GREATERLONDONAUTHORITY LONDONASSEMBLY

AGENDA

Meeting London Assembly (Plenary)

Date Wednesday 10 November 2010

Time 10.00 am

Place Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the reports and any attachments may be found at
http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly

Most meetings of the London Assembly and its Committees are webcast live at
http://www.london.gov.uk/who-runs-london/the-london-assembly/webcasts where you can also view past meetings.

A meeting of the Assembly will be held to deal with the business listed below. This meeting will be open to the public. There is access for disabled people, and induction loops are available.

Dee Doocey AM
Chair of the London Assembly

Jennette Arnold AM
Deputy Chair
Tuesday 2 November 2010

Further Information

If you have questions, would like further information about the meeting or require special facilities please contact: Rebecca Arnold, Committee Services Manager; Telephone: 020 7983 4421; E-mail: rebecca.arnold@london.gov.uk; Minicom: 020 7983 4458.

For media enquiries please contact: Mark Demery, Tel: 020 7983 5769, Email: mark.demery@london.gov.uk Minicom: 020 7983 4458.

If you have any questions about individual reports please contact the report author whose details are at the end of each report.

There is limited underground parking for orange and blue badge holders, which will be allocated on a first-come first-served basis. Please contact Facilities Management (020 7983 4750) in advance if you require a parking space or further information.

Proper Officer: Mark Roberts, Executive Director of Secretariat.

If you, or someone you know, needs a copy of the agenda, minutes or reports in large print or Braille, audio, or in another language, then please call us on 020 7983 4100 or email assembly.translations@london.gov.uk.

Si usted, o algún conocido desea recibir una copia del order del dia, acta o informe en Braille o en su propio idioma, y gratis, no dude en ponerse en contacto con nosotros llamando al teléfano 020 7983 4100 o por correo electrónico: assembly.translations@london.gov.uk.

Se você, ou algüem que conheça precisa uma cópia da ordem do dia, anotações ou relatorios em prensa grande ou Braille, ou em outra lingu, então por favour nos telephone em 020 7983 4100 ou e-mail assembly.translations@london.gov.uk.

Haddii ama ama qof aad taqaanid, uu ugu baahan yahay koobiga ajendhada, haddaladii ama warbixinta in far waaweyn loogu qoro ama farta qofka indoolaha akhrin karo, amaba luuqad kale, fadlan naga soo wac telefoonkan 020 7983 4100 ama email assembly.translations @london.gov.uk.

Ta ba ri enikeni ti o ba ni ife ni eda ewe nla ti igbimo awon asoju tabi papa julo ni ede ti abinibi won, ki o kansiwa lori ero ibanisoro. Nomba wa ni 020 7983 4100 tabi ki e kan si wa lori ero assembly.translations@london.gov.uk.

જો તમને અથવા તમે જાણતાં હો તેવી કોઈ વ્યક્તિને એજન્ડા (કાર્યસૂચિ), મિનિટ્સ (ટૂંકી નોંધો) અથવા રિપોર્ટ્સ (અહેવાલો)ની નકલ મોટા અક્ષરોમાં છપાયેલી કે બ્રેઈલમાં અથવા બીજી કોઈ ભાષામાં જોઈતી હોય, તો કૃપા કરીને 020 7983 4100 ઉપર ફોન અથવા assembly.translations@london.gov.uk ઉપર અમને ઈ-મેઈલ કરો.

আপনি বা আপনার পরিচিত কেউ যদি এজেন্ডা, মিনিট বা রিপোর্টের একটি কপি বড় ছাপা বা ব্রেইল অথবা অন্য কোন ভাষায় পেতে চান তবে দয়া করে আমাদেরকে 020 7983 4100 এ নাম্বারে ফোন করুন বা assembly.translations@london.gov.uk এ ই-মেইলে যোগাযোগ করুন।

ਜੇ ਤੁਹਾਨੂੰ ਜਾਂ ਤੁਹਾਡੇ ਵਾਕਫ਼ ਕਿਸੇ ਹੋਰ ਵਿਅਕਤੀ ਨੂੰ, ਏਜੰਡੇ, ਮੀਟਿੰਗ ਦੀ ਕਾਰਵਾਈ ਜਾਂ ਰਿਪੋਰਟਾਂ ਦੀ ਕਾਪੀ, ਵੱਡੇ ਅੱਖਰਾਂ ਵਿੱਚ ਛਪਾਈ ਜਾਂ ਬਰੇਲ ਦੇ ਰੂਪ ਵਿੱਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਬੋਲੀ ਵਿੱਚ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸਾਨੂੰ 020 7983 4100 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਜਾਂ ਇਸ ਪਤੇ 'ਤੇ ਈਮੇਲ ਕਰੋ : assembly.translations@london.gov.uk

اگر آپ یا آپ کے جاننے والے کسی فرد کو اس ایجنڈا کی کاپی، تفصیل یا رپورٹیں بڑے پرنٹ یا بریل یا کسی دوسری زبان میں درکار ہوں تو براہ کرم ہمیں 020 7983 4100 پر فون کیجئے یا درج ذیل ای میل پر رابطہ کیجئے assembly.translations@london.gov.uk

Certificate Number: FS 80233

Agenda
London Assembly (Plenary)
Wednesday 10 November 2010

1. Apologies for Absence and Chair's Announcements

To receive any apologies for absence and any announcements from the Chair.

2. Declarations of Interests (Pages 1 - 2)

The Assembly is recommended to:

(a) Note the list of memberships of functional bodies and London Borough Councils, as set out in the table at Item 2;

(b) Note gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register; and

(c) Declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table at Item 2 and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.

3. Minutes (Pages 3 - 232)

The Assembly is recommended to confirm the minutes of the London Assembly meetings held on 13 October 2010 (Mayor's Question Time) and 20 October 2010 (Plenary), to be signed by the Chair as a correct record.

The appendices to the minutes of the 13 October 2010 London Assembly (Mayor's Question Time) meeting (including the transcript of the question and answer session with the Mayor), which are set out on pages 7 to 208, and the appendix to the minutes of the 20 October 2010 London Assembly (Plenary) meeting (the transcript of the question and answer session regarding housing in London), which is set out on pages 219 to 232, are attached for Members only. Transcripts and written answers for past meetings can be downloaded from http://www.london.gov.uk/who-runs-london/the-london-assembly/meetings/whole-assembly

4. Question and Answer Sessions (Pages 233 - 250)

Part A:
Question and Answer Session: Metropolitan Police Authority and Metropolitan Police Service

The Assembly will put questions to Kit Malthouse AM, in his capacity as Chair of the Metropolitan Police Authority, and to Sir Paul Stephenson, Commissioner of Police of the Metropolis, on the work and priorities of the Metropolitan Police Authority and Metropolitan Police Service.

Part B:
Functional Body Question Time: London Development Agency

The Assembly will put questions to Harvey McGrath, Chairman of the London Development Agency (LDA), Sir Peter Rogers, Chief Executive of the LDA and Sir Simon Milton, Deputy Mayor and Chief of Staff, GLA, on the work and functions of, and the implications of devolution announcements in relation to, the LDA.

Part C:

The Assembly will debate the following motion submitted in the name of the Chair, in relation to the question and answer session with the Metropolitan Police Authority and the Metropolitan Police Service:

"That the Assembly notes the answers to the questions asked in relation to the Metropolitan Police Authority and the Metropolitan Police Service."

Part D:

The Assembly will debate the following motion submitted in the name of the Chair, in relation to the question and answer session with the London Development Agency:

"That the Assembly notes the answers to the questions asked in relation to the London Development Agency."

5. Petition (Pages 251 - 252)

Report of: Executive Director of Secretariat
Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

The Assembly is recommended to note the petition listed in the report and to decide whether to refer the petition, and if so where to, and to seek a response to the points raised.

6. Petition Update (Pages 253 - 256)

Report of: Executive Director of Secretariat
Contact: Rebecca Arnold, rebecca.arnold@london.gov.uk tel: 020 7983 4421

The Assembly is recommended to note the response received to a petition presented at a recent Assembly meeting.

7. Annual Pay Award for the Statutory Officers & Elected Members' Remuneration (Pages 257 - 260)

Report of: The Head of Paid Service
Contact: juliette.carter@london.gov.uk tel: 020 7983 4194

The Assembly is recommended to:

(a) Approve (noting that it is a joint decision with Mayor) the Head of Paid Service's proposal to not award any pay increase to three statutory officers, namely the Head of Paid Service, Chief Finance Officer and Monitoring Officer (the Chief Executive, Executive Director of Resources and Executive Director of Communities and Intelligence respectively); and

(b) Note that, as set out at paragraph 3.4 of the report, Members' salaries for the 2010/11 year will automatically remain at the existing levels, and note also that, if at any point, the Local Government Employers Organisation advises that the local government staff national pay 2010 settlement is re-opened and if it resulted in a conclusion other than for no change, the Mayor and Assembly would be asked to commission the SSRB to undertake a further review of Members' salaries.

8. Request for Use of Section 60 (1) Powers - Economic Development, Culture, Sport and Tourism Committee (Pages 261 - 344)

Report of: Executive Director of Secretariat
Contact: John Barry, john.barry@london.gov.uk tel: 020 7983 4425

That the Assembly agrees to the request of the Economic Development, Culture, Sport and Tourism Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to the recommendations in the Committee's report, *Legacy United? The legacy of London's Olympic Venues*.

Appendix 1 to this report - the Economic Development, Culture, Sport and Tourism Committee's report, *Legacy United? The legacy of London's Olympic Venues* - is set out at pages 265 to 344 and is attached for Members only. However, the report is also available on the following area of the GLA's website: http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games/venue-legacy

9. Future Meetings of the Assembly

Assembly Plenary – 16 March 2011

It is proposed that the Assembly uses the 16 March 2011 Assembly Plenary meeting to hold a question and answer session with the Olympic Park Legacy Company.

The Assembly is recommended to:

(a) Agree that the 16 March 2011 London Assembly Plenary meeting be used to hold a question and answer session with the Olympic Park Legacy Company;

(b) Agree to invite the Chair and Chief Executive of the Olympic Park Legacy Company, Baroness Ford and Andrew Altman, to the 16 March 2011 Plenary Assembly meeting to answer questions in relation to the policies and work of the Olympic Park Legacy Company.

10. Date of Next Meeting

The next scheduled meeting of the London Assembly will be the Mayor's Question Time meeting which will take place at 10.00am on Wednesday 17 November 2010 in the Chamber, City Hall.

11. Any Other Business the Chair Considers Urgent

London Assembly
Membership of Functional Bodies and London Borough Councils

Member	(Personal) Interest
Tony Arbour	Member, LFEPA; Member, MPA; Member, LB Richmond
Jennette Arnold	Member, MPA
Gareth Bacon	Member, LFEPA; Member, LB Bexley
Richard Barnbrook	
Richard Barnes	Member, LB Hillingdon
John Biggs	Member, MPA
Andrew Boff	
Victoria Borwick	Member, MPA; Member, Royal Borough of Kensington & Chelsea
James Cleverly	Member, MPA; Member, LDA
Brian Coleman	Chair of LFEPA; Member, LB Barnet
Dee Doocey	Member, MPA
Len Duvall	
Roger Evans	Member, LB Havering
Nicky Gavron	
Darren Johnson	Member, LFEPA; Member, LB Lewisham
Jenny Jones	Member, MPA
Kit Malthouse	Chair, MPA
Joanne McCartney	Member, MPA
Steve O'Connell	Member, MPA; Member, LB Croydon
Caroline Pidgeon	Member, MPA
Murad Qureshi	Member, LFEPA
Navin Shah	Member, LB Harrow; Member, LFEPA
Valerie Shawcross	Member, MPA
Richard Tracey	Member, LFEPA
Mike Tuffrey	Member, LFEPA

[Note: LB - London Borough; LDA – London Development Agency; LFEPA – London Fire and Emergency Planning Authority; MPA – Metropolitan Police Authority.]

Recommendations:

(i) That the list of memberships of functional bodies and London Borough Councils, as set out in the table above, be noted;

(ii) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted; and

(iii) That all Members declare any other personal or personal prejudicial interests in specific items listed on the agenda over and above those items listed in the table above and including any interests arising from gifts or hospitality received within the previous three years or from the date of election to the London Assembly, whichever is the later, which are not at the time of this meeting reflected on the Authority's register of gifts and hospitality.

The above memberships of the GLA's Functional Bodies and London Borough Councils are listed for the purposes of public transparency. However, Members should note that in accordance with the

GLA's Code of Conduct, they must declare any other **personal interests** (except interests arising from gifts and hospitality that appear on the gifts and hospitality register at the time of the meeting) they have in any item on the agenda or as they arise during the course of the meeting. Members must say to which item their interest relates. If they have a personal interest Members must also consider whether or not that interest is **a prejudicial personal interest** and take the necessary action. When considering whether or not they have a declarable interest, Members should consult paragraphs 8-12 of the Code.

A **personal interest** is, generally, one that would affect a Member (either directly or through a connection with a relevant person or organisation) more than other people in London, in respect of the item of business under consideration at the meeting.

If a member of the public, knowing all the relevant facts, would view a Member's personal interest in the item under consideration as so substantial that it would appear likely to prejudice the Member's judgment of the public interest, then the Member has a **prejudicial personal interest**.

The Code of Conduct also specifically requires Members, where considering a matter which relates to or is likely to affect a person from whom they have received a gift or hospitality with an estimated value of at least £25 within the previous three years or from the date of election to the London Assembly, whichever is the later, to disclose the existence and nature of that interest at any meeting of the Authority which they attend at which that business is considered.

The obligation to declare any gift or hospitality at a meeting as a personal interest is discharged, subject to the proviso set out below, by registering gifts and hospitality received on the Authority's on-line database. The on-line database may be viewed here: http://www.london.gov.uk/gifts-and-hospitality-register. At Assembly meetings, under the declarations of interest agenda item, Members are then asked to note that gifts and hospitality received by Members are set out on the Authority's register.

If any gift or hospitality received by a Member is not set out on the on-line database at the time of the meeting, and under consideration is a matter which relates to or is likely to affect a person from whom a Member has received a gift or hospitality with an estimated value of at least £25, Members are required to disclose these at the meeting, either at agenda Item 2 or when the interest becomes apparent.

It is for Members to decide, in light of the particular circumstances, whether an interest arising from the receipt of a gift or hospitality is also a prejudicial personal interest. Where receipt of a gift or hospitality does give rise to a prejudicial interest the Member must withdraw from the room and not seek to improperly influence any relevant decision.

Consequences: If a Member has a **personal interest**: they must declare the interest but can stay, speak and vote. If the Member has **prejudicial personal interest**: they declare the interest, cannot speak or vote on the item and must leave the room.

GREATERLONDONAUTHORITY LONDONASSEMBLY

MINUTES

Meeting: London Assembly (Mayor's Question Time)
Date: Wednesday 13 October 2010
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly

Present:

Dee Doocey (Chair)

Jennette Arnold (Deputy Chair)

Tony Arbour

Richard Barnbrook

Richard Barnes

John Biggs

Andrew Boff

Victoria Borwick

James Cleverly

Brian Coleman

Len Duvall

Roger Evans

Nicky Gavron

Darren Johnson

Jenny Jones

Kit Malthouse

Joanne McCartney

Steve O'Connell

Caroline Pidgeon

Murad Qureshi

Navin Shah

Valerie Shawcross

Mike Tuffrey

1. Apologies for Absence and Chair's Announcements (Item 1)

1.1 Apologies for absence were received on behalf of Gareth Bacon AM and Richard Tracey AM.

1.2 The Chair informed the Assembly of the recent death of Rae Langton. Rae Langton had been the Greater London Council Member for Bexley from 1967 to 1973 and for Bexleyheath from 1973 to 1986.

1.3 The Chair welcomed to the public gallery students and staff from Friern Barnet School, Brooke House Sixth Form College, City University London, and the Greenwich Islamic Centre, and members of the Croydon Youth Council.

2. Declarations of Interests (Item 2)

2.1 **Resolved:**

(a) That the relevant Members' membership of Functional Bodies and London Borough Councils, as set out in the table at Item 2 on the agenda, be noted and recorded as personal interests;

(b) That Dee Doocey AM's declaration of a personal interest arising from her membership of the Youth Games Board additionally be noted, insofar as it related to Item 5 (Questions to the Mayor) arising from her membership of the Youth Games Board; and

(c) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted.

3. Minutes (Item 3)

3.1 **Resolved:**

That the minutes of the 8 September 2010 (Plenary) and 15 September 2010 (Mayor's Question Time) London Assembly meetings be agreed as a correct record, for signing by the Chair.

4. Date of Next Meeting (Item 6)

4.1 It was noted that the next meeting of the Assembly would be a London Assembly (Plenary) meeting and would take place at 10.00am on Wednesday 20 October 2010 in the Chamber, City Hall.

5. Mayor's Report (Item 4)

5.1 **Resolved:**

That the Mayor's Report for the period from 2 to 29 September 2010 be noted.

5.2 In accordance with Standing Order 5.4A, the Chair had agreed to allow the Mayor to give an oral update on matters occurring since the publication of his report. The record of the oral update, the supplementary questions put to the Mayor by Assembly Members, and the answers to those questions are set out at **Appendix 1**.

6. Questions to the Mayor (Item 5)

6.1 The record of the discussion, including oral answers given by the Mayor to Members' questions, is attached as **Appendix 2**.

6.2 The written answers to those questions not asked or answered during the meeting are attached as **Appendix 3**.

6.3 At 12.30pm, during the question and answer session with the Mayor, the Chair proposed and it was agreed (with 14 votes cast in favour and 9 votes cast against) that Standing Order 2.9B be suspended to extend the meeting in order to allow the remaining questions on the priority order paper to be put to the Mayor and for the remaining items of business on the agenda to be considered.

6.4 At the conclusion of the question and answer session, the Chair formally moved the motion set out on the agenda, namely:

"That the Assembly notes the answers to the questions asked."

which was agreed by general consensus.

7. Any Other Business the Chair Considers Urgent (Item 7)

7.1 There was no urgent business.

7.2 During the course of the meeting, Andrew Boff AM suggested that the Assembly make representations to the Government regarding the proposal to establish a Royal Commission to consider the future challenges facing London on a range of issues. The Chair agreed to discuss the way forward on this matter with Groups outside of the meeting.

8. Close of the Meeting

8.1 The meeting ended at 12:56pm.

Chair

Date

Contact Officer: Rebecca Arnold
Committee Services Manager
GLA Secretariat, City Hall
The Queen's Walk, London SE1 2AA

Telephone: 020 7983 4421
Email: rebecca.arnold@london.gov.uk

Appendix 1

London Assembly (Mayor's Question Time) – 13 October 2010

Transcript: Mayor's Oral Update

Boris Johnson (Mayor of London): As Members of the Assembly will know, we launched, this week, the vision for the Olympic Park in legacy and you will have seen that it consists partly of 11,000 new homes. 35% of those are going to be affordable new homes and 40% of those 11,000 new homes are going to be family homes. I think it is a stunning vision for that part of east London. I know that Members want to ask some questions about that a bit later on.

Also, of course, there was the Metropolitan Police Authority (MPA) Quarterly Management Report, about which I think Members wish to ask some questions. Amongst other things, that report indicated that burglary is well down. It is part of a continuing overall reduction in crime though, clearly, there are pressures now on budgets and we will have to fight to make sure that we get the settlement that London policing needs.

Members want to know about the reports of further progress on the Thames Estuary Airport in the papers, or non-progress or whatever it was. All I would say on that is that London is in need of more aviation capacity. That capacity cannot, in my view, be continually supplied at Heathrow. I think it is commonly agreed around this horseshoe [by Assembly Members] that you cannot have a third runway at Heathrow. There are all sorts of other things that you might be able to do; you could look at making greater use of other assets around the perimeter of London, and that is what we are continuing to do. Patently you cannot expect to build high speed rail to Brazil, Russia, India and China and you have got to think of the long term future of the United Kingdom's economy.

Members want to know about the industrial action being proposed by the Fire Brigades Union (FBU), the National Union of Rail, Maritime and Transport Workers (RMT) and the Transport Salaried Staffs' Association (TSSA). Clearly, we hope, in all cases, to avoid such industrial action, and negotiations are ongoing. I would urge all parties to come to the table and do the deals that are out there to be done.

Other than that, there were some fantastic things unveiled. I would mention, in particular, the Fairlop Waters Country Park in Redbridge; a completely magnificent visionary new country park - and I am glad to see Roger [Roger Evans, Assembly Member] nodding - part funded by the London Development Agency (LDA). It has the most colossal artificial boulders for children to crawl over, which have not yet been graffitied, I am pleased to report. It is an absolutely beautiful scheme.

We announced last week that we are supporting 5,000 London kids to learn a musical instrument, in addition to keeping up our continual fight to make sure that we get the investment this city needs, not least in Crossrail, the Tube upgrades and other vital bits of infrastructure and investment that will create the prosperity in this city and in this country for decades to come.

Dee Doocey (Chair): Thank you, Mr Mayor. Before I call for supplementary questions can I remind Members that the supplementary questions need to be on matters relating to the update and could I also remind Members not to stray into other people's questions that are down on the order paper.

Joanne McCartney (AM): Thank you, and thank you, Mr Mayor, for the brief comments on the police quarterly report. The reason we raised this is because this quarterly report does seem to strike a different tone than other reports we have had before. You mentioned the issue of cuts. From this report we can see that there has been a recruitment freeze on officer recruitment. Your original budget last year had 455 officers being lost over three years. We see that, by next March, we will

already have a loss of 900 officers which, obviously, has implications for policing. Do you expect that to have an impact on front line policing?

Boris Johnson (Mayor of London): No, I do not, Joanne. I think you are right to raise the question and, clearly, these are very tough budgetary circumstances that we are in. I would just remind you that, currently, the Metropolitan Police Service has more warranted officers than at any time in the history of the force. That is number one.

The second thing is that, recently, what has been happening is, in fact, the service is slightly overstaffed in the sense that people have not been retiring at quite the rate that was expected or that they might have done and, therefore, given the pressures that the budget settlement places upon us, we have thought it prudent to have a recruitment freeze.

I am completely confident that we will be able - by making the case for London, by making the case for London policing, by sensible economies and by prudent reallocation of resources - to make sure that we have a police service that is able to continue to keep bringing crime down.

Joanne McCartney (AM): You see, it strikes me that if you had thought that then you would have reduced officer numbers in your budget last year and you were not banking on this number of officers, so there obviously is some risk there and those risks are spelt out in the paper.

Boris Johnson (Mayor of London): I do not accept that. I understand why you say that.

Joanne McCartney (AM): From my own local borough I know that posts are not being filled at the moment and that rationalisation is taking place, as one would expect. There are serious risks there as well. Can you give a guarantee today that borough policing will remain at strength?

Boris Johnson (Mayor of London): What I can certainly guarantee is that we will continue to work very hard to ensure that we have enough police out there on the front line to continue to bring down crime. That is really the judge and jury in this matter. There are going to be tough arguments ahead but I think, if you look at the fact that the Metropolitan Police Service is currently now at an all time high - as I said just now that they are seeing a slight overstaffing caused by people's unexpected reduction in the retirement rate - it is sensible, in the current circumstances, to go for a recruitment freeze, which is what we are going for.

Joanne McCartney (AM): I think you will find that the paper says that territorial policing is overstretched but others are not, so officers are being moved around to cover shortfalls elsewhere.

Boris Johnson (Mayor of London): Which is sensible.

Joanne McCartney (AM): This 900 that will be lost by next March will impact on territorial policing as well.

Boris Johnson (Mayor of London): Let us see.

Joanne McCartney (AM): Are you committed to retaining Safer Neighbourhood Teams in boroughs?

