2012.

It will also be possible to travel from Charing Cross and Cannon Street to Nunhead via a change of train at Lewisham and to Bellingham via interchange at Catford Bridge / Catford. Train services to Bromley North (as opposed to Bromley South) are also possible via changing trains at Grove Park.

Passengers will also be able to use Jubilee line services from London Bridge to Canada Water where they will be able to change onto frequent London Overground services serving Peckham Rye (and other South London Line stations between Peckham Rye and Clapham Junction).

At the appropriate time, TfL still intends to press for a new London Victoria - Bromley South service (which would serve Nunhead and Bellingham) as part of a future Southeastern franchise to help mitigate the withdrawal of the South London Line.

Tube complaints

Question No: 3643 / 2010

[Valerie Shawcross](#)

According to the most recently available figures which Underground line did TfL receive the most complaints about and how many were received for each line?

Answer from the Mayor

London Underground compiles complaint figures on a four-weekly basis (a 'railway period') and the most recent is period 7 (19 September to 16 October 2010). The figures for this period are detailed below.

Line	Number of complaints
Non line specific	816
Bakerloo Line	47
Central Line	141
Circle Line	25

District Line	161
Hammersmith & City	41
Jubilee Line	158
Metropolitan Line	139
Northern Line	144
Piccadilly Line	136
Victoria Line	174
Waterloo and City	4
TOTAL	1,986

Accidents on buses

Question No: 3644 / 2010

[Valerie Shawcross](#)

Please provide a table showing reported numbers of passengers injured on London's buses for the last three years?

Answer from the Mayor

The table below shows the total injuries sustained by passengers on the bus network for 2007/08, 2008/09 and 2009/10 as reported to TfL. These incidents would have arisen as a result of operation of the bus.

The majority of injuries suffered were minor and would not have required treatment at hospital. The rate is very low, at fewer than two reported injuries per million passenger journeys.

	Year	2007/08	2008/09	2009/10
	Total Injuries	5026	4701	4274
Normalised Rate	PMPJ (per million passenger journeys)	2.31	2.10	1.89

Cost of work on Estuary Airport project.

Question No: 3645 / 2010

[Valerie Shawcross](#)

Please give the total approximate staff hours spent by GLA and TfL Staff on various proposals to build airports in the Thames Estuary for the last 12 months?

Answer from the Mayor

In the last 12 months, a small number of TfL staff have spent a limited amount of time understanding the potential need and options for increasing aviation capacity for London. This has included work examining the potential case for locating new capacity in or on the coastline of the Thames Estuary. In total, it is estimated that this has amounted to no more than the equivalent of 50 days' full-time work (350 hours).

GLA staff have provided secretariat support to the Thames Gateway Airport Steering Group, answering correspondence and Mayor's Questions. This has accounted for 7 days' full time work.

London Underground

Question No: 3646 / 2010

Valerie Shawcross

In a table please list every unplanned Underground service interruption lasting for more than 1 hour experienced since 1st August to the current date. Please give the line/stations affected/period of failure or delays/date and a brief explanation of the cause.

Answer from the Mayor

The information is provided in the spreadsheet attached as appendix C.

Service interruptions due to the recent industrial action are not included.

Tube Upgrade

Question No: 3647 / 2010

Valerie Shawcross

How has the Underground service upgrade programme been affected by the CSR and TfLs recent changes to the budget? Please list in overview each Line, the works to be undertaken and the completion dates – showing a predicted percentage capacity improvement for each line?

Answer from the Mayor

The vital Tube line upgrades were protected in the Government's recent Spending Review announcement. This means that we will be able to complete fully the programme of upgrades, involving new signalling systems, new trains, new track and new control centres. This will deliver 30 per cent extra capacity on the Tube, ensuring it can continue to support London's economic recovery and growth.

More details of the funding agreement can be found in the Secretary of State's letter on the TfL website at: <http://www.tfl.gov.uk/corporate/about-tfl/investorrelations/1466.aspx>.

The details of works to be undertaken, expected completion dates and capacity improvements for each line are also on the TfL website, at:

<http://www.tfl.gov.uk/corporate/projectsandschemes/10127.aspx>.

The completion dates for the Jubilee, Northern and Piccadilly line upgrades are subject to change as a result of the delay to completion of the Jubilee line works, and the review of the Northern and Piccadilly line upgrades following TfL's acquisition of Tube Lines. TfL has recently confirmed it now expects the Jubilee line upgrade to be completed next Spring, and that the Jubilee line delay and the revised (and much less disruptive) approach for the Northern line upgrade will mean the latter now being delivered by 2014.

The completion date for the Bakerloo line upgrade also remains to be confirmed. Most of the work to deliver it will take place beyond this Spending Review period, and we are investigating the most efficient way to progress it in conjunction with the Piccadilly line, as both will involve the provision of new deep level Tube trains and new signalling.

Crossrail

Question No: 3648 / 2010

Valerie Shawcross

What de-scoping of the Crossrail project has or will be undertaken (if any)?

Answer from the Mayor

There is no intention to de-scope any part of Crossrail. As I stated on the day of the Spending Review announcements, both the Government and I have committed to delivering Crossrail in full. There will be no stations deleted or sections cancelled. The Crossrail team has looked at ways in which to make the construction phase of the scheme more cost effective to deliver without affecting the scheme's scope or benefits. Due to improved station and engineering solutions, over £1bn can be saved from the project against the original funding of £15.9bn. A more efficient construction timetable will mean the Crossrail central section will now be completed in 2018, followed by a phased introduction of the other sections and stations.

Electric cars

Question No: 3649 / 2010

[Valerie Shawcross](#)

Are you satisfied with the speed of adoption of electric cars in London? What is the latest evidence available for take up of electric cars? How will this slowing down of take-up affect the delivery of your Transport Strategy?

Answer from the Mayor

London already leads the way with almost a quarter of registered electric vehicles in the UK. According to the latest data from the DVLA, there are approximately 2,100 plug in electric vehicles and 14,600 hybrid electric vehicles in London and some 71,000 plug-in and hybrid electric vehicles in the UK as a whole. There is no evidence therefore that the take up of electric or hybrid vehicles in London is slowing down. My aspiration remains to have 100,000 electric vehicles on London's streets as soon as possible. I am satisfied that good progress is being made.

LIP funding

Question No: 3650 / 2010

[Valerie Shawcross](#)

Please publish a table showing the annual London wide total allocation of LIP money to London Boroughs from 2008 to date. What is the updated figure for next year's 2011/12s LIP allocation to Boroughs in light of the recent CSR announcements?

Answer from the Mayor

The table below details the London-wide total LIP allocations from 2008/09 to 2011/12. The figure for 2011/12 includes a £4.0m (3%) reduction in the LIP budget compared with the previously published Business Plan figures. This is due to the reduction in LIP funding in line with the profile of TfL's General Grant following the Spending Review 2010.

TfL wrote to all London boroughs on 4 November explaining the implications of the Spending Review on the individual LIP programme budgets.

Financial Year	Total LIP funding
2008/09	£161m
2009/10	£168m
2010/11	£155m
2011/12	£146m

LIP funding and local cycling schemes

Question No: 3651 / 2010

[Valerie Shawcross](#)

How many Km of local cycle network were installed in total by London Boroughs as a result of LIP funding in the financial last year? In which Boroughs were these located?

Answer from the Mayor

Transport for London has confirmed that all of the London boroughs contributed to the delivery of 136km of local cycle network using LIP funding in 2009/10. Of this figure some 106km was implemented on local borough roads and 30km on greenways (largely off-road cycle routes).

Bus Routes complaints

Question No: 3652 / 2010

[Valerie Shawcross](#)

Please list the ten bus routes which are most often complained about by passengers to TfL/The Mayor or via Assembly members for overcrowding and poor performance.

Answer from the Mayor

This is set out below, and applies to complaints received from the beginning of this financial year to date, concerned with the reliability of services and crowding.

Where a complaint is related to the performance of the service, TfL works with the relevant operator to identify solutions to the performance difficulties which exist.

Most of the routes below were affected by roadworks of varying durations; this can lead to complaints about both reliability and the consequential overcrowding, where there are gaps in the service. TfL will also consider whether the scheduled capacity is adequate. For example, and as you know, TfL proposes to provide larger-capacity, two-door buses on route C10.

Route	Complaints	Passenger Journeys (millions)	Complaints per Million Passenger Journeys
65	62	4.62	13.4
C10	57	1.80	31.6
81	52	2.19	23.8
9	50	3.70	13.5
93	50	4.91	10.2
320	49	0.80	61.3
94	49	6.08	8.1
220	44	4.71	9.3
24	44	5.73	7.7
275	42	1.72	24.4

Bus routes performance

Question No: 3653 / 2010

[Valerie Shawcross](#)

Please list in order the 10 worst routes for reliability performance against scheduled timetable, according to the most recent data.

Answer from the Mayor

This is set out below. The table shows the performance of routes which operate at a high frequency (running at least every 12 minutes) against a minimum performance standard which the relevant operator is contractually required to meet or better. Performance is measured in terms of the 'Excess Waiting Time' that passengers experience, which is calculated by subtracting actual waiting time from scheduled waiting time.

In each case TfL is working with the relevant operator to identify solutions to the performance difficulties which exist. Most of the routes below have been affected by roadworks which have already finished or are due to finish soon. Route 381 has been affected by on-going roadworks and TfL is in discussion with the operator regarding measures to mitigate the delays.

Rank	Route	Minimum Standard	Current Performance
1	81	1.30	2.22
2	57	1.30	1.77
3	172	1.10	1.52
4	222	1.10	1.43
5	381	1.30	1.60
6	282	1.10	1.39
7	195	1.10	1.38
8	E5	1.10	1.37
9	H98	1.30	1.56
10	157	1.10	1.36

Smoothing the Traffic

Question No: 3654 / 2010

[Valerie Shawcross](#)

Of the 145 sets of traffic lights proposed for removal by TfL – how many remain on the list? How many have been removed as a result of local consultation? How many new proposals have been brought forwards? Please provide the current list of active proposals.

Answer from the Mayor

At present, TfL is still meeting the London boroughs to discuss sites with the potential for removal.

Once TfL has met with all the boroughs, it will update the list of 145 sites to detail those sites that will be progressed, subject to funding and consultation; those that will not be progressed further; and any additional sites proposed.

Thames Tideway tunnel

Question No: 3655 / 2010

[Valerie Shawcross](#)

I support this project but am concerned about plans to have major excavations going on at Kings Stairs Gardens, Southwark for over 7 years. Please explain what the planning process will be to consider this project – will you have a role in this process as Mayor of London?

Answer from the Mayor

At present the Infrastructure Planning Commission (IPC) is due to determine this scheme. There is a comprehensive statutory process associated with IPC schemes, which will require consultation with the Mayor at various stages. In the first instance Thames Water has consulted me on the Tideway proposal prior to submitting it to the IPC, as required by legislation. I will be responding to this consultation and will examine both the overall preferred tunnel route and the 22 individual construction sites.

The applicant must also notify the Mayor when an application is lodged with the IPC. The Mayor has the right to make representations, which must be taken into account by the IPC. The IPC may hold an examination into some or all of the issues raised at which the Mayor may be invited to participate. The Mayor also has the right to request an open floor hearing.

176 bus

Question No: 3656 / 2010

[Valerie Shawcross](#)

Penge ward councillors have received complaints about the reliability of the 176 route, which begins/terminates in Penge. Problems include long waiting times and unreliability for buses both to and from Penge. The 176 provides a useful link into Central London for Penge residents. Do TfL have any views on how this route might be improved?

Answer from the Mayor

Generally speaking route 176 runs well, exceeding the minimum performance standard set by TfL. There are however ongoing gas works at Penge, and these caused buses to be delayed by up to 40 minutes. TfL and the operator introduced a new schedule on 24 April 2010, designed better to reflect the time take to complete the route, to minimise the impact of the works on passengers. The works are scheduled to be completed by April 2011 and TfL will continue to monitor the service to ensure the new schedule has the desired effect.

Train Operators PAYG

Question No: 3657 / 2010

[Valerie Shawcross](#)

Please give figures to show the total fares income with % increases achieved by each of London's Train Operators in the first year of operation of PAYG Oyster cards on London's National rail services.

Answer from the Mayor

TfL does not hold this information.

Oyster Extension permits

Question No: 3658 / 2010

[Valerie Shawcross](#)

Do you think that these astonishingly stupid bureaucratic additional 'ticket' requirements by

TOCs in London should now be abolished? What are you doing to achieve this?

Answer from the Mayor

Both Peter Hendy and I have made it clear we wish to see these Permits withdrawn.

The Train Companies have agreed to review the position.

The outcome of their review is expected in the next few weeks.

Cycling in North West London

Question No: 3659 / 2010

[Navin Shah](#)

Whilst promotion of cycling by TfL has increased across London in the last few years, Brent south of the A406 North Circular road is completely cut off from north Brent and the outer suburbs. I understand that TfL advise cyclists via the 'how to get to' function on their website to ride along the A5, a 50 mph busy road. Why is it that London's cycling policy is so disjointed in differing parts of London? When do you plan to deal with this issue?

Answer from the Mayor

I recognise that there are parts of the cycling network where the cycling environment could benefit from improvement. TfL has an ongoing pan-London infrastructure improvement programme which aims to improve conditions for all road users, including cyclists, on the Transport for London Road Network. Improvements to other roads are the responsibility of the boroughs. TfL is working with Brent through their Local Implementation Plan and Biking Borough programmes to improve provision for cyclists and to boost levels of cycling in the borough.

TfL's journey planner is designed to provide cyclists with appropriate advice for the journeys that they make. Users can select 'easy', 'fast' or 'leisure' routes. Where there is no suitable alternative the planner does sometimes use busier roads, especially for 'easy' and 'fast' routes. Cyclists travelling from (for example) Dollis Hill underground station (south of the North Circular) to Hendon Central (north of the North Circular), are recommended a route through Woodfield Park alongside Brent reservoir, avoiding the A5 if they choose the 'leisure' option on journey planner. The 'easy' and 'fast' options recommend a route via the A5 for up to 1km because it is quicker for cyclists who want to get to their destination more directly.

In addition to the online Journey Planner, TfL publishes 14 paper maps called London Cycle Guides, covering the whole of the greater London area. These show all the different cycling route options in the local area, many of which have been ridden and recommended by cyclists. Number 3 covers Brent, and it can be ordered from the TfL website. It shows various recommended routes between the area south of the A406 North Circular road and the area north of it.

Accessibility of Stanmore Station

Question No: 3660 / 2010

[Navin Shah](#)

I was contacted recently by ASPIRE, a national charity that supports people with spinal cord injury (SCI), based in Stanmore. They asked a private contractor to look into a feasible and affordable plan to make Stanmore station accessible, because of the proximity of the station to the Royal National Orthopaedic Hospital and the Aspire National Training Centre. Currently, Stanmore station is not accessible for wheelchair users to access independently. What are TfL's

plans to make the station accessible for wheelchair users and would you consider ASPIRE's proposals to install a lift at an approximate cost of £10,000 plus VAT with a £400 a year maintenance contract that would benefit thousands of disabled Londoners every year?

Answer from the Mayor

Previous experience suggests that private contractors can sometimes underestimate the costs of working on the Tube network, however I would be happy to pass on ASPIRE's plans to London Underground (LU) if they were to send them to me.

It should be noted that there is already a step-free route to and from the platforms at Stanmore using a ramp (which has been independently assessed as complying fully with British Standards) via the car park. However, LU is aware that some customers may find this route difficult to use, particularly independent wheelchair users.

LU provides detailed information about the access at Stanmore via its Step-Free Tube Guide and at www.directenquiries.com to allow those who require step-free access to make an informed decision about whether they will be able to manage the route.

High Speed 2

Question No: 3661 / 2010

[Navin Shah](#)

In October the Deputy Mayor voiced his support for the High Speed 2 to have a rail hub at Old Oak Common. If it is matched by a strong connection between Old Oak Common and Willesden Junction it could have a big impact for Brent and Harrow residents close to the Bakerloo line or North London Line and could mean huge regeneration for the area. Could you assure residents of Brent that they will have full connectivity to the High Speed 2?

Answer from the Mayor

TfL has been working closely with HS2 Ltd to identify the potential impact of HS2 services on London and the potential for further enhancement.

Old Oak Common is an important part of the overall strategy for HS2 by providing an effective means of dispersing HS2 passengers and providing a link to Heathrow. Furthermore, it will be essential to fully connect Old Oak Common into the wider rail network to ensure the full benefits of HS2 are secured for the surrounding boroughs. It is my intention to make the strongest possible case for a fully connected hub at Old Oak Common as part of the initial HS2 scheme.

Reduction in police officers

Question No: 3662 / 2010

[Navin Shah](#)

Could the Mayor confirm there will be no drop in the number of police patrolling Brent and Harrow following the Government's austerity measures?

Answer from the Mayor

There are no plans to reduce police patrols in Brent and Harrow. We will have to see the financial settlement the Met Police Services receives at the end of this year, but I am increasingly confident that we can maintain front-line police officer patrolling in all the boroughs.

Post Office closures

Question No: 3663 / 2010

[Navin Shah](#)

Do you agree with coalition government's decision to close two out of three Mail Centres as well as the one at Rathbone Place? Do you not agree that the proposed closures would adversely affect London's efficiency and have an impact upon business community in London? Do you agree that Royal Mail should be required to enter into a dialogue with the CWU on this issue?

Answer from the Mayor

London's businesses and residents rely on having an efficient and effective postal system. I meet regularly with London's representative business community, including London First, London Chamber of Commerce and Industry and the Federation of Small Businesses. Should there be any identified adverse impact on London's businesses through changes to the operation of mail services in the Capital I will seek to address these directly. I will continue to listen to businesses in London and take up their cause if necessary.

Post Office Closures 2

Question No: 3664 / 2010

[Navin Shah](#)

Do you support Royal Mail's decision of compulsory redundancies, given the likely adverse impact on London's communities and businesses?

Answer from the Mayor

Without having a clear picture of any impact on London's businesses or residents it is difficult to express a clear view. I would expect Royal Mail to honour the agreements it has reached with its employees and their representatives around workforce issues. As Mayor I will continue to work to support a thriving London economy to generate employment opportunities within the private sector.

Post Office Closures 3

Question No: 3665 / 2010

[Navin Shah](#)

What role and actions do you propose to protect London's residents and businesses from the proposed plans to privatise Royal Mail?

Answer from the Mayor

London's businesses and residents rely on having an efficient and effective postal system. I meet regularly with London's representative business community, including London First, London Chamber of Commerce and Industry and the Federation of Small Businesses. Should there be any identified adverse impact on London's businesses or individuals through changes to the operation of mail services in the Capital I will seek to address these directly. I will continue to listen to Londoners and businesses and take up their cause if necessary.

Housing

Question No: 3666 / 2010

[Navin Shah](#)

What pressure do you propose to apply to the Coalition Government to reverse their housing benefits proposals that would lead to 'Kosovo-style social cleansing'?

Answer from the Mayor

I refer you to my oral update.

Housing 2

Question No: 3667 / 2010

[Navin Shah](#)

Would the social cleansing of the type you've suggested might result from the changes to housing benefit not have greater pressures on housing in outer London suburbs? What are you going to do to avert this?

Answer from the Mayor

I refer you to my oral update.

FBU STRIKE

Question No: 3668 / 2010

[Navin Shah](#)

Do you support a recent public comment by the Chairman of LFEPA in the context of the FBU strike that there will be no plans to close fire stations or reduce number of fire-fighters and fire appliances?

Answer from the Mayor

I refer you to my oral update.

FBU Strike 2

Question No: 3669 / 2010

[Navin Shah](#)

Given the gravity of the strike do you not agree that you have failed to provide leadership by:

- a) Not replacing the Chairman of LFEPA; and
- b) Not taking steps to engage with the FBU and other parties to promote mediation and explore all opportunities to avert the strike?

Answer from the Mayor

No, I do not agree that I have failed to provide leadership.

Fire Strike 3

Question No: 3670 / 2010

[Navin Shah](#)

Would you be supporting the Chairman of LFEPA should he decide to impose unilaterally new employment contracts?