Boris Johnson (Mayor of London): Yes. We have got to be absolutely clear; Safer Neighbourhood Teams have been a fantastic success and I think they are one of the things that give people great confidence in policing across London. I am willing to listen to arguments from borough commanders and from local councils who say they might want more flexibility in the way that they are divided up. I think, on the whole, the Safer Neighbourhood Team per ward system is a good one and it should, in principle, be retained.

Joanne McCartney (AM): Chief officers at the Association of Chief Police Officers (ACPO), for example, today have released statements to say that, if the budget cuts bite as we are expecting, they expect front line services to be affected and crime to rise. At the start you mentioned burglary and that burglary rates had fallen but the report that I have asked you about actually states that, last year, burglary rates fell, from a very high level, because of extra resources. It states that, this time, because they have to make a choice between various crimes to invest in with the budget cuts, they are expecting burglary to rise this year because they cannot put the resources into it. Is that something you accept?

Boris Johnson (Mayor of London): I think you are right to draw attention to the 9.4% fall in burglary and the fact that it is now --

Joanne McCartney (AM): Which is expected to rise by the end of the year.

Boris Johnson (Mayor of London): It is now at its lowest level since 1998. I think that is a credit to Operation Bumblebee and the Metropolitan Police Service. You say you are expecting it to rise again --

Joanne McCartney (AM): The police do. I am reading from the report.

Boris Johnson (Mayor of London): Let us see what we can do to deploy that argument, which is a good argument, to prevent what I think would be damaging cuts in the Metropolitan Police Service funding. As you know Joanne, this is part of an argument that we are having with Government in which we are allied with you and with the police to make the point that London needs adequate support for police numbers.

Joanne McCartney (AM): We agree they are dangerous cuts. Thank you.

Caroline Pidgeon (AM): I wanted to pick up the issue of the Tube strikes. We have heard that there might be some kind of peace deal, as it were, on the table from the Advisory, Conciliation and Arbitration Service (ACAS).

Boris Johnson (Mayor of London): You think there is a peace deal do you?

Caroline Pidgeon (AM): Is there any update you can provide for Londoners?

Boris Johnson (Mayor of London): Glad tidings of great joy from Caroline Pidgeon. You think there is a peace deal. If you think there is a peace deal I am not going to contradict you, but I am going to wait with bated breath to see if, indeed --

Caroline Pidgeon (AM): Can you update Londoners with anything? Any hint of what is going on?

Boris Johnson (Mayor of London): -- there is an outbreak of common sense. I hope there is, clearly, because this is something that everybody on both sides really wants to achieve if they possibly can. Certainly I think the vast majority of hardworking members of London Underground would like to see a resolution to this.

Caroline Pidgeon (AM): Any detail of what it might be?

Boris Johnson (Mayor of London): As you know, the offer that is on the table and the plan for the reform of the ticket offices - as I never tire of telling you - involves no compulsory redundancies, no loss of earnings, no station unstaffed and a commonsensical approach to the much greater 'Oysterisation' of our London Underground transport. I very much hope --

Caroline Pidgeon (AM): So that is a 'no' answer.

Boris Johnson (Mayor of London): I very much hope, Caroline, that your confidence is vindicated by events.

Caroline Pidgeon (AM): Thank you very much.

Andrew Boff (AM): I very much welcome the iteration of the Olympic Masterplan and Margaret Ford [Baroness Ford, Chair, Olympic Park Legacy Company] and Andrew Altman [Chief Executive, Olympic Park Legacy Company] and all involved are to be congratulated in the vision that they have.

Boris Johnson (Mayor of London): That is high praise from you.

Andrew Boff (AM): I have not finished yet, Mr Mayor! It does lack detail and, whilst the statements are to be applauded, I have some concerns. The original legacy Masterplan had the intention of 42% of family housing and that has been reduced now to 40%. That 40% figure in itself is arrived at, I believe, by looking at the Strategic Housing Market Assessment (SHMA). That SHMA, as it is called, uses the baseline of family housing - that 40% recommendation of family housing - as 4 bedrooms and above, and yet the definition of family housing for the Olympic Park is 3 bedrooms and above, so families are missing out on this.

I would also like you to confirm, Mr Mayor, whether or not all the family homes on the Olympic Park will be good quality family housing with a front door on to the street and a private back garden. Also, I would like some confirmation of how high the blocks will be. Will the blocks only contain one or two bedroom flats or will there be larger flats in these blocks and, if so, can we ensure that families are not forced into flats - as they have been on the athletes' village - on the fifth, sixth and seventh floor of these developments? I keep being told, Mr Mayor, that we were too late to save the athletes' village --

Boris Johnson (Mayor of London): That is right.

Andrew Boff (AM): We are not too late on this, so I would like an undertaking from yourself that the further developments on the Olympic Park really well live up to your aspiration in the document of being family friendly.

Boris Johnson (Mayor of London): Andrew, first of all I want to thank you for all the work you put in and all the scrutiny you do of this because I think, actually, it has been thoroughly worthwhile and valuable from my point of view. What we have been able to do with the further iterations of the Olympic Park development is to come up with something that is absolutely fantastic. No, we will not be building high rise rabbit hutches and they will not be one or two bedroom flats. I think they will be four or five storeys high and perhaps two or three storeys high in the new terrace and squares that we are proposing. They will, of course, have the new space standards that we are insisting upon so they will not be tiny new rooms, these will be substantial new rooms, and they will be very, very high quality dwellings. I cannot give you the exact proportion that will have gardens front and back but it will be very significant.

What we are doing in this part of London is something really revolutionary, in my view, which is we are taking the best of London modern contemporary architecture and we are giving it back to London by installing it in an old fashioned London style. That is to say we are going back to the types of London development that were so popular and so successful in the Georgian era, but using high quality architecture and very, very high quality materials to create fantastic homes, with the biggest urban park in Europe around it.

Andrew Boff (AM): Thank you for that, Mr Mayor. I welcome that commitment from you. I would just remind you that architects' drawings never quite turn out as they are expected to!

Boris Johnson (Mayor of London): Sometimes they can be better.

Andrew Boff (AM): Sometimes they can be better --

Boris Johnson (Mayor of London): Sometimes.

Andrew Boff (AM): -- but, as I think you have heard me say before, there is this fashion with architects' drawings of sticking in lovely trees.

Boris Johnson (Mayor of London): Yes, that is true.

Andrew Boff (AM): I actually think that all architects' drawings should have a burnt out car stuck in front of them and, if they still look good after than, then they might be worth developing!

Boris Johnson (Mayor of London): Some of them do. What you cannot conceal in an architect's drawing is a 20 storey high rise block, and those we have not got. Believe me, that would have been the fate of the Olympic Park. I think that this vision will be infinitely more attractive to a huge range of London communities, will deliver long term value and offers a much greater hope of transforming that area and regenerating east London in the way that we want to see.

Andrew Boff (AM): Mr Mayor, you have made that very strong declaration and thank you for that. Of course you will be aware that the Olympic Delivery Authority's (ODA) plans are to put planning applications for 20 storey tower blocks on the existing Olympic footprint.

Boris Johnson (Mayor of London): There is, as you know, a continuing issue about the London and Continental Railways (LCR) land and it is my passionate belief that this land should all be bundled together within the Olympic Park Legacy Company (OPLC) and then, eventually, within the Mayoral Development Corporation (MDC).

Andrew Boff (AM): And also covered by that declaration from you that we shall not have loads of tower blocks stuck on the Olympic site?

Boris Johnson (Mayor of London): Hang on. There are sites by the Stratford Station which are more suitable for higher development; let us be clear. The Masterplan is fairly eloquent on that. It is clear what we are talking about low rise development and the terraces and the squares and the garden squares stretching out around the Olympic Park. In the case of the nexus of the transport links at Stratford itself, we do think - and I think most people would agree - there is scope to go a little bit higher.

Andrew Boff (AM): Thank you, Mr Mayor.

Jennette Arnold (Deputy Chair): Mr Mayor, taking you back to the line of inquiry opened by Joanne McCartney about policing, do you really appreciate the concerns that borough leaders and key people involved in policing at the local level have regarding the impact on any changes coming their way? Do you really appreciate the concerns that are out there? I say this because, regrettably, you were not able to meet the delegation from Waltham Forest who are with us this morning [in the public gallery].

Boris Johnson (Mayor of London): Hello. How are you?

Jennette Arnold (Deputy Chair): I can see the Leader of the Council, the Cabinet Member for Policing and two councillors there. Do you regret not being able to meet them to receive their presentation this morning because they have been trying?

Boris Johnson (Mayor of London): I am seldom far from Waltham Forest. I am delighted to welcome the delegation from Waltham Forest this morning. I see the distinguished Leader and councillors from Waltham Forest and I see that my friend, John [John Biggs, Assembly Member], has brought me a present from Waltham Forest which I am looking forward to receiving later on.

The answer to your question is I fully understand the concerns of local communities and of borough commanders and of council leaders. We want to make sure that we fight together to get the best possible settlement for London.

Jennette Arnold (Deputy Chair): There are some boroughs with some specific issues. Are you aware of that? I was at a prize-giving this morning before coming here and the request from there was, "Do not take our Safer Schools officers from us". That is something that I put to you. Do you really appreciate that there are some boroughs where the usual top slicing way of allocation is not appropriate? Do you appreciate that?

Boris Johnson (Mayor of London): I think this is a question that Tony Arbour [Assembly Member] is going to come to later on. I do, in general, completely understand that specific boroughs will have particular issues. In Waltham Forest there is an issue around gang crime and around knife crime. We all know that.

Jennette Arnold (Deputy Chair): It is an Olympic borough.

Boris Johnson (Mayor of London): There are some hopeful signs there across the board but it is a difficult and ongoing problem and I certainly understand the need for flexibility in dealing with it.

Murad Qureshi (AM): Can I come back to the Thames Estuary Airport. Can you tell me, Mr Mayor, when will Sir David King's [Thames Estuary Airport Steering Group] report on the Thames Estuary Airport be published and when will Assembly Members like myself have a copy of it?

Boris Johnson (Mayor of London): I see no reason why the report should not be published in due course. I will have to consult with Professor King about that but, in the fullness of time, all will be revealed.

Murad Qureshi (AM): OK. Were you, Mr Mayor, at the briefing that Sir David King gave the Chancellor and what did the Chancellor think of the plan?

Boris Johnson (Mayor of London): I am afraid I was not at that briefing so I cannot advise you about that.

Murad Qureshi (AM): He has kept you out of the loop then. I hear subsequently in *The Times* that Daniel Moylan, Deputy Chair of Transport for London (TfL), has been asked to do further investigation on this. When did TfL get an aviation arm and what kind of resources can we expect it to have in future?

Boris Johnson (Mayor of London): I think it is pretty obvious to anybody who studies west London - or, indeed, the impact of high speed rail on the whole of London or London's transport problems generally - that TfL has a general duty to move people around this city expeditiously. The location of our major hub international airport slap bang in the middle of the west London suburbs, as it currently is, has huge impact on transport in that area. I think it is absolutely reasonable for TfL to look at the implications of --

Murad Qureshi (AM): Surface transport, yes.

Boris Johnson (Mayor of London): -- that decision and to think about long term alternatives. I think it is completely the right thing for Transport for London. It is actually why you need a strategic body in London to be able to make that kind of long term analysis.

Jenny Jones (AM): I would like to take you back to the issue of housing on the Olympic Park and ask you if you have considered, or if there has been discussion, of having a community land trust for that?

Boris Johnson (Mayor of London): Thank you, Jenny. I should have mentioned that and there is, as you know, considerable enthusiasm for that idea, particularly with me and with Margaret Ford. We are making a study of that and a report has been commissioned and will report back in spring of 2011, so you will get further detail on that.

Jenny Jones (AM): Thank you.

Navin Shah (AM): Mr Mayor, on the matter of very rapidly worsening industrial relations at the Fire Authority, why are you failing to show leadership by personally engaging with the FBU, or are you actually spoiling a fight with the FBU and, therefore, a substantial number of firefighters?

Boris Johnson (Mayor of London): There is, Navin, as you know because you lately served on the London Fire and Emergency Planning Authority (LFEPA), a long term discussion that has been going on for five years now about shift patterns. As I understand it, a ballot is being held currently to go for a strike. I do not propose to embroil myself in the details over those discussions but I hope very much that commonsense will prevail.

Navin Shah (AM): Let me put to you some hard facts. In the last recent ballot of the firefighters some 76% actually participated in the ballot, so that was a huge turnout. Of that, 96% voted in favour of industrial action. You can see the strength of feeling within the firefighters. Surely it is any leader's responsibility - and this is where the buck stops - to try to avert what would be a very, very damaging strike. Should you therefore not take every effort to engage and to talk - there is nothing to lose in talking - with the FBU to diffuse the situation? The situation is extremely volatile. If you think that the RMT strike was OK, wait if this one comes on. Therefore, are you not shirking away from your responsibility by totally dismissing any calls to engage personally and show some leadership to avert the strike and defuse what will be a very damaging situation for Londoners? In the end, it is their safety during a strike that is important.

Boris Johnson (Mayor of London): I think Londoners will notice the nakedly political undertone and threat contained in that question --

Navin Shah (AM): There is not. I beg to differ. I challenge that.

Boris Johnson (Mayor of London): -- and your comment on the RMT strike and the idea that it is all going to get worse and worse and worse. I do not think that is necessarily true. I think that commonsense will prevail. As Caroline [Pidgeon] was saying earlier on, I think there is a good deal to be done. I think it would be a mistake to try to second guess negotiators who are getting on with their job and it would be a mistake for me to embroil myself now in the technicalities of a dispute about shift patterns which has been going on for five years and which I very much hope can be resolved to the satisfaction of all concerned.

Navin Shah (AM): Mr Mayor, from my experience of working on the ground and at LFEPA the negotiations are extremely sticky to say the least, but there is time to intervene and --

Boris Johnson (Mayor of London): Navin, I respect you and I admire the way you are trying to drag me into this. I can understand why you are trying to do it and I love you for it but I am not going to do it! Good luck to you --

Navin Shah (AM): I do not need to be loved, Mr Mayor. Londoners need to be loved. If you want to express that love for Londoners intervene and avert the damage that a strike will cause.

Steve O'Connell (AM): Finally, to be somewhat upbeat on policing, Mr Mayor, would you not agree that the difficult economic climate that we all find ourselves in does, indeed, provide opportunities for progressive and positive borough commanders and borough leaders to work to improve the service for residents by utilising the new flexibility, be it around Safer Neighbourhood Teams or be it round deployment?

Boris Johnson (Mayor of London): What a characteristically optimistic and well balanced and reasonable question, Steve! I do think you are right. There are going to be difficulties --

John Biggs (AM): Not political.

Boris Johnson (Mayor of London): Not remotely political. I did not detect any political message at all there. It is something you could easily support. Come on.

I think there are going to be difficult times ahead financially but, in these circumstances, if everybody works together there are also, of course, opportunities to be seized.

Steve O'Connell (AM): Also, Mr Mayor, would you not agree that, with this new flexibility, it is down to borough commanders and boroughs to grasp and do what they can, rather than coming along requesting directly to you to cover this position and that position? A borough that I represent - and I am also the Cabinet Member for Community Safety so I have some experience - is going out to purchase 25 extra police to jointly task them with the borough commander. Coupling that with flexibility around shift patterns and around single patrolling, and I have told my residents that, at the end of two or three years, my residents in places like the north of Croydon are likelier to see more presence on their streets, due to this flexibility. I see an upbeat side to this, Mr Mayor, and, hopefully, you can agree that this would be the positive way forward in these difficult times.

Boris Johnson (Mayor of London): I am sure that Chris Robbins [Leader of Waltham Forest Council] from Waltham Forest and everybody here will listen to your wise words and think that there are opportunities. The key thing is, notwithstanding the opportunities that this presents, we have got to work together to make sure that we get the financial settlement we need because, with that, I am afraid we will not be able to guarantee the policing that we want.

Dee Doocey (Chair): John Biggs, you have got a point of order?

John Biggs (AM): The point of order, Chair, is that I think the public should be aware that the person who asked that question is the Chair of the very Committee that is responsible for delivering the answer to the question. It just seems pretty outrageous that that is a planted question, Chair, from someone who is paid --

Boris Johnson (Mayor of London): Not by me.

John Biggs (AM): --£30,000 a year by the Mayor to do that job.

Dee Doocey (Chair): That is not a point of order.

John Biggs (AM): Stuffed his mouth with gold.

Dee Doocey (Chair): Mr O'Connell's membership is declared in the normal way and, therefore, there is no secret to the fact that Mr O'Connell is a member of the MPA, so that is totally wrong. Brian Coleman is the final speaker in this section.

Brian Coleman (AM): I will be brief. Mr Mayor, are you not pleased that LFEPA's strategy in the current industrial dispute was agreed by all 16 members, including Labour, Liberal Democrat and Green members, who were present at the Authority meeting in July 2010, and would you not agree that this all-party approach to dealing with this dispute does, indeed, add weight to LFEPA's arguments?

Boris Johnson (Mayor of London): Absolutely right. I cannot believe for a second that the distinguished Member, Navin Shah, was actually on that panel when they took that decision, was he? You are joking! I find it incredible that he should come to this session this morning and argue in the way, therefore, that he has. There you go. You live and learn.

Navin Shah (AM): My questioning was not about how the members right across the political parties at LFEPA were dealing with the situation. The question was about your lack of leadership and that is where the buck stops and that is what it was about.

Dee Doocey (Chair): We are now moving on to priority questions.

This page is intentionally left blank

Appendix 2

London Assembly (Mayor's Question Time) – 13 October 2010

Transcript: Question and Answer Session with the Mayor

3131/2010 – Black cabs and air pollution

Darren Johnson

What measures for dramatically reducing emissions from black cabs did you consider but then reject on the grounds of being too expensive or too controversial?

Boris Johnson (Mayor of London): Thank you, Darren. The answer is there are no measures or proposals that I have rejected, but we will come up with a solution that is good for the cab trade and good for London's air. I would remind you, and remind everybody, that the cab trade - and there is no one more passionately pro-cab trade than me - contributes over 30% of road transport exhaust emissions in central London and there must be improvements.

Darren Johnson (AM): We agree that it is a serious problem and they are a serious contributor to air pollution in the capital. Have you thought about reinstating the six monthly inspections for black cabs?

Boris Johnson (Mayor of London): That is not among the measures that I am looking at.

Darren Johnson (AM): Why are you not considering that? 2,898 black cabs failed their mid-year pollution tests in the year prior to you abolishing the test. They were having an impact. Why not look at that again?

Boris Johnson (Mayor of London): Because we think there is a range of other measures we could bring in, the broad outlines of which you are roughly familiar with. We are looking at age limits and we are looking at improving the carbon emissions generally of the cab fleet by stipulating zero carbon or low carbon vehicles of all kinds. The twice yearly inspection which we removed in the early part of 2008 we do not intend to restore.

Darren Johnson (AM): Even though it was having an impact in reducing air pollution?

Boris Johnson (Mayor of London): There was, to say the least, mixed evidence on that. It was thought to be extremely bureaucratic and expensive and not the best way of tackling the problem. It is best tackled, in my view, by moving to much lower carbon vehicles in the fleet.

Darren Johnson (AM): What about the annual test then? Although you stuck to the annual test it does not test the 14,000 cabs fitted with Euro III devices to the standards that the Energy Savings Trust set. If you are not going to reintroduce the six monthly tests, are you going to beef up the annual test to the Energy Savings Trust standards?

Boris Johnson (Mayor of London): I will look at that, Darren. I will look at it. It is something that we could consider. Do not be in any doubt; I want to make progress on this issue. It is very difficult. There are serious problems of equity for cab drivers who have bought vehicles in good faith who face the prospect of losing value in their livelihoods. You have got to think very carefully about how you do this.

Darren Johnson (AM): I understand that but we do need to balance that with the major contributor to air pollution that they are.

Boris Johnson (Mayor of London): That is why we are looking at age limits and we are looking at moving towards lower carbon vehicles.

Darren Johnson (AM): OK. What about the idea of a very low emission zone in central London, which was one of the ideas that the Assembly's Environment Committee put forward? You have agreed that buses running in the central London hot spots will be low emissions buses. Why not extend that to taxis and insist that taxis in central London meet lower emission standards than the rest of London?

Boris Johnson (Mayor of London): The interesting thing is we are looking at that, Darren. We are looking at all the policy tools that we have at our disposal to see if we can make this work.

Darren Johnson (AM): You initially rejected the Environment Committee's proposal that you look at additional stricter standards for central London.

Boris Johnson (Mayor of London): Let me explain what I mean, OK? What you could do is you could see whether the Congestion Charge Zone could be a utensil. It would be difficult to make work but you could see if you could make it work.

Darren Johnson (AM): You are looking at that idea?

Boris Johnson (Mayor of London): We are looking at that. I cannot tell you now that we can make that work because there are serious technical difficulties I am told, but you could certainly try.

Darren Johnson (AM): OK. We have had a chink of progress then on central London. You have given me a chink of hope there on the central London pollution hot spots. You have given me a chink of hope on beefing up the annual emissions test. I do urge you to look again at the six monthly tests. I know you made an election promise on that but sometimes we all make silly promises that we have not properly thought through --

Boris Johnson (Mayor of London): I made an election promise and I kept it. I kept it and I am not going to go back on it. Oh nonsense.

Darren Johnson (AM): Can you look at this again?

Boris Johnson (Mayor of London): I think that was the right decision on the twice yearly inspection. We are not going back on that. There are a variety of other measures that we are looking at to make taxis cleaner and greener and to improve the quality of London's air, but without punishing, unfairly, taxi drivers who have invested in machines in good faith in the belief and knowledge that these are the things that are their only source of income.

Roger Evans (AM): Mayor, you visited Redbridge recently and I know that you will have seen a large number of black cabs in Redbridge, of course, because I represent quite a large chunk of the black cab trade. Your predecessor managed to alienate a lot of these people with his approach to air quality. What steps are you taking to make sure that you keep the black cab trade on board and do not repeat the mistakes of Mr Livingstone [Mayor of London 2000-2008]?

Boris Johnson (Mayor of London): I think I have said probably as much as I can say on that, Roger. There are 32,000, roughly speaking, black cabs in London. They are an integral part of our transport system. They need to be protected where we possibly can but they must understand - and I think responsible black taxi drivers do understand - that with 30% of London's exhaust emissions

coming from black cabs - and some of them really being quite bad emitters of fumes and particulate matter (PM10s) - something needs to be done to improve their emissions. We will bring forward what we think will be a moderate but positive programme for the black cab trade to become cleaner.

Roger Evans (AM): Will the revisions be subject to detailed consultation with representatives of the black cab trade?

Boris Johnson (Mayor of London): As with all these things, I have no doubt that the argument will go on for a while. We face very substantial fines in this city for air quality deficiencies and we face life shortening air quality problems in central London, according to the medical evidence. We have to deal with this and we are going to deal with it.

Mike Tuffrey (AM): Searching for another chink, as you know I have urged you to look at the central London clean air zone so that you target your measures rather than London-wide things. If you persist in your final Air Quality Strategy with a London-wide approach, will you agree to look at your 2012 deadline for the age of taxis, which you are currently proposing reducing to 15 years? If you brought that down by a few years you would clean up a whole slew of engines and the question of testing and so forth would not be necessary. Will you reduce the age limit of taxis at 2012 to, say, 10 years instead of 15?

Boris Johnson (Mayor of London): As you understand very well, that is the sort of thing that you might conceivably consider but you have to bear in mind the very damaging impact you would have on hardworking people for whom their taxi is their single biggest investment and their means of income.

Mike Tuffrey (AM): But you can give help on that and clean up the air as well. Will you look at that as well?

Boris Johnson (Mayor of London): There is a balance to be struck. I would not get your hopes up on 10 years for 2012.

Mike Tuffrey (AM): All right. No chinks on that one. Thank you.

3304/2010 – Marathon

John Biggs

Would you agree with me that it is ridiculous that the Olympic Marathon in 2012 may not pass through East London or visit the stadium? Would you agree that this would appear to defeat the object of the Games to regenerate and re-orientate the economy, and perceptions, of East London? If so, what are you doing about this?

Boris Johnson (Mayor of London): Thank you, John. I have to say I do not agree with the drift of your question. This was a difficult decision that was taken after a lot of thought but the idea that we have somehow defeated, in your question's words, the object of the Games to regenerate and reorientate the economy by rerouting 80 runners through Tower Hamlets for 20 minutes and to say that that defeats the object of investing £9.2 billion in regeneration and infrastructure in east London seems, to me, to be stretching things a little bit.

John Biggs (AM): It seems to me, Chair, that the objective of the Games - and I am sure you would agree with this - was to inject life into a run down part of the economy of London and to help the whole of London by doing that.

Boris Johnson (Mayor of London): Yes.

John Biggs (AM): In the modern economy the way you do this is by making places attractive for investment. Would you not agree that, in the modern age, to turn one's back on a whole region of London gives a very worrying signal to the world about our perception --

Boris Johnson (Mayor of London): What planet are you living on?! John, I have great respect for you --

John Biggs (AM): Can you answer the question?

Boris Johnson (Mayor of London): -- but this is absolute unbelievable tripe. Of the Olympic events, 225 out 302 Olympic events will take place in east London. Of the Paralympic events, 458 out of 499 Paralympic events will take place in east London. If it had not been for the Olympics there would have been no extension to the Docklands Light Railway (DLR) and there would have been no East London line. We are putting, as I said earlier on, 11,000 new affordable homes on the Olympic site. There are colossal investments going in to east London.

I really think that when you look at the scale of our ambition and what we are doing and the way we are going to leverage those Olympic budgets to drive change and improvement in east London, to say that east Londoners have been short-changed because of a rerouting of a 20 minute marathon route that no longer goes through Tower Hamlets, I think that people will think you are stark staring bonkers.

John Biggs (AM): I think you clearly do not understand the issue, which is that people feel that you are in a role of having to offer leadership over the Olympics and you seem to have exercised not a single muscle in your body to stand up to --

Boris Johnson (Mayor of London): Yes, I have.

John Biggs (AM): Go on. Tell us what you have done then.

Boris Johnson (Mayor of London): I have decided that it is absolutely right to go ahead with a different route because, on that particular day, it is --

John Biggs (AM): OK. So how many times did you involve yourself in this matter?

Boris Johnson (Mayor of London): I have had many conversations over the last few weeks --

John Biggs (AM): Prior to it going to the Olympic Board, how many times did you consider this matter? Was it zero times? Was it one time?

Boris Johnson (Mayor of London): I think the decision taken is completely right.

John Biggs (AM): I think zero is the right number, don't you? I think you did not bother to even think about it.

Boris Johnson (Mayor of London): I did.

John Biggs (AM): Go on then.

Boris Johnson (Mayor of London): I am content that the decision is right.

John Biggs (AM): OK. So when the Olympic Stadium was built a running track was built into it - a bit like a line going into a station - for the Olympic marathon athletes to finish their final mile into the Stadium. Why do you think that was built?

Boris Johnson (Mayor of London): I really think that --

John Biggs (AM): Go on. Why do you think it was built?

Boris Johnson (Mayor of London): I know there is a Mayoral election going on in Tower Hamlets. One of my keenest disappointments, John, is that you mysteriously failed to become the candidate --

John Biggs (AM): With respect, Chair, I would like him to answer the question.

Boris Johnson (Mayor of London): -- for Mayor in Tower Hamlets.

Dee Doocey (Chair): Mr Mayor, can you stick to answering the question?

Boris Johnson (Mayor of London): I am answering the materially relevant part of his question.

Dee Doocey (Chair): No, you are not. Can you stick to the answers please?

Boris Johnson (Mayor of London): I have to say that, if you look at the route, it presented severe logistical difficulties for us on a day on which we had to accommodate a great many other events. I think there are 11 other events on the streets that day. There was not the infrastructure readily available at Tower Bridge to make it work --

John Biggs (AM): It was in the bid though, wasn't it?

Boris Johnson (Mayor of London): Closure would have been extremely difficult for the purposes of the marathon and, therefore, I thought, in equity and in all fairness, it would not be the greatest mutilation of the Olympic Games, or the greatest disaster for east London - given, as I say, that £9.2 billion is being invested in this area - if we rerouted the marathon. I know that people will continue to want to make political capital out of this and you clearly want to make this a storm in a teacup but there it is and there you go.

John Biggs (AM): For the record, the Tower Hamlets Conservatives are as vociferous as am I on this issue and they feel outraged at the betrayal of Tower Hamlets by this decision. Can you tell us again what energy did you expend at the Olympic Board to challenge this decision, or are you simply a doormat for the recommendations of the --

Boris Johnson (Mayor of London): I did not challenge it because I agree with it.

John Biggs (AM): You totally support this decision?

Boris Johnson (Mayor of London): Yes.

John Biggs (AM): I think the London marathon people helped to design the route and, in doing so, they consulted with the City of London, Westminster, your office, the Metropolitan Police Service and the City police but they did not bother to consult with any of the east London boroughs. Is that your understanding?

Boris Johnson (Mayor of London): John, if you really want to continue to campaign on this issue you are more than welcome to but I think I have said --

John Biggs (AM): It is a very important issue.

Boris Johnson (Mayor of London): -- what I think about it and I think I have given a very robust view. That is my view and you can like it or lump it.

John Biggs (AM): You do not really give a stuff about the interests of east London. The question --

Dee Doocey (Chair): John, can you watch your language please.

John Biggs (AM): I suppose the question for my constituents is, "Is Boris Johnson" - who is their Mayor whether they vote for him or not - "a man who simply dresses scruffily and waves a flag at the opening ceremony, or is he someone who offers leadership for the people of London on an important matter about their future?" When the Olympics have gone, after those few weeks, east London will be there, London will be there, we will be looking for jobs, we will be looking for leadership, we will be looking for investment and we have a Mayor who is simply a doormat in the face of bureaucrats --

Boris Johnson (Mayor of London): I think this is really a humiliatingly stupid question.

Dee Doocey (Chair): Mr Biggs, your language is not appropriate. It is insulting to the Mayor and it is insulting to this Assembly. I really will not sit here and listen to that sort of behaviour. It is absolutely appalling. The Mayor has made it very clear that he agreed with the decision and took part in the decision and, as far as I am concerned, he has given you a very clear answer to your question.

John Biggs (AM): OK. I have one final question then. Let us assume that you did lie down in the face of the bureaucrats, do you think Lord Coe's [Chair, London Organising Committee of the Olympic and Paralympic Games] position is tenable following this decision?

Boris Johnson (Mayor of London): For God's sake.

John Biggs (AM): It s a simple question.

Boris Johnson (Mayor of London): Yes. Yes, of course I do.

Andrew Boff (AM): Mr Mayor, an awful lot of the past few minutes has explained why the Labour Party did not want John Biggs as their candidate! However, Mr Mayor, one of the people who is a candidate is Neil King who is the Conservative candidate for the Mayoral election and people will have an opportunity to vote for him. He is very much opposed to the change in the route.

Mr Mayor, Sebastian Coe has said that this decision has been taken with the aim of minimising disruption to the traffic in the east end of London. Does this mean it is OK to shut off roads for International Olympic Committee (IOC) officials' limousines but not if it is the one opportunity for the eastenders to show off to the world places like the Green Bridge at Mile End Park, the London Hospital, the East London Mosque, Bow Church and Whitechapel Market? When the route was originally designed the London Organising Committee of the Olympic and Paralympic Games (LOCOG) said that it compiled a route that would show a tapestry of beauty and grandeur.

Can you imagine, Mr Mayor, if LOCOG had designed the Bayeux tapestry? The route is about four times round central London so the Bayeux tapestry would now be four sets of Norman landings but they would have completely missed the bit out where King Harold had his eye out!

Mr Mayor, just to carry on, you will probably know something about this. Mr Mayor, can I ask you if --

Dee Doocey (Chair): What is your question?

Andrew Boff (AM): The question is here. There is already one question there. Mr Mayor, do you think that if Pheidippides had run three or four times round Ancient Greece's tourist spots rather than heading for Sparta, that the battle of Marathon would have been lost to the Persians and Athens could now be in Iran? What is the point of having a circular route? Mr Mayor, this circular stupid route of a marathon, this cynical roundabout route, is not a marathon. It is not even a Snickers; it is a Curly Wurly!

Boris Johnson (Mayor of London): Pheidippides actually ran from Marathon to Athens, not Sparta, but, anyway …

Andrew Boff (AM): Good. He did not run round the tourist spots did he?!

Boris Johnson (Mayor of London): Your general point is well made. It is considerably better made than it was by John [Biggs]. I do not have anything really further to say except I do think, on balance, it was the right decision and it was a difficult decision, as I said at the beginning. If you look at the overwhelming bulk of things that are happening in east London, the live sites are going to be in east London, the involvement of east London in the Games in all sorts of ways and the massive regeneration that is going to be produced by the Games in east London, the fact that 80 runners are not going to process through east London for 20 minutes is not going to be the end of the world. That is why the decision was made --

Andrew Boff (AM): It is a shame, Mr Mayor.

Brian Coleman (AM): Mr Mayor, would you not accept that many of the London boroughs would be delighted to receive just 1% of the investment that has gone into the east end boroughs for the Olympics? Perhaps an alternative route would be that the marathon could have visited all 33 boroughs, particularly those many boroughs which have no Olympic events whatsoever within their boundaries and, yet, whose residents are still paying the surcharge on the Council Tax precept?

Boris Johnson (Mayor of London): I think that is a point made with your characteristic trenchancy and I am sure it will be listened to around London.

3224/2010 – London Underground safety

Caroline Pidgeon

How safe is London's underground system?

Boris Johnson (Mayor of London): Thanks, Caroline. You asked me how safe London Underground is. London Underground has been confirmed by the Office of Rail Regulation (ORR) to be one of the safest in Europe, safer than the mainline railway in this country, though, obviously, we can never, ever be complacent about safety.

Caroline Pidgeon (AM): OK. We have had reports over the last few months that we have had runaway trains, we have had a train sent into the path of another train, we have had passengers hit by flying Tube parts, passengers trapped at a closed Tube station and then, over the last week, we have had serious issues with District line trains. Do you have any concerns about safety?

Boris Johnson (Mayor of London): As I say, you can never be complacent about safety and these are issues that I have raised with London Underground (LU) and with TfL myself. In every case, of

course, there are different factors and there are different issues at stake in each one of them. There are investigations going on in virtually all the incidents that you mention.

I would mention, particularly on the District line, which has been causing difficulties recently, that what you had there was a clear case where it was proactive investigation by LU staff that discovered these cracks on the under side of the traction current collector shoes which obviated any development of the problem. There was no safety implication at the time but what happened was that we found what could, in time, conceivably have become a problem and, with any luck, we have nipped it in the bud. That is an example of the kind of checks that we undertake. I think it shows why LU is rated as so safe by the ORR and why passenger injuries have declined and continue to decline, as well as injuries to staff. That is very, very important.

What it does stress - I am sure you would agree with this - is the importance of getting the upgrades of the Tube and the improvements in track and signalling that we need.

Caroline Pidgeon (AM): OK. You have been saying how the ORR says how great the Tube system is but can you explain why London Underground was served with an improvement notice from the ORR in July 2010 over safety issues? Can you tell us what this notice means and why it is saying there are safety concerns on the Tube?

Boris Johnson (Mayor of London): I will get back to you in more detail but I think that relates to the incident --

Caroline Pidgeon (AM): You are not aware?

Boris Johnson (Mayor of London): -- at Mile End.

Caroline Pidgeon (AM): No, I do not think it does. This was issued in July this year. It is about safety issues on the Tube. Are you not aware of it?

Boris Johnson (Mayor of London): My information is that that relates to an incident in Mile End on 17 November 2009.

Caroline Pidgeon (AM): It is about failing to establish a safety management system and various other things. There is no detail on this notice but this was issued in July of this year. The incident you are talking about was last year. You are Chair of Transport for London; has this not been brought to your attention?

Boris Johnson (Mayor of London): My information is that the ORR has determined that, when benchmarked with Europe through the European Rail Agency's common safety figures, there is no doubt --

Caroline Pidgeon (AM): I am asking about this specific notice, Mr Mayor.

Boris Johnson (Mayor of London): -- that Britain's railways are one of the best performing and that London Underground is safer than the mainline railway. That is the verdict of the ORR.

Caroline Pidgeon (AM): I am asking you about a specific notice it issued on you in July.
This is the third notice the ORR has issued since you have become Mayor on Transport for London on London Underground --

Boris Johnson (Mayor of London): Since I have become Mayor, I would point out to you that passenger injuries have declined from an average of 130 per year to 104 and that staff injuries --

Caroline Pidgeon (AM): It is a simple question.

Boris Johnson (Mayor of London): -- have also declined.

There is obviously, as I say, no case for complacency about any matter of transport safety but there is also a balance to be struck, Caroline. It is important that people who do have knowledge of our services and are in positions of public trust do not stoke needless public apprehension because, I think, on the whole, our service is extremely safe.

Caroline Pidgeon (AM): Absolutely. I think it would be very reassuring for Londoners for you to be able to explain what this safety notice was that was issued on London Underground this summer. You chair Transport for London. I think it went to one of your sub-committees only in the last week or so. Perhaps you could explain to Londoners and reassure Londoners what these safety concerns are.

More than that, it was supposed to have been complied with by 30 September. It still is not being complied with. What is actually going on?

Boris Johnson (Mayor of London): You are not giving me a lot to go on from that particular --

Caroline Pidgeon (AM): You are Chair of Transport for London. The ORR has only issued three since you have been there.

Boris Johnson (Mayor of London): -- document since, by your own account, it contains no detail whatever. What I can tell you is that in all the earlier incidents that you mention in your opening question they are all being investigated and, in some cases, as I said, they are the result of proactive investigations by London Underground staff into the condition of the track and the signalling. They reflect very, very well on the way we run the railway and on our concerns for safety.

Caroline Pidgeon (AM): I think there are huge concerns here that in your role you are not aware what this safety notice is about. They have not even provided you with that information in your briefing. I think you should be asking serious questions about that.

Boris Johnson (Mayor of London): I am afraid, Caroline, you are not aware of what it is about either!

Caroline Pidgeon (AM): I am not Chair of Transport for London or Mayor of London, at this moment in time.

Boris Johnson (Mayor of London): If you cannot supply me any details now then I am at a loss to know how to respond to you in detail.

Caroline Pidgeon (AM): You have talked, rightly, about these regular maintenance and safety checks that TfL carries out and the District line trains you cite as a good example where they found these things. Given the issues that I have been raising and the concerns over the District line over the last week, do you think it is wise to change safety inspections from every 14 days to once a month?

Boris Johnson (Mayor of London): As I say, we have a very proactive and effective safety inspection system and we are rated one of the safest railways, if not the safest railway, in Europe.

Caroline Pidgeon (AM): Given these concerns, do you not personally think, "Actually, I want to go and review that decision? We are going to move from every two weeks to once a month for these inspections. I would like to look at those".

Boris Johnson (Mayor of London): If you will supply me the details of the particular complaints that you think the ORR has directed at London Underground I will be happy to look at them but, as far as I understand it --

Caroline Pidgeon (AM): I have moved on from that. I have moved on to your maintenance safety inspections. You are not listening to the questions.

Boris Johnson (Mayor of London): At the moment you seem incapable of actually producing the detail on which you are meant to be relying.

Caroline Pidgeon (AM): I have moved on and I am talking about the routine safety inspections that are carried out --

Boris Johnson (Mayor of London): I am not aware of any such change. If there has been such a change --

Caroline Pidgeon (AM): Just listen to the question. TfL is proposing a change. You Chair TfL. It is proposing to change the inspections --

Boris Johnson (Mayor of London): I am sorry; I thought you said they had instigated the change.

Caroline Pidgeon (AM): -- from 14 days to once every month. I am saying will you review that --

Boris Johnson (Mayor of London): Are you saying it is proposing it or it has instituted it?

Caroline Pidgeon (AM): -- given all these important safety issues that have been found on the District line trains over the last week? Will you review that decision to double the length of time between inspections? Yes or no? It is quite a simple question.

Boris Johnson (Mayor of London): I will certainly investigate your assertion that there has been such a proposal, or that such a change has been instituted, but --

Caroline Pidgeon (AM): It absolutely is on the table.

Boris Johnson (Mayor of London): I want to reassure you, and I want to reassure the London travelling public, that, without being remotely complacent about safety on the Underground, the London Underground, the Tube system, has been rated by the ORR as one of the safest in Europe and safer than the overground railways.

Caroline Pidgeon (AM): I think Londoners will expect you to review this. Thank you.

Boris Johnson (Mayor of London): Give me the details, Caroline, and I will be only too happy to do so.

Richard Barnbrook (AM): Morning, Mr Mayor. I would like to bring out another aspect of Underground safety. A report came out earlier this week and started at the end of last week regarding the 7/7 terrorist attacks on London Underground. Aspects came through about the failure of the emergency services. At the moment, with the heightened level of possible terrorist attacks again in the capital city, how can you secure what has been put through in the press today that parents are concerned where issues have been raised with them about visiting London on school trips that terrorism should and is a concern, which has been mentioned by schools to their pupils? The question is how secure are you, in light of the report that has come out on 7/7, that London Underground is secure and safe against any further terrorist attacks, especially looking at 2012 and the Olympic Games?

Boris Johnson (Mayor of London): Rather like my answer to Caroline, you can never be complacent about these matters. There is a chronic and systemic issue to do with the threat of terrorist and homegrown terrorist attack. Of course that is a reality but I think, if you look at the achievement of the various security services and the police over the last few years, it has been outstanding. In terms of the general safety of this city, it remains considerably safer than Paris, New York, Amsterdam or many other comparable cities. I would urge everybody to look at the crime statistics, look at the safety record of London Underground and recognise that this is a safe city that is getting safer.

Richard Barnbrook (AM): Thank you.

Roger Evans (AM): Bob Crow [General Secretary, RMT], who has raised many of the points that Caroline has mentioned as well today, was on record the other day saying that London Underground was falling apart under your stewardship and was extremely dangerous. Would you like to take this opportunity to reassure Londoners that that is not the case?

Boris Johnson (Mayor of London): I think that it is a great tribute, not to me, but to London Underground staff, that the safety record is improving the whole time and that the proportion of passenger injuries is declining, as is the proportion of staff injuries. Safety is clearly paramount for people who are running a railway and, therefore, I am much reassured. I think Londoners should bear in mind that the ORR has determined that London Underground is amongst the safest railways in Europe and safer than the overground railway. I think people should avoid giving any contrary impression to people who might take them seriously.

Roger Evans (AM): Just to look through the smoke and mirrors that are developing around this whole issue at the moment, in the current dispute, have the unions raised any safety issues with London Underground?

Boris Johnson (Mayor of London): I see what you are driving at. No, they have not. I think there is an attempt now to try to conflate the two things and to say that the issue around the ticket office reforms is somehow to do with health and safety. There is absolutely no connection between them whatever. Indeed, in the negotiations that have happened so far, union representatives have not raised health and safety as one of their issues. This is, I am afraid, a load of cobblers.

Dee Doocey (Chair): I think we should strike that last word!

Boris Johnson (Mayor of London): I think cobblers is perfectly in order.

Dee Doocey (Chair): I did not mean repeat it!

Richard Barnes (AM): Mr Mayor, given the opening of the inquest into the 7/7 bombings only this week and the question raised by the Independent British National Party (BNP) Member, can we acknowledge, publicly and clearly, the massive strides in safety that have occurred on the Tube network of London since 7 July 2005; the investment in radios, the investment in passenger safety issues and a whole range of things. London Underground is as safe, if not safer now, than it has ever been.

Boris Johnson (Mayor of London): Absolutely right. I want to thank you and congratulate you too on the ground breaking work that you did in the aftermath of 7/7 when you did a great deal of investigation into the circumstances surrounding it and what lessons could be learned for services in London such as the Underground. Thank you, Richard, for what you did. I think you are absolutely right; the London Underground is extremely safe and we intend, by getting all the upgrades and all the investment that we need, to make it even safer.

Richard Barnes (AM): Thank you, Mr Mayor. I do know that the recommendations from that Committee - members of whom sit around this table - have been adopted by London Underground and acted upon.

However, only last night, I learned from the Commissioner of Police for the British Transport Police that there is another railway service which travels under and through London - which is those who are members of the Association of Train Operating Companies (ATOC) - and their radios do not work under London. If I supply you with the detail can I ask that you write to Network Rail or whoever it is that is responsible and ensure that they actually bring themselves up to the standards we have achieved on London Underground?

Boris Johnson (Mayor of London): Yes. There are a series of issues contained in that but absolutely. One of the things we are looking at is getting mobile telephony on the Tube. That will be both popular and unpopular because people will not want people endlessly yacking on the Underground, but it will eventually come.

Richard Barnes (AM): Thank you.

3406/2010 – London Crime Reduction Board

James Cleverly

Although we welcome the introduction of the 'new pan-London Crime Reduction Board', I'm concerned about the under-representation of the outer London boroughs in the current board composition. While the London Councils have acknowledged the need for different political representations, should the Mayor make a stronger case to encourage geographical diversity on the board?

Boris Johnson (Mayor of London): Thank you, James. You make a reasonable point about the representation from outer London on the new the London Crime Reduction Board (LCRB). Obviously there is space on the Board for councils to nominate someone from outer London if they want to. We are going to think about what you say and think about the membership of the LCRB and think about ways of getting better representation for outer London.

James Cleverly (AM): Thank you, Mr Mayor. I welcome the creation of the LCRB and the realisation that crime reduction does not sit solely with the Metropolitan Police Service but is a partnership function. It does rather worry me that there seems to be the maintenance of the rather lazy position that crime only happens in inner London. Further to considering the proposals, will you give a commitment to actively encourage London Councils to add an additional member to the senior Board - I appreciate there is officer representation - and to ensure that that post is filled by someone that represents an outer London borough?

Boris Johnson (Mayor of London): Your point is really well made and I am sure that London Councils will take it up and we will see how we take it forward on the LCRB.

James Cleverly (AM): Fine. Thank you.

Steve O'Connell (AM): Mr Mayor, thank you. I am very pleased to hear your comments in answer to James and it will show well for colleagues in outer London that there is some consideration around it. I know it is not completely in your gift so I fully understand all those pieces but I would urge you to ensure that you do follow this through to make sure it does happen. I worry about - and my

question to you is - what sort of signal does it send to those outer London boroughs who are footing the same bill towards policing that may feel that they are being under represented at the top table?

Boris Johnson (Mayor of London): I understand completely. As I said to James, the membership of the Board is by no means set in stone. I think it is a very good innovation, the LCBR and it is what London needs. We need a forum where the police, councils, social services and everybody can discuss the issues like gang crime or knife crime that we all need to consider together, but the membership we can still refine.

3234/2010 – Affordable Housing

Nicky Gavron

How are you going to ensure that the boroughs that are delivering very little affordable housing do better?

Boris Johnson (Mayor of London): I think this is a record, even you would say, of outstanding success so far, even in the boroughs that you think might have been expected to be slow in delivery.

The answer to your question is that we can encourage, I think, greater delivery of affordable housing by devolving power and responsibility to those boroughs that come forward to us and offer really stretching and challenging targets, as they have done.