Answer from the Mayor

I am delighted that the FBU called off its plans to strike over Bonfire Night and Diwali and agreed to take the dispute before the Resolution Advisory Panel.

The Chairman of LEFPA enjoys my support and since you voted in favour of issuing Section 188 notices, I trust that you also support him in reforming firefighters' shift patterns and his attempts at finding a resolution to the dispute.

Road Safety

Question No: 3671 / 2010

[Navin Shah](#)

Does the Mayor support the quick implementation of road safety measures in Donnington Road at the back entrance of Capital City Academy and sports centre? Local schools and parents have been campaigning for the relocation of the bus stop on Donnington Road since a fatal accident occurred there three years ago and consultation as to how to improve the safety of the area is still continuing. Does the Mayor agree that it is essential for the safety of local children that these safety measures be implemented as soon as possible and not in two years time?

Answer from the Mayor

The London Borough of Brent is responsible for Donnington Road, and is thus best placed to manage the implementation of schemes here.

A recent site meeting between TfL, the police and Brent Council concluded that there is no other suitable location on Donnington Road for the bus stop; the alternatives are therefore to leave it where it is or to remove it altogether. As the bus stop is quite heavily used, removing it would not be the preferred option.

Cuts

Question No: 3672 / 2010

[John Biggs](#)

Why is it that, listening to your presentations on the matter, one might think City Hall had been exempted from the swingeing cuts facing the rest of the country?

Answer from the Mayor

The Coalition Government is addressing the poisonous legacy left by 13 years of Labour through getting to grips with this country's debt crisis. This means a necessary reduction in public spending.

The Government has listened and understood my arguments that London is the engine of the UK economy and the our region that is most likely to recover fastest, which will provide the tax revenue to begin to fill the Treasury's black hole left by Labour. It would therefore be madness to cut off the fuel to that engine. That is why London has had a good deal, which will allow the capital to maintain vital infrastructure investment in order that the capital remains the premier place in the world to do business.

LDA RIP

Question No: 3673 / 2010

[John Biggs](#)

What steps are you taking to challenge, reverse or mitigate the disastrous decision of Vince Cable, David Cameron and the Coalition Government in relation to the LDA?

Answer from the Mayor

The Coalition Government has clearly recognised – both in word and deed – the importance of supporting growth in London as the powerhouse of the UK economy, and in my role in leading London’s economic development. In particular we have had an excellent news for transport infrastructure. We have yet to receive our settlement on economic development from the Government and I remain in discussion with Ministers on this.

Kosovo

Question No: 3675 / 2010

[John Biggs](#)

With reference to your comments regarding the impact of changes to housing benefits, would you not accept that Bosnia is probably a better parallel than Kosovo, as in Kosovo the different communities still substantially share the same areas but are segregated within them, as with gated communities in London, whereas in Bosnia communities were uprooted to a far greater extent.

Answer from the Mayor

I refer you to my oral update.

Brian Coleman’s Declarations

Question No: 3676 / 2010

[John Biggs](#)

Are you confident that Brian has made all proper declarations and avoided any conflict of interest or perception of conflict of interest in his role as your appointee as Chair of LFEPA?

Answer from the Mayor

I have confidence that the Chair of LFEPA has made all the necessary proper declarations.

Stealth fare and charge rises

Question No: 3677 / 2010

[John Biggs](#)

Given that your recent fare and congestion charge announcements were spun in such a way as to mask the astonishingly high increases in a number of them, can these be seen as the sign of a culture of ‘stealth’ increases under your administration?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

No.

Cycle Hire

Question No: 3678 / 2010

[John Biggs](#)

When, in your manifesto, you expressed confidence that the cycle hire scheme would be introduced at no cost to taxpayers, what did you intend this to mean? What has the total capital cost, to date, been and how was this funded? What proportion was raised from the private

sector?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 2 December 2010:

The total implementation cost for Phase 1 of the Barclays Cycle Hire scheme is expected to be £79 million, and to date the spend totals £55m. Annual operating costs are currently around £18m per annum. These costs are offset by sponsorship funding from Barclays of £25m over five years, and by revenue from membership fees and hire charges, which are expected to amount to around £18m in 2011/12, once the scheme has been fully rolled out to casual users. TfL believes that within three years the scheme will have no ongoing cost to taxpayers.

Police Numbers

Question No: 3679 / 2010

[John Biggs](#)

At PQT in November 2010 you repeated your claim that there would be approximately as many police officers in 2012 as there were when you assumed office. Excluding Special Constables, will this be the case?

Answer from the Mayor

I am committed, as is the Commissioner, to do all that we can to maintain the operational capability of the MPS. The number of police officers in the Service in 2012 will become clearer as more information becomes available on our funding levels.

Ticket Offices

Question No: 3680 / 2010

[John Biggs](#)

In your election campaign you stated clearly that you would not countenance the loss of ticket office staff. Regardless of the reasons for changing your mind, what value can voters place on your promises? Perhaps in answering this you could recite your precise wording on the matter in the spring of 2008, and explain how this did not mean what it seemed to mean?

Answer from the Mayor

As I have said previously I have delivered over 80 percent of my 2008 manifesto so Londoners can place a high value on my promises. However, it will be up to them to decide in May 2012 if I have delivered and deserve to be re-elected as Mayor.

With regards to ticket officers, my 2008 Manifesto stated: "I will also defend local ticket offices." I have delivered on this promise. No station currently with a ticket office will lose it and all stations will be manned when trains are running.

'Firm Offer of High-Tech jobs'

Question No: 3681 / 2010

[John Biggs](#)

At PQT in November 2010 you stated clearly that there was to be a firm offer of high-tech jobs in the Olympic Park or Royal Dock areas and as part of the Olympic employment legacy. Can you clarify this?

Answer from the Mayor

The Olympic Park will be the perfect environment for businesses to thrive, creating hundreds of new employment opportunities in the area. The combination of an excellent location and sustainable cutting edge infrastructure will draw a range of high tech businesses from new green industries, media and digital technology companies, through to health and sport science research and development organisations.

Air Quality Getting Better

Question No: 3682 / 2010

[John Biggs](#)

On what figures did you base your assertion at PQT in November 2010 that London's air quality is getting better?

Answer from the Mayor

Average data for 2005 to 2009 based on all London Air Quality Network monitoring sites, shows that PM10 concentrations in London have reduced by around 12 per cent at kerbside sites and eight per cent at background locations. Modelling shows that the whole of Greater London will be compliant with PM10 limit values in 2011.

NO2 concentrations, on the other hand, have been stable since 2002, in line with other cities across the UK and the rest of Europe. My Air Quality Strategy, to be published shortly, will include a number of measures to reduce NO2 concentrations in London. However, the Government also needs to implement national measures, such as tax incentives for the cleanest vehicles and a certification scheme for NOx abatement equipment, if limit values are to be met in London by 2015.

Contradictions

Question No: 3683 / 2010

[John Biggs](#)

Without trying very hard I counted four contradictions of previous promises, from your lips at the PQT on 2nd November at the Camden Centre: on the funding of the cycle hire scheme, on police numbers, on ticket office closures, and on the assertion that air quality in London is getting better. Can Londoners believe a word you say?

Answer from the Mayor

Yes.

The Cycle Hire Scheme launched almost four months ago has been a success with well over a million and a half journeys and more than 100,000 members.

The MPS now has the highest number of police officers in its history and I am increasingly confident that despite the challenging CSR settlement, we will be able to maintain front line policing at or around the present level.

I cancelled the previous administration's plans to close ticket offices across London. All stations which currently have a ticket office will continue to do so.

London's air quality is increasing because of the measures I am taking.

Woolwich Ferry

Question No: 3684 / 2010

[John Biggs](#)

Please can you provide more information on the further work on options for ferry replacement. Can you share with me the likely costs of new infrastructure and the potential land costs of alternative options?

Answer from the Mayor

Improvements to the existing vehicle ferry service are an important part of my wider package for river crossings in East London. There is potential to improve the capacity of the existing ferry at Woolwich or elsewhere to improve connectivity in this part of east London.

Full assessment of the costs of benefits of different options is underway and the results will be presented to me before Christmas.

Public toilets

Question No: 3685 / 2010

[John Biggs](#)

How does the coalition administration at the London Borough of Redbridge's cost-cutting plan to close public toilets fulfil your endeavours to promote the need for more public toilets?

Answer from the Mayor

Contrary to what you are implying, the London Borough of Redbridge has not actually adopted any proposals to close public toilets. There were officer proposals to close toilets as part of the in year savings but the Council did not take that decision. I understand there are potentially proposals for closures in next years' budget, but again, no decision has been taken and such a decision would of course require approval from the Borough's Cabinet and Council.

Provision of magistrates' and county court services in London

Question No: 3686 / 2010

[John Biggs](#)

Thank you for your reply last month to my question 3314 about east London courts, which I noted was the same reply you gave to question 3045 about Sutton. Can you provide a copy of your submission to the Government's consultation so that I can glean more information about any concerns you might have with how the closures could impact on my constituency? In addition, what are your views on the proposed closure of Barking Court? And do you have any views on how the closure of Waltham Forest will affect Stratford Court?

Answer from the Mayor

My submission to the Government's consultation sets out my views on the proposed magistrates' and county court closures across London, but does not comment specifically on the individual magistrate and county court that are recommended for closure. A copy of the response will be sent to you.

Countdown

Question No: 3687 / 2010

[John Biggs](#)

Earlier this year I asked if bus shelters in East London could be the first to be installed with the

new GPS Countdown technology. East London was the last area of the London roll out of the radio controlled service and, as a result, did not get many shelters installed with the technology. I have asked that the new roll out timetable prioritises East London to address the current imbalance. Your predecessor agreed I made a strong case for East London being prioritised. You advised me in January that timetabling would be this month, November 2010. Are you now in a position to prioritise East London for this provision?

Answer from the Mayor

Transport for London is currently completing the engagement with London boroughs on the stop locations that are set to receive new generation Countdown signs. They anticipate being in a position to consider the plan for the rollout of the new signs by early 2011.

Narrow Street Cycle Superhighway

Question No: 3688 / 2010

[John Biggs](#)

Do you accept that my constituents in Narrow Street have a good case, that the cycle superhighway is causing an unwelcome and potentially unsafe intrusion into their quiet neighbourhood?

Answer from the Mayor

The Barclays Cycle Superhighways route via Narrow Street, which has been part of the London Cycling Network since the 1990s, was chosen to provide direct connections with the high demand area at Canary Wharf. A 20mph zone is in place along Narrow Street, providing a suitable route shared by cyclists and other road users. Additional traffic surveys, completed by TfL at the request of the Limehouse Community Forum, show that the average cycling speed along Narrow Street is well within the 20mph restriction, with no cyclists observed exceeding the speed limit from the 431 measurements taken:

As part of our investigation, traffic officers from the Metropolitan Police's Cycle Task Force were deployed to the area on 28th October, 1st and 2nd November during the morning rush hour. Officers determined that cyclists along the route were adhering to road regulations, with no evidence of speeding or cyclist/pedestrian conflict. We have put local residents in direct contact with the Cycle Task Force, to enable them to report any future incidents.

There is no evidence to show that road safety along Narrow Street has been compromised by the introduction of the Cycle Superhighway, and the existing scheme has passed through a rigorous roads safety audit process.

London City Airport

Question No: 3689 / 2010

[John Biggs](#)

What progress are you making with the lobby of Government to secure the change of designation so that London City Airport pays for its policing costs?

Answer from the Mayor

I do not see the need to lobby Government when new legislation is coming in to effect on 1 April 2011 that will enable the MPS to recover the costs of policing the airport from the airport operator.

Average speed cameras A13

Question No: 3690 / 2010

[John Biggs](#)

What progress is there with the installation of the average speed camera network on the A13 between Stepney and Dagenham? I understood it was due to be brought into use during this autumn, allowing a higher speed limit but better enforcing against excess speed. Has it been delayed, or cancelled?

Answer from the Mayor

The average speed camera system on the A13 is planned to become operational during December 2010, in conjunction with an increase in the speed limit from 40mph to 50 mph between the Canning Town Flyover to east of the junction with Renwick Road (excluding the Lodge Avenue Flyover which will remain at 40mph).

Repaired Pot Holes

Question No: 3691 / 2010

[John Biggs](#)

Do TfL retain data on road repairs and are these accessible to the public, either on-line or in response to a reasonable FOI? Do you believe it should be a grant condition for funding any schemes in Boroughs that they operate a similar transparency?

Answer from the Mayor

TfL's LondonWorks system is accessible to the public via the TfL website at www.tfl.gov.uk/roadusers. LondonWorks is a central register showing new and updated details about proposed and current roadworks and street-related events taking place on all roads in Greater London.

TfL records details of all of the works being undertaken on the Transport for London Road Network (TLRN) and encourages the London Boroughs to make use of the system, recording all works taking place on their own networks. This helps with the planning and coordination of roadworks being undertaken in the Capital.

TfL is responsible for maintaining the TLRN in a good state of repair and, on the basis of annual condition surveys and regular network inspections, it prioritises capital and revenue investment to maximise value for money. In 2009/10, 92% of the TLRN was classified as being in a 'good state of repair'. Details of any specific works or repairs in a particular location on the TLRN could be made available by TfL.

LIP funding is provided to the London boroughs for maintenance of the Principal Road Network (PRN), which equates to approximately 1000km of London's roads. As part of this programme, surveys are undertaken to record the condition of the PRN to enable reporting of performance and ensure investment is focused where it is needed most. In 2009/10, 95% of the PRN was classified as being in a 'good' state of repair. Maintenance for local roads is funded from the central Government grant to London boroughs and therefore TfL does not hold data on the condition of these roads.

Route 149

Question No: 3692 / 2010

[John Biggs](#)

On the replacement of route 149 bendy-buses, TfL announced that 'An analysis of passenger

numbers and use of route 149 has allowed Transport for London to reduce contract costs of running the service by nearly £1million.’ Can you spell out the changes to bus frequency and route capacity that underlie this assertion? Have waiting times or crowding levels materially changed? Have dwell times, and route speeds, changed and if so by how much?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 1 December 2010:

In the peak hours (approximately 0700–0930 and 1600–1830) route 149 previously ran at 10 buses per hour (a bus every 6 minutes). It now runs at 12 buses per hour (a bus every 5 minutes) with 14 buses per hour in the busiest hour in both directions in the morning and 14 buses per hour in the busiest hour northbound in the evening.

On Saturdays during the day frequencies have been reduced from a bus every 6 minutes to one every 8 minutes, in line with the Monday to Friday midday level of service. There have been no changes to frequencies at other times.

Peak capacity at the busiest times was 1200 per hour and is now 1190 per hour.

Average waiting times in the peaks have reduced from 3 minutes to 2 – 2.5 minutes. On Saturday average waiting times have increased from 3 minutes to 4 minutes.

There has been a small fall in scheduled speed of around 3%–4% on average, reflecting all relevant current aspects of the operating environment. The schedule will be kept under review. The cost saving reflects the whole package of cost elements in the new contract specific to this tender, including labour, vehicles and mileage-related costs.

Route 149 (2)

Question No: 3693 / 2010

[John Biggs](#)

On the replacement of route 149 bendy-buses, TfL announced that ‘It is (also) estimated that moving from bendy buses with open boarding to double-deckers will save £550,000 a year from fare evasion on the busy route.’ Can you provide the analysis that underpins this assertion, and explain how it was incorporated into the business case for the change? The busy ‘inter station’ route in central London which was ‘de-bendified’ some time ago still has open access. What levels of fare evasion are factored into its operation, or do you take a different view and turn a blind eye because it does not operate in low-income areas? Do you subscribe to the view that theft by the middle classes is generally seen as a perk, while that of poorer people is seen as a crime?

Answer from the Mayor

Surveys are undertaken every quarter, in February, May, August and November to investigate the levels of fare evasion on the London bus network. A representative sample of One Person Operated (OPO) routes is surveyed plus all of the articulated routes to enable a comprehensive coverage of London.

Based on this, the £550,000 is the estimate of extra revenue that will be collected on route 149 following the introduction of a standard boarding regime. Potential changes in fare evasion levels are taken into account when considering proposals.

Fare evasion on routes 507 and 521 was around 3%, much lower than on other routes using articulated buses. This is because a higher proportion of passengers use period tickets rather than pay-as-you-go.

Woolwich Foot Tunnel

Question No: 3694 / 2010

[John Biggs](#)

This is a less busy tunnel than the Greenwich Foot tunnel. Is that why its closure until March 2011 has been agreed without any serious alternative provision? What assessment has been made of those inconvenienced by this closure and what alternatives, less convenient to engineers but more convenient to the public, were considered?

Answer from the Mayor

TfL is not responsible for the Woolwich foot tunnel and so is not in a position to consider alternative approaches to undertaking the scheme. The London Borough of Greenwich is responsible for the tunnel and for considering the best approach to the necessary works. Greenwich has published travel advice to Tunnel users, and this is available at this link: <http://www.greenwich.gov.uk/Greenwich/Travel/foot-tunnels.htm>.

Olympic Workers and Living Wage

Question No: 3695 / 2010

[John Biggs](#)

Are you ashamed that Olympic workers are being paid less than the London Living Wage and what are you doing about this?

Answer from the Mayor

The ODA encourages its contractors to pay the London Living Wage (LLW) and takes this into account in the procurement process. It carries out regular audits. If these identify contractors not paying the LLW, the ODA works closely with them to encourage them to do so.

Rising Poverty

Question No: 3696 / 2010

[John Biggs](#)

Are you observing a rise in poverty and social exclusion during this recession? How is it manifesting itself in London and what are you doing about it?

Answer from the Mayor

There has been a rise in unemployment and benefit receipt due to the recession, although not as marked in London as in Great Britain as a whole. There are no figures available yet on the impact on poverty rates. I have made the case to government on what is needed to get Londoners back into employment and I continue to promote the London Living Wage to ensure that work pays.

Olympic Tickets

Question No: 3697 / 2010

[John Biggs](#)

Should Londoners be grateful for the recent announcement on this subject?

Answer from the Mayor

The provision of free tickets for children and young people will be another social and economic benefit in return for Londoners' financial contribution to the Games and their legacy.

Olympic Marathon

Question No: 3698 / 2010

[John Biggs](#)

Have you had any further thought about the impact of your decision on opinion in East London and the signal it gives, which contradicts the purpose of bringing the Games to the East?

Answer from the Mayor

As I have said before, I naturally understand the disappointment of Tower Hamlets and its residents but there is a serious risk of getting this issue out of proportion. We are investing £9.2 billion pounds in infrastructure and regeneration that will transform this part of east London for generations. 225 out of 302 Olympic events (75%) and 458 out of 499 Paralympic events (92%) will take place in east London: I can assure you that the commitment to East London remains very much intact.

LEP(s) for London

Question No: 3699 / 2010

[John Biggs](#)

Which bids are you supporting? Is there one of your own, and who are its partners?

Answer from the Mayor

I am proposing a London Enterprise Partnership. I am working with London Councils, London business and sub regional partners to develop this proposal. The LEP would be chaired by myself and include representation from the boroughs. Business members would be from across London and representative of a range of London's sectors.

Switch it offor put it away

Question No: 3700 / 2010

[John Biggs](#)

I have been contacted by the Junior Road Safety Officers from St Edmund's Primary School in Tower Hamlets. They have launched a campaign called "Switch it off or put it away" to encourage primary aged children not to use their phones or MP3 players on the roads. They organised a poster competition and have sent posters to every Primary School in Tower Hamlets. I am sure you will be supportive of this campaign. What will you do to reinforce this message across London?

Answer from the Mayor

This project was undertaken by Junior Road Safety Officers (JRSOs); a scheme instigated and developed by TfL. TfL continues to fully support the programme as it is an effective tool to encourage young children to engage with their peers and deliver serious road safety messages in a fun and lively way. Within the JRSO resources, pupils are encouraged to run competitions on topics of concern to them and their local area and "Switch it off or put it away" is a great example of this in practice.

I will ensure TfL shares the Tower Hamlets project with other London boroughs Road Safety Officers (RSOs) and encourage them to promote such a project in schools in their area.

London City Airport

Question No: 3701 / 2010

[John Biggs](#)

What role will you in future be taking in the oversight or monitoring of noise produced by flights at London City Airport?

Answer from the Mayor

Monitoring and reporting of aircraft noise due to London City Airport is, and will continue to be, undertaken by the airport and reviewed and regulated by The London Borough of Newham under the Section 106 (planning) agreement between the two parties. I do not, therefore, have a role in detailed monitoring or overseeing of noise from the airport now, or in the future, and I see no reason to replicate these arrangements.

CSR MPS

Question No: 3702 / 2010

[John Biggs](#)

How many meetings and with whom did you, or your advisers, or the Deputy Mayor for Policing have with Government officials prior to the CSR announcement?

Answer from the Mayor

My meetings are in the Mayor's Reports.

My advisors and I discussed all aspects of the CSR, including its effects on policing, with a very wide range of political interlocutors for months before the Review was published. Deputy Mayor Kit Malthouse held meetings or discussions specifically on the MPS budget ramifications with:

9 June: meeting with the Home Secretary

28 July: meeting with the Secretary of State for Justice

25 May, 27 July and 5 October: meetings with the Minister for Police Reform (MoJ/Home Office)

17 June and 12 October: meetings with Baroness Neville-Jones (Home Office)

27 September: meeting with two senior officials at 10 Downing Street

19 October: telephone discussion with a senior official at HM Treasury

CSR TfL

Question No: 3703 / 2010

[John Biggs](#)

How many meetings and with whom did you, or your advisers, or the Deputy Chair of the TfL Board have with Government officials prior to the CSR announcement?

Answer from the Mayor

My meetings are in the Mayor's Reports.

Sir Simon Milton had the following meetings:

14 June: meeting with Joe Montgomery and Margaret Ford, CLG

8 July: meeting with Mark Prisk

12 July: meeting with the Rt Hon Philip Hammond MP

23 July with Eleanor Shawcross, HMT
25 August: meeting with the Rt Hon Theresa Villiers MP
1 October with Eleanor Shawcross and Helen Bailey, HMT

Daniel Moylan had the following meetings:

27 May with the Rt Hon Philip Hammond MP and the Rt Hon Theresa Villiers MP
9 June: meeting with Robert Devereaux, DfT, and other officials
18 June: meeting with Richard Hatfield, DfT
2 July: meeting with Sian Jones, DfT
12 July: meeting with the Rt Hon Philip Hammond MP
13 July: meeting with the Rt Hon Philip Hammond MP
13 July: meeting with the Rt Hon Michael Gove MP
14 July: meeting with the Rt Hon Theresa Villiers MP
27 July: meeting with Ed Davey MP
5 August: meeting with Daniel Instone and Robert Vaughan, DEFRA
23 August: meeting with Philip Schofield, Eleanor Shawcross and Lewis Neal, HM Treasury
25 August: meeting with the Rt Hon Theresa Villiers MP
2 September: bike ride with the Rt Hon Philip Hammond followed by a meeting
5 October: meeting with the Rt Hon Francis Maude MP
13 October: meeting with the Rt Hon Philip Hammond MP and the Rt Hon Danny Alexander MP
14 October: meeting with the Lord Henley

Kulveer Ranger had the following meetings:

24 June: meeting with DfT officials
1 July: meeting with the Rt Hon Philip Hammond MP
26 August: meeting with the Rt Hon Theresa Villiers MP
14 September: meeting with Colin Morris, DfT
19 October: meeting with Norman Baker MP

He has also had fortnightly meetings with Sian Jones, DfT.

CSR LFEPA

Question No: 3704 / 2010

[John Biggs](#)

How many meetings and with whom did you, or your advisers, or the Chair of LFEPA have with Government officials prior to the CSR announcement?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 24 November 2010:

My meetings are in the Mayor's Reports.

Councillor Coleman, in his capacity as Chairman and Leader of LFEPA, Chairman of the Local Government Group's Fire Services Management Committee and Chairman of the Fire Commission, has had numerous meetings and phone calls with the Minister prior to the Comprehensive Spending Review.

CSR LDA

Question No: 3705 / 2010

[John Biggs](#)

How many meetings and with whom did you, or your advisers, or the Chair of the LDA have with Government officials prior to the CSR announcement?

Answer from the Mayor

Updated written answer received on 29 November 2010:

My meetings are in the Mayor's Reports.

Sir Simon Milton had the following meetings:

14 June: meeting with Joe Montgomery and Margaret Ford, CLG

8 July: meeting with Mark Prisk

12 July: meeting with the Rt Hon Philip Hammond MP

23 July with Eleanor Shawcross, HMT

25 August: meeting with the Rt Hon Theresa Villiers MP

1 October with Eleanor Shawcross and Helen Bailey, HMT

Anthony Browne had the following meetings:

9 June: Bob Neill MP

10 June: Greg Clark - Communities & Local Government

8 July: James O'Shaughnessy, Downing St

8 July: Polly Mckenzie, Head of Strategic Policy for Lib Dems

8 July: Mark Prisk MP

8 July: Lord Freud

22 July: Lord Sassoon

27 July: Rupert Harrison, HMT

30 July: Lord Freud

12 August: Sheridan Westlake, CLG

18 August: Bob Neill MP

1 Sep: Stephen Rimmer, Director General, Policing Group

3 Sep: Eleanor Shawcross, HMT

7 Sep: Justine Greening MP

9 Sep: Rohan Silva, 10 Downing Street

1 Oct: Bob Neill MP

12 Oct: John Penrose MP and Adam Smith, Culture

14 Oct: Phillipa Stroud, DWP

18 Oct: Rohan Silva, 10 Downing St

Munira Mirza met with Ed Vaizey MP on 15 September and 30 September

The LDA Chairman accompanied me on my meeting with Rt Hon Vince Cable MP and Mark Prisk MP on 2 August.

Cable Car

Question No: 3706 / 2010

[John Biggs](#)

I note you are seeking planning permission. What progress have you made in securing funding?

Answer from the Mayor

Work to secure funding is continuing and we hope to be able to announce further details about third party funding in due course.

Housing Benefit Cuts

Question No: 3707 / 2010

[John Biggs](#)

Much has been said about the possible impact of the Coalition Government policy's impact on high cost boroughs in Central London. Have you considered, and will you comment on, its impact on lower rental cost boroughs such as Barking & Dagenham and Newham? What detailed analysis are your officers carrying out, perhaps with others, to add to our understanding of the problems caused by this policy in order that we can better fight it?

Answer from the Mayor

I have considered the possible pressures on housing and services in lower rent boroughs, and the transitional arrangements that I am discussing with government are intended to help to avert these.

My officers have undertaken detailed analysis of the potential effects of the changes to inform my negotiations with government.

Flood defence budget cuts**Question No: 3708 / 2010**

[John Biggs](#)

Have your officers considered the impact these may have on the protection (and indeed the insurance and potential saleability) of properties in London potentially affected, such as in Docklands?

Answer from the Mayor

My officers have considered the implications of the flood defence budget cuts on London and they do not believe that they will have a significant negative impact on London. This is because flood defence expenditure is prioritised to where the risk is highest. Under this cost-benefit analysis, the scale and value of assets at risk in London ensures that the capital receives significant funding for flood defence.

Cambridge Heath (and London Fields) stations**Question No: 3709 / 2010**

[John Biggs](#)

Will you join me in supporting the campaign for improved services at these two stations? With increasing useage and growing local populations that will add further to this, it is important that my constituents who might use Cambridge Heath Station (and those next door in Hackney who use London Fields) are not afforded a continuing second rate service. One of the key matters is a dispute about passenger numbers using the stations, which local campaigners are certain (and have evidence they believe supports this) are under-recorded by the ORR. The problem is of course not helped by the deterrence of potential users who understand that lower frequencies will mean a longer wait and who therefore use other means of travel. What steps, if any, will you take to support this campaign?

Answer from the Mayor

I would like to see frequency increases on inner suburban services into Liverpool Street, which would include those that call at London Fields and Cambridge Heath stations.

However I understand there are limitations to railway infrastructure in this area and around Liverpool Street. TfL London Rail is currently working with Network Rail and the rail industry on the London & South East Route Utilisation Strategy, which is looking closely at this constrained

but fast growing area. TfL will continue to seek capacity and frequency improvements on these important services through this planning process.

Local Enterprise Partnerships (LEPs)

Question No: 3710 / 2010

[Joanne McCartney](#)

Will the Mayor support the North London LEP?

Answer from the Mayor

My proposal, which I am discussing with London Councils and London business, is to establish a London wide Enterprise Partnership with strong sub regional elements. The London Enterprise Partnership will be flexible enough to reflect and respond to London's local needs and opportunities.

MPA Joint Engagement Meetings

Question No: 3714 / 2010

[Joanne McCartney](#)

The JEMs to date have taken place in a central London venue which means that participants from other Boroughs (often numbering 15/20 or so) have to travel into central London to take part in the meeting. Would it not be more cost effective for Londoners if the Deputy Mayor for Policing and the MPS officer assisting would travel out to those London Boroughs who are taking part?

Answer from the Mayor

The MPA premises provide an independent location for all partners, including partners who are not travelling from the borough. The location has ensured high attendance and wider participation of partners.

London Borough 'Mergers'

Question No: 3715 / 2010

[Joanne McCartney](#)

The London Boroughs of Westminster, Kensington & Chelsea and Hammersmith & Fulham have announced that they plan to combine together to deliver council services, thereby reducing costs. Are you looking at whether GLA family services will be provided to these boroughs on a similar basis?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response received on 5 January 2011:

No, there are no plans to merge services along these lines. I do however give my backing to the proposals drawn up by the City of Westminster, Royal Borough of Kensington and Chelsea and Hammersmith & Fulham to share services, although I don't agree with labelling them a 'super borough' as all three will retain their own democratic mandate and accountability to their constituents.

MPS Safer Neighbourhood Teams Review

Question No: 3716 / 2010

[Joanne McCartney](#)

Will you be submitting your own views to the MPS review of SNTs?

Answer from the Mayor

Yes.

Police Estate

Question No: 3717 / 2010

[Joanne McCartney](#)

London's Police Commissioner has stated that he hopes to move forward with rationalising the police estate, in particular old Victorian buildings that are not fit for purpose. Will you ensure that no police station is closed until alternative good quality front counter provision is provided nearby?

Answer from the Mayor

Yes.

Terror Level

Question No: 3718 / 2010

[Joanne McCartney](#)

Do you believe that the terror alert level is useful or do you agree with your Deputy Mayor for Policing that it spreads fear and confusion?

(<http://www.thisislondon.co.uk/standard/article-23884816-terror-threat-keep-calm-and-carry-on-says-deputy-mayor.do>)

Answer from the Mayor

We must neither allow the terrorists to succeed in frightening us nor change our way of life because to do so would allow them a victory. It is, of course, the Government's duty to encourage everyone to be vigilant but never afraid and I am sure that it continually reviews the effectiveness of the terror alert level system.

Bus Crime

Question No: 3719 / 2010

[Joanne McCartney](#)

You recently announced that bus crime was down 30%. Can you explain over what time period you are measuring the 30% drop?

Answer from the Mayor

London's transport network is experiencing historically low levels of crime. Crime on the bus network is at its lowest since records began over six years ago. There has been a 36% reduction in bus-related crime between the peak in bus related crime seen in 2005/6, compared to 2009/10. In the last two years alone the bus network has seen a drop in crime of 25%. This decrease is even more impressive considering that patronage on the transport system has substantially increased in the same period and there are currently just 11.1 crimes per million passenger journeys on the bus network.

Prison capacity

Question No: 3720 / 2010

[Joanne McCartney](#)

Do you have any concerns about plans to reduce prisons' /youth detention capacity in London?

Answer from the Mayor

A decrease in demand for custody has resulted in the decommissioning of a number of young offenders institutions nationally. This is in response to the juvenile custody population significantly decreasing over the past two years: in London alone, the numbers dropped from 750 in August 2010 to 571 in August 2010.

Not all offenders are best dealt with in prison. However, I believe incarcerated offenders should be worked with intensively to reduce the chances of reoffending upon release – as evidenced by the great success of Project Daedalus, part of my Time for Action programme.

Offender resettlement

Question No: 3721 / 2010

[Joanne McCartney](#)

Better provision for the resettlement of offenders is welcome. However, there is concern that the costs of such plans will disproportionately affect areas of London where housing costs are lower, such as Edmonton and Tottenham, in my constituency. There is also concern that additional services such as drug and alcohol treatment would also be further under strain. Do you share these concerns? What representations are you making to the Ministry of Justice to ensure that some parts of London do not suffer disproportionately and that they are fully reimbursed for any additional costs?

Answer from the Mayor

My Project Daedalus programme provides additional support to young offenders leaving custody and under community supervision across all London boroughs.

We have not funded any additional housing provision, which remains the statutory duty of individual local authorities.

Project Daedalus is funded by the LDA and as such would not affect current spending on drug or alcohol treatment which is supported by different funding streams.

Academies Programme (1)

Question No: 3722 / 2010

[Joanne McCartney](#)

What contractual obligations does the LDA have in relation to any Mayoral Academy?

Answer from the Mayor

The LDA, through the Mayor's Academies Ltd, is a co-sponsor to the two academies in Enfield. Along with its education partner, the Academies Enterprise Trust, they have entered into a contractual agreement with the Department for Education, to establish and maintain academies. Whilst core funding is provided directly by government, we have an obligation to our partners to support the delivery of the three-part offer in these academies.

Academies Programme (2)

Question No: 3723 / 2010

[Joanne McCartney](#)

As the LDA will cease to exist and has had its funding slashed will you be able to meet your obligations to your Mayoral Academies?

Answer from the Mayor

I believe so.

Academies Programme (3)

Question No: 3724 / 2010

[Joanne McCartney](#)

What discussions are you having with your current Mayoral Academies and their respective local authority with regards to any uncertainties/changes to your Academy programme?

Answer from the Mayor

My officers maintain regular communication with Enfield as to the development of these academies. Once the outcome of discussions with government is concluded, this will inform future conversations with existing Mayoral Academies and the respective local authority.

Academies Programme (4)

Question No: 3725 / 2010

[Joanne McCartney](#)

Are you reviewing your plan for 10 Mayoral Academies?

Answer from the Mayor

At the time of writing the LDA has not received final confirmation of its budget for the spending review period.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs. Over the next few weeks my team and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces.

I remain in dialogue with Government to ensure a fair settlement for London.

Youth Programmes (1)

Question No: 3726 / 2010

[Joanne McCartney](#)

Please list all current youth programmes funded by the LDA?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

Current Youth programmes funded by the LDA are as follows:

- Academies Programme
- LDA ESF Youth Co-Financing programme comprising:
 - Specification 1 - Project Daedalus
 - Specification 2 - In Touch
 - Specification 2 - Inspire
 - Specification 3 - Together for Young Londoners
 - Specification 4 - Gate to Gate Employment
 - Specification 4 - Linking Youth
 - Specification 5 - Creating Positive Futures
 - Specification 5 - Stellar
 - Specification 5 - Vigorate Youth
 - Specification 5 - Pathways to Progression
 - Specification 5 - Passport to Work
 - Specification 5 - Generating Opportunities
 - Specification 6 - Export Plus
 - Specification 6 - Access to Apprenticeships
 - Specification 6 - Skills Campus
 - Specification 6 - London Youth Apprenticeships
- London Ambassadors (Host City Volunteers)
- Stephen Lawrence Centre (Youth, Creativity and Urban Design project)
- Young Londoners Fund
- Youth Programme Evaluation and CBA (research project, completed and in the closure process).

Youth Programmes (2)

Question No: 3727 / 2010

[Joanne McCartney](#)

As the LDA is to cease to exist and has had its funding slashed are you able to maintain current youth programmes funded by the Agency?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

At the time of writing the LDA has not received final confirmation of its budget for the spending review period. The LDA is undertaking a process of due diligence on all of its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London.

The LDA Board has made it clear that it is up to me to decide which of the LDA's projects best meets London's development needs. Over the next few weeks my team and I will be reviewing each of the LDA's themes to determine our future priorities taking into account the resources available to us and the wide range of complex issues that London currently faces.

I remain in dialogue with Government to ensure a fair settlement for London.

Provision for Youth Activities

Question No: 3728 / 2010

[Joanne McCartney](#)

Local Authorities are facing drastic cuts to their budgets as announced in the recent CSR. What steps are you taking to understand the scale of possible cuts to youth activities in London Boroughs, and what assistance are you planning to give, if at all?

Answer from the Mayor

I met with London Council Leaders on 9 November to discuss issues related to the CSR. Although the focus was not specifically on youth activities, I am aware that such provision is very much under scrutiny by individual boroughs as they make budget decisions for the forthcoming year. My Mayoral Adviser for Health and Youth Opportunities, and GLA officers, are in regular contact with London Directors of Children's Services and borough youth leads, and are willing to assist where we can.

We are supporting strategic discussions between the police and ALDCS on the possible impact on youth activities.

Where new opportunities do exist, for example with respect to the National Citizen Service pilot we are bringing borough and voluntary sector youth leads together with the successful bidders to ensure that London is well placed to take maximum advantage of this programme.

Rail Services on the Lee Valley Line

Question No: 3729 / 2010

[Joanne McCartney](#)

The need for further rail capacity in London is clearly identified in the Mayor's Transport Strategy and one of the highest priorities in the medium term is to increase capacity on the West Anglia Routes (MTS proposal 8).

I am aware that TfL are working with the West Anglia Routes Group, the boroughs and the Department for Transport on a number of initiatives, including the West Anglia Main Line Improvements, the Greater Anglia refranchising and the input to the High Level Output Specification for the next Control Period (2014-2019).

However could the Mayor please:

- a) Outline his understanding of the implications of the recent Comprehensive Spending Review on the proposed four-tracking of the Lee Valley Line, particularly for the section beyond Tottenham Hale;
- b) Indicate whether he feels that there are any realistic short term time-tabling changes that could be introduced to enable a minimum four train per hour service to be provided at key stations, such as Ponders End, Brimsdown and Enfield Lock;
- c) Advise whether he believes there to be merit in a phased approach to infrastructure provision and, in particular, whether he would support the development of an intermediate option involving a local third track to by-pass Copper Mill Junction which could allow a four train per hour service between Stratford and Tottenham Hale, as well as other local stations to the north;
- d) Confirm that TfL will continue to have the resources to work with the Boroughs and other key stakeholders to ensure that a four train per hour, metro-style service can be delivered for local stations in the Upper Lee Valley?

Answer from the Mayor

- a) My understanding is that the Spending Review (SR) has little or no impact on proposals for four-tracking the Lee Valley line, as this has never been funded or committed through DfT's strategic planning processes for the current planning period. Rather, the challenge is to get enhancements committed by DfT as part of the next five year rail planning period (2014 – 2019).

- b) TfL understands that a full four trains per hour service at the local stations is not readily possible without at least some adverse impacts on faster non-stopping services unless there is additional infrastructure. However, Network Rail's London & South East Route Utilisation Strategy is currently considering whether there is any scope for minor frequency increases without any additional infrastructure.
- c) Yes, I agree there is merit in considering a phased approach to infrastructure enhancements as a means to increase frequencies between Stratford, Tottenham Hale, and other local stations in the Upper Lea Valley.
- d) TfL will continue to support work with the wider rail industry to demonstrate that such rail enhancements in Upper Lea Valley could be cost effective and offer value for money. This will require wide stakeholder support, such as through the West Anglia Routes Group.

Barking to Gospel Oak Line

Question No: 3730 / 2010

[Joanne McCartney](#)

What effect has the gating and increased staffing had on fare revenue and passengers' safety?

Answer from the Mayor

On the Barking to Gospel Oak route only one station, Gospel Oak itself, has been gated since 2007. Barking station and Blackhorse Road station were gated prior to TfL taking over the line in November 2007. The remaining 9 stations on this route remain ungated because demand did not warrant the expenditure.

From November 2007, each station on this route has been staffed from before start of service until 15 minutes after service ceases. Ticket Vending Machines were installed at all stations when TfL took over the network.