Nicky Gavron (AM): I am aware that you have got a new system now. You have moved the goal posts so that now boroughs can opt in. The question was about how you are going to ensure that those boroughs that are delivering very little affordable housing are going to do better. You have got a situation where Kensington and Chelsea, Kingston, Bexley, Richmond, Sutton and others have been given very low targets. I mean low. 600 over your entire Mayoral term. Then Barnet, Bromley, Ealing, Westminster, Havering, Redbridge, Hammersmith and Fulham - I could go on. That is ten more. That is 17 in all. You have got seven with 600 or less in your Mayoral term --

Boris Johnson (Mayor of London): Would you like me to give you the figures?

Nicky Gavron (AM): Then you have got another ten delivering under 1,000 in your entire Mayoral term. These are affordable homes. About half of those will probably be social rented. Let us say we are talking about 4,000 social rented homes between 17 boroughs and they have, between them, 123,000 on their waiting lists.

The other boroughs, that always carry the burden - or some of them do - I am sure will opt in, but what about these boroughs?

Boris Johnson (Mayor of London): OK. Can I answer your question?

Nicky Gavron (AM): How are you going to achieve mixed communities if 17 boroughs are not delivering on their targets.

Boris Johnson (Mayor of London): Well they are actually.

Nicky Gavron (AM): Kingston came in with none in year one. I have got the figures here.

Boris Johnson (Mayor of London): When you were Deputy Mayor and responsible for this --

Nicky Gavron (AM): Just can you answer my question? How are you going to deliver mixed communities?

Boris Johnson (Mayor of London): Barnet, for instance, in 2004/05 - a borough you have just mentioned - had 120 starts. It went on to 166 in 2005/06. That went up to 449 in 2008. 402 in the first year of my Mayoralty. This year, 633. Barnet - the one you mentioned.

Kensington and Chelsea, another one that you mention, had 126 in 2004/05 when you were Deputy Mayor --

Nicky Gavron (AM): Mr Mayor, answer the question.

Boris Johnson (Mayor of London): Now at 236 starts in 2009/10 --

Nicky Gavron (AM): Kensington and Chelsea delivered 40 in your year. Listen, I do not want to get --

Boris Johnson (Mayor of London): I am afraid you are completely and utterly 100% wrong. Your whole argument is absolutely upside down and you are completely failing to face facts --

Nicky Gavron (AM): Sorry, this is from --

Boris Johnson (Mayor of London): I think you find this an ordeal, Nicky, because we have so completely overcome your scepticism on delivering affordable housing. I think you are genuinely at a loss to know what to say --

Nicky Gavron (AM): I am sorry, Mr Mayor. I have got here the chart --

Boris Johnson (Mayor of London): I can read out the whole lot to you.

Dee Doocey (Chair): Mr Mayor, you are bordering on bullying.

Boris Johnson (Mayor of London): I simply happen to have the facts on my side.

Nicky Gavron (AM): Chair, can I get back to my question?

Dee Doocey (Chair): Can you make your question a bit more succinct so that the Mayor can just answer that bit of it?

Nicky Gavron (AM): The question is how are you going to deliver mixed communities when you have so many boroughs whose targets are so low?

Boris Johnson (Mayor of London): What we are achieving with our system is far more than was achieved when you were Deputy Mayor under the old system. I would just remind you --

Nicky Gavron (AM): Chair, I want to stick to where we are now please.

Boris Johnson (Mayor of London): Can I just remind you that the average number of starts under the previous Mayoralty was 11,409 per year. The average number of starts is now 13,248. That is nearly 2,000 more homes per year --

Nicky Gavron (AM): I do not want to get sidetracked into starts and completions, Chair. I want to get on --

Boris Johnson (Mayor of London): On completions, the average number of completions when you were Deputy Mayor was 11,265. In the first two years of this Mayoralty the average number of completions was 12,285. That is 1,000 more. We are on target, in spite of all your gloomy prognostications, to deliver 50,000 affordable homes by 2012.

The method that we are using, we think, is more effective in delivering mixed communities and in offering hope for families in London than the bullying and hectoring that went before.

Nicky Gavron (AM): Mr Mayor, you are coming in with a new opt-in approach which we still have to see tested. If boroughs want to have more then they can have more. In return, putting the housing where and when they want it and how they want it.

I want to say that I do not think you are going to achieve mixed communities through opt-in or through the 17 boroughs who have very low targets, because in your London Plan you have no policy - and I want to underline this - to put social rented housing in areas of predominantly market housing. This means that you have a deliberate policy to ensure that people on low incomes cannot live in affluent areas. It is worse than that --

Boris Johnson (Mayor of London): I have just given you the figures.

Nicky Gavron (AM): -- because you have given the green light to boroughs like Hammersmith and Fulham to take down their council estates and take down their social rented housing and replace it with market housing.

Boris Johnson (Mayor of London): That is complete nonsense; absolute nonsense.

Nicky Gavron (AM): It is not nonsense. Tomorrow it is hotly debated --

Boris Johnson (Mayor of London): I am sorry. I really think --

Dee Doocey (Chair): Let Nicky ask the question and, when she finishes, give the answer.

Boris Johnson (Mayor of London): I have been asked to be compassionate to Nicky over this but I am not going to allow complete twaddle to be talked --

Dee Doocey (Chair): Nicky is going to ask the question and, when she finishes asking her question, you will answer it.

Nicky Gavron (AM): Will you change the policy in the London Plan that says that you are encouraging market housing in areas with predominantly social housing, and will you please put in a policy that says that you want social housing in areas of market housing? At the moment you have the one policy saying that you do not want social housing in areas where there is social housing and not saying that you want social housing where there is market housing. This is a form of social segregation.

Boris Johnson (Mayor of London): Oh drivel.

Nicky Gavron (AM): Mr Mayor, can you answer please?

Boris Johnson (Mayor of London): You are talking absolute drivel and you really ought to be ashamed of yourself.

Nicky Gavron (AM): I am not.

Boris Johnson (Mayor of London): If you look at what we are achieving --

Nicky Gavron (AM): I know my planning. I am talking about what you are going to do and how you are going to --

Boris Johnson (Mayor of London): Look at what we are achieving. For instance, in Westminster, one of those affluent boroughs that you say is not doing enough and not doing enough to advance mixed communities I would point out that, when you were Deputy Mayor, completions in Westminster were 281 in 2004/05. They are now 409 in 2009/10. If you look at the total number that we have delivered over the last couple of years I think people would be astonished that we have kept things going in very, very difficult circumstances.

It is tough and it will be difficult to continue to keep things going at a uniform rate across London. Of course that is going to be difficult. You have got the biggest credit crunch in post-war history engineered by the party that you support in 2008. The market conditions were terrible for building new homes. It was extremely difficult to keep things moving but we did keep things moving and we kept things moving because it was vital to give Londoners the housing that they needed and, also, because it was vital to keep the economy moving and to keep the construction industry moving.

Nicky Gavron (AM): I have let you talk now for a long time. I did not really want to get into any kind of rebuttal but I just want to say that, actually, we produced, in our final year, more housing in that year than had been produced since 1979. Since then, most of what you claim was actually initiated during the last administration.

Boris Johnson (Mayor of London): No, that is not true.

Nicky Gavron (AM): I want to talk about now because I am worried that 17 boroughs have very low targets. Targets for 4,000, roughly - 4,000, 5,000, you might say, at a stretch, 6,000 - social rented homes with 122,000 people on the waiting list. You have a policy in your London Plan which is not going to encourage even the opulent boroughs --

Boris Johnson (Mayor of London): I have given you the figures --

Nicky Gavron (AM): It is not going to encourage the boroughs to give you mixed communities --

Boris Johnson (Mayor of London): We are hugely expanding the quantity of affordable housing in the very boroughs that you accuse of being slow.

The one thing that was initiated when you were Deputy Mayor and the one thing that was initiated under the Labour administration was the biggest credit crunch, the biggest disaster and the biggest financial catastrophe this country has seen for 50 years, which made it incredibly difficult for us to --

Nicky Gavron (AM): Mr Mayor, I think you are getting desperate because you are not answering the question at all.

Boris Johnson (Mayor of London): -- continue with investment in affordable housing, which we have done nonetheless in spite of all the gloom --

Nicky Gavron (AM): Would you please reconsider your London Plan?

Boris Johnson (Mayor of London): -- that you have continued to radiate and, frankly, the misleading assertions that you continue to make about this subject.

Nicky Gavron (AM): Your London Plan will lead to social segregation. Just as bad social segregation as the welfare cuts that you are proposing --

Boris Johnson (Mayor of London): That is codswallop. Absolutely not. We are in favour --

Nicky Gavron (AM): Please reconsider your London Plan.

Boris Johnson (Mayor of London): On the contrary. You are talking complete drivel. We are in favour of mixed communities. I believe it is an integral part of the strength of our --

Nicky Gavron (AM): You do not have the policies.

Boris Johnson (Mayor of London): -- society and that is why we are continuing to support robust targets and working with the boroughs to produce fantastic outcomes for the building of affordable housing in some of these very boroughs that you accuse of being slow to build affordable housing. In fact, they were far, far slower when you were Deputy Mayor.

Nicky Gavron (AM): I beg you to look at the 17 boroughs again and to relook at your London Plan policy on mixed communities.

Boris Johnson (Mayor of London): Our London Plan is in favour of mixed communities and I think you should stop misleading people about what is happening in housing in this city. You should basically admit defeat in this argument.

Roger Evans (AM): It is a bit confusing isn't it, Chair? The Labour Party needs to make up its mind about whether it wants to criticise what is happening now and complain about the Mayor, or say it is good and take credit for something that they have done in the past. They cannot really, in all fairness, do both.

Havering was mentioned during that list which Nicky read out and I have to say, Mr Mayor, we actually have what we would call a mixed community in Havering already. That is a genuine mixed community; not the sort of socialist Labour definition of the one where the taxpayers pay for the servants to live in the house next to the millionaire who owns it. It is a genuine mixed community. Our council very much welcomes the opportunity to be better involved in setting housing targets than was the case under the previous top down administration. Is that an approach that you are going to continue with because your predecessor alienated a lot of boroughs in London and we would not like to see the Authority going back down that route?

Boris Johnson (Mayor of London): Yes. I would just point out that, under the previous dictatorial bossy boots hopeless administration that we had last time, by finger waving and hectoring from Nicky they managed to get 53 starts in 2004/05 and 155 in 2005/06. We are now up to 275 starts in 2009/10 by a different approach.

3394/2010 – VIP Costs

Steve O'Connell

What is the shortfall between the Home Office grant and Met Police costs on VIP protection? In these straitened times, what changes have been made to ensure tax payers money isn't wasted since it was claimed that Tony Blair's bodyguards were staying in luxury hotels and costing taxpayers £250,000 a year in expenses alone?

Boris Johnson (Mayor of London): Thank you, Steve, for an excellent question.

Steve O'Connell (AM): That is all right.

Boris Johnson (Mayor of London): The answer is I quite agree with you; I think this is absurd and we are looking at ways in which VIPs can be charged over and above the cost of their safeguarding. There is an issue that the costs of safeguarding VIPs are partly subsidised by the Home Office to the Metropolitan Police Service. This is a national expenditure. The subsidy that we get from the Home Office does not cover the complete cost so, clearly, we are looking at various ways of mitigating that shortfall and addressing that shortfall.

Steve O'Connell (AM): Thank you very much for that answer, Mr Mayor. This was particularly asked in the context of the difficult financial position we find ourselves in. I am referring, particularly, to the gap which you picked up on the funding that the Metropolitan Police Service receives from the Home Office and the actual cost of protecting VIPs, or so-called VIPs. Londoners, I think, feel that it is unfair - and I ask you whether you would agree with that - that they are subsidising, out of their Council Tax, the protection of national figures and that that levy is not imposed upon other members of the UK community.

Mr Mayor, would you agree, therefore, that it does seem rather odd that, for example, we are spending some millions a year to protect - and I will try to keep individuals out of it - foreign ex-dictators who may be in London? I touched upon earlier the growth items in the budget of a borough that I am aware of, that almost the same sort of figure could be spent on the growth items to buy the same sort of police that is being spent in my borough and would be welcomed in other boroughs. Do you sense, Mr Mayor, that this is unsatisfactory and unfair?

Boris Johnson (Mayor of London): I do think there is an issue around the level of security that is sometimes provided for people and the expense that the Metropolitan Police Service is forced to go to to do that. There is a Committee that looks at who gets security. It is called RAVEC (Royal and VIP Executive Committee), I can reveal. It thinks about these things. I do not sit on it myself but I think we could be more sparing in our apportioning of bodyguards and outriders and all the rest of it.

Steve O'Connell (AM): Lastly, through you, Chair, you would agree that it is unfair that, for example, a Council Tax payer in a ward where I represent in Kenley, compared to somebody who lives a quarter of a mile down the road, that Kenley taxpayer - and there are other London boroughs on the edges of the metropolis - would be paying that extra towards a national figure, where a colleague a quarter of a mile down the road does not have that levy? In any way you look at it, Mr Mayor, would you not sense that that is unfair?

Boris Johnson (Mayor of London): Your point is eloquently made and I think there should be greater transparency about these expenditures.

Steve O'Connell (AM): Thank you.

Brian Coleman (AM): However, Mr Mayor, following the murder of a prominent Pakistani politician in my constituency in Edgware --

Boris Johnson (Mayor of London): Who had no protection.

Brian Coleman (AM): -- who had no protection, will you continue to ensure that sufficient Metropolitan Police Service resources go into preventing these sorts of events happening in our London boroughs because we do not want political disputes from overseas spilling over on to the streets of London because it is Londoners who may well get caught in the crossfire?

Boris Johnson (Mayor of London): Of course. That goes without saying.

3318/2010 – Traveller Pitches

Jennette Arnold

Almost half (46%) of those taking part in the 2010 Annual London Survey cited a need for 'cheaper bus and tube fares' as a major concern - 10% more than last year's survey. How can you reassure those Londoners in this regard?

Boris Johnson (Mayor of London): Thanks, Jennette. We think that the strategic top down approach of dictating that all boroughs should produce 500 residential traveller pitches has not been a success and we think that there could be an amendment in the London Plan to work with the boroughs to deliver the accommodation that they are able to do and that the travellers and gypsies need.

Jennette Arnold (Deputy Chair): Mr Mayor, I think in your heart you know that that is an unsatisfactory situation. If we look at the pitches that have been provided by London boroughs there are some London boroughs who, even though they had a statutory responsibility to supply them, did not supply one. I point to Barnet. I do not want the Assembly Member for Barnet to speak on this issue because we know his views on this and they are best left out of a decent debate.

The boroughs who can and are willing to do so have done so. There are boroughs who will not. What I am asking you to do, on behalf of London's gypsies and travellers whom you represent, is to show some leadership. Can I ask you again; do you appreciate the real problems that the gypsies and travellers face when they do not have a permanent site? Do you fully appreciate that?

Boris Johnson (Mayor of London): Of course I appreciate that, Jennette, and, of course, I appreciate the specific needs of those who have, as the statute says, an aversion to bricks and mortar. I understand the problems that they face.

I would say that the top down approach of trying, at a strategic level, to set targets for the whole of London has not worked on two separate occasions. We think this is a more promising way forward.

I would point out that there are plenty of other groups that also have particular housing needs. You could say the elderly or students --

Jennette Arnold (Deputy Chair): I am talking about gypsies and travellers. Stay with gypsies and travellers.

Boris Johnson (Mayor of London): There are 900,000 elderly people and 260,000 students. They have specific needs. We do not feature them in the London Plan with specific strategic needs; we are content to leave it to the boroughs. As I was saying extensively just now to Nicky in the matter of housing targets, we think that is the way forward.

Jennette Arnold (Deputy Chair): Let me say this to you, Mr Mayor, on 23 March 2010 you said, and I quote, "I want to make real progress in improving on the capital's poor record" --

Boris Johnson (Mayor of London): I understand what you are saying, Jennette.

Jennette Arnold (Deputy Chair): -- and now you are giving them an opt in or out in increasing the provision of sites for gypsies. Over the two year period during 2007 and 2008, what was the net gain of pitches across London? Five. Let me remind you that London lost --

Boris Johnson (Mayor of London): I would just remind you I was not Mayor in 2007, in case you had forgotten.

Jennette Arnold (Deputy Chair): -- £2 million of Homes and Communities Agency's grant allocation in 2009/10 because boroughs failed to put in adequate bills. On that record, how do you sit there and say that, hand on heart, you believe that the boroughs are going to show some leadership on this?

Boris Johnson (Mayor of London): There is an issue of equity. Do not forget that, generally, for a gypsy or travellers' pitch you are talking about 30 units per hectare, compared to, on average --

Jennette Arnold (Deputy Chair): At its best.

Boris Johnson (Mayor of London): -- to 130 units for other housing in this city, so they are very space hungry commitments. I think it is sensible to proceed on the basis that we have, which is to work with the boroughs to satisfy the demand in their areas. That is what we are going to do.

Jennette Arnold (Deputy Chair): Do we take this that you are standing aside from your responsibility of leadership and of championing London's gypsies and travellers and their specific needs?

Boris Johnson (Mayor of London): What you can certainly take it, Jennette --

Jennette Arnold (Deputy Chair): Don't you see this as a flagrant u-turn on the promises that you have made to this community?

Boris Johnson (Mayor of London): No. Not at all. I think that this is the best way --

Jennette Arnold (Deputy Chair): You made those promises.

Boris Johnson (Mayor of London): This is the best way to deliver on the pitches that they need. With the best will in the world, the top down approach that you advocate and that has been tried on two previous occasions - not least when you were doing whatever you were doing in this administration - has not worked. We want to try a different approach.

Jennette Arnold (Deputy Chair): I am accusing you of lack of leadership on this matter --

Boris Johnson (Mayor of London): I know you are and I am rejecting it.

Jennette Arnold (Deputy Chair): I am saying to you that you must accept responsibility for the issues that arise out of these communities who are then left to place themselves in illegal sites. We have a problem in London at the moment with Romany children who, we suspect, are part of the whole horrible issue of child trafficking. These sorts of issues are better dealt with when gypsies and travellers and Romany people have proper sites.

Can I just read to you this note that I have got here? It does refer to the borough that I represent.

> *"Our site in Hackney is one of the many sites in London that is a roaring success. In the beginning our site started as temporary. It was not very nice to live on. It had only one standpipe and a portaloo. We called it home because there was nowhere else for us to go to get our kids to school and to register with a doctor. In 2003, due to the leadership of the then Mayor, we were allocated a permanent site and now we have a lovely new home. We are part of the community and that has led to the reduction of ignorance and prejudice to our community".*

Will you stand up for the gypsy and traveller communities of London?

Boris Johnson (Mayor of London): I think what we are doing is the best thing for that community and for gypsies and travellers in the sense that I believe it offers more hope of getting them the pitches that they need.

I would stress, generally, for those who need accommodation in London, our record - as I was saying just now to Nicky [Gavron] - is considerably better than that of the last Mayoralty. In terms of starts and in terms of completions we are building more affordable homes. That is the best possible solution for people in need of accommodation.

Jennette Arnold (Deputy Chair): Mayor, can I finish by saying that I believe that your action amounts to blatant discrimination to London's ethnic gypsy and traveller group. Of course I know James Cleverly is going to come in. I feel so strongly about this that, after this meeting, I shall be writing to the Equality and Human Rights Commission (EHRC) asking it what it intends to do about your current position and the way that you have made a u-turn on Policy 3.9. I now leave it up to James [Cleverly] to apologise for you.

Boris Johnson (Mayor of London): I do not need anybody to apologise for me because I am absolutely content that we are doing the right thing and the fair thing by the gypsy and traveller community.

Tony Arbour (AM): We on this side think you are doing absolutely the right thing on this matter. You will recall that we submitted a report to you asking that you withdraw these targets and we are happy to see that you are flexible and do, indeed, listen when you understand something that is being proposed is based on a false premise. The false premise is this: in the question Jennette Arnold refers to the Fordham report and the Fordham report was an absolute nonsense. The Fordham report, in part, was carried out by gypsies interviewing other gypsies. Clearly, there was no bias involved in the figures which were produced by Fordham.

You will recall - and I think you mentioned it yourself - that it was suggested that gypsies and travellers have a psychological aversion to bricks and mortar. It appears from what Jennette was saying when she read out the letter that, clearly, some of these travellers actually do want permanent --

Jennette Arnold (Deputy Chair): They are forced into it.

Tony Arbour (AM): -- accommodation. Moreover, Mr Mayor, will you agree that the results of the survey which was carried out by Members on this side of all London boroughs found that London boroughs controlled by all parties objected to the Fordham analysis? They found that the figures which Fordham suggested were needed for gypsies and travellers were wholly wrong and, in fact, fewer places were required and, indeed, taken up than Fordham said were demanded.

In short, Mr Mayor, will you confirm that you think that it is absolutely right that there should be no dictat from the top, which, in this case, is you, and leadership in providing accommodation for gypsies and travellers should be based on the boroughs who know precisely what the real need is? Not some imagined fantastic need which has been manufactured by those people who believe that this is a minority which is in need but they are unable to demonstrate that need.

Boris Johnson (Mayor of London): Just to pick up your last point, this is a minority and it is in need. I think Jennette [Arnold] is right to stress that, but we think that the best way to address that particular need - which has got to be balanced, by the way, against the needs of lots of other people who need housing in London - is to work with the boroughs to get the pitches that they need in the areas like the one that Jennette described in Hackney. That is the way we are deciding to go forward and I am content with what we are doing.

Brian Coleman (AM): Mr Mayor, would you accept the congratulations of all Members of the Conservative group and, indeed, of all parties in the London Borough of Barnet, for your dropping of the target? Will you recall that, in Barnet, the reason we have no pitches is because the Labour/Liberal Democrat previous administration came to the conclusion there were no suitable sites and that all parties in the London Borough of Barnet --

Boris Johnson (Mayor of London): The Labour led administration?

Brian Coleman (AM): Yes, it was a Labour administration.

Dee Doocey (Chair): This is not keeping to the point. Mr Mayor?

Boris Johnson (Mayor of London): Not Jennette Arnold's Labour Party?

Brian Coleman (AM): The policy in Barnet, and the opposition to your targets, has been supported by all three political parties, including the Labour party, Mr Mayor.

Boris Johnson (Mayor of London): The Labour Party?

Jennette Arnold (Deputy Chair): No. Liberal Democrats.

Boris Johnson (Mayor of London): You amaze me!

James Cleverly (AM): Thank you, Chair. Mr Mayor, the point I was going to make has been partially made by my friend and colleague, Tony Arbour. Do you agree that it is farcical to demand that a London borough increases the number of gypsy and traveller pitches to meet the demand dictated in a report when that very borough had, at the time that that report said it needed a huge expansion in numbers, empty traveller pitches within the boundaries of the borough?

Boris Johnson (Mayor of London): I am going to be very brief. I understand what you are saying. I just want to try to detoxify this debate, try to lower the temperature and say this is not about -- I hear cries of bigotry from 'Biggotry' [John Biggs, Assembly Member] over here.
The issue is how to help the needs of a particular community in the most sensible and productive way, by working with the boroughs and giving them the pitches they need.

James Cleverly (AM): Chair, I was named by another Member. I am not one of these people that leaps to their feet every time as a point of personal explanation, but I do find it deeply insulting that accusations verging on accusations of racism were flung around and then I was named as someone that was then going to be an apologist for someone.

The point I would like to make is that this set of questions is actually about devolution of planning to boroughs - that is what it is about - and it is about whether or not we want a Mayoralty which is dictatorial in its relationship with boroughs or collegiate in its relationship with boroughs. That is an argument I think it is completely legitimate to have.

Boris Johnson (Mayor of London): Absolutely right.

Dee Doocey (Chair): What is your question?

James Cleverly (AM): The point that I am making, Chair, is to then try to imply that somehow - and it has happened from a number of Members from that side of the Chamber - actually this is about discrimination of particular groups, if that is the accusation you are going to make then make it; do not try and dress it up.