Revenue has increased from £2.83m (year prior to November 2007) to its current level of £3.9m, a 37.8 per cent increase.

Overall customer satisfaction, on this specific route, has risen from a score of 71 to a current level of 79. Customer satisfaction with personal security on the route has increased from 72, in 2007, to a current level of 81.

Local Enterprise Partnerships (LEPs)

Question No: 3731 / 2010

[Joanne McCartney](#)

At the last Economic Development, Culture, Sports and Tourism Committee meeting on 19 October, your advisor Anthony Brown made his ongoing scepticism about LEPs known. ("I have yet to be persuaded of their merits. Unless they can make a positive case, we can't see a good reason for having LEPs across London.") Following the meeting, concerns about future funding of LEPs have been voiced to me by North London businesses.

I now understand that the GLA is developing its own proposal for a pan-London LEP, chaired by the Mayor. Can you;

- assure me that you will support the devolution of services to the appropriate level, such as business and local investment support.
- reassure me that, with reference to Anthony Brown's comments at the committee, a North London LEP will be fairly judged and will not lose out to Thames Gateway in this process?

Answer from the Mayor

I do not see how London would benefit from lots of small LEPs, which potentially duplicate activities or completely miss out some areas of the capital.

My proposal, which I am discussing with London Councils and business, is to establish a London wide Enterprise Partnership with a strong sub regional and local composition to reflect and respond to London needs and opportunities. The LEP proposal will reflect who is best placed to carry out what sort of activity at the most appropriate scale.

Government is clear that Local Enterprise Partnerships will be expected to fund their own day to day running costs.

Group Against Reservoir Development (GARD)

Question No: 3732 / 2010

[Joanne McCartney](#)

I have been contacted by GARD in respect to their campaign against Thames Water's proposals for a 5,000 acre Upper Thames Reservoir near Abingdon in Oxfordshire. This project is due to cost over £1 billion and will lead to an additional levy charged to Thames Water customers. GARD, as well as a number of other independent groups, believe that Thames Water has not conducted proper, independent feasibility studies into cheaper, sustainable and alternative delivery mechanisms. Instead, they think that commercial interests are being put ahead of the customer who will end up paying an unnecessarily high levy for an asset, which will fall into the ownership of Thames Water's investors.

Given your responsibilities in relation to working with partners to improve the management of London's water supply, what are your views on this issue?

Answer from the Mayor

My draft water strategy encourages London's water companies to focus more intensively on reducing water wastage in preference to increasing water supply. Reducing demand helps customers save money and frees up supply for our growing population.

The proposed reservoir is part of Thames Water's 25-year Water Resource Management Plan, which underwent a public enquiry this summer. Following this intensive investigation, the inspectors are expected to submit their recommendations to the Secretary of State in November.

Open House weekend

Question No: 3733 / 2010

[Joanne McCartney](#)

A constituent wrote to me about the time and effort she and the rest of her organisation had put in to partake in the London-wide events during the Open House weekend in September. Unfortunately, her – and, no doubt, many other people's efforts – were undermined by major tube and rail closures that weekend. Will you ensure better co-ordination between transport repairs (and other public works) and public events?

Answer from the Mayor

Open House is a fabulous initiative but it doesn't draw the large crowds to one place that is characteristic of major sporting and music events. Hence, LU would not be able to make it a priority to avoid closures, unfortunately, due to the disposed range of places people are visiting.

London Underground (LU) has a dedicated team who work with LU project and operations teams to manage closures.

The team also has an ongoing dialogue with DLR, London Overground, Network Rail, Train Operating Companies (TOCs), the Metropolitan Police and event organisers, to co-ordinate LU's closures with other works and to avoid clashes with major events. LU also takes account of major street works where possible.

Additionally, LU, DLR, London Overground and the TOCs meet formally to coordinate line and station closures, and the London Rail, DLR and LU, takes place every three months to coordinate line and station closures.

There is a huge amount of work underway on LU to upgrade the aging infrastructure after decades of underinvestment, so despite the considerable effort put into planning and co-ordinating closures, there are times when it is just not possible to avoid clashing with one of the very many events that take place in London.

2011 Census

Question No: 3734 / 2010

[Joanne McCartney](#)

What steps are you planning to take to ensure that Londoners are aware of the importance of filling out census returns next spring? A full picture of London's population will be necessary to ensure London gets the funding it requires?

Answer from the Mayor

The GLA and London Councils have drafted a pan-London partnership plan which ONS are in the process of approving. The plan details a marketing approach to be deployed as we move towards March 27th, which draws on the relative strengths, resources and knowledge of our complex city held by the ONS, the GLA and London Councils. GLA involvement centres on a city-wide campaign and partnership building at this level. Our purpose is to encourage participation across all communities. Subsequent census population estimates will be more accurate as a result and should lead to fairer funding settlements for public services in London.

London Underground Stations

Question No: 3735 / 2010

[Joanne McCartney](#)

How many times during the last 12 months have London Underground Stations been left unstaffed?

Answer from the Mayor

This information has only been recorded since June 2010. From 17th June 2010 to 9th October 2010, 89 small, surface level stations have been open and unstaffed in traffic hours usually only for short periods of time while other members of staff are deployed. Larger stations and stations below ground level cannot open or remain open if staff levels fall below certain set levels.

Elections

Question No: 3736 / 2010

[Len Duvall](#)

I have been asked via the 'Suggest a question' website to ask the Mayor the following: as Mr. Johnson has asked for a law to be passed requiring a majority of Union Electorates, not those actually voting, to vote in favour of strike action before such strike action is enacted, is he, as an honourable and principled man, willing to require the same electoral majority requirements in political elections?

Answer from the Mayor

Comparing strike ballots with an election of *all* Londoners is like comparing apples and pears. The London Mayoral election is a time, every four years, for millions of Londoners to decide on the strategic direction of their city. In a Mayoral election, the people are not voting to attempt to disrupt the lives of their fellow citizens, whereas many of these strikes are capricious and clearly politically motivated.

Trades unions are an important part of our civil society and the right to strike is an essential freedom but it is not unreasonable to demand a ballot should have a turnout above 50 percent before inconveniencing millions of people.

Housing Benefit Cuts

Question No: 3737 / 2010

[Len Duvall](#)

In answer to Written Question 3359/2010 in relation to the government's proposed cuts to Housing Benefit, you stated:

"I believe that the effect on London's economy will be detrimental, as many low paid workers doing essential jobs in the centre will have to move out of inner London and will not be in a position to afford to commute. There is also likely to be severe pressure on jobs and services in the cheaper areas of London to which people move".

However, following an interview on BBC Radio London in which you referred to "Kosovo style social cleansing of London" in relation to the government's housing plans, you sought to clarify matters by issuing the following statement:

'My consistent position has been that the government is absolutely right to reform the housing benefit system which has become completely unsustainable. I do not agree with the wild accusations from defenders of the current system that reform will lead to social cleansing. It will not, and if you listened carefully to what I said, no such exodus will take place on my watch.'

Given these contradictory statements, Londoners could be forgiven for being confused. With this in mind, perhaps you could tell them conclusively whether or not you actually support the coalition government's proposals to reform Housing Benefit in London?

Answer from the Mayor

I support the reform of Housing Benefit but believe that transitional arrangements are essential in order to mitigate any unintended consequences on London of the imminent changes.

Economic Development Strategy

Question No: 3738 / 2010

[Len Duvall](#)

Having now been informed that the GLA will have a vastly reduced economic development budget the coming years (£56million in 2011; £12million in 2012) and, after 2012, will no longer have any economic development function, what is the purpose of your Economic Development Strategy for London?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

I continue to be in robust discussion with Government about our settlement for economic development. Once we know the details we will be able to further plan how best to deliver on my priorities for London.

My Economic Development Strategy is a high level, long term strategy for London. It sets out how I act as a champion, convenor and coordinator, for London-in the UK and overseas; and encourage businesses and other organisations to work together and pool resources towards common goals. It is intended to guide the actions of a number of public and private bodies, not just the LDA.

Direct delivery budgets have always been relatively limited when set against the scale of the London economy. But the GLA Group will continue to have important resources and powers. In setting out my vision for London and helping align partners towards the delivery of this vision, the Strategy's role will maintain its importance and role.

London Development Agency

Question No: 3740 / 2010

[Len Duvall](#)

Following the announcement that the GLA is to lose its economic development budget from 2012, what are the projected job losses at the LDA, including at those bodies such as Visit London and Film that the LDA funds and any LDA-funded posts at the GLA?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

The GLA has not lost its economic development budget and I remain in discussion with the Government to ensure London receives an appropriate settlement for such activity.

The LDA has initiated a consultation with staff and trades unions on a new organisational structure for 11/12 in view of the Government's announcement that the organisation is to be abolished by March 2012. The proposed structure, if implemented, would see 241 staff made redundant.

The LDA has been in discussions with Visit London and Film London, but the impact of any funding reductions and associated staffing implications are a matter for the Boards of those organisations.

Local Enterprise Partnership

Question No: 3741 / 2010

[Len Duvall](#)

Will you secure a Local Enterprise Partnership for London under the control of the GLA?

Answer from the Mayor

I am proposing a London Enterprise Partnership with strong local elements and I am working with London boroughs to develop this. I have proposed that I Chair the London Enterprise Partnership. However it is a partnership and I will not be seeking to control it.

Greater London Authority

Question No: 3742 / 2010

[Len Duvall](#)

Now that economic development funding in London has been taken out of your hands, is the Greater London Authority itself an organisation 'in retreat'?

Answer from the Mayor

Far from being in retreat, the GLA is an organisation poised to advance and to take on new devolved powers and responsibilities. Looking ahead, we will have the Mayor Development Corporation, to ensure the best possible legacy for the Olympic Park; we will bring together the housing and land assets of both the LDA and the London HCA to create a powerful new housing and regeneration arm of the GLA; working with London businesses and the boroughs, we propose to set up the London Enterprise Partnership; and we will be in the forefront of using innovative finance such as Tax Increment Financing to drive economic development in London.

Programme for Devolution

Question No: 3743 / 2010

[Len Duvall](#)

When do you expect the government to inform you whether your requested powers for devolution have been approved?

Answer from the Mayor

We have been working closely with Whitehall officials drafting legislation to move forward on various of the devolution proposals. We expect when legislation is introduced that there will be associated announcements.

Bus Services in Greenwich

Question No: 3744 / 2010

[Len Duvall](#)

What are the implications for off-peak bus services in Greenwich following the proposed cut to the bus subsidy?

Answer from the Mayor

TfL's Business Plan anticipates that the overall volume of bus service would remain broadly similar to today. The reduction in subsidy would be achieved by continuing to bear down on costs and by setting realistic, affordable fares. I have consistently sought to keep fares as affordable as possible, including protecting free and concessionary fares for children, the elderly and disabled people. Bus services will continue to be kept under regular review to ensure that they are cost-effective and meeting London's travel needs, including in Greenwich.

Bus Services in Lewisham

Question No: 3745 / 2010

[Len Duvall](#)

What are the implications for off-peak bus services in Lewisham following the proposed cut to the bus subsidy?

Answer from the Mayor

TfL's Business Plan anticipates that the overall volume of bus service would remain broadly similar to today. The reduction in subsidy would be achieved by continuing to bear down on costs and by setting realistic, affordable fares. I have consistently sought to keep fares as affordable as possible, including protecting free and concessionary fares for children, the elderly and disabled people. Bus services will continue to be kept under regular review to ensure that they are cost-effective and meeting London's travel needs, including in Lewisham.

A2 Crossing (Greenwich South St-Lewisham Road)

Question No: 3746 / 2010

[Len Duvall](#)

In response to Question No: 2741/2010 at the September 2010 Mayor's Question Time you stated that you expected TfL to "have a clear decision regarding whether the provision of a pedestrian stage as part of the signal control is viable in about a month". Has TfL reached a decision on this matter yet?

Answer from the Mayor

A design option for the introduction of controlled pedestrian facilities at this junction has been fully investigated and the outcome from the traffic modelling shows that this will not work, as this provision introduces major delays to general traffic during the peak periods. TfL is now considering other alternatives, such as un-controlled crossings, and some options will be prepared by the end of March 2011.

Electric vehicles

Question No: 3747 / 2010

[Murad Qureshi](#)

How do you respond to the recent Economist article which states that:

"According to Richard Pike, chief executive of the Royal Society of Chemistry, replacing all of Britain's cars with subsidised electric cars would cost the taxpayer £150 billion and, with Britain's current fuel mix, cut CO₂ emissions from cars by about 2%. For the same money, Britain could replace its entire power-generation stock with solar cells and cut its emissions by a third."

Answer from the Mayor

When taking the whole vehicle life-cycle into account and the typical drive cycle in London, electric vehicles (EVs) produce significantly less CO₂ than a conventional vehicle, even using the standard UK electricity supply. It is also important to remember that EVs also produce no tailpipe emissions, such as Nitrogen Oxide (NO_x) or Particulate Matter, and will therefore help improve air quality. The EV market is in its infancy and the need for support will rapidly diminish as the market develops. EVs form part of a larger suite of measures designed to reduce CO₂ emissions, and with regard to power generation, my aim is to meet London's energy demands through the provision of an efficient, affordable and secure supply of low and zero carbon energy, including 25 per cent from decentralised energy by 2025.

Taxi and Private Hire Vehicles emissions tests

Question No: 3748 / 2010

[Murad Qureshi](#)

TfL require PHVs to undergo two MOTs per year, so their vehicle emissions are tested every six months. However, TfL requires black cabs to have their emissions tested to MOT standard just

once a year. Can you please explain how this is equitable? In the pursuit of both fairness and improved air quality for London, what do you think should be done to end this discrepancy?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

I will shortly publish my Air Quality Strategy, which will include a range of measures to reduce emissions from taxis and private hire vehicles, including requirements for testing of vehicles.

Environmental projects

Question No: 3749 / 2010

[Murad Qureshi](#)

How will the Treasury's removal of the LDA funding affect your delivery of environment projects and their outcomes?

Answer from the Mayor

At the moment I am discussing the LDA settlement with Government. The environment projects remain top priorities for my administration and I am working to secure the very best deal possible.

I have written to the Chancellor and the Secretary of State for Energy and Climate Change and the Secretary of State for Environment, Food and Rural Affairs, setting out the importance of this work not only in reducing our emissions, meeting national targets but also in contributing to our economic recovery.

Electric Vehicles

Question No: 3750 / 2010

[Murad Qureshi](#)

Would you care to update us on how your plans to make London the "electric car capital of the world" is coming along? I seem to recall you had promised to "introduce 100,000 electric cars and build 25,000 charging points." Is this still on target?

Answer from the Mayor

I announced on 6 November that London's city wide electric vehicle charging network, 'Source London', will launch in Spring 2011. Source London will deliver at least 1,300 public charging points across London by 2013. My aspiration remains to have 100,000 electric vehicles on London's streets as soon as possible. I will also continue to work with private and public sector partners towards my aspiration of 25,000 charge points.

Cleaners Arrested during Papal visit

Question No: 3751 / 2010

[Murad Qureshi](#)

Do you endorse the actions of the Met Police in arresting the six cleaners during the Papal visit? Do you think this was proportionate and a valid use of powers under The Terrorism Act 2000?

Answer from the Mayor

I fully endorse the police operation as they responded to intelligence in an appropriate and responsible manner, ensuring public safety as the immediate priority. Lord Carlile is to carry out an independent review of police actions.

Bike hire scheme

Question No: 3752 / 2010

[Murad Qureshi](#)

At the current rate of nearly 6,000 bikes for £140 million, how much will it cost to displace even 0.1% of Tube journeys onto bikes? (For ease of reference TfL's website advises that the Tube carries 1,065 million passengers a year).

Answer from the Mayor

Barclays Cycle Hire is a new form of public transport. However, as it is currently only available in central London, it is only in direct competition with a small proportion of London Underground journeys. It is specifically designed to serve short trips, and therefore cannot substitute the tube altogether.

A central aim of Barclays Cycle Hire was to increase the total number of cycling journeys in London, and the scheme is currently averaging over 20,000 trips per day. We are confident of achieving the anticipated average level of 30,000 per day. The total implementation cost for Phase One of the Barclays Cycle Hire scheme is estimated at £80 million.

Waste facilities I

Question No: 3753 / 2010

[Murad Qureshi](#)

How many new waste facilities will there be in London by the end of your term as Mayor? How many gasification plants, how many anaerobic digestors etc?

Answer from the Mayor

My municipal and business waste strategies identify an 8.5 million tonne waste infrastructure capacity gap that needs to be filled to meet my waste targets for London by 2031. The London Waste and Recycling Board has announced waste projects that have been short listed for funding from its infrastructure pool, representing about 1.5 million tones of waste capacity. This list is attached as appendix D. Nearly all of these projects, subject to final funding, are expected to be operational by 2012.

The board has been receiving a growing number of pipeline projects to deliver merchant waste facilities. Developers see London as an opportunity area for such projects because of my waste strategies' focus on capitalising on the economic opportunities London's waste presents to the capital in the form of new materials, energy and jobs.

It is difficult to say exactly how many new waste facilities will be built in London by the end of my term. I have approved dozens of waste planning applications for local authorities to determine.

Waste facilities II

Question No: 3754 / 2010

[Murad Qureshi](#)

How much more waste will be sent to landfill within the boundaries of Greater London by the end of your term in office in 2012 compared with 2007?

Answer from the Mayor

I expect the amount of London's municipal waste sent to landfill to decline from approximately two million tonnes per year today to about 1.4 million tonnes in 2012. My municipal and business waste management strategies set out how this will be achieved through reducing waste, boosting recycling or composting rates and generating energy from non-recyclable waste in the most cost effective and environmentally beneficial way.

There are two municipal waste landfill sites in London, one in Rainham and one in Sutton and these are expected to close in 2018 and 2021 respectively. Given these constraints and my desire to manage more of London's waste within London, I expect the amount of London's waste sent to these landfills to remain relatively constant until capacity is reached. Managing more of London's waste within London will mean a reduction in waste sent to landfills outside London.

World Cup 2018 (I)

Question No: 3755 / 2010

[Murad Qureshi](#)

What did you offer FIFA President Sepp Blatter to select England for the venue for the World Cup tournament in 2018?

Answer from the Mayor

London's proposals responded directly to FIFA's technical requirements for hosting a World Cup as set out in England 2018's "Invitation to Qualify as a Candidate Host City for the FIFA World Cup 2018 or 2022". There has been no offer made to the FIFA President directly.

World Cup 2018 (II)

Question No: 3756 / 2010

[Murad Qureshi](#)

What liabilities have you accepted on London's behalf for the England world cup bid for 2018?

Answer from the Mayor

As part of the rules of the Bidding Process, the Mayor on behalf of the GLA has signed up to a strict and wide-ranging confidentiality agreement with FIFA and England 2018.

The obligation of confidentiality applies throughout the entirety of the Bidding process and covers information, which even without such an obligation would be exempt as it is commercially confidential. Therefore we cannot provide the required response.

Electric cars (I)

Question No: 3757 / 2010

[Murad Qureshi](#)

Has TfL done a cost benefit analysis of providing electric charging points across London?

Answer from the Mayor

TfL has undertaken a cost benefit analysis as part of the Electric Vehicle Delivery Project Business Case. The analysis concluded that the project will make a positive contribution to

reducing CO2 emissions, improving air quality in London and combating climate change whilst stimulating the market for EVs.

Electric cars (II)

Question No: 3758 / 2010

[Murad Qureshi](#)

In previous answers you advised firstly that TfL has ploughed £1,356,110 into providing electric charging points in London boroughs, but that TfL does not collate how many users are registered to use them. Can you please confirm that you have spent over £1.3 million pounds on a scheme that you have no idea of how many people are using it and what records you do indeed have of the uptake of the scheme?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written answer provided on 23 November 2010:

The funding is in fact provided by both TfL and the participating boroughs; it is the boroughs who collate usage information. As you know, I launched the 'Source London' electric vehicle charging network on 6 November, which will deliver at least 1,300 new public charging points across London by 2013. This will allow, for the first time, the collation of detailed usage statistics of electric vehicle charging infrastructure.