John Biggs (AM): The Conservative Members may find this helpful actually. I am a Labour Member. I make no apology for that. I grew up in the London Borough of Barnet. I was named and I am absolutely clear that there is bigotry and prejudice and discrimination against gypsies and travellers and I, in no way, support a decision - whether it was made by Labour, Liberal Democrats, Conservatives or anyone else - in this matter. If Labour Members in the London Borough of Barnet voted, in one of the greenest boroughs in London, that there were no pitches available for travellers then they should be ashamed of themselves, Chair. I am very clear about that.

Boris Johnson (Mayor of London): Can I personally thank, John, for his attack on the Labour Party and congratulate him. He is quite right.

John Biggs (AM): We are elected here, Chair, to follow a Code of Conduct, to stand up for equalities and the rights of minorities and, if we are not prepared to do that, then we should not be here, Chair.

Boris Johnson (Mayor of London): I quite agree. Hear hear.

Dee Doocey (Chair): I would like to say, for the record, I absolutely agree with John Biggs' statement.

Boris Johnson (Mayor of London): I think John does speak for everybody here. What I hope is that people will take some of the prejudice out of this debate and just look at the best way of helping this particular community.

3423/2010 – ODA

Brian Coleman

Is the Mayor disappointed that David Higgins is leaving the ODA in the lurch? And what arrangements have been reached over the payment of Mr Higgins' accrued bonuses?

Boris Johnson (Mayor of London): The answer to the question about the ODA is, again, no. I do not think that David Higgins [Chief Executive, ODA] has left us in the lurch. I think he conducted himself with incredible élan, drive and determination in getting the Olympic venues complete - or virtually complete - at such a fantastic pace. We are doing incredibly well in London and all arrangements over his bonuses and the rest of the matters that you raise are a matter for the Department of Culture, Media and Sport (DCMS).

Brian Coleman (AM): Actually, Mr Mayor, I beg to disagree; they are a matter for this Assembly. You will recall, Mr Mayor, when Mr Higgins and Mr Armitt [Chairman, ODA] appeared before this Assembly in Plenary session on 21 October 2009 there were discussions that took place about Mr Higgins' salary of £641,000 a year but, more importantly considering he has now resigned, the matter of his deferred bonus. Can you assure this Assembly that either his deferred bonus is going to be waived or not going to be paid, or is it going to be paid to him on his departure from the ODA? That is a matter for London taxpayers I would have thought.

Boris Johnson (Mayor of London): Do you know what, Brian. That is a brilliant point. I do not know what the answer is about his accrued bonuses. We will have to revert to you. I am sorry. We will have to get back to you.

Brian Coleman (AM): OK. On the wider point, would it not have been more helpful if he had actually stayed through until 2012 and doesn't this send out the wrong signals that very effective and high powered businessmen such as Mr Higgins can leave not quite at the end of the job?

Boris Johnson (Mayor of London): With real respect, Brian, I do disagree with that. I think if you look at what David Higgins achieved at the ODA in the last few years it was very remarkable. He was, and is, a driving force in that delivery authority. He was fantastically successful. The Stadium, the Velodrome and the Aquatic Centre are all now facts on the ground. If we did the smart thing we would actually have the Olympics a year early - because we could do - and get them out of the way. He has done extremely well to get those things delivered. Indeed, he has been helpful also in finding considerable savings. Therefore, I would say that he has been worth his salt. I congratulate him on what he has achieved.

I think if you look at Network Rail, which is where he is bound, and you look at that particular organisation and its importance to our city, I do not think you could have anyone better, in my view, running Network Rail at the present time. I think it is a gain for this city and a gain for London that we have someone of his quality running Network Rail.

Brian Coleman (AM): Whilst that may well all be true, Mr Mayor, is it just not regrettable that he has not seen it through to the end? It sends out the wrong message to Londoners. Perhaps Mr Higgins has the supreme knack in business of getting out whilst the going is good.

Boris Johnson (Mayor of London): If you look at the employment curve, the building curve and all the things that the ODA is doing, he is accomplished pretty much what needed to be accomplished and we are confident that his successor, Mr Hone [Dennis Hone, Finance Director, ODA], will be able to take forward the completion of the Olympic Park and hand on to LOCOG in 2012 with the whole thing in fantastic order.

Dee Doocey (Chair): Can I just say, for the record, first of all, that I am concerned that a question that you have been given by Mr Coleman in advance you do not have the answer to. Mr Coleman has, very clearly, asked, "What arrangements have been reached over the payment of Mr Higgins' accrued bonuses?" I think, Mr Mayor, you need to make sure that your advisers brief you in future so that you do have the answers to Members' questions.

I would also say, from my own personal point of view, I have nothing but total respect for Mr Higgins.

Boris Johnson (Mayor of London): Are you speaking as Chair now, Chair?

Dee Doocey (Chair): I am speaking as myself. I am saying that you have been asked a question, in writing, very clearly, and you have not got the answer. Can we just have an assurance that you will make sure that you deal with it in future?

Boris Johnson (Mayor of London): It is, strictly speaking, a matter for the DCMS what happens to his accrued bonuses. I appreciate what Brian says and --

Brian Coleman (AM): Sorry, Mr Mayor, the ODA is summonsable by us. LOCOG is not but the ODA is.

Boris Johnson (Mayor of London): I am going to make sure that we do get further and better particulars on that and they will be relayed both --

Dee Doocey (Chair): Indeed, as a Member of the Olympics Board, you should be able to answer that question.

Boris Johnson (Mayor of London): -- to you and to Brian.

3082/2010 – Mayoral attendance to London Events

Richard Barnbrook

You were able to take time out of your busy schedule to attend the Notting Hill Carnival and Gay Pride celebrations but not the 70th anniversary of the start of the blitz at St Paul's Cathedral in which various dignitaries plus 2,500 people attended! Is this not a slap in the face for a diminishing band of brave Londoners whose sacrifices enable us to sit here today debating amongst other things Equality issues? And with an eye on the 2012 Mayoral election are you signalling minority issues are far more important than commemorative events of London's heroic wartime struggle?

Boris Johnson (Mayor of London): Yes, we did have an event to commemorate the Blitz at the Transport Museum. It was a fantastic event. We commemorated not just the sacrifice of Londoners but the heroism of London Transport workers during the Blitz. There were various other events that commemorated the Blitz, including the Blitz Experience Tours at Aldgate Tube Station, which were a complete sell out, a City Hall exhibition and, as I say, the London Transport exhibition and the celebrations which I attended and where I made a speech.

Richard Barnbrook (AM): I thank you for attending to other aspects of the Blitz. Obviously you did not go but did your Deputy Mayor or any representative go to the main event at St Paul's Cathedral?

Boris Johnson (Mayor of London): I am sorry; I should have said. I could not go on that day but Sir Simon Milton, Deputy Mayor and Chief of Staff, did attend on my behalf.

Richard Barnbrook (AM): Thank you very much. That is good enough. Thank you.

3430/2010 – Oxford Street (4)

Victoria Borwick

Your manifesto stated that you would 'remove the wall of red metal' from Oxford Street and make it a better place. Are you still committed to a 10% reduction in Oxford Street Buses in 2010?

Boris Johnson (Mayor of London): Thank you, Victoria, and thank you for everything you do. I want to thank you very much and hope your questions will be less aggressive on this subject than some of your recent assaults! 10% of buses have already gone out. This is the toughest questioner here: Victoria. 10% of the buses have already gone out, Victoria, and this autumn you will be pleased to know - and I hope this will turn aside your wrath - that we are going to change Routes 8, 25 and 55, subject to consultation, so that they will be diverted via Margaret Street and Great Portland Street and so remove those buses from the most sensitive parts of Oxford Street which is coming from the east towards Oxford Circus. That, we hope, will go even further than we have already gone to reducing the great shimmering wall of red metal panting and throbbing in the middle of Oxford Street.

Victoria Borwick (AM): Thank you, Mr Mayor. I am sure people will be very pleased with that. Can you just clarify, though? As you know, our project was done on the whole area; that was Oxford Street, Regent Street and Bond Street. We were fortunate enough, never mind what your advisers say, that we did get together with both the local shopkeepers and the landowners and the councillors and residents associations to try to plot how to make some progress here effectively. Just taking buses off the main roads and putting them on residential roads will, obviously, not be popular.

There have also been some figures from TfL which reveal that, during the --

Boris Johnson (Mayor of London): What do you want us to do, blow them up?! What do you want? The people need to get around by bus.

Victoria Borwick (AM): What I want you to do is seriously take hold of TfL - as I said, wrap some cold towels around their heads, as when I had this discussion with --

Boris Johnson (Mayor of London): Tell people they cannot travel by bus?

Victoria Borwick (AM): No, not at all. The point is let us get the facts clear here. Some parts of Oxford Street have 300 buses an hour travelling down them. What we need here is to make sure this is a destination, not a transit route.

TfL figures show that, during the progress of removing these 10% buses - and hopefully a further 10% this year - actually we are seeing a displacement of buses so we are now, I believe, from TfL figures, seeing more buses on Regent Street. The aim is not to take them off one and put them on another. Who are you trying to con? Certainly not me!

I think what we desperately need is for you to sit down with the New West End Company and with Westminster and TfL - this is a cross party request - and say, "Could we have a radical look at rerouting some of the buses?" Passenger Focus has already agreed that many of the buses are running at over 80% and empty, so that means they are only running at 20% full. This is an area that we actually need some brainpower on. I would like to sit down with everybody here and say, "OK. What can we do that is practical, that enables people to travel to Oxford Street as a great destination - also to Bond Street and Regent Street - and keep this as a premier shopping area, but not just divert the buses on to the residential side roads?" Options have been coming forward about shuttles. This is a perfect area, possibly, for trialling the --

Boris Johnson (Mayor of London): Tram?

Victoria Borwick (AM): No.

Boris Johnson (Mayor of London): Cable car?

Victoria Borwick (AM): Tickets. Automated tickets so that you can --

Boris Johnson (Mayor of London): Bicycles?

Victoria Borwick (AM): A special ticket. Please do not trivialise it --

Boris Johnson (Mayor of London): Rickshaws?

Victoria Borwick (AM): This was one of your election promises: to get rid of the heaving wall of red buses.

Boris Johnson (Mayor of London): We are getting rid of them! With colossal intellectual effort TfL is doing what you want and we are now told that that is not good enough; you do not want the buses anywhere! You do not want them going down any street at all; nowhere in Mayfair! It is unbelievable.

Victoria Borwick (AM): No. The residents feel very strongly. We want it to be a destination, not a transit route. Your local residents and your local voters there --

Boris Johnson (Mayor of London): So you can arrive there but you cannot leave!

Victoria Borwick (AM): No. Hopefully at the end of your trip, you will leave either because you have got a special ticket that means you can swap from bus to bus or you have a shuttle bus. This is one of the most polluted areas of London, as we all know.

Boris Johnson (Mayor of London): That I accept. That is a serious --

Victoria Borwick (AM): What I am really saying to you is can we please keep on this --

Boris Johnson (Mayor of London): Victoria, all your points are serious and they are all good. They are just not capable of instant solutions that are not extremely expensive --

Victoria Borwick (AM): I agree. We want 10% this year, 10% next year and then we want to go on hearing from Transport for London.

Boris Johnson (Mayor of London): I have shown how we have already taken out 10% and we are taking out a further 10%.

Actually, the interesting thing is that I am getting mixed messages from the businesses about the importance of allowing people to arrive and to depart by bus in that area. I am told that, of the 218,000 bus trips per day to, from, within or across Oxford Street, three quarters of those trips involve someone boarding or alighting - getting off - in that area. 18,000 are short trips from one part of the area to another.

Victoria Borwick (AM): So let us have some smart ticketing to encourage more.

Boris Johnson (Mayor of London): I am interested in that proposal. It is an expensive proposal but I am interested in it. All these things are, theoretically, capable of solution with a vast amount of money. If we had £150 million we could --

Victoria Borwick (AM): No, no. You can use the buses here and put them on the orbital routes that are crying out for them.

Boris Johnson (Mayor of London): -- consider putting in a tram down Oxford Street. If we had £250 million we could consider pedestrianising the whole thing.

Victoria Borwick (AM): No. We are not proposing those sorts of plans.

Boris Johnson (Mayor of London): What I do not think you could do is paralyze the entire bus network and stop buses moving from one side of the city to the other by saying that they cannot go down anywhere through the vicinity of Oxford Street at all.

Victoria Borwick (AM): No. We are just asking for you to relook at the whole project so there are not 300 buses an hour. We all accept we need buses. Buses are a vital part of the transit network here. What we are saying is that it is not just 10%. It may be 20% but we have then got to keep looking at making sure this area retains premier status.

Boris Johnson (Mayor of London): I am very happy to do that. We will continue to work on this and we will come up with even better solutions. I think it is very important, before we go too much further down this track, that you work out with your neighbour on your right and other people who represent the area, whether or not they are prepared to see any buses moving into the surrounding neighbourhood at all because, if they are not, then that is a very important consideration. If, by moving buses out of Oxford Street, we are simply going to provoke a fresh rash of nimbyism ('not in my back yard') elsewhere then that, patently, is not an optimal solution.

Victoria Borwick (AM): No, you are quite right; we do need to keep the area and looking at it as a whole. That is why it is very, very important, as a group, we have been working with the resident associations and the local councils, as well as the landlords, in order to try - as you say - to get what will be the best, or the worst, solution. In other words, it is important that we do keep focusing on this subject. What I am asking is that you continue to give it your attention.

Boris Johnson (Mayor of London): Absolutely. I would point out that on the air quality thing, which is absolutely right and is one the reasons why, as I never tire of saying, we are going forward with a new lighter, cleaner, greener new bus for London, which this city is crying out for.

3385/2010 – Waste Management Strategy

Murad Qureshi

What do the revised figures of funding schemes indicate about your waste management strategy in London?

Boris Johnson (Mayor of London): The revised London Waste and Recycling Board (LWARB) figures indicate absolutely no change in our ambition which is to deliver a million tonnes of recycling over the period of the plan.

Murad Qureshi (AM): Mr Mayor, you say that but your Board has been happy to give up over £10 million of the budget --

Boris Johnson (Mayor of London): I do not think 'happy' is the word.

Murad Qureshi (AM): Let me just finish my question. You lobbied the European Union (EU) for the JESSICA (Joint European Support for Sustainable Investment in City Areas) funding of £18 million on the premise that they were necessary funds to deliver your programme of new innovative waste facilities. Why have you been so happy to relinquish this amount of funding?

Boris Johnson (Mayor of London): I am not happy. We are in very tough financial circumstances. I think LWARB is extremely important in what we are trying to do. There is a massive opportunity to reduce the amount of waste we send to landfill. It costs us hundreds of millions of pounds a year to send waste from this city to landfill. We want a target of zero waste going to landfill by 2025. That is why we need LWARB; we need a strategic approach to it. We think that we can deliver on LWARB's objectives in spite of the economy that we are making. We are doing the same thing across all our budgets.

Murad Qureshi (AM): My concern, Mr Mayor, is it does not illustrate your Waste Management Strategy to build new innovative facilities in a very good light. You are beyond mid term and it seems to me that, actually, you are not going to have any noticeable impact in this arena, which clearly needs some critical investment, and this at a time when you are asking for further powers on your Waste Board.

Boris Johnson (Mayor of London): I do think we need further powers.

Murad Qureshi (AM): I really do not think, by the end of your term, you are going to leave much of an impact in terms of new facilities, which London is crying out for. The targets you have set yourself are ones you are certainly not going to achieve, nor are you going to leave a legacy of new gasification facilities and things like --

Boris Johnson (Mayor of London): Actually, Murad, that is complete cobblers. You do not know what you are talking about.

Murad Qureshi (AM): I have been asking a whole series of written questions and I have not been getting them. That is why I have asked to put further to you this --

Boris Johnson (Mayor of London): I am sure, after this delightful session, James [Cleverly] will be only too happy to fill you in on all the things that they have been doing with LWARB. I can tell you, from my own personal experience of seeing the planning proposals that come before us week in and week out, we are seeing huge interest across London in anaerobic digestion facilities, in gasification, in combined heat and power (CHP) and all sorts of things that are directly part of our strategy that we want to encourage and that we are going to use LWARB funding to do. Actually, I think that this is a very ambitious target, clearly, but we intend to keep going.

Murad Qureshi (AM): How much of this will actually be built by the end of this term in 2012?

Boris Johnson (Mayor of London): How much of what? What are you asking?

Murad Qureshi (AM): The projects that you are, presumably, funding and descaling your funding from.

Boris Johnson (Mayor of London): Every month, as I say, there are things going up around London that are improving our recycling rate. My memory was that I opened the biggest material recovery facility (MRF) in the world --

Murad Qureshi (AM): That is separating things. That is not, actually, doing anything --

Boris Johnson (Mayor of London): -- in wherever on earth it was. Not so long ago. There is going to be a lot more where that came from.

Recycle Bank - which was so politically controversial and nothing much was happening to it - is now underway. We are working with several London boroughs to roll out the first pilot of Recycle Bank, which is a fantastic thing where you incentivise people to increase their recycling rates. There are huge opportunities in this area to improve London's recycling rate, to generate clean energy and to create jobs.

3443/2010 – Major Sports Events

Andrew Boff

With London bidding to host an increasing number of international sports events, will you commission an independent study to discover whether these events will deliver a net benefit to the capital, particularly when infrastructure improvements and security costs are taken into account?

Boris Johnson (Mayor of London): Andrew, we do not have any particular general study available and I am not thinking of commissioning one but, patently, we look at each individual proposal to see that it will deliver for London.

Andrew Boff (AM): Thanks for that, Mr Mayor. It just makes one wonder what assumptions you are making about the international sporting events that are destined to be held in London, or at least destined to be bid for, and whether or not those assumptions take into account the reality of situations. For example, there was a general assumption that Beijing would fill all its hotel rooms as a result of the Beijing Olympics but, actually, the occupancy there was 39% down on the previous year.

I am also a bit concerned, Mr Mayor, that you are not getting independent advice. Of course the bid for the 2018 World Cup has been backed by figures from PricewaterhouseCoopers but it just so happens that PricewaterhouseCoopers are part of the actual bid and, therefore, it could hardly be seen to be independent. There is an interest for them in going ahead with that particular bid.

I am very, very worried that we are entering rather blind into these pitches for international athletics events and all the rest of it without thoroughly investigating whether or not there is going to be a net benefit to London?

Boris Johnson (Mayor of London): I understand completely. You are absolutely right to make this point. We are not entering blind into these bids, by the way. John [Biggs] - my friend on my right who has now moved over there - was heckling me earlier on in one of his few questions that was ruled out of order when he said that we should have been going for the Athletics Championships. In an ideal world we would have the Athletics Championships here but it requires £40 million of Government underwriting to get it there. That is for DCMS to consider. I wonder very much whether, in these circumstances, they will have that kind of money. That is an awful lot of money to make back in tourism or whatever other benefits you may hope to get.

We do not go into these things blind and we do not back everything in a frenzied way. If you look at something like the Olympics, or you look at the FIFA (Fédération Internationale de Football Association) World Cup, I do think there are clear benefits.

I take your point about PricewaterhouseCoopers. I will think about what you say, but there are alleged to be considerable economic benefits to the London region of £1 billion from having the 2018 World Cup.

If you look at the Olympics - and this goes back to the row we were having right at the beginning about the marathon and all the rest of it - the Olympics has generated, already, a fantastic shot in the arm for the London economy. The London economy, during this recession - this is absolutely true - would have been in a far worse state. London is the motor of the UK economy. Our building industry, our construction industry and many other allied trades would have been in a far worse state if it had not been for that investment going into east London, which has kept huge parts of the London construction sector going and helped to keep the London economy going at a difficult time. Actually, I think the Olympics has been very, very important already, never mind the benefits that they will produce in legacy, which I also think will be --

Dee Doocey (Chair): The question is not about the Olympics. Can you stick to the question please?

Boris Johnson (Mayor of London): The question is about sporting events.

Dee Doocey (Chair): It is not about the Olympics.

Boris Johnson (Mayor of London): It is about major sporting events.

Andrew Boff (AM): Yes.

Boris Johnson (Mayor of London): What is the Olympics if not a major sporting event?

Andrew Boff (AM): Mr Mayor, that is a great advert for Keynesian theory of course.

Boris Johnson (Mayor of London): Yes.

Andrew Boff (AM): I just think that you have got to use robust evidence. I am not saying that we should not bid for the 2018 World Cup. I think, on balance, it looks OK but, when you are actually seriously going to construct a bid, you need more robust evidence that it is going to be of benefit than somebody who is actually involved in the bid. That is why I am asking for an independent look at these future sporting events, so that we know that the evidence is there. It can go wrong. I am not saying that it has to be perfect all the time. I just do feel that you want something rather than just on instinct --

Boris Johnson (Mayor of London): I understand that completely. Just to go back to the point I was making; we do not bid for absolutely everything on principle. We think very carefully about these things. I do think it is good for the city and good for London that we are seen as a global sporting capital. We have got the rugby, we have got the hockey and we have a huge American National Football League (NFL) thing in Trafalgar Square coming up this month. It is great that London is seen as a global sporting capital but that has also got to feed into economic benefits. In the case of the Olympics or the FIFA World Cup you can see that.

I will think about what you say. I will think about whether our GLA Economics needs to be involved in assessing more closely the economic benefits of these bids.

Andrew Boff (AM): I am a bit astounded by what you have just said. Has it not been involved?

Boris Johnson (Mayor of London): It is involved but whether or not we produce a specific detailed --

Andrew Boff (AM): Have is not been involved in the bid?

Boris Johnson (Mayor of London): As you know, what will happen is that we will commission a series of reports from PricewaterhouseCoopers --

Dee Doocey (Chair): Can you answer the question about GLA Economics?

Andrew Boff (AM): If you can get back to me, Mr Mayor, on whether or not the GLA Economics unit - which costs us money - has been involved in the bids for these athletics events?

Boris Johnson (Mayor of London): I am sure it has been involved. What you want to see is a specific analysis of the cost benefit of every sporting --

Andrew Boff (AM): Seems reasonable.

Boris Johnson (Mayor of London): Whether we have analysed the benefits of having the National Football League in Trafalgar Square next Friday I do not know --

Andrew Boff (AM): I am talking about major events. You know that is what I am talking about.

Boris Johnson (Mayor of London): It is a pretty major event.

Dee Doocey (Chair): Right. You are going to get back to Mr Boff.

Boris Johnson (Mayor of London): Someone will get back to Mr Boff.

3164/2010 – Landlord accreditation

Mike Tuffrey

Further to Shelter's recent campaign to tackle Rogue Landlords, what progress has been made on your Housing Strategy target to double the number of accredited landlords in London by the end of 2011?

Boris Johnson (Mayor of London): I am so pleased you asked this, Mike, because I take this question really to be a sign of our coalition inaction in a way that will only infuriate John [Biggs]. You have teed me up for a good news answer because what we have got here is a record of considerable improvement. Our target was to double the number of accredited landlords in London by the end of 2011 --

Mike Tuffrey (AM): So how many have we got?

Boris Johnson (Mayor of London): In May 2008 there were 4,104. At the end of September 2010 there are - pencil poised - 7,215. With well over a year to go we are most of the way there. Thank you for that generous question and I look forward to doing business with you in future!

Mike Tuffrey (AM): For the record, the reason for asking it was not to allow you to say that you are on your way to meeting the target - which is, indeed, good news - but to urge you --

Boris Johnson (Mayor of London): That is the spirit! Well done, Mike.

Mike Tuffrey (AM): -- to go further because there are something like 700,000 private rented dwellings in London. One in five households in London are private rented. This is a sector that we want to be reputable, to be a genuine third pillar alongside owner occupation and social rented and, yet, there are landlords out there who are not behaving at all well.

I have been talking to Shelter. I would like to highlight one case that it has told me about. A student - and students are a really important category - who needed to get a place to live because of her course. She paid four months in advance, plus a deposit, got into the property and it was totally uninhabitable. Finally the borough declared it unfit. She still did not get all her money back. There are landlords out there who do need cracking down on.

Boris Johnson (Mayor of London): Absolutely.

Mike Tuffrey (AM): Getting on for 8,000 is a step in the right direction but what you are going to do to drive that number up further, given that we have something like 120,000 students in private rented, very vulnerable to exploitation?

Boris Johnson (Mayor of London): A) I think it is good we are on the way to achieving the target. B) You are completely right when you talk about rogue landlords. There is a problem in London, particularly as we are increasingly reliant in this city on the private sector. The private rented sector is now starting to expand in a way that has been long predicted in the London housing market. You are starting to see a move towards a more continental pattern of accommodation. It is vital that we do crack down on bad landlords and on rogue landlords. That is why we have just put on the London Rents Map online, so that people can see what the rents are in a neighbourhood. It has had a huge number of hits in the first few months. We want to increase our target of accredited landlords. We want to make sure that we get even more on the scheme.

Mike Tuffrey (AM): Will you make a particular push into universities and colleges and students in particular, so that they know to look out for landlords that are accredited?

Boris Johnson (Mayor of London): Of course. They will be particularly vulnerable. We all know the risks involved. Particularly given what is happening now with housing benefit and all the rest of it this is something that is going to come under particular scrutiny.

Mike Tuffrey (AM): What Shelter wants is boroughs to really take action. They have the powers to take action on rogue landlords. They are the delivery agency. Not here; we do strategy. You can send the message out and publicise the good landlords.

Can I ask you, finally, your Strategy said that you would be commissioning an assessment of London's private rented sector and its sub-markets - so I am particularly interested in the student area – but in 2010 - and the months are ticking away before the end - can you give us an update as to that assessment of what the problem is which was in your Strategy from earlier this year?

Boris Johnson (Mayor of London): I cannot give you a date, Mike, but I will. I think everybody will know that the Liberal Democrats have the interests of students very much at heart.

Mike Tuffrey (AM): Absolutely. Along with David Willetts [Minister for Universities and Science] and the whole Government.

Boris Johnson (Mayor of London): The admirable stance on tuition fees!

Mike Tuffrey (AM): Absolutely. Let us not waste time on another question. Will you just commit to come back to me and get that study done by the end of this year, as you promised in your Strategy?

Boris Johnson (Mayor of London): What I will do is I will commit to come back to you.

Mike Tuffrey (AM): OK. Thank you, Chair.

Boris Johnson (Mayor of London): Whether or not we can get the study done by the end of the year I --

Mike Tuffrey (AM): That was the date in your Strategy.

Boris Johnson (Mayor of London): I will revert to you, Mike.

Mike Tuffrey (AM): Thank you.

3390/2010 – London Bus Subsidy

Valerie Shawcross on behalf of Len Duvall

Your transport adviser told a TfL fringe meeting on 27 September that London's bus subsidy will be reduced by 40%. Is this figure accurate? What will be the impact of the reduction on London's bus services?

Boris Johnson (Mayor of London): This figure is, of course, well known. It has been in the business plan for some time. It is well known to you and to others. The impact of this reduction in subsidy - which I think is reasonable and right - is that we will be able to run virtually identical mileage, kilometreage, and to keep London fares - this is the key thing - on average, cheaper than the rest of the country and we will be able to maintain concessions which Londoners get which nowhere else in the country receives.

Valerie Shawcross (AM): Thank you, Mr Mayor. As you say the business plan does show that there are, already, major reductions to the subsidy planned. In fact, there is a plan in the document to reduce the number of bus kilometres run every year by 122 million per year by the end of the plan period. Of course the plan is very explicit about saying that fares will increase annually by retail price index (RPI) plus 2%. That is the current ten year plan. Obviously Londoners are quite concerned about bus fares --

Boris Johnson (Mayor of London): Which, to be fair to everybody, we have discussed in some detail on many, many occasions.

Valerie Shawcross (AM): Sorry, Chair, if I may? My question therefore is to find out what scenario planning you have been doing around what the impact of the Comprehensive Spending Review may be on our bus services? Public services are generally being advised to expect something like a 25% Government grant cut. What I want to know is what is your scenario planning and what is your strategising about the future of the bus services in London? Are you planning to potentially further increase bus fares over and above the increases laid out in this plan and are you planning to further reduce bus kilometres over and above the reductions already laid out in this plan?

Boris Johnson (Mayor of London): As you rightly say, these are plans that have been in the business plan for some time. You are right to draw attention to the pressures that we are under from Government, from the Treasury. There will be people in the Treasury - I am told and maybe I am being misled on this - the Chief Secretary is particularly keen to see very swinging increases in fares above RPI plus 2% and the withdrawal of concessions such as the 24 hour Freedom Pass and the concessions for under 18s in full time education.

I would remind you that, under this Mayoralty, we have kept bus fares lower than virtually any other place in this country and we have a range of concessions that, I can only say, attract deep, deep resentment in the Treasury because they are --

Dee Doocey (Chair): Can I stop you there, Mr Mayor, because the Labour group is now out of time?

Boris Johnson (Mayor of London): I just want to complete this. It is very, very important. I will happily complete the answer.

Valerie Shawcross (AM): Chair, he did not actually answer my question and it was a pretty straightforward question about --

Boris Johnson (Mayor of London): The answer is no by the way.

Valerie Shawcross (AM): -- what scenario planning are you doing on the bus fares and services?

Boris Johnson (Mayor of London): That was not the question actually. The answer to that is, obviously, we are looking at a range of possible outcomes for the Comprehensive Spending Review (CSR). My job at the moment is to make the point that the reason - and this is the key thing - why London needs a cheap and efficient public transport system is because London is the motor of the UK economy and has a greater proportion of people on low incomes in this city who need to be protected. That is why I am determined to get the best possible settlement for London --

3101/2010 – Pedestrian crossings

Jenny Jones

What consultation took place with the Boroughs prior to your Transport Advisor's announcement to 'get rid' of 145 pedestrian crossings identified by Transport for London?

Jenny Jones (AM): Could I clarify this question? I am afraid I wrote it wrongly. I'm sorry about that. Only half of the proposed closures are actually specifically pedestrian crossings; puffin, toucan and all that. The rest are traffic lights. However, obviously pedestrians and vulnerable road users do take every opportunity they can to cross the road.

Boris Johnson (Mayor of London): I understand. Jenny, it is a good question. There is a balance to be struck in all this. We have greatly increased the number of traffic lights in London over the last 10/15 years. I think we are up to the thick end of 6,000 traffic lights. I would have to check the numbers for you. There is a lot. They are growing. What happens is there is a local campaign led by some redoubtable campaigner such as yourself who says the people of this area demand a traffic light or demand a zebra crossing and it is installed. Of course, after a while, you have a cumulative negative effect on traffic flow.

Jenny Jones (AM): I know. My point was did you consult with the boroughs before --

Boris Johnson (Mayor of London): Yes.

Jenny Jones (AM): No. I am sorry. You did not. No.

Boris Johnson (Mayor of London): The answer is yes.

Jenny Jones (AM): No, you did not. I have spoken to Transport for London on this. You did not consult the boroughs before deciding on the crossings to be closed.

Boris Johnson (Mayor of London): We have not decided on any crossing removals. All we are doing --

Jenny Jones (AM): Yes, you did.

Boris Johnson (Mayor of London): No, no, no.

Jenny Jones (AM): But you did not consult the boroughs.

Boris Johnson (Mayor of London): No, no. We did not.

Dee Doocey (Chair): One at a time.

Jenny Jones (AM): I am asking questions I actually know the answer to. You did not consult the boroughs.

Boris Johnson (Mayor of London): Consult the boroughs on what, Jenny?

Jenny Jones (AM): On which crossings to close.

Boris Johnson (Mayor of London): Hang on a minute. I think we need to be very clear. We are not closing any crossings because we have no formal plans to do so. What we want to do is to talk to

the boroughs about whether there might be the case for removing some crossings. There has been a huge proliferation in the number of traffic lights in London --

Jenny Jones (AM): No, I understand that. I understand, but that was not my question.

Boris Johnson (Mayor of London): You can always make a case for each individual traffic light and campaigners will say, "Someone was injured here, let's have a traffic light", and it will be all too easy to install and not to look at the long --

Jenny Jones (AM): You are not answering my question.

Boris Johnson (Mayor of London): I have answered your question.

Jenny Jones (AM): I have got some fantastic quotes here from the boroughs. I wrote to all the boroughs asking them had they been consulted. I got letters back from 24, which is three quarters; that is a pretty good result. Some of the huffiest were the Conservative boroughs whom you promised to consult in your election manifesto. For example, I will quote you one here: "The announcement of their initial conclusions to the media [that Transport for London's initial conclusions] without prior notification to us did present us with the inevitable inquiries and associated difficulties and it was very disappointing that we were not given advance warning of the release of these details". You did not consult. You have broken your promise to the boroughs.

Boris Johnson (Mayor of London): Jenny, I respect you and I will agree with you at every possible occasion that I can. I feel you and I are working together to the same ends but, on this particular thing, we are not taking out any traffic signals because we cannot do it without consulting the boroughs.

Jenny Jones (AM): But you did not consult the boroughs. You wrote to them telling them which crossings to close. The boroughs have written back to you saying no. Barnet, for example, is very happy about the TfL choice of boroughs but it had selected them years ago and it did not need TfL to tell it. You actually promised to consult the boroughs and you did not, and you have not. You promised to consult.

Boris Johnson (Mayor of London): As I say, Jenny, I do not like disagreeing with you because it is such fun when we do not disagree. The truth is that we cannot go ahead with any plans to remove traffic lights without consulting the boroughs.

Jenny Jones (AM): Listen. I know that and the boroughs know that but TfL did not know that --

Boris Johnson (Mayor of London): Then why are you wittering on about it then?

Jenny Jones (AM): TfL wrote to the boroughs and told them which crossings they should take out. Now I have talked to TfL and it says this is to relieve the boroughs of the costs of renewing the crossings all the time, which is fair enough. If there are crossings that are not needed take them out and save whatever money it takes every year to maintain them. That is not what TfL did. It instructed the boroughs. Some of these --

Boris Johnson (Mayor of London): With great respect, Jenny, it did not because it cannot.

Jenny Jones (AM): -- crossings are actually outside schools and outsides places that have a lot of vulnerable road users. TfL has really messed this up and you, as Chair of TfL, are responsible for this mess.

Boris Johnson (Mayor of London): I disagree. I am Chair of TfL and I am responsible for what TfL does but I think, on this occasion, it is doing exactly the right thing which is that it is leading the boroughs in a spirit of honest inquiry to see whether every traffic light is necessary and whether or not we could sensibly start to try to take out some small numbers of traffic lights. Not even you, Jenny, would say that each and every traffic light is a good thing. Do you?

Jenny Jones (AM): I do not know; I have not visited them. I am prepared to accept there might be some --

Boris Johnson (Mayor of London): Are you in favour of every traffic light? Are you 100% pro all traffic lights? Do you want more traffic lights?

Jenny Jones (AM): Listen. I am not the person who is actually trying to close these lights --

Boris Johnson (Mayor of London): How many more traffic lights do you want? Thousands more?

Jenny Jones (AM): I do not know if you know but your Transport Adviser said, "There are few things more annoying than sitting at a traffic light on red for no apparent reason. We have now identified 155 sites --

Boris Johnson (Mayor of London): He is a cyclist. I agree.

Jenny Jones (AM): -- where we think the signals may no longer be doing a useful job". So he thinks Transport for London chose all those sites and told the boroughs and did not consult.

Boris Johnson (Mayor of London): All I am disagreeing with you about, Jenny, is the use of the word "told" the boroughs. OK? We did not instruct.

Jenny Jones (AM): "We have now identified and we think the signals may no longer be doing a useful job". That is the tone of the letter to all the boroughs. You have really annoyed the boroughs on this.

One last thing - and I am sure you can agree with me on this: I think we should congratulate all these people who are still sitting here [in the public gallery] in spite of the awful display that we have all done today. Would you agree with that?

Boris Johnson (Mayor of London): I certainly would. I think you have all been very, very good. Your questions have been excellent. Come on; let us have another question.

Roger Evans (AM): Mr Mayor, you may recall visiting Gants Hill less than two weeks ago.

Boris Johnson (Mayor of London): I do.

Roger Evans (AM): How many pedestrian crossings did you open on that occasion?

Boris Johnson (Mayor of London): It was absolutely wonderful. Jenny, you should have been there!

Jenny Jones (AM): You did not invite me!

Boris Johnson (Mayor of London): It was absolutely wonderful. What we did --

Dee Doocey (Chair): Mr Mayor, we are short of time. You really are trying my patience. Now please keep to the answers.

Boris Johnson (Mayor of London): The answer is a lot but I cannot remember how many.

Roger Evans (AM): Can I help you, Mr Mayor, because I went round and counted. It was ten. We were very pleased.

Jenny Jones (AM): Ten? Well done.

Boris Johnson (Mayor of London): They were part of a shared space scheme.

Roger Evans (AM): We know that there is going to be less money for those types of projects in future and there are other places in our borough where we would like to have crossings put in. Meanwhile, people are going to have to continue to use some of the rather unwelcoming underpasses beneath TfL roads. I am told that the one at Roedean River on the A406, which has 30 lights illuminating it, has only gone one light bulb working this morning. Could you maybe get TfL on the case to go down there and see how many people from TfL it takes to change a light bulb?!

Boris Johnson (Mayor of London): I am sure your constituents will congratulate you for raising the Roedean Underpass on the A406. We will look into it. I am sure someone will get on to it.

There is an argument to be had about the maintenance of these underpasses and we are having it with various boroughs around London at the moment.

Brian Coleman (AM): Mr Mayor, will you accept that those of us who have been working on issues of so-called traffic calming and traffic flow for many, many years in our boroughs actually support the aim of removing large numbers of traffic lights and traffic light phases - some of us did some work on it a number of years ago - and welcome TfL's thrust.

We were utterly disgusted by the crass way that TfL went about this particular exercise and, in my own borough where I am the Cabinet Member for the Environment in charge of roads, suggested three crossings, two of which I personally campaigned to put in! If it had done the basic amount of work the London Borough of Barnet, for one, would have been happy to come up with a long list of traffic lights we could have looked at removing.

We were also somewhat disgusted that the first we knew about these particular proposals was when we read Kulveer Ranger's [Mayoral Adviser for Transport] press release and were phoned by journalists from our local paper.

Will you tell TfL officers that many boroughs, of which mine is one, are happy to work with them and happy to accept the policy thrust, but just want their officers to understand that, when it comes to detailed work, it has got to work with the boroughs?

Boris Johnson (Mayor of London): OK. There comes a point in this game when Brian [Coleman] and Jenny [Jones] are both accusing you of a lack of tact, then clearly that press release could have been cleared and it should have been better organised. I will go back and examine the circumstances in which you got to hear about our proposals. They were proposals; we were not instructing anybody. We want to help and we want to support you in your ambitions. Your point is well made.

3449/2010 – Police Funding

Tony Arbour

Will you endeavour to see that reductions in police funding are shared pro rata across all boroughs?

Boris Johnson (Mayor of London): Thanks, Tony. You are asking about making sure that reductions are shared pro rata across all boroughs. I do not want to make any particular detailed commitments on that now. I just want to reiterate what I was saying to Joanne [McCartney] right at the beginning. This is a fight that is going to be very tough, we have got to get the right settlement for London and, in principle, I want to maintain Safer Neighbourhood Teams and I want to maintain adequate front line police cover to continue to drive down crime. I do not think I want, now, to pre-empt any discussion about how it is to work and all the rest of it.

Tony Arbour (AM): I raised this question to flag up the fears of outer London boroughs which, by and large, are safer than inner London boroughs. We take the view that one of the reasons that we are safer is, in fact, because of the roll out of Safer Neighbourhood Teams (SNTs). Residents of outer London pay exactly the same police precept as the residents of inner London. We know there is going to be pain but we want to ensure that the pain is shared equally and that is the assurance that I am seeking.

Boris Johnson (Mayor of London): I understand that and I respect that point of view. I just do not want to make some commitment now to a one size fits all template - however you want to express it - that, it turns out, is not appropriate for the post-CSR world.

As I was saying to Joanne [McCartney], I have a great confidence that we are going to get a settlement that will enable us to police London very, very well and to continue to drive down crime. We are currently in a negotiation. It is not the right time to get into the details of what the world is going to look like after that negotiation.

Tony Arbour (AM): Thank you, Chair. Thank you, Mr Mayor.

3453/2010 – Project Daedalus

James Cleverly

I note that you have secured an expansion of Project Daedalus across London following significant success for young offenders from the 6 Diamond District Boroughs; Croydon, Lambeth, Lewisham, Southwark, Hackney and Newham. Given that you will now be providing Resettlement Brokers for young offenders from all London Boroughs, what level of local authority input is needed to maximise benefit for the city as a whole?

Dee Doocey (Chair): The next question is Project Daedalus. The Conservative Group has advised me that it has now changed this into the name of James Cleverly.

Boris Johnson (Mayor of London): This is a fantastic investment for London: Project Daedalus. I believe in it very, very strongly. Do not forget the annual cost of keeping a young offender in Feltham is £54,000 for one bed. If you can stop reoffending and if you can prevent people from coming out and reoffending you can save millions: £20 million a year by reducing the reoffending rate just by 30%. At the Heron Unit we have got it down from 80% of young people coming out and reoffending to 8%. That is a fantastic achievement. What I want to see are boroughs working with us on Daedalus and helping us to find the resettlement brokers, the key people who help the kids as they come out of prison, and help to stop them going off the rails again.

James Cleverly (AM): Thank you for that, Mr Mayor. I think that the difference between the typically 70%/80% reoffending rates that we would normally expect with the cohort of young offenders being cut by an order of magnitude is a very important point. I also understand that there is, currently, a waiting list within the Young Offenders Institution at Feltham to go into the Heron Unit

which is part of the Project Daedalus programme. Are there any plans to extend this programme into a second wing at the Young Offenders Institution?

Boris Johnson (Mayor of London): If we can get the funding for it then I would like to expand it. I do think it is working. What we are looking at particularly now, as you know, is expanding the catchment area, as it were, of those who go into the Heron Unit to other parts of London. The key precondition is we get the support of the boroughs in helping us with the resettlement brokers. Whether or not we can afford a new wing now is a difficult question at the moment. I am afraid, like other things we have discussed, that may have to await the outcome of the CSR.

James Cleverly (AM): Thank you. One of the things which I think is very evident is the huge contrast between reoffending rates previous to this scheme and the reoffending rates post this scheme. You mentioned the £54,000 per person per year cost of incarcerating a young person. There are very immediate financial benefits which will be realised by the Ministry of Justice directly as a result of this programme. Could we make representations to be able to capture some of that downstream saving and reinvest it in a further expansion of this scheme?

Boris Johnson (Mayor of London): Absolutely right. That is the principle on which we are operating. We want the savings that we generate as a result of the Heron scheme to be ploughed back into London and into investing in the education of young offenders because that is the way to turn them away from what they are doing.

James Cleverly (AM): Thank you very much.

3083/2010 – Overpopulation

Richard Barnbrook

London Forum member The City Heritage Society has called on the Mayor to express their concern that London does not have the capacity to keep growing and is in fact overpopulated evidenced in terms housing, health, educational facilities and transport! With this in mind, is it not incumbent on the Mayor in his London plan to sound a note of warning to Central Government that London is bursting at the seams and must not be expected to cope with another million souls?

Boris Johnson (Mayor of London): Thank you, Chair. The answer on overpopulation is I do not accept this. The interesting thing about the population of London is that, in 1911, in the Edwardian era, it was 9 million and in 1939 it was about 8.9 million. Did anybody know that? In 1961 it was roughly the same: 8.5 million or 8.6 million. Before the great flight to Essex and all the rest of it that followed in the 1960s. We are now 7.6 million. It is an interesting reflection on the fluctuation of the population of this capital. I do not think there is any particular need to follow a programme that seems to be recommended implicitly by this question of euthanasia or whatever it is!

Richard Barnbrook (AM): I think the Mayor has gone a bit bonkers. Your 6 million is doubtful. I think if you look at the big picture it is more like 9 million. This is a report, Issue 57, Autumn 2010, the New Forum. Would you not agree with me that another 1 million people in London would make it pretty intolerable for those living here in an overcrowded London?

Boris Johnson (Mayor of London): Just to repeat the statistics that I gave; the population of London is currently 7.6 million. It has been, in the past, considerably north of that; 9 million in 1911 and about 8.9 million in 1939 before the Blitz and the great --

Richard Barnbrook (AM): They are saying here 8.9 million in London at this moment in time.

Boris Johnson (Mayor of London): No. There are 7.6 million here now. Obviously there is a general concern that one can have about overpopulation on the planet and on this island but I think that, if you look at the population of London --

Richard Barnbrook (AM): Let us put it this way then since time is running out.

Boris Johnson (Mayor of London): -- it is not at an all time historic high. We are capable of accommodating our current population and I think we are capable of accommodating another 1 million people provided we build sensibly and intelligently and we have the investment in transport infrastructure that the city needs.

Richard Barnbrook (AM): OK. Let me put it this other way then. Would you not agree then that the effect of - do not forget your 500,000 illegals that you want here and the idea that 1 million more is coming in so that makes it 1.5 million. Then there will be, due to overcrowding, a problem, which is going to be addressed every day, of pressure on transport, climate change - I thought the Greens would be shouting about this - housing, road congestion, employments, not enough jobs for people, fresh water - it is coming through quite clear that we have not got the resources for that naturally - energy reserves, green spaces, healthcare and schooling. It goes on and on and on.

Every single day we have complaints in London about not having sufficient resources for these.

Dee Doocey (Chair): Sorry, Mr Barnbrook, you are now out of time.

Richard Barnes (AM): Mr Mayor, I am loath to follow the Independent BNP Member, but his follow up question clearly gave the lie to what he was actually asking in his written question, although I think he is mixing souls with people. There is plenty of room for souls in London. I would hesitate to invite you, Mr Mayor, to join me in asking Mr Barnbrook to demonstrate political leadership and making the supreme sacrifice, so perhaps I could do that and leave it at that!

Boris Johnson (Mayor of London): Like in Jude the Obscure; done because we are too many.

Richard Barnbrook (AM): Point of order, Chair.

Dee Doocey (Chair): What is your point of order?

Richard Barnbrook (AM): The point of order is that I think making a farce of the fact the population in this city is too large for the resources we have --

Dee Doocey (Chair): That is not a point of order.

3194/2010 – Cycle Hire Scheme (4)

Caroline Pidgeon

When will all of London enjoy your £140 million cycle hire scheme?

Boris Johnson (Mayor of London): Thank you very much, Caroline, for your excellent question. The answer is, of course, that all Londoners can enjoy the cycle hire scheme already if they go on to the website and they become members of the scheme. I think we now have not far short of 100,000 members. 94,000 members. It is quite an astonishing number of members of the scheme. They have done over one million journeys on the bicycles. I do think it is working well so far. Perhaps even John [Biggs] will use it one day himself.

I think you are driving at one of two things which are, either, the expansion of the scheme to the whole of London, or the turn up and go system. Turn up and go will come in by the end of the year. Expansion to the whole of the Greater London area will take time. I cannot say that this is something that we can deliver overnight. As you appreciate, there are very considerable distances involved. 656 square miles. That is a lot of bicycles to put in.