Super Boroughs

Question No: 3759 / 2010

[Murad Qureshi](#)

I note that in response to government cuts to local government finances the City of Westminster, the Royal Borough of Kensington, Chelsea and Hammersmith & Fulham in West Central have formed themselves into a super borough. Do you welcome this move?

Answer from the Mayor

I don't agree with your premise that the announcement by the City of Westminster, Royal Borough of Kensington and Chelsea and Hammersmith & Fulham to share services warrants them being labelled a 'super borough'. Each borough will retain its own democratic mandate and remain accountable to their constituents. In this difficult economic climate, boroughs are right to explore potential savings through shared services and I have no objection to them doing so.

Route maps on buses

Question No: 3760 / 2010

[Murad Qureshi](#)

As it seems too complex to put route maps inside individual buses, would it be possible to amend the on-board information to provide passengers with more route information (e.g. the next three stops or the next key stops along the route) via the audio information and the on-screen information?

Answer from the Mayor

iBus announces the name of the next stop, the route number and the final destination of the bus. These are the top priorities for passengers. Adding additional announcements is likely to be confusing. It would also require major alterations in the underlying systems.

TfL has recently introduced a brand new online bus mapping tool that provides passengers with detailed information about each route. This can be accessed via the following link:
<http://www.tfl.gov.uk/busmaps>.

LDA funding

Question No: 3761 / 2010

[Murad Qureshi](#)

How does the withdrawal of the LDA's £480 million development fund affect the delivery of the EU funded projects in London before 2013?

Answer from the Mayor

The LDA is waiting for formal confirmation of the outcome of the Spending Review. I will not know what impact this will have on the delivery of EU funded projects until the actual grant total has been agreed.

The LDA has therefore taken the decision to suspend the 2011-13 ESF procurement activities until the situation is clarified. I expect to receive formal confirmation by mid-November. However, if the LDA cannot continue to match fund European programmes because of the pressures on its budget, then European funding for 2011-13 will be redistributed to the other co-financing organisations in London. I am determined to ensure that we draw from our full allocation of ESF to support my economic and social priorities as Mayor.

The Government has agreed the London European partnership structures will remain in London and the management role overseeing the delivery of EU projects in London currently undertaken by the LDA to be folded into the GLA.

Thames Estuary Airport Report I

Question No: 3762 / 2010

[Murad Qureshi](#)

How much longer will I have to wait for a copy of Sir David King's report on your Thames Estuary Airport scheme? At our last MQT in October you agreed that I could have a copy, but I am still waiting. When - specifically - will I receive a copy of the report?

Answer from the Mayor

I am still considering the contents of the report and will send you a copy once it has been finalised but, at this stage, cannot be precise about a date.

Thames Estuary Airport Report II

Question No: 3763 / 2010

[Murad Qureshi](#)

What GLA resources were used to produce Sir David King's report on your Thames Estuary Airport scheme?

Answer from the Mayor

The report has been produced on a *pro bono* basis by the steering group members. The GLA provided meeting rooms, tea and coffee refreshments, and secretariat support for the steering group.

TfL work on Thames Estuary Airport I

Question No: 3764 / 2010

[Murad Qureshi](#)

What TfL resources have been allocated to work on the Thames Estuary Airport?

Answer from the Mayor

In light of the new Government's decision to rule out expansion of runway capacity at Heathrow, Gatwick and Stansted, I have asked Daniel Moylan to consider the case for increased aviation capacity in the south east as acknowledged in my Transport Strategy, and to consider this in the context of supporting economic development in London and the UK as a whole. This includes options for an airport located in the Thames Estuary, or on the surrounding coastline.

Given the surface access implications for any new aviation capacity, a small number of TfL staff are assisting Daniel Moylan in considering these in addition to their other duties.

TfL work on Thames Estuary Airport II

Question No: 3765 / 2010

[Murad Qureshi](#)

How many times has the TfL Board discussed The Thames Estuary Airport?

Answer from the Mayor

Under my chairmanship the TfL board has had no formal discussions about the Thames Estuary Airport.

TfL work on Thames Estuary Airport III

Question No: 3766 / 2010

[Murad Qureshi](#)

What work is Daniel Moylan doing with regard to the Thames Estuary Airport? What is his involvement in the project?

Answer from the Mayor

In light of the new Government's decision to rule out expansion of runway capacity at Heathrow, Gatwick and Stansted, I have asked Daniel Moylan to consider the case for increased aviation capacity in the south east as acknowledged in my Transport Strategy and consider this in the context of supporting economic development in London and the UK as a whole. This includes options for an airport located in the Thames Estuary, or on the surrounding coastline.

Thames Estuary Airport IV

Question No: 3767 / 2010

[Murad Qureshi](#)

The Prime Minister has now categorically told The House of Commons that the Government will not sanction a new airport in the Thames Estuary. Will you now cancel any and all feasibility projects that you or your offices, including TfL, are involved with in this regard?

Answer from the Mayor

At Prime Minister's Question Time on 27 October 2010, the Prime Minister responded to question 19527 posed by Rehman Chishti (MP for Gillingham and Rainham)

"Can the Prime Minister confirm that the Government have no plans at all to build an airport in the Thames estuary, or in Medway or Kent"

by saying:

"The Department for Transport has no plans for a new airport in the Thames Estuary or in any other part of Medway or Kent and, as my hon. Friend knows, we have scrapped the plan to build a third runway at Heathrow."

The Prime Minister's answer, whilst making it clear that the Government has no current plans for an airport in the Thames Estuary, Medway or Kent, does not rule out the need for a thorough re-appraisal of airport policy in the South East, including the examination of a full range of options for meeting this need.

The Government have just announced a review of UK aviation policy. A national aviation policy must create a vision for the future of aviation capacity in London and the South East. It must recognise the valuable role of aviation to London and the UK economy and the need for long term additional capacity. I will continue to conduct work that is designed to inform and contribute to this review.

TfL Aviation I

Question No: 3768 / 2010

[Murad Qureshi](#)

What work has TfL done & is TfL currently doing on airport capacity in the South East?

Answer from the Mayor

Questions of future airport capacity have a key impact on the provision of future transport and for this reason it is important for TfL to understand the future growth and capacity issues affecting airports in the South East.

In light of the new Government's decision to rule out expansion of runway capacity at Heathrow, Gatwick and Stansted, I have asked Daniel Moylan to consider the case for increased aviation capacity in the south east as acknowledged in my Transport Strategy, and to consider this in the context of supporting economic development in London and the UK as a whole. This includes options for an airport located in the Thames Estuary, or on the surrounding coastline.

Given the surface access implications for any new aviation capacity, a small number of TfL staff are assisting Daniel Moylan in considering these in addition to their other duties.

TfL Aviation II

Question No: 3769 / 2010

[Murad Qureshi](#)

What is TfL's remit with regard to aviation?

Answer from the Mayor

The London Plan and my Transport Strategy clearly set out my approach in relation to aviation. The Transport Strategy recognises the importance of London's international links and the need to sustain and enhance these links to support the growth of the city. There is a wide range of

transport issues associated with airports, and TfL is involved in all aspects of these whether in relation to surface access, air quality or ticketing. Given the importance of airports to London's economic growth and the scale of travel demand associated with airports, it is appropriate that TfL considers aviation.

TfL Aviation III

Question No: 3770 / 2010

[Murad Qureshi](#)

How many aviation projects is TfL currently involved with?

Answer from the Mayor

The London Plan and my Transport Strategy clearly set out my approach in relation to aviation. The Transport Strategy recognises the importance of London's international links and the need to sustain and enhance these links to support the growth of the city. There is a wide range of transport issues associated with airports, and TfL is involved in all aspects of these whether in relation to surface access, air quality or ticketing. Given the importance of airports to London's economic growth and the scale of travel demand associated with airports, it is appropriate that TfL considers aviation issues.

TfL staff are involved in looking at Airtrack, London City Airport development, 4 tracking to Stansted and High Speed 2 extensions to Heathrow. These staff are also offering assistance to Daniel Moylan in his considerations of further aviation capacity.

TfL Aviation IV

Question No: 3771 / 2010

[Murad Qureshi](#)

What liaison arrangements does TfL currently have with airports in the South East?

Answer from the Mayor

It is in London's interests for TfL to have a close working relationship with all of London's airport operators given the importance of providing surface access to meet existing and future demand. As you would expect this takes place in a number of different forums including the established Airport Transport Forums, regular updates meetings with airport operators as well as engagement with individual airport operators on specific issues.

TfL Aviation V

Question No: 3772 / 2010

[Murad Qureshi](#)

What liaison arrangements does TfL currently have with airlines that operate from airports in the South East?

Answer from the Mayor

Although TfL tends to deal more with airport operators than airlines, TfL also has specific dialogues with airlines where there are areas of common interest. These include future expansion/growth plans of airlines that will have an impact on the location, overall demand for travel to airports, access arrangements for airline employees, travel planning through the Airport Transport Forums, and other initiatives such as sale of tickets and marketing material.

TfL has also liaised with airlines regarding the changing nature of the aviation market and its implications for airport configuration.

TfL Aviation VI

Question No: 3773 / 2010

[Murad Qureshi](#)

How many times has the TfL Board discussed aviation since 2008?

Answer from the Mayor

There have been no papers that have been considered by the Board which deal exclusively with aviation since 2008. There have been a number of occasions where developments in aviation have been referred to in other reports and aviation has also been considered as part of TfL's Environment Report and the Mayor's Transport Strategy.

Time Limit for paying the Congestion Charge

Question No: 3774 / 2010

[Murad Qureshi](#)

Will you consider extending the time limit during which the congestion charge can be paid from 1 day after travel to 7 days after travel? This would not only allow those travelling into London a more reasonable time in which to pay, it would also reduce the administration in collecting unpaid charges from those people who genuinely forget to pay or are physically unable to pay within the correct stringent time frame, but who are perfectly willing to pay within a reasonable time.

Answer from the Mayor

On 20 October 2010, I announced the introduction of Congestion Charging Auto Pay. The introduction of CC Auto Pay accounts will offer a simpler, easier way to pay and will ensure that no Penalty Charge Notices (PCNs) are issued to registered vehicles, so drivers will no longer be penalised for forgetting to pay the charge. The automated payment facility records the number of charging days a vehicle travels within the charging zone and bills the account holders' debit or credit card each month. CC Auto Pay customers will also be eligible for a reduced daily charge of £9.

With introduction of CC Auto Pay there are no further plans to extend the time to pay. For those who do not wish to set up an account, the current payment facilities including online, via text message and phone, at a shop and by post will continue to remain available. These payments can be made 90 days before travel right through to the next charging day after travel.

Entertaining FIFA President

Question No: 3775 / 2010

[Murad Qureshi](#)

How much did it cost to entertain the FIFA President Sepp Blatter on the 13th of October at City Hall?

Answer from the Mayor

A total cost of £69.91 was incurred by the GLA for hosting the FIFA President for a meeting at City Hall. This included a book presented to the President plus tea, coffee and biscuits served to the President and FIFA and England 2018 officials.

Need for a Chief Executive

Question No: 3776 / 2010

[Murad Qureshi](#)

Do you agree with Eric Pickles that where there is an elected Mayor, there is no need for a chief executive?

Answer from the Mayor

At the end of 2008 the Assembly agreed the job description and recruitment process for the Chief Executive and Greater London Returning Officer. The Assembly were represented on the interview panel. At its meeting of 12 November 2008 the Assembly ratified the appointment and the terms and conditions of appointment for the current post holder. I do not see any need to change the current arrangement/appointment, so recently put in place by the Assembly and myself.

Olympic Marathon Route I

Question No: 3777 / 2010

[Murad Qureshi](#)

In London's bid for the 2012 Olympics, was it proposed that the marathon would finish in the stadium?

Answer from the Mayor

Yes.

Olympic Marathon Route II

Question No: 3778 / 2010

[Murad Qureshi](#)

Is there a danger with the new proposed marathon route that a runner could be lapped several times?

Answer from the Mayor

In the Olympic marathons the entry standards required for the races mean that lapping is highly unlikely. Wheelchair athletes are considerably faster than the ambulant competitors, and so there will be lapping in the Paralympic marathon. LOCOG is working closely with the International Federation to ensure that this is managed on the course without incident.

Crossrail Employment

Question No: 3779 / 2010

[John Biggs](#)

Thank you for your replies last month. Please can you explain how Crossrail will measure success of the priority areas of apprenticeships and SLNT (Strategic Labour Needs Training) outputs for people from the local community?

Answer from the Mayor

Further to the responses given to questions 2605-2608 last month, Crossrail will measure success of the priority areas of Apprenticeships in the following ways:

- Crossrail has embedded the SLNT obligation into all contracts, and the contractors are required to develop and implement a SLNT plan for the contract determining their strategic labour needs and training objectives and the means by which the objectives shall be achieved over the duration of the contract.
- The contractor submits a Responsible Procurement progress report which includes reporting against their SLNT obligations at the end of reporting period one, four, seven and ten each year using the reporting template below.

Employer	Apprentice Starts this quarter *(Nos)	Total Number employed on site	Male	Female	Disability	Ethnicity (See Key)	Age (See Key)	Home Borough	Home Postcode	Occupations	Total number currently employed	Number of Non-completions

- The Contractor submits the above template for apprentices, job starts, placement positions, taster positions, workforce skills, work experience, Construction Skills Certification Scheme (CSCS) training and underground safety passport holders training.
- Following the receipt of the report from the contractor, a meeting will be held to review the activity under the contract. The objective of the meeting will be to verify that work is proceeding in accordance with the contractor's Responsible Procurement and SLNT plans.

Tube staff shortages (1)

Question No: 3780 / 2010

Jennette Arnold

Two stops in my constituency, Angel and Tufnell Park, were recently closed for certain periods of time because key staff fell sick and there were no colleagues available to provide cover. This led to massive disruptions for my constituents, especially at Angel, which is one of the busiest Underground stations in London. How will temporary closures like this be prevented when the tube staff cuts are implemented?

Answer from the Mayor

LU does everything possible to avoid closures of stations but very occasionally these are unavoidable. Angel station was closed for 21 minutes on 1 October and Tufnell Park was closed for two hours and 14 minutes on 9 October due to non-availability of staff.

Although still very rare, such incidents are more frequent when there are a higher number of vacancies on the LU network and also of course when there is unwillingness by some staff to work overtime given the current RMT / TSSA dispute.

Once the proposed changes to staffing are implemented in February this problem will ease as LU will be able to roster the right number of staff in the right locations, rather than keeping vacancies open as is currently the case in order to fulfil its commitment to shedding posts that are vacant rather than posts filled by permanent members of staff.

As well as having staff 'rostered' at individual stations, LU will also continue to have reserve staff at each station group to cover sickness and other short term non staff availability, as well

as planned absences such as annual leave and training. Reserve cover will be maintained at current levels after the changes to station staffing are implemented.

Tube staff shortages (2)

Question No: 3781 / 2010

[Jennette Arnold](#)

Can you provide me with a breakdown showing:

The number of tube station closures in the last 5 years due to staff illness?

The average length of time that tube stations were closed for because of this reason?

Answer from the Mayor

London Underground does not compile data on closures due to staff illness.

Tube evacuation procedures

Question No: 3782 / 2010

[Jennette Arnold](#)

One of my constituents has been stuck on a new Victoria Line train twice now and whilst being led to safety down the tracks he noticed that all the lights on the train go off whilst passengers disembark. Because it was so dark, passengers (including 6 pregnant women and a number of children) were bumping into the poles and each other. Can you answer the following questions that my constituent has raised?

Why was there no emergency lighting to escort passengers on the way out?

Why weren't torches available to escort people safely off the train?

Will future emergency contingency plans include emergency lighting coming on in cases of emergency as they do on airplanes?

Answer from the Mayor

The emergency lighting (which is in place on all trains) failed to activate because of a fault on the new Victoria line trains. A modification has now been implemented and tested on the new trains to fix the lighting problem to ensure they remain active.

The tunnel lighting however remained functional for the duration and additional staff were deployed to provide assistance. Paramedics awaited customers at the station and offered medical support to the identified pregnant women as a priority.

Torches are not a viable solution because of the sheer number that would be required and the practicalities of swift distribution.

LU has made it clear to Bombardier that such manufacturing errors are not acceptable and has introduced more rigorous checks of the emergency lighting system. Together with the recent modification, this should ensure the problem does not recur.

During recent testing, lights have stayed on for more than four hours after the electricity was turned off.

Tube upgrade works

Question No: 3783 / 2010

[Jennette Arnold](#)

Over the past few weeks an unusual number of incidents have occurred on the Underground network, during which we've seen, among other things, passengers being led through tunnels because of broken down new Victoria Line trains. Can you guarantee my constituents that engineering works scheduled to finish in 2012 will not be delayed as a result of these incidents and cause huge embarrassment during the Olympics?

Answer from the Mayor

Yes, the engineering work required for the Olympics will all be completed well ahead of summer 2012 and all of London's transport providers will be doing their utmost to ensure services operate reliably throughout the Olympic and Paralympic Games.

Disabled Day

Question No: 3784 / 2010

[Jennette Arnold](#)

What events have you planned to mark International Day for Disabled People on the 3rd of December 2010 to raise awareness of the daily struggle of disabled Londoners to live in this city?

Answer from the Mayor

My commitment to improving the life chances of deaf and disabled Londoners is not confined to one day. My office holds regular meetings with key representatives from the deaf and disabled communities. I also recently published, and consulted on, my draft Disability Equality Scheme, which highlights in detail the many barriers that these communities face.

State of London Debate

Question No: 3785 / 2010

[Jennette Arnold](#)

I have reviewed the figures provided to me by your office in answer to MQ3320/2010. I am saddened to learn that your office has not seen fit to keep a full copy of the report. However, from the report provided, your claims about the success of the Debate appear to be totally misleading. It is the case that 12,380 people may have seen two or more tweets containing the phrase State of London, SOLDebate or stld they did not send them as you claimed. In fact, from the report you have given me I can only see 1004 individual tweets sent about the Debate.

At least 91% of the tweets you claim were sent, were not.

- a) Will you apologise to the Assembly and to Londoners as the information you gave was incorrect?
- b) Initiate a full and accurate investigation into the success of the Debate giving Londoners the transparency in government they deserve.

Answer from the Mayor

I think you have misinterpreted the data provided. I stated that we had 12,380 *engagement impressions* across 'State of London', '#stld' and 'SOLDebate', not that 12,380 people sent 2 or more tweets.

I note also that you "can only see 1,004 individual tweets sent about the Debate" and would like to point out that you have arrived at an incomplete figure, as the report does not show the number of tweets against 'SOLDebate'.

I see no reason to apologise, as the information I gave was correct. Nor do I think it appropriate to deploy GLA resources to instigate an investigation into the success of the State of London Debate as a formal evaluation of the event has already been carried out and 98% of the respondents who gave feedback on the State of London Debate stated that they enjoyed the event and would attend again.

The use of twitter at the event enabled us to reach over 110,000 people who were not physically present on the day and this is unquestionably a positive outcome in the interests in transparency.

Local Housing Allowance

Question No: 3787 / 2010

[Len Duvall](#)

Please update the Assembly on your negotiations with the government about the potential impact on London of changing local housing allowance.

Answer from the Mayor

I refer you to my oral update.

Cheering

Question No: 3788 / 2010

[Len Duvall](#)

Some Conservatives in the House of Commons were criticised for cheering the comprehensive spending review - which it is estimated will lead to a million job losses. Given the effect of the CSR on London's Economy and the public sector in London, do you think they were right to cheer it?

Answer from the Mayor

The Coalition Government is addressing the poisonous legacy left by 13 years of Labour through getting to grips with this country's debt crisis. This means a necessary reduction in public spending, much of which was announced in the Comprehensive Spending Review.

Higher Education Funding

Question No: 3789 / 2010

[Len Duvall](#)

How will changes to higher education funding affect London?

Answer from the Mayor

There are two key London specific issues:

- i) London's high cost of living/studying: students in London will remain eligible for higher maintenance loans. It is unclear whether the higher costs of *providing* higher education in London will also be taken into account.
- ii) Current proposals indicate continued support for STEM (science, technology, engineering and maths) subjects. This is positive for London, but will have implications for London's smaller institutions specialising in non 'priority' areas - such as creative and cultural subjects. The priority areas, however, are yet to be confirmed.

LDA

Question No: 3790 / 2010

[Len Duvall](#)

What was your understanding of the current government's plans for the LDA prior to the general election?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

As the Government is a coalition of two parties, it is impossible to have an understanding of its plans for the LDA prior to the general election.

Resolution

Question No: 3792 / 2010

[Len Duvall](#)

Please could you update us on progress in a resolution to the dispute between the fire brigade and fire brigade's union?

Answer from the Mayor

I am pleased that the Fire Brigades Union called off their proposed Bonfire Night weekend strike action and has attended a meeting of the Resolution Advisory Panel. I am hopeful that going to an independently chaired body will bring an end to this dispute and help to facilitate a satisfactory agreement to proposals for all parties involved.

Devolved Delivery Agreements 1

Question No: 3793 / 2010

[Nicky Gavron](#)

When will the Devolved Delivery Agreements consultation open?

Answer from the Mayor

The consultation on "A Framework for Devolved Delivery" closed on 1 October 2010.

Devolved Delivery Agreements 2

Question No: 3794 / 2010

[Nicky Gavron](#)

When will boroughs begin negotiating Devolved Delivery Agreements?

Answer from the Mayor

We are currently working in partnership with the HCA and London Councils on developing the process for reaching Devolved Delivery Agreements with boroughs. A specific timetable has not yet been set.

Devolved Delivery Agreements 3

Question No: 3795 / 2010

[Nicky Gavron](#)

When does the Mayor expect Devolved Delivery Agreements to become active?

Answer from the Mayor

Please see my response to MQ3794 / 2010.

Devolved Delivery Agreements 4**Question No: 3796 / 2010**

[Nicky Gavron](#)

How will the Mayor meet his total house building targets outlined in the London Plan by negotiating each target individually with each borough through Devolved Delivery Agreements?

Answer from the Mayor

A Devolved Delivery Agreement may include a housing investment target, but will not include a planning affordable housing target. Section 1.1.1 of my Housing Strategy explains the difference between targets.

Devolved Delivery Agreements 5**Question No: 3797 / 2010**

[Nicky Gavron](#)

What effect do Devolved Delivery Agreements have on the primacy of the London Plan's housing policies?

Answer from the Mayor

Devolved Delivery Agreements are about housing investment policies. They are not planning documents and do not change existing planning policies or statutory arrangements.

Affordable and Social Housing 1**Question No: 3798 / 2010**

[Nicky Gavron](#)

During the Examination in Public into the Mayor's Draft Replacement London Plan it was argued by some participants that annual targets for social housing delivery in each borough should be included in the London Plan, at the very least as part of the supporting text. Will the Mayor reconsider his position?

Answer from the Mayor

To meet strategic affordable housing targets, including those for social housing, I remain of the view that it is more effective to engage with boroughs individually to enable them to set their local targets, taking into account strategic and local needs and informed by indicative benchmarks to be set out in Supplementary Planning Guidance.

Affordable and Social Housing 2**Question No: 3799 / 2010**

[Nicky Gavron](#)

During the Examination in Public into the Mayor's Draft Replacement London Plan, the Mayor's team reported they have draft targets for how much social housing each borough will deliver. To aid transparency, will the Mayor release these figures to the Assembly to help boroughs and the Assembly understand how he plans to deliver his social housing target?

Answer from the Mayor

I think that what my representatives at the Examination in Public said on this matter may have been misunderstood. Work on affordable housing benchmarks has been done as part of the work in progress to inform preparation of the Housing Supplementary Planning Guidance (SPG). This work is at an early stage, and has yet to be discussed with boroughs. As such, and as explained at the EiP, it would be premature to put it in the public domain now. The SPG will be published for consultation with boroughs and other stakeholders as soon as possible following receipt of the report of the Panel conducting the Examination in Public.

Affordable and Social Housing 3

Question No: 3800 / 2010

[Nicky Gavron](#)

Attendees of the Examination in Public into the Mayor's Draft Replacement London Plan unanimously argued against the proposal to change the target for affordable housing from a percentile target to a numeric target. Will the Mayor reconsider his position on this?

Answer from the Mayor

It is not the case that those commenting on the draft replacement London Plan have unanimously argued against the proposal to move from a percentage –based to a numerical affordable housing target, and some of the participants at the examination expressly took no position on the matter. Nothing was said that changes my view that it is more effective and transparent to include a numeric rather than a percentile strategic affordable housing target in the London Plan. I am committed to working with boroughs to enable them to set their own affordable housing targets taking into account local and strategic needs. It is for them to determine whether it is most effective to express these numerically or as a percentage in order to maximise affordable housing provision in local circumstances.

Affordable and Social Housing 4

Question No: 3801 / 2010

[Nicky Gavron](#)

Please provide a list, broken down by tenure type, of the number of affordable homes each borough has (a) started and (b) completed in each year since you were elected. Please provide the latest figures you have and the source.

Answer from the Mayor

Data on affordable homes delivered in each year by local authority is published by Communities and Local Government in its housing live tables 1001 and 1002 here:

<http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/affordablehousingsupply/livetables/>

CLG do not publish equivalent data on starts. The table attached as appendix E shows data on starts of HCA-funded homes only for 2008/09 and 2009/10, broken down by borough into social rent and intermediate homes.

Housing Benefit 1

Question No: 3802 / 2010

[Nicky Gavron](#)

Can the Mayor provide the Assembly with a full set of details outlining the number of occasions on which he has held meetings with representatives of the Department of Work and Pensions to discuss housing benefit reform and with whom he met?

Answer from the Mayor

I have had the following meetings to discuss benefit reform:

30 July with Lord Freud

27 September with Iain Duncan Smith

8 November with Iain Duncan Smith

Housing Benefit 2

Question No: 3803 / 2010

[Nicky Gavron](#)

What reassurances have resulted from the Mayor's "detailed negotiations with the DWP" about both (a) special dispensations for London and/or (b) transitional arrangements relating to housing benefit reforms?

Answer from the Mayor

I refer you to my oral update.

Sutton town centre

Question No: 3805 / 2010

[Steve O'Connell](#)

Sutton Council has spent £3.2m of TfL money on work in the town centre, including £10,500 on some low quality wooden animal sculptures. In these austere times why did TfL approve this expenditure and would he join me in condemning the shoddy workmanship and lack of public consultation?

Answer from the Mayor

The recent renovation of Sutton Town Centre was funded through contributions from the London Borough of Sutton, the London Development Agency and Transport for London (TfL), with the last contributing some £1.8m. The TfL funding comes from the Local Implementation Plan Major Schemes budget, which is used to support the London Boroughs in developing and implementing schemes that reflect local priorities and needs, while also contributing more broadly to my Transport Strategy. In addition, the Sutton Town Centre scheme was developed as part of my "*London's Great Outdoors*" programme that aims to revitalise London's public spaces. This funding relationship is in line with the arrangements set out within the City Charter that I signed with the London Boroughs in April 2009.

The Sutton scheme was developed through a strong working relationship between the borough, police and local businesses, all of whom were keen to see it contribute to the economic regeneration and continuing vitality of the town centre. TfL had no role in the detailed specification of matters such as seating design. These were drawn up by the borough after extensive consultation with businesses and residents and agreed by Sutton's Town Centre Partnership.

You may be interested to know that lessons from the Sutton Town Centre scheme have been used to help inform amendments to the Guidance TfL provides on LIP Major Schemes, such as advice on appropriate bodies to consult when considering the installation of public art as part of any scheme.

Purley Fire Station (2)

Question No: 3807 / 2010

[Steve O'Connell](#)

Rather than transferring the Purley fire engine to Mitcham for a year, would it financially and operationally stack up to place an appliance at Kenley police station or Ullswater industrial estate to cover the Purley area whilst the Purley fire station is being renovated?

Answer from the Mayor

No.

LFEPA looked at a number of options. All of the sites including Ullswater industrial estate required considerable refurbishment or expenditure. LFEPA also considered a temporary station on the existing site of Purley station; this was not possible because of the size of the site.

Locating the fire engine to Mitcham Fire Station offered best value and addressed the response of attendance time.

Housing benefit

Question No: 3808 / 2010

[Steve O'Connell](#)

London Councils has said that up to 82,000 households in London could leave their accommodation because of changes to housing benefit. Is this figure a realistic estimate of the numbers who will actually leave their homes?

Answer from the Mayor

This is not a reliable estimate for two reasons. First, it is derived from a relatively small scale survey, of only 270 London landlords. Second, it is based on what landlords say they will do in terms of not accepting lower rents rather than on what they will actually do in practice.

Planning localism

Question No: 3809 / 2010

[Steve O'Connell](#)

Last month you wrote to the Government informing them of your agreement with London Councils that planning responsibility for developments smaller than 400 units should be devolved to the boroughs. What response have you received from the Government about whether this will be included in the Localism Bill? Will this 400 unit threshold also apply to Devolved Delivery Agreements?

Answer from the Mayor

The Government has not yet responded.

The Devolved Delivery Agreements process is still being negotiated with boroughs, but should there be any form of threshold adopted, it will not be applied in the same way in housing

investment as it is in planning. This is because the Mayor's and boroughs' powers in planning and housing investment are very different, as is the relationship between their respective powers in the two policy areas.

LDA land assets

Question No: 3810 / 2010

[Steve O'Connell](#)

Does the Mayor agree that the GLA should transfer all of the LDA's land assets to benefit Londoners, rather than them being returned to the Government? What is the GLA doing to ensure this happens?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

Yes, I agree that the LDA's land assets should be transferred to the GLA. I have made my views clear to Ministers.

HCA London Board

Question No: 3811 / 2010

[Steve O'Connell](#)

When will the new board members overseeing the housing and regeneration arm of the GLA be chosen? On what criteria will board members be chosen? Will the Mayor be the sole decision-maker when it comes to appoint board members?

Answer from the Mayor

The new housing and regeneration unit is unlikely to be operational until April 2012, and the Board is likely to be set up shortly before this date.

The current proposal is that the Board will comprise in equal number representatives from London boroughs and members chosen by the Mayor. The boroughs, acting jointly, will take responsibility for choosing their representatives (who must be elected members of London Boroughs). The Mayor has the option to either choose Mayoral Appointees (appointed under s 67(1) of the GLA Act) or other suitably qualified person(s) selected through an appropriate recruitment and selection process.

Subsidy from HCA

Question No: 3813 / 2010

[Andrew Boff](#)

Did Peabody Trust receive any public sector subsidy from the HCA London in order to purchase key worker properties from the Crown Estate? And if so, how much?

Answer from the Mayor

No.

Roads in Olympic park post-2012

Question No: 3815 / 2010

[Andrew Boff](#)

The Planning and Housing Committee was told that there is to be just one main access road to the housing on the Olympic site. Is this correct and will it be enough to support the 11,000 households on the site? Would you please provide me with a map of the roads that will provide access to the post-2012 housing developments on the Olympic park?

Answer from the Mayor

The Olympic Park Legacy Company's plans provide for a number of vehicular access points to the Olympic Park from the wider road network.

However, the Legacy Company is seeking to build on the 'green' initiatives and transport network inherited from the 2012 Games to create a sustainable development fit for the 21 Century. As part of that ambition the Company is looking to sustainable and healthy modes of transport, and is working towards a low level of car dependency across the site.

The Company is currently conducting a transport impact assessment to understand fully the effect of its proposals and to identify measures required to ensure the transport network supports the long-term plans.

Family sized housing on Olympic Village (1)**Question No: 3816 / 2010**

[Andrew Boff](#)

Is the combined percentage of family-sized affordable housing in the Athletes Village and the houses built on the rest of the Olympic park (post 2012) 39 percent? If not, what is the correct figure?

Answer from the Mayor

The Olympic Park Legacy Company is currently reviewing the proportion of affordable family housing for the future Queen Elizabeth Olympic Park, and will be working within the range set out in the London Plan.

Family sized housing on Olympic Village (2)**Question No: 3817 / 2010**

[Andrew Boff](#)

Does the Mayor agree with me that the proportion of affordable family sized housing on the Olympic park post-2012 should be 42 percent minimum given there is already a shortage of such housing?

Answer from the Mayor

The Olympic Park Legacy Company will provide housing of choice that is accessible to existing local families, will attract families to come and live in the Park and responds to future local housing needs. Striking this balance will be a vital consideration in arriving at the ratio of affordable to market housing.

The Olympic Park Legacy Company is currently reviewing the proportion of affordable family housing for the future Queen Elizabeth Olympic Park, and it will be working within the range for the London Plan.

Olympic Tickets (1)

Question No: 3818 / 2010

[Andrew Boff](#)

Have you or GLA staff had discussions with potential sponsors for the 75,000 Olympic tickets for London schoolchildren that you have underwritten? If a sponsor is not found, will the GLA need to find the £1.875m to pay for these 75,000 tickets, or will the tickets be returned to LOCOG?

Answer from the Mayor

My staff and I are continuing are discussion with sponsors. This is a fantastic scheme that will make a real and tangible contribution to young Londoners' experience of the Games.

I have no intention of reneging on my commitment to young Londoners that 1 in 8 of them will see the Games free of charge.

Olympic Tickets (2)

Question No: 3819 / 2010

[Andrew Boff](#)

How will the Olympic tickets for London schoolchildren be divided amongst schools?

Answer from the Mayor

Access to these tickets will be through LOCOG's Get Set education programme which is open to all educational institutions in London. Each education provider in London that registers with Get Set will receive a sufficient allocation of tickets to allow 1 in 8 of their students to attend the Games free of charge.

GLA Sports Funding

Question No: 3820 / 2010

[Andrew Boff](#)

How much of the GLA's £15.5m sports budget has already been allocated? Please indicate which projects have had funding confirmed, and how much has been allocated for each project?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 January 2011:

To date, the following has been spent on seven projects:

- Mobile pools: £336,000
- Street Athletics: £120,000
- Panathlon: £86,000
- London Boxing Academy: £60,000
- Beyond Sport legacy award: £30,000
- SportsAid Foundation: £32,000
- Safer Neighbourhood Football Tournament: £1,000

From the three main funds:

- £1.2m has been allocated to a total of 13 projects through the Facility Fund.
- £70,000 has been committed to coach and volunteer training courses through the Skills Fund.
- We have just completed the first round of the Sports Participation Fund and are due next month to announce approximately £2m to around 20 projects. In addition, £50,000 has been committed to the legacy element of the 2010 World Series Triathlon through the Major Events strand of this fund.

In addition, a total of £680,000 has been allocated for the continuation of two LDA sports programmes for the year 2010/11:

- £180,000 for the Inclusive Fitness Initiative.
- £500,000 for the Playsport London: Freesport small grants programme.

LDA Sports Projects

Question No: 3821 / 2010

[Andrew Boff](#)

In Mayoral Direction 673, you state that £680k is being removed from the GLA's £15.5m sports budget and will instead be spent on LDA sports projects. Please provide details of the sports projects that will be run by the LDA? Please outline which of the GLA's sports funding streams will be reduced e.g. facilities funding?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 4 January 2011:

Following the LDA's decision earlier this year to stop funding all its sports programmes with immediate effect, the GLA took action to secure the 2010/11 delivery of two programmes. These were the Inclusive Fitness Initiative (cost: £180,000) and Playsport London: Freesport (cost: £500,000).

We will be flexible about how to reallocate funding. In doing so, we assess the levels of take up from the three funding streams and reallocate accordingly.

Olympic Masterplan

Question No: 3822 / 2010

[Andrew Boff](#)

What proportion of family homes built on the Olympic Park after 2012 will have 4, 5 or 6 bedrooms, as opposed to just 3 bedrooms?

Answer from the Mayor

In line with the Draft Replacement London Plan the Olympic Park Legacy Company defines family homes as those with three bedrooms or more, and is proposing to provide 42% of units as family housing on the future Queen Elizabeth Olympic Park. Work is ongoing to arrive at a precise figure for the provision of 4 plus bedrooms across the Olympic Park.

Mayoral Development Corporation (1)

Question No: 3823 / 2010

[Andrew Boff](#)

What progress has been made on setting up a Mayoral Development Corporation to manage the Olympic site after 2012? Can you provide any clarification on how the MDC's powers and remit will differ from the existing Olympic Park Legacy Company?

Answer from the Mayor

I am still considering my position on the powers and remit of a Mayoral Development Corporation to manage the Olympic Park site after 2012. There will be full consultation on the precise proposals for the Mayoral Development Corporation when they emerge.

Mayoral Development Corporation (2)

Question No: 3824 / 2010

[Andrew Boff](#)

Have you had any discussions about bringing the Athletes Village into the remit of the Mayoral Development Corporation for the Olympic site?

Answer from the Mayor

I believe that maximising the investment in social and physical infrastructure in the Olympic Park and surrounding area in order to meet the long term needs of the area, and the communities that live there, is best achieved by having a single unified approach to optimising the use of public assets, and streamlining the number of public bodies operating in the area, and that this approach should be co-ordinated by a Mayoral Development Corporation.

Richmond Road nightclub

Question No: 3826 / 2010

[Tony Arbour](#)

Given that alcohol related crime is a key London concern, do you share my fear that if a new 2000 capacity nightclub is opened in Kingston (in addition to the 4000 club places already in existence) this would stretch the thin blue line in Richmond and Kingston to almost breaking point?

Answer from the Mayor

I presume you are referring to the former Gala Bingo Hall in Richmond Road, Kingston. It is important to note that, to date, Kingston Police have not received a licensing application for these premises.

Any such application could have implications for crime levels, therefore would need to be reviewed carefully and in close consultation between the police, the Chief Executive of the Local Authority and the Leader of the Council.

Data Accuracy

Question No: 3827 / 2010

[Tony Arbour](#)

Should Londoners be concerned about the accuracy of borough crime data? Would you encourage the central oversight of crime recording to ensure consistency?

Answer from the Mayor

Londoners should not be concerned about the accuracy of crime data: the MPS takes data accuracy seriously and records crime in line with the National Crime Recording Standards (NCRS) and Home Office Counting Rules (HOCR).

At an operational level, Territorial Policing is reviewing the structure of crime recording, and it is likely that proposals will be put forward to centralise the function.

Royal Parks Agency (1)

Question No: 3828 / 2010

[Tony Arbour](#)

Please provide an update on the progress and timeframe for bringing the Royal Parks Agency under the GLA?

Answer from the Mayor

The Decentralisation and Localism Bill will provide the legal framework for the proposed transfer. Introduction of the Bill to Parliament is scheduled for the week commencing 22 November this year, with Royal Assent expected approximately one year later.

It is anticipated that the management of the Royal Parks will be transferred from the Department for Culture, Media and Sport to the Greater London Authority after the 2012 Olympic Games to ensure any transfer does not impinge on the Royal Parks role in London 2012.

Royal Parks Agency (2)

Question No: 3829 / 2010

[Tony Arbour](#)

As primary legislation is required before the Royal Parks Agency can officially be brought under the GLA, are there discussions about interim arrangements which would give you powers of direction over the RPA before the primary legislation is passed?

Answer from the Mayor

Yes I would want the GLA to be involved in decisions made on the management of the Royal Parks prior to any formal transfer. My officers are currently working with the Department for Culture Media and Sport and The Royal Parks to establish how this is achieved.

LDA (1)

Question No: 3830 / 2010

[Tony Arbour](#)

Have you investigated the viability of Visit London being funded by the hospitality and tourism industries in London, and for the LDA's Business Support projects to be funded by business groups?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 25 November 2010:

In 2010/11 Visit London (VL) will leverage around £4.5 million, 27% of its revenue, through match funding, sponsorship, partnership fees, e-commerce, advertising and value-in-kind. The

majority of its activities, 73%, are publicly funded, and there are clear examples of comparable city destinations, for example New York and Hong Kong, where the public sector plays a major role (public sector funding represents around 50% of revenue to NYC & Company and over 90% of revenue to the Hong Kong Tourist Board). I am statutorily required to promote tourism in London and I believe that there remains a clear economic argument for public sector funding of destination marketing and promotion - not least because of the huge benefits it brings (around £30 of economic benefit for every £1 of LDA grant invested). A new business plan for a single promotion agency is in draft and it is anticipated that a similar mix of public and private sector funding will deliver the best outcomes for London.