Suffice it to say, what we are going to do is we are going to look at the success of the scheme so far in the centre, we are going to evaluate how it is working and we will take it forward to other areas as and when we possibly can.

Caroline Pidgeon (AM): There are lots of areas that really would like to see this expanded, whether it is out in Peckham or whether it is Dollis Hill or whatever.

In answer to one of my written questions last month you said there would be an announcement near the end of the year as to where it would be extended to. Are you going to consult Londoners on where they would like to see it extended to? There could be a lot of community support in places - I do not know - in Camberwell, down where I live, or up in Dollis Hill. There are lots of people wanting it. Are you going to talk to Londoners to see what support there is and, potentially, whether there is any local business and other support to help pay for this?

Boris Johnson (Mayor of London): Absolutely. Yes. Obviously there are all sorts of possibilities and all sorts of things that we are discussing. I am very sad that John [Biggs] does not like the scheme. Did it all for him! We are going to look at all sorts of ways in which we can defray the cost further. It is not cheap which I think is the point you are driving at, John, to put in --

Caroline Pidgeon (AM): It is my question, not John's [Biggs] at this moment.

Boris Johnson (Mayor of London): -- some of these terminals, to put in the docking stations and to administer the scheme. There are cost implications. Where it is possible to work with local business and where we can make that happen we are, of course, going to try to do that.

Dee Doocey (Chair): The Liberal Democrats are now out of time.

John Biggs (AM): I have a point of personal explanation.

Dee Doocey (Chair): Yes, John Biggs. What is it?

John Biggs (AM): It is a very, very simple one. The Mayor was elected saying it would cost Londoners nothing.

Boris Johnson (Mayor of London): It is free.

John Biggs (AM): It would have been cheaper to buy every user two bicycles.

Dee Doocey (Chair): That is not a point of personal explanation. Andrew Boff?

Andrew Boff (AM): That last intervention kind of answers the age old question, if all the London Labour Assembly Members were stuck in the mine, who would the Labour Party pull out last?!

Dee Doocey (Chair): What is your question?

Andrew Boff (AM): Can I just ask, Mr Mayor, you indicated earlier - and I would not like Londoners to be misled - that you want to extend the cycle hire scheme to the whole of London?

Boris Johnson (Mayor of London): No, no, no. That is in an ideal world. Let us just be realistic. Thank you, Andrew. Let me be very clear. We are going east, which will be fantastic. We want to go - I see Kit [Malthouse] beetling at me - west as well. These things cost money. We are facing the most incredible fiscal crunch at the moment. It is not going to be easy to roll out this fantastic scheme all across London, much though I would like.

Also, you have got to be realistic, there are some parts of London which are, frankly, not topographically suited to having a bike hire scheme. Parts of this city are quite hilly.

Andrew Boff (AM): Also, Mr Mayor, the system works better when the journeys are short. That is what I am trying to say.

Boris Johnson (Mayor of London): It does.

Brian Coleman (AM): Mr Mayor, I have had a number of complaints from constituents who love the scheme, by the way, but about the issue of finding docking stations, for instance, in the evening rush hour around Kings Cross and St Pancras. More work needs to be done on the distribution issue before we quite roll it out.

Boris Johnson (Mayor of London): Yes. Just to get back to what I was saying to Caroline [Pidgeon], before we make huge promises to Stockwell and Camberwell and everywhere else that might want the scheme, we do need to look at the distribution systems, we do need to look at how it is working and we think very creatively about how we can expand it at minimum cost to the public purse.

Steve O'Connell (AM): On the same point I fully understand that you have got to review the scheme and you are high bound by the financial implications but I would urge you to perhaps think outside the box. I would commend to you the Croydon Metropolitan Centre. There is a very good reason for it. To be helpful here --

Boris Johnson (Mayor of London): I have looked at it. I am looking at it. I promise you I am looking at it.

Steve O'Connell (AM): Just very briefly, the problem you have is you need two areas. You need two ends of the --

Boris Johnson (Mayor of London): You have got east and west Croydon.

Steve O'Connell (AM): No. I am just saying the problem with outer London boroughs is you have got one end of docking to the other. If you took a metropolitan city centre then you could have that in itself as a spoke and hub premise.

Boris Johnson (Mayor of London): Since you have asked the question I have just had some initial conversations about Croydon because I would love to do it in Croydon. The difficulty is you have to get the Serco people out there to start moving the bikes. What you could not do is make a Croydon scheme that connected up with the central scheme because it is just too far. You would have to have a self contained Croydon scheme; a standalone Croydon scheme. That presents costs issues and it presents logistical issues. If there are things we could do --

Steve O'Connell (AM): I understand. Mr Mayor, thank you. The point we are both making and we both agree is, if you were to look at this - and it is some way off and I understand this completely - you would be looking at is as an example of a standalone scheme clearly not connected up --

Boris Johnson (Mayor of London): Yes. I would love to do it. There are cost issues and there are logistical issues but we are certainly looking at it.

Steve O'Connell (AM): Let us keep looking at it. Thank you.

Dee Doocey (Chair): That is the end of the questions to the Mayor.

Boris Johnson (Mayor of London): Thank you.

Appendix 3

Written Answers to questions not answered at Mayor's Question Time on 13 October 2010

Black cabs and air pollution **Question No: 3131 / 2010** Darren Johnson What measures for dramatically reducing emissions from black cabs did you consider but then reject on the grounds of being too expensive or too controversial? **Oral Answer**
Marathon **Question No: 3304 / 2010** John Biggs Would you agree with me that it is ridiculous that the Olympic Marathon in 2012 may not pass through East London or visit the stadium? Would you agree that this would appear to defeat the object of the Games to regenerate and re-orientate the economy, and perceptions, of East London? If so, what are you doing about this? **Oral Answer**
London Underground safety **Question No: 3224 / 2010** Caroline Pidgeon How safe is London's underground system? **Oral Answer**
London Crime Reduction Board **Question No: 3406 / 2010** James Cleverly Although we welcome the introduction of the 'new pan-London Crime Reduction Board', I'm concerned about the under-representation of the outer London boroughs in the current board composition. While the London Councils have acknowledged the need for different political representations, should the Mayor make a stronger case to encourage geographical diversity on the board? **Oral Answer**
Affordable Housing **Question No: 3234 / 2010** Nicky Gavron How are you going to ensure that the boroughs that are delivering very little affordable housing

do better?
Oral Answer

VIP Costs
Question No: 3394 / 2010
Steve O'Connell
What is the shortfall between the Home Office grant and Met Police costs on VIP protection? In these straitened times, what changes have been made to ensure tax payers money isn't wasted since it was claimed that Tony Blair's bodyguards were staying in luxury hotels and costing taxpayers £250,000 a year in expenses alone?
Oral Answer

Bus and Tube fares
Question No: 3251 / 2010
Valerie Shawcross
Almost half (46%) of those taking part in the 2010 Annual London Survey cited a need for 'cheaper bus and tube fares' as a major concern - 10% more than last year's survey. How can you reassure those Londoners in this regard?

Answer from the Mayor
I can assure you that I am very aware of Londoners' issues and concerns regarding the level of fares.

It is in order to support those Londoners who are facing difficult times that TfL already provides free bus travel for children, as well as a number of concessionary fares. It provides free bus travel for under-15s, and for 16-17s in full time education, free travel for London war veterans, half price travel on buses and trams for Income Support claimants, and half price bus and tram travel for Londoners in receipt of Jobseeker's Allowance or Employment and Support Allowance.

The outcome of the government spending review will be announced on 20 October, and we will know then what the implications are for TfL's budget. I will continue to fight and speak up for London, to continue investment in our transport infrastructure as well as in housing, policing and fire services.

I am hopeful that London will be able to maintain spending on essential projects and programmes such as Crossrail and the renewal of the Underground's infrastructure. London is the engine room of the UK economy and choking off the fuel to it too suddenly could affect the recovery, leading to sluggish growth and a slower recovery.

I shall be taking my fares decision for next year in light of the outcome of this review, and will be seeking to keep fare rises to the minimum.

ODA
Question No: 3423 / 2010
Brian Coleman
Is the Mayor disappointed that David Higgins is leaving the ODA in the lurch? And what arrangements have been reached over the payment of Mr Higgins' accrued bonuses?
Oral Answer

Mayoral attendance to London Events

Question No: 3082 / 2010

Richard Barnbrook

You were able to take time out of your busy schedule to attend the Notting Hill Carnival and Gay Pride celebrations but not the 70th anniversary of the start of the blitz at St Paul's Cathedral in which various dignitaries plus 2,500 people attended! Is this not a slap in the face for a diminishing band of brave Londoners whose sacrifices enable us to sit here today debating amongst other things Equality issues? And with an eye on the 2012 Mayoral election are you signalling minority issues are far more important than commemorative events of London's heroic wartime struggle?

Oral Answer

Oxford Street (4)

Question No: 3430 / 2010

Victoria Borwick

Your manifesto stated that you would "remove the wall of red metal" from Oxford Street and make it a better place. Are you still committed to a 10% reduction in Oxford Street Buses in 2010?

Oral Answer

Traveller Pitches

Question No: 3318 / 2010

Jennette Arnold

The 2008 'London Boroughs' Gypsy and Traveller and Accommodation Needs Assessment' by Fordham concluded that up to 554 residential traveller pitches were needed in London between 2007 and 2012 to meet demand. How will scrapping all targets in the London Plan help create the required provision for gypsies and travellers?

Oral Answer

Major Sports Events

Question No: 3443 / 2010

Andrew Boff

With London bidding to host an increasing number of international sports events, will you commission an independent study to discover whether these events will deliver a net benefit to the capital, particularly when infrastructure improvements and security costs are taken into account?

Oral Answer

Landlord accreditation

Question No: 3164 / 2010

Mike Tuffrey

Future to Shelter's recent campaign to tackle Rogue Landlords, what progress has been made on your Housing Strategy target to double the number of accredited landlords in London by the end of 2011?

Oral Answer

Waste Management Strategy

Question No: 3385 / 2010

Murad Qureshi

What do the revised figures of funding schemes indicate about your waste management strategy in London?

Oral Answer

Pedestrian crossings

Question No: 3101 / 2010

Jenny Jones

What consultation took place with the Boroughs prior to your Transport Advisor's announcement to "get rid" of 145 pedestrian crossings identified by Transport for London?

Oral Answer

Housing Benefit Cuts

Question No: 3359 / 2010

Len Duvall

On 25 August, Treasury Secretary Mark Hoban told the Today Programme that "if the amount of housing benefit is reduced, clearly people will have to move and find cheaper accommodation". Given the high cost of housing in London, the coalition government's plans to cap housing benefit will therefore disproportionately impact upon those living in the capital. Are you supportive of the government's position and what impact do you think it will have on London's economy?

Answer from the Mayor

I welcome the government's aim to reform Housing Benefit. It is an overly complex, very expensive and badly administered system.

However, I have serious concerns about the potential unintended consequences for London of the changes to Local Housing Allowance, in terms of homelessness, large numbers of Londoners having to move and the creation of no go areas in inner London for people on low incomes.

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.

That is why I am in discussions with the Government about how the most severe impacts could be mitigated in London. I have three main proposals:

- The first is to exempt some people in the hardest hit areas from the caps.
- The second is to pay Local Housing Allowance direct to landlords who reduce their rents to the new levels.
- The third is that London should receive the lion's share of the Discretionary Housing Payments (DHP) funding to help people maintain their home and that DHP funding should be substantially increased next year.

Police Funding
Question No: 3449 / 2010
Tony Arbour
Will you endeavour to see that reductions in police funding are shared pro rata across all boroughs?
Oral Answer

The neo-Keynesian/Sado-Monetarist tightrope
Question No: 3306 / 2010
John Biggs
Can you clarify your apparent desire to face both ways on economic policy? By what test do you decide whether certain cuts are good for London and can you list ones that you support? What, on the other hand, are the 'crown jewels that you would seek to protect at all costs?

Answer from the Mayor
We are currently engaged in negotiations across a number of fronts with the Government. You know very well that I am seeking funding that supports infrastructure, such as on Crossrail and tube upgrades, that helps promote economic growth in London, as well as housing, policing, and for a number of other areas because London is the engine of the UK economy.

I am in favour of efficiency savings, but no other cuts are good for London. We are not cutting because we want to, but we must because of the state of the public finances. I have led in cutting unnecessary costs.

I am certainly not willing to divulge what I am prepared to give up a week before the spending review.

Project Daedalus
Question No: 3453 / 2010
Kit Malthouse
I note that you have secured an expansion of Project Daedalus across London following significant success for young offenders from the 6 Diamond District Boroughs; Croydon, Lambeth, Lewisham, Southwark, Hackney and Newham.
Given that you will now be providing Resettlement Brokers for young offenders from all London Boroughs, what level of local authority input is needed to maximise benefit for the city as a whole?
Oral Answer

Overpopulation
Question No: 3083 / 2010
Richard Barnbrook
London Forum member The City Heritage Society has called on the Mayor to express their concern that London does not have the capacity to keep growing and is in fact overpopulated evidenced in terms housing, health, educational facilities and transport! With this in mind, is it not incumbent on the Mayor in his London plan to sound a note of warning to Central Government that London is bursting at the seams and must not be expected to cope with another million souls?
Oral Answer

London Bus Subsidy
Question No: 3390 / 2010
Len Duvall
Your transport adviser told a TfL fringe meeting on 27 September that London's bus subsidy will be reduced by 40%. Is this figure accurate? What will be the impact of the reduction on London's bus services?
Oral Answer

Cycle Hire Scheme (4)
Question No: 3194 / 2010
Caroline Pidgeon
When will all of London enjoy your £140 million cycle hire scheme?
Oral Answer

Questions for Written Answer

Right to Travel
Question No: 3084 / 2010
Richard Barnbrook
More than 1,000 young people who lost the right to free travel have used your scheme to earn back their cards by volunteering to do conservation work! If a young person breaks the rules again will their right to travel free be stopped indefinitely or can they continually win back this fantastic perk?

Answer from the Mayor
Young people are only afforded the opportunity to earn their free travel back once. If the same individual breaches the behaviour code a second time their free travel entitlement would be withdrawn and the offer to participate in Earn Your Travel Back would not be made. Reoffending rates are extremely low - to date, only 3 of the 1000 young people who have earned their travel back have reoffended.

Budget cuts in the Met
Question No: 3085 / 2010
Richard Barnbrook
Do you concur with the recent Quarterly Performance report by Scotland Yard's director of resources that crime levels may rise in London due to current and future cuts in the Metropolitan Police Force budget?

Answer from the Mayor
The report you refer to did not say that crime levels may rise due to budget cuts. It referred to the challenging financial environment faced by the MPS, but did not comment on future crime levels.

Thames Tideway Tunnel
Question No: 3086 / 2010
Richard Barnbrook
Are you in favour of building the Thames Tideway Tunnel and do you think Thames Water

customers must expect to pick up a large part of the cost through increased charges?

Answer from the Mayor
I welcome Thames Water's consultation on the Thames Tideway Tunnel. I remain convinced of its importance to London and I want to ensure that we realise the benefits that the tunnel will bring, both the direct benefits of preventing millions of tonnes of sewage entering our great river, and the indirect benefits, including the creation of up to 4000 jobs and opportunities to improve our waterfront once the construction is complete.

It is Ofwat's role to determine how much of the cost of the tunnel is borne by customers and how much Thames Water, or its contractors must bear, but I will be fighting London's corner to ensure maximum value for money and minimal additional costs.

Race Relations
Question No: 3087 / 2010
Richard Barnbrook
Do you agree with your advisor Munira Mirza that an army of experts on Race Relations has created a climate of suspicion and anxiety?
In light of the comments by your advisor Munira Mirza do you think its time to scrap Race Equality initiatives at the GLA and its partner organisations in order that the perception of special treatment, climate of suspicion and anxiety cease to exist?
Your advisor Munira Mirza mentioned that 3-year-old children are being reported to the authorities for using alleged "racist language" at their Nursery Schools! Do you think this action improves Race Relations in London?

Answer from the Mayor
My approach to community cohesion and social integration is outlined in my equality framework, 'Equal Life Chances for All'. Under the GLA Act 1999, the Greater London Authority has a duty to promote equality and social harmony for all people.

Naturally, I follow all legislation that seeks to combat discrimination and alleviate disadvantage for Londoners.

Violence on the tube
Question No: 3088 / 2010
Richard Barnbrook
Do you think the judge's decision at Southwark Crown Court not to jail two thugs who attacked and badly injured a passenger on New Year's day on the tube at Finsbury Park greatly undermines your effort to reduce crime on the underground?

Answer from the Mayor
The transport system is a low crime environment. Where people who do commit crimes, TfL and the British Transport Police will actively pursue and enforce action. In this particular instance action was enforced. The judgement passed was based on the evidence produced in the courts.

Halal Meat
Question No: 3089 / 2010
Richard Barnbrook
Do you think unsuspecting customers who use the GLA Café should be made aware that the meat on offer (excluding Pork) is halal meat bearing in mind the methods used to produce this type of food are against animal welfare ethics?
Is it right for the Authority to expressly request that the providers of food in the GLA Café should only serve halal meat (other than pork) bearing in mind the controversy surrounding the welfare of animals in the production of this food?

The contract from the Authority to the providers of food in the GLA Café states the following: Menus shall take account of seasonal specialities, Fairtrade, food miles, organic, healthy eating regimes, cultural and consumption preferences and marketing themes, as only Halal meat is served (other than pork products) do you accept that the contract is being breached with regard to cultural and consumption preferences?

Answer from the Mayor
The halal meat used in the City Hall café is pre-stunned before slaughter, in the same way as non-halal meat. The only difference between the two is that the animal will be slaughtered in accordance with Sharia law. In terms of animal welfare, there is no difference between halal and non-halal production.

The contract is not being breached as halal meat is a cultural preference and one that has been requested by the Authority. The café also provides non-halal meat, fish and vegetarian meals, all of which also come into the category of cultural and consumption preferences. This wide selection should give all consumers a choice, regardless of their religious or personal preferences.

The caterers are investigating a range of options for improving the labelling of all foods with nutritional and other information, which supports "Health and Sustainable food for London".

Equal Life Chances for all Londoners – gender equality

Question No: 3090 / 2010

Richard Barnbrook

You state in your recent publication the following: "We will also define a living income for Londoners not in paid employment and identify what constitutes 'a healthy household income' in London"! What methods will be used to define a living income, and how, once defined, will this impact upon the Benefits system?
You state in your recent publication "Public transport has been made more affordable for certain groups"! What are the criteria for more affordable public transport and which groups will benefit and how do they apply?
You state between 2005 and 2009 9,000 families were supported in affordable childcare, of the 9,000 families supported through this programme, how many Black and Minority Ethnic people entered or stayed in work as a result?
You published through the LDA that woman into Construction project was launched in December 2009 to support women working in construction! What was the take-up of this scheme and what is the breakdown of ethnicity successes e.g. did the scheme help the employment rate of Bangladeshi and Pakistani women who you mentioned have the lowest employment rate amongst women in London?

Answer from the Mayor
In response to each point:

- The healthy living income methods are still being defined and will be reviewed after the Comprehensive Spending Review.

- Transport for London offers a number of concessionary fares that make public transport more affordable for a variety of groups. Since 2008 I have extended the half price bus and tram concession for people on income support to include recipients of employment support allowance and job seekers allowance.

- The remit of the CAP05 programme was affordability, not ethnicity; therefore no figures are available in this regard.

- The LDA jointly fund the Women into Construction project, the aim of which is to secure placements and jobs for women on the Olympic Park. To date 190 women were brokered into employment through the project, 42% of which were BAME. The data available does not break these figures down into individual ethnic groups.

Monitoring the impact of the WEZ removal

Question No: 3091 / 2010

Jenny Jones

If you go ahead with the removal of the Western Extension Zone of the congestion charge, what steps will you take to ensure that the impacts are properly monitored, recorded and reported?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The consultation on the proposed removal of the Western Extension, and other changes to the Congestion Charging scheme, closed on 2 August. TfL is analysing the responses received from both public and stakeholders and will be reporting to me on this in due course so that I can make a decision on this matter.

If the proposals are implemented as consulted on, TfL would monitor the immediate impacts of the removal of the Western Extension on key indicators of traffic volume and congestion. Thereafter, the area would be included in the ongoing monitoring programme for the road network.

Rewards for clean air behaviour

Question No: 3092 / 2010

Jenny Jones

Will you consider adopting a version of the Brussels clean air reward scheme in London? Under this scheme, if you surrender your car number plate (like a UK car licence disc) and give up your car, you get either a season ticket for public transport and a car-sharing subscription for one year; or a car-sharing subscription for one year and a bicycle grant worth up to 505 Euros.

Answer from the Mayor

I will consider any option that would reward a shift to cleaner modes of transport. Promotion of behavioural change is an effective and relatively quick way of reducing vehicle emissions in London. My draft Air Quality and Transport Strategies encourage Londoners to change their travel behaviour by providing necessary information to make smarter choices, for example, walking and cycling for shorter journeys and using public transport for the longer journeys.

However, I recognise that in some instances the private car is still needed by individual Londoners. My Transport Strategy includes measures to encourage Londoners to adopt the most sustainable patterns of car ownership and take responsibility for improving air quality; through membership of car clubs and car sharing, eco driving techniques and using the most fuel efficient vehicles.

Review of cycle route signage

Question No: 3093 / 2010

Jenny Jones

When will TfL finish doing a 'London wide review' of cycle route signage, which I am told began in 2004?

Answer from the Mayor
Earlier this year, TfL commissioned a study to improve our understanding of cycle wayfinding. The study is now nearing completion and the findings will be shared with stakeholders by the end of the year. This study will inform future approaches to signage and other way-finding tools in London.

TfL cycle maps (1)
Question No: 3094 / 2010
Jenny Jones
A constituent has raised several concerns with the updated cycle maps produced by Transport for London. Could you please tell me:
(a) What were the (i) staff and (ii) consultants/contractors costs for producing the new editions of the maps?
(b) Why the map is still copyrighted as 2007?
(c) Which maps have had no significant changes made?
(d) Why all the information on one way routes has been discarded, given that this was one of the most useful features of the maps?
(e) Why the maps are still riddled with mistakes despite these being pointed out by borough officers and cycling groups?

Answer from the Mayor
a) i) There was no dedicated TfL team assigned to the production of the guides. As such, there is not a TfL staff cost attributable to the updated cycle guides. ii) Consultant/contractor costs for route surveying, artwork, printing (including cost of paper) and royalties amounted to £279,621.
b) The new 'Edition 4' guides are copyrighted 2010.
c) All the guides have been changed significantly since the last update. These updates include Barclay's Cycle Superhighways information and over 400 route queries, raised by members of the public and stakeholders, subsequently surveyed and the updates incorporated into the guides. Improvements have also been made to the 'key'. In addition, the front covers have been updated using existing imagery and a new foreword added.
d) One way street markings are included on all guides apart from the Central London guide. Central London contains considerably more one way streets than other areas, budget and timing constraints prevented their inclusion, although this will be reconsidered for future editions.
e) TfL does not agree that the guides are 'riddled' with mistakes, although if you have any specific feedback please bring it to TfL's attention. Over 400 route queries raised by members of the public, boroughs and other stakeholders were surveyed and updates incorporated into the guides.

TfL cycle maps (2)
Question No: 3095 / 2010
Jenny Jones
Will you consider producing future editions of the TfL cycle maps in collaboration with local cycling groups and crowd sourcing map enthusiasts in the spirit of the Big Society? This could improve the quality and even reduce costs.

Answer from the Mayor
TfL has discussed collaborating on future editions of the guides with the London Cycling Campaign. Members of the public and stakeholders are encouraged to submit suggested routes at http://cyclemaps.tfl.gov.uk/.