With regards to Business Support, the LDA and GLA have always worked closely with business groups and private sector business support providers to increase the impact and reduce the costs of business support for London's businesses. For example, throughout the economic downturn the LDA provided free business seminars led by major business advice firms and earlier this year I launched the London New Enterprise website which puts landlords with empty space in touch with new businesses (www.londonnewenterprise.co.uk) and is sponsored by the British Property Federation, Capital Enterprise and the Workspace Group plc.

LDA (2)

Question No: 3831 / 2010

Tony Arbour

Please list the LDA projects that have contractual obligations which mean they will continue to receive funding until 2012?

Answer from the Mayor

The LDA is required to provide quarterly monitoring returns to BIS, identifying:

- Legally contracted expenditure
- Near legal commitments
- Projects awaiting final approval
- Business planning projects not included above.

As at 30 September 2010, the legally contracted expenditure across themes was identified as follows:

	2010/11	2011/12	2012/13	2013/14
	£m.	£m.	£m.	£m.
Olympic Land	64.5	102.0	103.0	50.0
Sustained Employment	32.5	15.9	1.7	
Regeneration	24.4	11.2	7.7	
Climate Change	19.0	9.8	0.4	
Business Support	25.1	11.6	2.5	
Business Other	26.2	8.5		
Total	191.7	159.0	115.3	50.0

The nature of LDA business means that contractual commitments will change on a continuous basis. New commitments are made and liabilities against existing contracts will flex and contract as performance and outcomes are monitored.

The LDA has not received final confirmation of its budget for the spending review period. The LDA is undertaking a process of due diligence on all its contractual commitments to ensure that maximum flexibility is identified to support the highest priority economic development projects for London.

I remain in active dialogue with Government to ensure a fair settlement for London.

Public Carriage Office (1)

Question No: 3832 / 2010

[Tony Arbour](#)

What co-operation does the Public Carriage Office receive from boroughs in determining the siting of taxi ranks?

Answer from the Mayor

All the boroughs work well with TfL's Taxi and Private Hire Directorate in making space available for ranks. The boroughs recognise the value of taxi services to residents and businesses and give appropriate support, despite the considerable pressure on kerbside facilities in central London and suburban town centres.

Public Carriage Office (2)

Question No: 3833 / 2010

[Tony Arbour](#)

Can the PCO insist on the provision of additional ranks in boroughs?

Answer from the Mayor

TfL can encourage boroughs to make space available but each borough has to balance the competing local demands on road and kerbside space, and it has not been seen as appropriate to 'insist' on additional ranks.

Taxi Journeys (1)

Question No: 3834 / 2010

[Tony Arbour](#)

Please list the number of taxi Journeys taken in the boroughs of Kingston Richmond and Hounslow taken in each of the years 2007/08/09.

Answer from the Mayor

Individual taxi journeys are not recorded so this information is not available at this level of detail. Surveys indicate that approximately 6,000 taxi journeys are made a day on average in these three boroughs, with almost twice that number of private hire journeys.

Taxi Journeys (2)

Question No: 3835 / 2010

[Tony Arbour](#)

Please list the number of taxi badge holders who could ply for hire in Kingston, Richmond and Hounslow in each of the years 2007/08/09.

Answer from the Mayor

The number of drivers licensed for each borough as of 31 March in each year is shown below.

In addition, all 21,400 'All London' drivers are licensed to ply for hire in these boroughs.

	2007	2008	2009	2010
Hounslow	310	364	387	377
Kingston upon Thames	393	438	459	464
Richmond upon Thames	405	444	464	472

Council tax freeze

Question No: 3836 / 2010

[Gareth Bacon](#)

Will the Mayor be looking to take advantage of the governments pledge to grant 2.5% of Council Tax back to local authorities that freeze their precept in 2011-12?

Answer from the Mayor

The Government's scheme gives powerful incentives to authorities to freeze Council Tax. I will carefully consider the benefits of this scheme in finalising my budget proposals which will be issued next month.

TfL pay agreement

Question No: 3837 / 2010

[Gareth Bacon](#)

What will the TfL pay agreement of RPI+0.5% mean in extra budget outlay over the next two years when the rest of the public sector is on a pay freeze and will the two year pay freeze for TfL take place after the current agreement?

Answer from the Mayor

The TfL pay deal of RPI + 0.5% relates to employees within Corporate, Surface Transport and Non-Operational Grades only. The RMT and other London Underground Trade Union deals expire in March 2011 and will be renegotiated for 2011 onwards.

TfL's three year pay deal was agreed and planned within existing budgets before the Government announced its proposals for a pay freeze for public sector workers effective from the 2011/12 financial year. There will be no extra budget outlay as the agreed increase has already been budgeted for.

2011 will be the third year of the three year TfL pay deal, and will be based on February RPI plus 0.5%.

Olympic Transport

Question No: 3841 / 2010

[Richard Tracey](#)

Do you find it reassuring or worrying that 60% of London's businesses expect the Olympics to have no impact on them?

Answer from the Mayor

The Deloitte report that you cite shows a sizeable proportion of businesses have recognised the need to plan for the Games – particularly to maximise on the opportunities from the Games and minimise the challenges. If they haven't already started, businesses will soon need to consider how the Games might affect their operations and take action accordingly. The Olympic Delivery Authority's Travel Advice to Business programme (starting at the end of November) will ensure London's businesses are aware of the potential transport-related implications of the Games.

Working with London's transport providers and business organisations, the ODA has developed a comprehensive engagement plan with business.

Tube Strikes (1)

Question No: 3842 / 2010

[Richard Tracey](#)

On how many occasions did the previous Mayor, meet with tube unions during negotiations?

Answer from the Mayor

From his election to office in May 2000 until March 2008, there is no record the previous Mayor ever became personally involved in negotiations with trade unions while they were in dispute with London Underground. In the six weeks immediately prior to the 2008 election, the previous Mayor met with the RMT to discuss issues associated with threatened industrial action. Of course, he subsequently lost the election and the threat of a Tube dispute dissipated.

The previous Mayor may now meet more frequently with union representatives, given until recently his campaign offices were located in the headquarters of the TSSA, which is one of the striking unions.

Tube Strikes (2)

Question No: 3843 / 2010

[Richard Tracey](#)

What lessons can be learnt from New York's 'Taylor Law' in terms of reducing the number of strikes on the London Underground?

Answer from the Mayor

Trades unions are an important part of our civil society and the right to strike is an essential freedom. However, it is not right that a strike ballot can lead to action in essential public services in which less than half the qualifying trades unions' members take part.

Many of these strikes are capricious and clearly politically motivated and I call on the Government to introduce the necessary legislation that a ballot would have to be voted on by at least half the qualifying members before a strike could go ahead.

Tube Strikes (3)

Question No: 3844 / 2010

[Richard Tracey](#)

The New York Metro fines any worker who chooses to strike 2 days wages. What effect do you believe such a condition would have on the incidence of strikes on the London Underground?

Answer from the Mayor

Workers are not paid on strike days and the change you suggest would require primary legislation.

Trades unions are an important part of our civil society and the right to strike is an essential freedom. However, it is not right that a strike ballot can lead to action in essential public services in which less than half the qualifying trades unions' members take part.

Many of these strikes are capricious and clearly politically motivated and I call on the Government to introduce the necessary legislation that a ballot would have to be voted on by at least half the qualifying members before a strike could go ahead.

East London Line

Question No: 3845 / 2010

[Richard Tracey](#)

Will the Mayor update the Assembly on the likely date of completion of the East London Line extension to Clapham Junction?

Answer from the Mayor

The London Overground services to Clapham Junction are expected to commence in late 2012.

Boris Bikes

Question No: 3846 / 2010

[Richard Tracey](#)

With the success and proposed expansion of the Barclays Cycle Hire Scheme, is TfL expecting to receive any further sponsorship funding from Barclays?

Answer from the Mayor

The sponsor agreement with Barclays represents excellent value for both parties. If, during the course of the agreement, opportunities should arise to consider further funding opportunities with Barclays, they will be explored.

LIP funding

Question No: 3847 / 2010

[James Cleverly](#)

In the light of the difficult financial situation facing the boroughs, will you endeavour to further increase the flexibility for boroughs in how they spend their Local Implementation Plan funding from TfL?

Answer from the Mayor

Under my direction TfL has provided greater flexibility in the use of the 'formula funding' by merging the Corridors, Neighbourhoods and Smarter Travel budgets to provide a single block grant. More significant reforms to the LIPs process were also introduced in 2010/11 to reduce bureaucracy and improve local accountability in the delivery of LIPs.

Street Trees

Question No: 3848 / 2010

[James Cleverly](#)

Could the Mayor please update the Assembly on the number of trees that have so far been planted under the Street Trees programme in each borough? Could the Mayor also list all the boroughs that have not yet bid for any trees to be planted under the programme?

Answer from the Mayor

5012 street trees have been planted to date, with grant offers made to plant up to 4596 this planting season (Dec 2010 – March 2011). The breakdown by borough is as follows:

Borough	Trees planted to date	Number of trees for which grants have been offered for 2010/11 planting season	TOTAL number of trees forecast to be planted by March 2011
Barking & Dagenham	379	631	1010
Barnet	88	0	88
Bexley	75	244	319
Brent	170	193	363
Bromley	208	207	415
Croydon	0	60	60
Ealing	202	122	324
Enfield	265	300	565
Hammersmith & Fulham	97	80	177
Haringey	400	150	550
Harrow	400	106	506
Havering	62	145	207
Hillingdon	139	121	260
Hounslow	310	350	660
Islington	230	137	367
Kingston	0	34	34
Lambeth	186	171	357
Lewisham	355	0	355
Merton	254	140	394
Newham	380	100	480
Redbridge	121	100	221
Richmond	41	0	41
Southwark	122	100	222
Sutton	135	347	482
Tower Hamlets	293	478	771
Waltham Forest	100	0	100
Wandsworth	0	150	150
Westminster	0	130	130
TOTAL	5012	4596	9608

Camden, Greenwich, Hackney and Kensington and Chelsea have not planted any Mayor's Street Trees and do not propose to plant any in the forthcoming planting season.

Green Deal

Question No: 3849 / 2010

[James Cleverly](#)

Following the Government's recent launch of its Green Deal scheme, which funds home insulation measures based on future savings on energy bills, will this provide the Mayor's RE:NEW home insulation scheme with additional support? How will the Mayor ensure that his London scheme works with the Green Deal to maximum effect?

Answer from the Mayor

RE:NEW has been designed to be flexible in order to incorporate funding streams and financing mechanisms that become available. There are still many unknowns around how the Government's Green Deal scheme will work. However the principles are that Green Deal will cover the initial cost of installing insulation measures, with this investment being repaid through the utility companies from savings on fuel bills. RE:NEW will provide a proven delivery model and route to market for the Green Deal providers.

We are engaging with DECC and other organisations that are developing the Green Deal to ensure that RE:NEW works with the Green Deal to maximum effect.

Staff numbers (i)

Question No: 3850 / 2010

[James Cleverly](#)

How many staff were involved in creating guidelines that were used by the Met police in the last year?

Answer from the Mayor

The majority of MPS guidance is based on ACPO documents or created in response to external scrutiny, audit reports and Coroner's recommendations.

Various members of staff are involved to ensure these recommendations are implemented and organisational learning embedded. Writing the associated guidelines is only a very small part of their role. It is, therefore, not possible to provide a specific number.

Staff numbers (ii)

Question No: 3851 / 2010

[James Cleverly](#)

How many staff are involved in the teams (for example the Diversity Directorate and TP Modernisation team) that create advisory staff and resources initiatives for police offices? For example, the Territorial Policing Modernisation team recently asked borough commanders to keep their office door open for two hours, twice a week, that so staff can come and ask them questions.

Answer from the Mayor

A number of staff are involved in these teams in a range of initiatives. Their roles are wide and, as such, it is not possible to provide specific numbers on who may play a role in advisory and resource initiatives.

Public health (1)

Question No: 3852 / 2010

[James Cleverly](#)

How will the Mayor ensure no overlap with boroughs in public health responsibility once they take over the role from PCTs?

Answer from the Mayor

My Mayoral Advisor, Pam Chesters, reports to me on a partnership forum to discuss the transition to London's new public health service. This forum includes representatives from London Councils, the Boroughs, NHS London and the voluntary sector.

The aims of this forum include ensuring that London's new public health system is integrated and avoids wasteful duplication.

In developing the right solution for London, we will build on the Government's proposals to establish a new national public health service. More detail will be in the Government's public health White Paper, expected in December.

Public health (2)

Question No: 3853 / 2010

[James Cleverly](#)

What work has been done so far to take account of the changes to public health responsibility through the scrapping of NHS London?

Answer from the Mayor

Please see my response to MQ3852 / 2010.

Health and planning

Question No: 3854 / 2010

[James Cleverly](#)

How can the Mayor help address the problem of some fast food outlets not being classed as A5 for planning, thereby circumventing the attempts by local authorities to reduce childhood obesity by creating exclusion zones around schools, leisure centres and playing fields?

Answer from the Mayor

I am afraid that this is an issue over which I have limited direct influence. Uses are defined in national legislation (the Use Classes Order), but the real problem comes with applying that regulation to particular cases, where the facts of each case (such as, in this particular case, the nature of the goods sold and whether seating is provided) have to be taken into account in deciding which Use Class applies to a particular outlet. Having said this, I would be very pleased to receive evidence about the nature of the problems that have been encountered and to ask officers to advise whether we could suggest changes to the Use Classes Order to help address these problems.

'Supervised' Offenders

Question No: 3856 / 2010

[Victoria Borwick](#)

Offenders, "supervised" by the Multi-Agency Public Protection Arrangements (Mappa) panel, were free to commit 200 serious crimes, including rapes and murders, last year. Do you have any reservations about the fact that we are letting criminals out of prison through an organisation called Mappa?

Answer from the Mayor

No.

Air Support Unit (ii)

Question No: 3858 / 2010

[Victoria Borwick](#)

A 1990s Home Office report looked at a comparison between airborne and foot assets and found that airborne resources were by far the most efficient.

- Therefore, since the London Met's strategy has been to successfully find more long term, efficient ways of preventing costly crime, should we be concerned by a national policy reducing the number of police helicopters?

- For example, should we be concerned in light of the fact that air police are finding more and more cannabis farms; and drugs are known to play a key role in organised and unorganised crime? "

Answer from the Mayor

The details of the newly announced policy are still being worked out and we are yet to know the full implications for London.

Alderman Michael Bear

Question No: 3861 / 2010

[Brian Coleman](#)

Will the Mayor wish my constituent and Finchley resident Alderman Michael Bear well as he takes office as Lord Mayor of London and will he encourage him to continue the work of promoting London as the hub of world financial services?

Answer from the Mayor

I offer my heartiest congratulations to Alderman Michael Bear on becoming the 683rd Lord Mayor of London. I am sure he will continue the excellent work carried out by his antecedents in helping to maintain the City of London as the world's premier financial centre.

Pedestrian Crossings

Question No: 3862 / 2010

[Navin Shah](#)

I understand that Harrow Friends of the Earth raised its concerns about the risk the removal of pedestrian crossings will have on the public with Harrow Council, who were unaware of any plans to remove them. Could you clarify the criteria for how crossings and lights got on this list? Was any account taken of the amount of public money that has been spent to implement these road safety measures that will now be consigned to the scrapheap just a year or two after completion? Can you assure that all users of these facilities will be consulted before a final decision is made?

Answer from the Mayor

TfL discussed the general principle of removing unnecessary traffic signals with boroughs during meetings throughout 2009/10 and also raised the issue at its 'Managing the Road Network Summit', held on 12 March 2010, which Harrow attended. In addition, TfL wrote to every borough, including the London Borough of Harrow, on 30 June 2010, identifying 145 traffic signal sites that it felt may no longer offer significant benefits to road users. This was to initiate further discussions on the potential removal of unnecessary traffic signals in London.

The candidate sites were selected following a review of traffic flows and historical accident data and in some instances observed pedestrian demand levels. Such considerations, in addition to the impact on, or provision of, facilities for other road users (such as cyclists, bus passengers and local communities) form part of the criteria against which TfL determines whether new traffic signal sites are justified. TfL's traffic signals justification criteria, which was published in 2005, was agreed by all London boroughs.

TfL is now in the process of discussing these sites in greater detail with the relevant London boroughs to ensure it has a clear understanding of local issues, for example the needs of schools, hospitals and local communities, and to determine if they remain valid candidates for removal. TfL will be meeting Harrow to discuss in greater detail the three sites identified within

the Borough. It would be for the Borough to make any decision about possible future removal of these signals and I am sure that they would not do this without appropriate consultation.

Traffic signals have an associated annual maintenance cost of around £6,000 per site and this is an additional factor for boroughs to consider as part of any decision to progress a site for removal.

Ai Weiwei

Question No: 3863 / 2010

[Brian Coleman](#)

Will the Mayor write to the Chinese Ambassador regarding the three day house arrest of Ai Weiwei, the contemporary artist whose recent installation at London's Tate Modern provoked much interest in his work?

Answer from the Mayor

I am very clear in my belief that human beings should be treated with dignity and respect wherever they are but have no intention of being drawn into individual cases around the world because that really is beyond my remit as Mayor.

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Mayor's Question Time 17 November 2010
Written Answers – Appendices

Appendix A - MQ3493 -Bus & Tram Discount

	Aug-10	Sep-10	Oct-10
	Photocards issued	Photocards issued	Photocards issued
City of London	5	7	3
City of Westminster	234	330	139
LB Barking and Dagenham	77	147	34
LB Barnet	213	362	153
LB Bexley	125	145	58
LB Brent	365	574	237
LB Bromley	111	172	61
LB Camden	248	346	123
LB Croydon	291	493	211
LB Ealing	377	479	189
LB Enfield	270	435	157
LB Greenwich	243	320	177
LB Hackney	323	559	264
LB Hammersmith & Fulham	175	297	104
LB Haringey	385	561	212
LB Harrow	120	158	64
LB Havering	69	133	63
LB Hillingdon	120	232	94
LB Hounslow	172	223	71
LB Islington	277	441	170
LB Lambeth	429	667	298
LB Lewisham	307	405	208
LB Merton	116	186	69
LB Newham	268	427	157
LB Redbridge	99	163	85
LB Richmond upon Thames	54	92	21
LB Southwark	329	522	184
LB Sutton	58	135	57
LB Tower Hamlets	197	358	154
LB Waltham Forest	203	341	129
LB Wandsworth	285	371	164
RB Kensington and Chelsea	130	176	93
RB Kingston-upon-Thames	66	97	22
Total	6741	10354	6893
- of which JSA	6119	9035	6396
- of which ESA	622	1319	497

Government NOMIS figures show 66,350 Londoners were eligible for JSA in September 2010. ESA eligibility figures are not available.

Appendix B - MQ 3514 - MPS Hire Cars – Fixed Penalty Notices

Borough	Total
ACPO Specialist Operations	18
ACPO Territorial Policing	15
BS Kensington & Chelsea Borough	42
CO11 Mounted Branch	2
CO11 Public Order Branch	10
CO12 Olympics	9
CO20 Territorial Support Group	5
CO3 Emergency Preparedness	2
CW Pan Borough	9
DOI (5) Business Support	1
DOI (7) Technology Group	5
EK Camden Borough	38
FH Hammersmith & Fulham Borough	6
GD Hackney Borough	78
HT Tower Hamlets Borough	47
JB Redbridge Borough	27
JC Waltham Forest Borough	24
KD Havering Borough	3
KF Newham Borough	18
KG Barking & Dagenham Borough	35
LX Lambeth Borough	243
MD Southwark Borough	86
NI Islington Borough	95
PL Lewisham Borough	55
Property Services Directorate	1
PY Bromley Borough	6
QA Harrow Borough	4
QK Brent Borough	39
RG Greenwich Borough	36
RY Bexley Borough	2
SCD1 Business Support	50
SCD11 Covert Policy	41
SCD2 Business Support	133
SCD25 Met Intel Bureau	11
SCD4 Forensic Services	14
SCD5 Child Abuse Investigation	15
SCD6 Economic & Specialist Crime	71
SCD7 Serious & Organised Crime	13
SCD8 Operation Trident	14
SCD9 Human Exploitation & Organised Crim	7
SO1 Specialist Protection	3
SO18 Heathrow	1
SX Barnet Borough	9
TP Central Communications Command	1
TP Crime Directorate	42
TP HQ Support	39
TP Neighbourhood Policing & Partnership	4
TW Richmond upon Thames Borough	11

TX Hounslow Borough	26
VK Kingston upon Thames Borough	3
VW Merton Borough	2
WW Wandsworth Borough	56
XB Ealing Borough	41
XH Hillingdon Borough	17
YE Enfield Borough	41
YR Haringey Borough	99
ZD Croydon Borough	15
ZT Sutton Borough	4
Other	1
Grand Total	1745

Appendix C - London Underground - Question No: 3646 / 2010

LUL Service Suspensions of 60 minutes or greater - 01/08/2010 to 03/11/2010

Note - Cause Description is for indication only, contractual responsibility has not been agreed for all incidents

Service Suspensions due to Industrial Action are not included

Incident No	Date	Time	Line	Service Suspension Type	From	To	Delay (minutes)	Cause Code Description
70002924	01/08/10	07:08	Victoria	Partial Line Suspension	BRIXTON	VICTORIA	77	Signals - Lineside, Signal or Control System
70002980	03/08/10	10:52	Central	Partial Line Suspension	EPPING	WOODFORD	73	Fleet - Defective In Service, ATP / ATO fault
70003317	05/08/10	10:16	District	Partial Line Suspension	TURNHAM GREEN	EALING BROADWAY	114	Signals - Lineside, Signal or Control System
70003198	06/08/10	21:45	Bakerloo	Partial Line Suspension	PADDINGTON	PARK FINCHLEY	60	Signals - Lineside, Signal or Control System
70003939	13/08/10	05:30	Northern	Partial Line Suspension	KENNINGTON	CENTRAL	673	External (Attrib.) - Other Operators, Transplant Operations
70003951	14/08/10	05:33	Northern	Partial Line Suspension	KENNINGTON	EAST FINCHLEY	121	Track & Civils - Possession overrun
70003991	14/08/10	05:14	Jubilee	Partial Line Suspension	STRATFORD RUISLIP	WATERLOO	85	Signals - Lineside, Signal or Control System
70004001	15/08/10	12:49	Central	Partial Line Suspension	GARDENS	WEST RUISLIP	116	Signals - Lineside, Signal or Control System
70004116	16/08/10	05:26	Victoria	Partial Line Suspension	KINGS CROSS	WALTHAMSTOW	68	Signals - Lineside, Signal or Control System
70004516	20/08/10	10:25	Waterloo and City	Full Line Suspension		CENTRAL	174	Signals - Lineside, Points
70004639	23/08/10	07:35	Metropolitan	Partial Line Suspension	ALDGATE	BAKER STREET	70	Signals - Lineside, Signal or Control System
70004812	25/08/10	05:47	Waterloo and City	Full Line Suspension			108	Signals - Lineside, Signal or Control System
70004813	25/08/10	18:33	Waterloo and City	Full Line Suspension			72	Signals - Lineside, Signal or Control System
70005383	31/08/10	07:23	Circle	Partial Line Suspension	EDGWARE ROAD (C&H)	GLOUCESTER ROAD	64	Signals - Lineside, Points
70005430	02/09/10	12:14	Hammersmith & City	Partial Line Suspension	WHITECHAPEL	MOORGATE	88	Signals - Lineside, Signal or Control System
70005550	03/09/10	18:12	Northern	Partial Line Suspension	FINCHLEY CENTRAL	MILL HILL EAST	402	Signals - Lineside, Signal or Control System
70005642	03/09/10	22:01	Victoria	Partial Line Suspension	WARREN STREET	BRIXTON	90	Customers & Public - Suicide or Illness/Accident, Suicide (Or Attempted)
70005646	04/09/10	05:24	Northern	Partial Line Suspension	FINCHLEY CENTRAL	MILL HILL EAST	120	Track & Civils - Possession overrun
70005843	08/09/10	09:33	District	Partial Line Suspension	EDGWARE ROAD (C&H)	HIGH STREET KENSINGTON	327	Signals - Lineside, Points

70005886	08/09/10	14:03	Bakerloo	Partial Line Suspension	QUEENS PARK	HARROW & WEALDSTONE	87	Signals - Lineside, Signal or Control System
70006014	08/09/10	08:20	District	Partial Line Suspension	EAST HAM	WHITECHAPEL	295	Signals - Lineside, Signal or Control System
70005888	09/09/10	23:27	District	Partial Line Suspension	TURNHAM GREEN	RICHMOND	68	Signals - Lineside, Signal or Control System
70005987	09/09/10	20:02	Waterloo and City	Full Line Suspension			69	Staff - Error, Trains Manager, Other
70006258	12/09/10	07:03	Jubilee	Partial Line Suspension	WATERLOO	WEMBLEY PARK	60	Track & Civils - Possession overrun
70006413	12/09/10	06:50	Metropolitan	Partial Line Suspension	BAKER STREET	WEMBLEY PARK	69	Track & Civils - Possession overrun
70006401	14/09/10	00:30	Jubilee	Partial Line Suspension	STRATFORD	WEST HAM	60	Signals - Lineside, Signal or Control System
70006497	15/09/10	04:53	District	Partial Line Suspension	PUTNEY BRIDGE	WIMBLEDON	75	Signals - Lineside, Signal or Control System
70006587	16/09/10	00:12	Piccadilly	Partial Line Suspension	KINGS CROSS	HAMMERSMITH (D & P)	66	Signals - Lineside, Points
70006558	17/09/10	00:35	Central	Partial Line Suspension	ST. PANCRAS	EALING	65	Signals - Lineside, Points
70006841	19/09/10	18:55	Northern	Partial Line Suspension	NORTH ACTON	BROADWAY	79	Signals - Lineside, Signal or Control System
70007278	24/09/10	17:58	Bakerloo	Partial Line Suspension	FINCHLEY	HIGH BARNET	78	Signals - Lineside, Signal or Control System
70007284	25/09/10	15:32	Central	Partial Line Suspension	QUEENS PARK	WEALDSTONE	88	Signals - Lineside, Signal or Control System
70007322	25/09/10	04:45	Jubilee	Partial Line Suspension	WHITE CITY	LIVERPOOL STREET	64	Customers & Public - Criminal Behaviour, Trespass, Person On track / Trespass
70007392	25/09/10	08:13	Jubilee	Partial Line Suspension	STRATFORD	WEST HAMPSTEAD	72	Signals - Lineside, Signal or Control System
70007430	25/09/10	21:20	Jubilee	Partial Line Suspension	STRATFORD	NORTH GREENWICH	208	Fleet - Defective In Service, ATP / ATO fault
70007567	26/09/10	08:30	District	Partial Line Suspension	WATERLOO	WEST HAMPSTEAD	73	Signals - Lineside, Signal or Control System
70007597	26/09/10	18:15	Jubilee	Partial Line Suspension	EARLS COURT	KENSINGTON (OLYMPIA)	120	Signals - Lineside, Signal or Control System
70007600	26/09/10	07:53	Jubilee	Partial Line Suspension	STRATFORD	NORTH GREENWICH	121	Signals - Lineside, Signal or Control System
70007487	28/09/10	08:37	Central	Partial Line Suspension	STRATFORD	NORTH GREENWICH	67	Fleet - Defective In Service, ATP / ATO fault
70007631	28/09/10	23:48	Central	Partial Line Suspension	NORTHOLT	WEST RUISLIP	92	Signals - Lineside, Signal or Control System
70007859	29/09/10	20:02	District	Partial Line Suspension	RUISLIP	WEST RUISLIP	313	Staff - Error, InfraCo Staff
70007966	01/10/10	16:28	Metropolitan	Partial Line Suspension	GARDENS	EALING	67	Signals - Lineside, Signal or Control System
70008139	01/10/10	18:55	Central	Partial Line Suspension	TURNHAM GREEN	BROADWAY	180	Signals - Lineside, Signal or Control System
70008004	02/10/10	23:10	Bakerloo	Full Line Suspension	WEMBLEY PARK	ALDGATE	140	Track & Civils - Track, Track Fire
70008171	03/10/10	23:02	Bakerloo	Full Line Suspension	LIVERPOOL STREET	WOODFORD	123	Customers & Public - Suicide or Illness/Accident, Suicide (Or Attempted)
70008333	03/10/10	21:31	Piccadilly	Partial Line Suspension		HEATHROW	88	External (Attrib) - LUL Power Failure (PFI)
					NORTHFIELDS	TERMINAL 5		Signals - Lineside, Signal or Control System
								Customers & Public - Suicide or Illness/Accident, Suicide (Or Attempted)

70008350	05/10/10	08:00	District	Partial Line Suspension	EARLS COURT	KENSINGTON (OLYMPIA)	137	Fleet - No OK Stock, Due to stock unfit
70008403	07/10/10	04:30	District	Partial Line Suspension	EARLS COURT	KENSINGTON (OLYMPIA)	134	Fleet - No OK Stock, Due to stock unfit
70008582	07/10/10	15:53	Bakerloo	Partial Line Suspension	ELEPHANT & CASTLE	PADDINGTON	80	Customers & Public - Suicide or Illness/Accident, Suicide risk
70008653	07/10/10	12:40	Northern	Partial Line Suspension	FINCHLEY CENTRAL	MILL HILL EAST KENSINGTON (OLYMPIA)	75	Signals - Lineside, Signal or Control System
70008799	08/10/10	06:09	District	Partial Line Suspension	EARLS COURT		1067	Fleet - No OK Stock, Due to stock unfit
70008821	08/10/10	21:14	Metropolitan	Partial Line Suspension	BAKER STREET ELEPHANT & CASTLE	WEMBLEY PARK	76	Signals - Lineside, Tunnel Telephone
70008738	09/10/10	05:10	Bakerloo	Partial Line Suspension		PADDINGTON KENSINGTON (OLYMPIA)	74	Signals - Possession overrun
70008918	09/10/10	21:00	District	Partial Line Suspension	EARLS COURT		260	Fleet - No OK Stock, Due to stock unfit
70008963	10/10/10	06:26	Metropolitan	Partial Line Suspension	RUISLIP	UXBRIDGE KENSINGTON (OLYMPIA)	100	Signals - Lineside, Signal or Control System
70008998	10/10/10	05:25	District	Partial Line Suspension	EARLS COURT		275	Fleet - No OK Stock, Due to stock unfit
70008922	11/10/10	23:18	Jubilee	Partial Line Suspension	WEMBLEY PARK	STANMORE KENSINGTON (OLYMPIA)	105	Fleet - Defective In Service, Traction, Other Traction Defects
70009025	11/10/10	05:23	District	Partial Line Suspension	EARLS COURT		277	Fleet - No OK Stock, Due to stock unfit
70008926	12/10/10	05:37	District	Partial Line Suspension	WHITECHAPEL	EMBANKMENT	66	Track & Civils - Possession overrun
70009205	14/10/10	20:16	Central	Partial Line Suspension	NORTH ACTON	WEST RUISLIP	61	Signals - Lineside, Points
70009558	16/10/10	08:17	Metropolitan	Partial Line Suspension	WEMBLEY PARK	BAKER STREET WEST	71	Customers & Public - Criminal Behaviour, Trespass, Person On track / Trespass
70009503	17/10/10	07:14	Jubilee	Partial Line Suspension	WATERLOO	HAMPSTEAD WEST	81	Staff - Error, InfraCo Staff
70009612	18/10/10	08:50	Jubilee	Partial Line Suspension	WATERLOO	HAMPSTEAD KINGS CROSS	535	Signals - Lineside, Tunnel Telephone
70009616	18/10/10	04:57	Piccadilly	Partial Line Suspension	COCKFOSTERS TURNHAM GREEN	ST. PANCRAS EALING	87	Track & Civils - Possession overrun
70009649	18/10/10	05:37	District	Partial Line Suspension	WIMBLEDON PARK	BROADWAY	69	Signals - Lineside, Signal or Control System
70009650	18/10/10	06:20	District	Partial Line Suspension		WIMBLEDON WALTHAMSTOW CENTRAL	150	Signals - Lineside, Signal or Control System
70009528	19/10/10	09:08	Victoria	Partial Line Suspension	HIGHBURY & ISLINGTON		203	Fleet - Defective In Service, Condition, Air Supply / Compressors
70009726	19/10/10	09:00	Northern	Partial Line Suspension	FINCHLEY CENTRAL	HIGH BARNET HEATHROW	146	Track & Civils - Track, Track Defect
70009860	20/10/10	11:02	Piccadilly	Partial Line Suspension	HATTON CROSS	TERMINAL 5	71	Signals - Lineside, Points
70009893	21/10/10	05:26	Jubilee	Partial Line Suspension	WATERLOO	GREEN PARK	680	Track & Civils - Track, Track Defect
70009976	22/10/10	11:06	Bakerloo Waterloo and City	Full Line Suspension	PADDINGTON	QUEENS PARK	192	Signals - Lineside, Signal or Control System
70009984	22/10/10	08:58		Partial Line Suspension			61	Stations - Other Station Infrastructure
70010094	23/10/10	10:40	Jubilee	Partial Line Suspension	LONDON BRIDGE	WATERLOO	260	Staff - Refusal to Work on H&S Grounds - Trains Staff - External issues

70010138	25/10/10	06:12	Waterloo and City	Full Line Suspension			216	Signals - Lineside, Signal or Control System
70010253	25/10/10	18:36	Piccadilly	Partial Line Suspension	ARNOS GROVE	HYDE PARK CORNER	376	Customers & Public - Suicide or Illness/Accident, Suicide (Or Attempted)
70010292	25/10/10	11:00	District	Partial Line Suspension	PARSONS GREEN	WIMBLEDON	145	Fleet - Defective In Service, Traction, No Forward Movement
70010302	26/10/10	19:45	Central	Partial Line Suspension	WOODFORD	RODING VALLEY	355	Signals - Lineside, Points
70010460	26/10/10	19:26	Metropolitan	Partial Line Suspension	CHALFONT & LATIMER	CHESHAM	119	Fleet - Defective In Service, Condition, Unusual Noise Under Car
70010484	27/10/10	11:30	District	Partial Line Suspension	EDGWARE ROAD (C&H)	HIGH STREET KENSINGTON	79	Signals - Lineside, Signal or Control System
70010521	28/10/10	05:20	Victoria	Partial Line Suspension	WARREN STREET	SEVEN SISTERS	94	Track & Civils - Possession overrun
70010823	28/10/10	17:00	Metropolitan	Partial Line Suspension	RICKMANSWORTH	AMERSHAM	265	Signals - Lineside, Signal or Control System
70010595	29/10/10	09:36	Central	Partial Line Suspension				Customers & Public - Suicide or Illness/Accident, Suicide (Or Attempted)
70010661	29/10/10	10:00	Waterloo and City	Full Line Suspension	LOUGHTON	LEYTONSTONE	147	
70010680	29/10/10	13:08	Piccadilly	Partial Line Suspension		HEATHROW	156	Signals - Lineside, Signal or Control System
70010714	29/10/10	04:49	Piccadilly	Partial Line Suspension	NORTHFIELDS	TERMINAL 5	180	Signals - Lineside, Points
70010896	30/10/10	07:39	District	Partial Line Suspension	HOUNSLOW	HEATHROW	81	Track & Civils - Track, Track Defect
70010932	01/11/10	10:37	Jubilee	Partial Line Suspension	CENTRAL	TERMINAL 5 KENSINGTON (OLYMPIA)	132	Signals - Lineside, Signal or Control System
70011136	02/11/10	19:10	Metropolitan	Partial Line Suspension	EARLS COURT		139	Signals - Lineside, Signal or Control System
70011165	03/11/10	10:14	Waterloo and City	Full Line Suspension	CANARY WHARF (JUBILEE)	LONDON BRIDGE	74	Signals - Lineside, Points
					CHALFONT & LATIMER	CHESHAM	102	Signals - Lineside, Signal or Control System

Appendix D - MQ 3753 / 2010 - Waste Facilities I

LWARB 2010 infrastructure pool of projects

Project Sponsor	Project types	Capacity (tonnes per year)	Location	Expected opening date
Biossence	Thermal treatment	100,000	East London	2012
Green Tech	Plastics processing	25,000	Enfield	2012
Bywaters	Materials reclamation facility	140,000	Newham	2012
Powerday	Materials recovery and fuel preparation	750,000	West London	2012/13
Greenwich Council	Anaerobic digestion	25,000	Greenwich	2012/13
TEG Group	Anaerobic digestion	30,000	London Sustainable Industries Park	2012
Coronation Nursey	Anaerobic digestion	15,000	Enfield	2013
Keltbray Hunts Heat & Power Ltd	Thermal (biomass)	30,000	Barking and Dagenham	2012
Advanced Recycling Tech. Ltd	MBT	360,000	Newham	2013
Total		1,525,000		

Appendix E - MQ3801 - Affordable and social housing 4

HCA London Region Start-on-Sites 2008/09 and 2009/10

NAHP funded affordable housing start-on-sites by Local Authority by tenure

Sponsoring LA Name	2008/9			2009/10		
	Social rent	Inter-mediate	Total Starts	Social rent	Inter-mediate	Total Starts
Barking and Dagenham	296	146	442	156	160	316
Barnet	274	128	402	572	123	695
Bexley	105	18	123	222	119	341
Brent	173	184	357	308	176	484
Bromley	243	30	273	253	137	390
Camden	83	47	130	343	34	377
City of London		-	-			-
Croydon	338	167	505	380	119	499
Ealing	418	157	575	248	108	356
Enfield	275	262	537	337	218	555
Greenwich	643	484	1,127	349	146	495
Hackney	402	218	620	744	392	1,136
Hammersmith and Fulham	29	105	134	24	106	130
Haringey	211	235	446	205	64	269
Harrow	216	35	251	305	65	370
Havering	159	44	203	221	54	275
Hillingdon	245	139	384	265	128	393
Hounslow	172	170	342	45	23	68
Islington	52	14	66	244	142	386
Kensington and Chelsea	85	10	95	236		236
Kingston upon Thames	64	-	64	30	6	36
Lambeth	523	202	725	299	65	364
Lewisham	305	44	349	530	414	944
Merton	27	16	43	123	11	134
Newham	130	162	292	828	811	1,639
Redbridge	80	36	116	71	33	104
Richmond upon Thames	4	1	5	50	32	82
Southwark	389	260	649	644	330	974
Sutton	50	9	59	219	56	275
Tower Hamlets	799	393	1,192	1,736	671	2,407
Waltham Forest	399	26	425	311	127	438
Wandsworth	46	139	185		136	136
Westminster	163	62	225	127	37	164
London	7,398	3,943	11,341	10,425	5,043	15,468

Appendix F - MQ3534 – Replacement Bus Services

Line	2006/7	2007/8	2008/9	2009/10	20010/11 (to date)
Bakerloo	£271,470	£367,656	£418,853	£474,544	£358,793
Central	£1,968,145	£720,729	£743,165	£426,643	£485,503
Circle	£11,478	£5,600	£0	£0	£0
District	£663,120	£1,065,641	£1,463,590	£3,041,740	£1,881,239
East London Line	£275	N/A	N/A	N/A	N/A
Hammersmith & City	£81,640	£226,145	£41,456	£220,134	£442,317
Jubilee	£73,109	£877,183	£2,660,354	£5,744,837	£2,336,955
Metropolitan	£638,617	£1,701,231	£867,450	£1,104,541	£1,005,563
Northern	£1,691,999	£859,026	£498,431	£408,518	£507,810
Piccadilly	£989,810	£689,389	£98,702	£824,012	£976,311
Victoria	£470,464	£2,234,884	£2,400,287	£1,638,489	£293,490
Total	£6,860,127	£8,747,484	£9,192,287	£13,883,458	£8,287,981