TfL is aware of crowdsourcing and is monitoring this, but do not currently feel that it is sufficiently developed to guarantee a high quality and reliability of updated information. TfL will keep this under review.

Empty homes funding (1)
Question No: 3096 / 2010
Jenny Jones
If handed control of the London HCA budget, will you look at opening up the Temporary Social Housing Grant to self-help housing organisations? They have a good track record of bringing empty social homes back into use, but currently have to partner with an RSL to access the funding.

Answer from the Mayor
If self help organisations are able to demonstrate the effective governance, financial probity, accountability, and organisational ability to deliver outcomes and quality services, as required of all recipients of the grant, then I would be willing to consider this, in the light if the spending settlement.

Empty homes funding (2)
Question No: 3097 / 2010
Jenny Jones
If you are handed control of the London HCA budget and you implement your double devolution agenda, will you still administer and disburse a central ringfenced fund for tackling empty homes including your £60m fund and the Temporary Social Housing Grant, or will you merge those into the general pot being devolved to the local authority?

Answer from the Mayor
This is a question that is currently being considered in the light of discussions with boroughs and government as part of the Devolved Delivery process, but is dependent on the outcome of the spending review.

Private rented homes (1)
Question No: 3098 / 2010
Jenny Jones
Can you tell me the number of landlords in the London Landlord Accreditation Scheme as of (a) the end of September 2010, (b) the end of 2009, (c) the end of 2008 and (d) the end of 2007?

Answer from the Mayor
The number of landlords in the Landlord Accreditation Scheme is as follows:
- September 2010 – 7215
- December 2009 – 5943
- December 2008 – 4732
- December 2007 - 3372

Private rented homes (2)
Question No: 3099 / 2010
Jenny Jones
Can you tell me your best estimate of the number of private landlords in London?

Answer from the Mayor
It is not possible to give a figure for the number of private landlords in London, as there is no central register or data source.

Private rented homes (3)
Question No: 3100 / 2010
Jenny Jones
By when do you expect to complete your London-specific assessment of the private rented

sector and will you publish your findings?

Answer from the Mayor
The intention is to produce a paper next year.

TfL office closures
Question No: 3102 / 2010
Jenny Jones
If a commuter needs a new Oyster Card as theirs is broken yet the office is closed, will the station staff open up the office to sell them one?

Answer from the Mayor
Yes, if the member of staff is able to do so, I would encourage them to provide whatever assistance they can to their customers.

There are numerous other outlets where customers can obtain new Oyster cards, and from next year LU's self-service machines will also have the capability to issue new Oyster cards.

Cycle training for children (1)
Question No: 3103 / 2010
Jenny Jones
In answer to my question 1773/2009, in which I welcomed your commitment that "all Year 6 children [will] receive Level 2 training by 2012", you stated that this would cost an estimated £5m a year. What steps are you taking to ensure that boroughs will expand cycle training provision in 2010/11 during a period when Transport for London funding is shrinking?

Answer from the Mayor
Cycle training is delivered by the London boroughs and is funded by TfL through the Local Implementation Plan (LIP) process. In 2008/09 and 2009/10, over £3m was provided to the boroughs to deliver cycle training. Following reforms to the LIPs process, boroughs are now able to make their own decisions about how much of their LIP allocation to spend on cycle training.

Cycle training is promoted to boroughs through the LIPs guidance, Mayor's Transport Strategy and as part of the Cycling Revolution. The LIPS guidance recommends providing cycle training as part of programmes funded under the smarter travel category.

The complimentary measures programme to support the Barclays Cycle Superhighways and cycle hire has also provided funding for cycle training. The financial report which is submitted by boroughs to TfL each year also requires boroughs to report on the number of adults and children that have been trained each year.

Cycle training for children (2)
Question No: 3104 / 2010
Jenny Jones
Have you dropped the commitment to provide Level 2 training to all Year 6 children who want it by 2012?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

No, I remain committed to supporting cycle training being made available to people of all ages, including children in Year 6. It should be noted, however, that cycle training is primarily funded

through the LIPs process and following reforms to this process, boroughs are now able to make their own decisions about how much of their LIP allocation to spend on cycle training.

Winding up of transport partnerships

Question No: 3105 / 2010

Jenny Jones

With the closure of the partnerships delivering the London Bus Priority Network and the London Cycle Network, how will you ensure you can implement your strategic goals for the expansion of cycling in outer London and the improvement of bus service reliability?

Answer from the Mayor

Following reforms to the LIP process, TfL no longer provides ring-fenced funding for cycle or bus priority networks. The London boroughs now deliver improvements for cycling and buses, as part of a holistic approach to corridor and area based planning, in line with the principles of Better Streets. TfL has continued to fund partnerships this financial year, in order to ensure a smooth transition to the new arrangements that have been agreed with London Councils and the boroughs. I remain committed to increasing levels of cycling and improving bus service reliability and TfL is supporting boroughs in their efforts to achieve this through initiatives such as Biking Boroughs and continuous dialogue with the boroughs.

Borough transport funding

Question No: 3106 / 2010

Jenny Jones

The money given to local authorities for transport by Transport for London has fallen from £169m in 2009/10 to £155m in 2010/11 and to a planned allocation of £150m in 2011/12. Why have you decided that the bulk of the cut in next year's allocation is likely to fall on the money available for Neighbourhoods and Corridors which pays for work on road safety, cycling and bus prioritisation?

Answer from the Mayor

The proportion of the LIPs funding allocated to Corridors & Neighbourhoods was 54% in 2010/11 (£81.24m out of a total allocation of £155m), and for 2011/12 this is currently projected to change to 50% (£75.6m out of a total of £150m).

This small change is due to the sustained levels of investment in certain other LIP programmes, such as principal road maintenance and bridge strengthening, and the increase in LIP funding for Major Schemes (up from £24m in 2010/11 to £26m in 2011/12), which also deliver improved conditions for all road users (including cyclists and bus users), in line with the principles of Better Streets.

Cycling targets (1)

Question No: 3107 / 2010

Jenny Jones

Transport for London has previously stated that cycling grew by 112% between 2001 and 2008. What is your target for achieving a further growth in cycling trips by the end of the current mayoral term (May 2012)?

Answer from the Mayor

My target for growth in cycling in London is to increase the number of cycling trips by 400% by 2026, compared to 2001 levels.

At the end of 2009/10, growth in cycling on the Transport for London Road Network since March 2000 was 117%. No interim target has been set for growth in cycling by 2012.

Cycling targets (2)
Question No: 3108 / 2010
Jenny Jones
Following the success of Smarter Travel Sutton, which saw an increase in cycling of 75% in three years, do you agree that TfL's target to increase cycling across Greater London by 130% over the next sixteen years is lacking in ambition?

Answer from the Mayor
The target I have set is to increase the number of cycling trips by 400% by 2026, compared to 2001 levels. This is an ambitious target.

Cycling targets (3)
Question No: 3109 / 2010
Jenny Jones
At the launch of the Cycle Hire Scheme you were quoted in the press as saying you wanted a return to the cycling heydays of 1904 when cycling accounted for one in five of trips in London. Can you confirm that you said this, and can you confirm that you aspire to a target of 20% of all journeys being made by bicycles again?

Answer from the Mayor
While my introductory words in launching the Barclays Cycle Hire scheme referred to the cycling levels of 1904, the current target for growth in cycle trips in London is to increase their number by 400% by 2026, compared to 2001. This would represent one in twenty trips being made by bike by that date. This is an ambitious target, which will require sustaining a similar rate of growth to that experienced in recent years.

Cycling targets (4)
Question No: 3110 / 2010
Jenny Jones
Do you agree that the target audience of potential new cyclists and cycling trips in London should exclude people who are: (a) cycling between the hours of 8pm to 6am; (b) over 64; (c) using panniers to do their weekly shop; and (d) cycling more than five miles? If not, will you ask Transport for London to include such potential cyclists in a revised growth targets?

Answer from the Mayor
The target for growth in cycling is to increase the number of cycling trips by 400% by 2026. In monitoring this target, all cycling journeys and times will be considered. There is no reason to exclude any particular group from efforts to increase cycling.

Cycling targets (5)
Question No: 3111 / 2010
Jenny Jones
Can you tell me whether you ever (a) cycle between the hours of 8pm and 6am in London, (b) go shopping on your bike, carrying your goods in panniers or another type of bag, and (c) cycle for trips of more than five miles?

Answer from the Mayor
It is well known that I am a keen cyclist and that I believe cycling is the best way to get around a city like London. However, I do not believe that personal questions about my cycling are pertinent to my role driving forward the Cycling Revolution and my role more generally as Mayor.

Veolia's role in London's waste

Question No: 3112 / 2010

Darren Johnson

Given your statutory role in managing London's waste, do you consider it inappropriate for London's councils to include Veolia in future waste contracts given the company's involvement in building an light railway system linking settlements in occupied Palestinian territory to Israel? Are you aware that the European capital cities of Stockholm and Dublin have made moves to exclude Veolia from bidding for waste contracts?

Answer from the Mayor

My statutory role with regards to waste in London does not extend to undertaking waste collection, or disposal activities, and it would therefore be beyond my powers to exclude or recommend the exclusion of any company bidding for London borough waste contracts.

Hounslow biodiversity

Question No: 3113 / 2010

Darren Johnson

A resident has expressed concern to me about the London Borough of Hounslow's use of poisons and chainsaws, which is having a negative impact on local wildlife. Can you ask your Biodiversity Team to liaise with Hounslow to ensure a more sensitive approach to the management of biodiversity?

Answer from the Mayor

This is a local operational matter, which your constituent should bring to the attention of relevant officers in Hounslow Council in the first instance. Should Hounslow Council require advice on this issue they can seek advice from the Forestry Commission in relation to tree-felling or tree-works, or the Environment Agency in relation to pesticide use.

Petrol and diesel engines in parks

Question No: 3114 / 2010

Darren Johnson

Will you ban the use of petrol and diesel-fuelled leaf blowers in the Royal Parks if you take control of them, and will you press all park management organisations to reduce the number of vehicles and other equipment using petrol and diesel engines in our parks? It would make a considerable difference to Londoners' enjoyment of these otherwise-quiet oases and reduce an unnecessary consumption of fossil fuels.

Answer from the Mayor

I understand the Royal Parks are already making considerable efforts to improve the environmental performance of its management operations. For example, the total number of cars in the Royal Parks' fleet has recently been reduced by around a third, with almost all the fleet now using Liquid Petroleum Gas dual fuel.

If I take control, I will explore whether further cost effective and practical opportunities exist to improve performance further.

Equestrian events in Greenwich Park (1)

Question No: 3115 / 2010

Darren Johnson

In your capacity on the Olympic Board and your possible future control of the Royal Parks, can you tell me how much has been put aside in escrow to reinstate Greenwich Park to its former glory after the London 2012 Games?

Answer from the Mayor
LOCOG has committed to returning Greenwich Park to the residents of Greenwich, Londoners, and visitors from the UK and around the world, in the same condition, or better, than it was loaned to them. The costs of this will be met from LOCOG's privately-financed budget.

Equestrian events in Greenwich Park (2)
Question No: 3116 / 2010
Darren Johnson
Local campaigners would like to ask you, in your capacity on the Olympic Board and your possible future control of the Royal Parks, where they and other local residents can go to take exercise, breathe, relax & play during the extensive building works, test events, and the Olympic and Paralympic events taking place in Greenwich Park in 2012?

Answer from the Mayor
LOCOG will ensure the Park will remain open for as long as possible, with the majority of the Park remaining open until July 2012. The park will be closed for a period of four weeks, and even then the Children's Playground and the majority of the Flower Garden will remain open throughout, apart from the one day when the Cross Country event takes place.

Building works will only lead to small sections of the park being cordoned off, similar to activity that routinely takes place already by the Royal Parks. It will have little impact on visitors to the Park, who will still be able to access the majority of it. Similarly, the test event will only affect small areas of the Park in the summer of 2011, while the rest of the Park remains open.

Equestrian events in Greenwich Park (3)
Question No: 3117 / 2010
Darren Johnson
In your capacity on the Olympic Board and your possible future control of the Royal Parks, can you confirm whether any Royal Parks staff are working for LOCOG whilst remaining on the payroll of The Royal Parks?

Answer from the Mayor
There are no Royal Parks staff working for LOCOG whilst remaining on the payroll of The Royal Parks.

Equestrian events in Greenwich Park (4)
Question No: 3118 / 2010
Darren Johnson
In your capacity on the Olympic Board and your possible future control of the Royal Parks, can you tell me the security costs for holding the London 2012 equestrian events in Greenwich Park?

Answer from the Mayor
Costs for securing venues will be met from a combination of LOCOG's privately funded budget (for in-venue security) and the £600 million allocated for security costs from the overall £9.3bn public sector funding package. It is not possible to isolate the costs of securing individual venues for the Games.

Equestrian events in Greenwich Park (5)
Question No: 3119 / 2010
Darren Johnson
In your capacity on the Olympic Board and your possible future control of the Royal Parks, can you tell me the estimated security costs for other venues not chosen to hold the London 2012 equestrian events?

Answer from the Mayor
Greenwich Park was included in the candidate file as the location for the equestrian events. No assessment of costs has been undertaken for any other venue.

Freedom pass for Cycle Hire
Question No: 3120 / 2010
Darren Johnson
A constituent asks if it is possible for Freedom Pass holders to have the annual access fee for the cycle hire scheme waived in order that they pay only the key deposit and any hire fee or other charge incurred (eg: Late return charge, Damage charge, Non-return charge)?

Answer from the Mayor
The Freedom Pass scheme is funded and administered by the London Councils and is important to ensure that Londoners over 60, as well as those who have a disability, have access to public transport. London Councils has not indicated that they would like to include Barclays Cycle Hire as part of their funding agreement.

The membership rates for Barclays Cycle Hire are very reasonable and flexible as users can purchase access according to how often think they may hire a bike. An annual membership costs £45, which is about 12p per day, and the usage charge for journeys under 30 minutes is free. Alternatively, they may sign up for daily membership at £1.

Feed in Tariff revenue
Question No: 3121 / 2010
Darren Johnson
Thank you for your answers to questions 2818/2010 and 2819/2010. Can you give me estimates for the potential revenue for the GLA group from existing renewable energy generation systems under 5 MW if they were eligible, regardless of whether they were built before July 2009?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Renewables incentives
Question No: 3122 / 2010
Darren Johnson
Will you lobby the Government not to cut back the Feed in Tariff and the Renewable Heat Incentive, which could drive forward London's adoption of renewable energy systems and thereby support your London Plan and climate change targets?

Answer from the Mayor
Yes, I will continue to lobby Government on these issues to ensure that London is in a position to rapidly adopt renewable energy systems.

The Feed in Tariff provides significant opportunities for Londoners to produce their own electricity and I will be promoting uptake through the RE:NEW, RE:FIT and RE:CONNECT programmes.

I will continue to work with Government to ensure the proposed Renewable Heat Incentive is brought in and that it also supports low carbon heat sources and the deployment of heat network infrastructure.

Super sewer costs

Question No: 3123 / 2010

Darren Johnson

Are you confident that London water bill payers will be protected from bearing the extra costs if Thames Water turn out to have underestimated the cost of the 'super sewer' and related works, particularly as other major infrastructure projects such as the London 2012 Games have ended up costing considerably more than the original budget?

Answer from the Mayor

Of course I cannot guarantee the costs of the Thames Tideway Tunnel will not increase beyond the current estimates, but I will guarantee that if they do, I will champion the case for Londoners with Ofwat and expect Thames Water to bear any additional costs.

London Underground recycling

Question No: 3124 / 2010

Darren Johnson

Following your recent announcement about increasing the number of litter bins on the tube network in the lead up to the London 2012 Games, will you ensure that every station has adequate facilities for segregated paper recycling in line with the recommendations in the Assembly's "On the go recycling" report?"

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Recent improvements in LU's waste management strategy have achieved recycling rates of over 70%. General waste is collected together and taken to a materials recycling facility for separation.

Trials of paper-only recycling bins showed that they did not add value to the process as the bins were in any event subject to significant contamination from general waste. In the light of this, LU is not going to install any more paper-only bins on stations. However, I have recently announced that the number of general litter bins on Tube stations will go up from 634 to 805, an increase of over 25%.

I would say that LU are happy to work with boroughs who wish to install paper recycling bins in the vicinity of Tube stations.

Anaerobic digesters (1)

Question No: 3125 / 2010

Darren Johnson

To date, how many 'expression of interests' have been made to the London Waste and Recycling to build anaerobic digesters?

Answer from the Mayor

31 expressions of interest have been received that include the provision of anaerobic digesters.

Anaerobic digesters (2)

Question No: 3126 / 2010

Darren Johnson

Are there currently any anaerobic digesters in the London Waste and Recycling Board's project pipeline?

Answer from the Mayor
Yes. There are four anaerobic digestion facility applications in the LWARB infrastructure pool. The applicants will now be invited to develop full business cases for their projects, which will be evaluated before being put forward for a funding decision from the board.

Anaerobic digesters (3)
Question No: 3127 / 2010
Darren Johnson
Have any anaerobic digester plants been built with the help of London Waste and Recycling Board funds?

Answer from the Mayor
Further to questions 3125 and 3126, there are currently 4 anaerobic digestion projects in the London Waste and Recycling Board pipe line, but none built to date.

Air pollution at river crossings
Question No: 3128 / 2010
Darren Johnson
According to your modelling for nitrogen dioxide emissions, will the area around the north and south entrances to the Blackwall Tunnel and the site of the proposed Silvertown Crossing still exceed the European limit values in 2015?

Answer from the Mayor
According to modelling for my draft Air Quality Strategy, roadside locations around the south and north entrances to the Blackwall Tunnel are expected to exceed the European limit values for NO2 in 2015.

The strategy provides a number of wide ranging policies to reduce air pollution in London and to move towards meeting the EU Limit Values for NO2, but recognises that meeting the 2015 limit values at all locations is very challenging and that additional action by Government will be required.

Modelling also shows that the area of the proposed Silvertown crossing is not expected to exceed the NO2 limit values in 2015. However, there may be roadside sites in the surrounding area that could exceed it. An Environmental Impact Assessment will be carried out for any proposed river crossing at Silvertown, to fully understand, among other things, the air quality impact.

London 2012 electric vehicles
Question No: 3129 / 2010
Darren Johnson
Can you provide an update on the type of electric vehicles that BMW are considering as part of the London 2012 Games fleet, and tell me how many of each they expect to deliver?

Answer from the Mayor
LOCOG is working with BMW on the models that will be required across the fleet. This will include some electric vehicles to showcase at the Games, but the decision of which type and how many models has not yet been agreed.

FOI request on BMW Olympic sponsorship
Question No: 3130 / 2010
Darren Johnson
Thank you for your answer to my question 1773/2010 in June of this year promising that my

Freedom of Information request of the 8th January was "a matter of high priority and a response will be with you shortly". Any progress?

Answer from the Mayor
Thank you for your patience in relation to this Freedom of Information request. A hardcopy response has now been sent to you and you should receive it shortly.

Black cab inspections (1)
Question No: 3132 / 2010
Darren Johnson
When Transport for London approved a range of devices for reducing emissions from black cabs, the Energy Savings Trust did the testing and made it very clear that the devices only worked if fitted properly and only if the black cabs are maintained to very high standards. What specific conformity tests are carried out on black cabs each year to meet these Energy Savings Trust standards?

Answer from the Mayor
As part of the annual licensing inspection, all taxis are subject to a thorough examination of their exhaust systems by a vehicle examiner, to ensure they are installed correctly. This procedure includes the inspection of any additional, approved, emissions reduction systems fitted to the taxis. This also ensures that they were installed correctly, as specified in the original approval specification, and that they were appropriately certified.

In addition, as part of the annual licensing inspection, all taxis are subject to an emissions test (to the same standard as the emissions test carried out during an MOT). This ensures that exhaust emissions are within prescribed limits and excessive dense smoke is not emitted from the exhaust system.

All manufacturers and/or installers of the abatement systems are required to certify that certain actions had been carried out in respect of pre and post fitment checks and, as part of the licensing conditions, taxi owners have a responsibility to keep their vehicles in good order and repair.

The Energy Saving Trust has confirmed that the measures above maximise the benefit and robustness of any emissions reduction system in terms of its operation lifetime and emissions performance.

Black cab inspections (2)
Question No: 3133 / 2010
Darren Johnson
When black cab proprietors and members of the London Cab Drivers Club trialled the PM10 emissions reductions devices on their own cabs, they found that the cabs failed to meet the Euro 3 standards and so called for the roll-out to be suspended. The Public Carriage Office rejected this call on the basis that those tests were carried out on black cabs that had not been maintained to the standards set by the Energy Savings Trust. Has the Public Carriage Office carried out any of its own conformity testing to see if the vast majority of devices were being fitted and the cabs maintained to the Energy Savings Trust standards?

Answer from the Mayor
I refer you to my answer of 3132 /2010.

Black cab inspections (3)

Question No: 3134 / 2010

Darren Johnson

As a result of the court case involving one of the systems used by Eco-power, a more robust approvals process was introduced which involves rigorous conformity testing which goes beyond the annual inspection. Why has this process never been applied retrospectively to any other system?

Answer from the Mayor

Following the Judicial Review instigated against TfL by Eco Power and the conclusion by the judge that the TfL decisions in question were lawful, TfL carried out a review of its approval process in respect of Low Emissions Adaptations to identify any areas of the process which could be improved.

Three areas were identified and recommended for improving the approval process. The actions undertaken to address those areas were: improved information on the application form; a more robust role for the Energy Savings Trust (EST) throughout the approval process; and improved communications and record keeping during the approval process.

The improved approval process was implemented for applicants seeking approval for equipment not already approved; it is not TfL's intention to retrospectively apply this process to systems already properly approved. However, if a manufacturer of an approved system proposes amendments, the new approval process would then be used.

Air pollution targeted measures

Question No: 3135 / 2010

Darren Johnson

You have said that you will start a pilot exercise into use of street cleaning and the application of dust suppressants from late October this year. When will this pilot end and when do you expect to publish the initial results?

Answer from the Mayor

Trials of the application of dust suppressants will start shortly in central London. These will look at the practicalities of the measure rather than their impact on air quality and will be short.

Should the trials be successful, this measure will be applied at the air quality priority locations in central London and a monitoring programme will be developed. The GLA intends reporting on the implementation of my Air Quality Strategy on an annual basis and this will include analysis of dust suppression measures.

RE:NEW rollout (1)

Question No: 3136 / 2010

Darren Johnson

Can you break down the contributions from the LDA and the boroughs for each bid to roll out your home energy efficiency programme RE:NEW over the next two financial years?

Answer from the Mayor

The funding bids are still to be confirmed with boroughs, so I cannot provide information at this detail until agreements have been signed with each borough.

RE:NEW rollout (2)

Question No: 3137 / 2010

Darren Johnson

Can you tell me the number of homes that you expect to be visited by each bid to roll out your

home energy efficiency programme RE:NEW over the next two financial years?

Answer from the Mayor
From information provided in the initial bids from boroughs, it is expected that approximately 55,000 homes will be visited using the funding from the LDA over the next two financial years (2010/11-2011/12). However, the LDA funding aims to lever in further funding, including from the private sector and government, to reach the target of 200,000 homes. Through the LDA, I will be actively working with boroughs to secure this additional funding.

Low Carbon Zone community involvement
Question No: 3138 / 2010
Darren Johnson
How important has the 'Big Society' involvement of the local community been in the Low Carbon Zones so far?

Answer from the Mayor
The level of community engagement in the Low Carbon Zones to date has been encouraging.

For example, in Muswell Hill, 19 people have volunteered and have been trained to provide their neighbours with energy efficiency advice and to refer them for discounted insulation and renewables. In Brixton, over 100 people have volunteered as community environmental champions. We anticipate that this level of community participation will result in greater uptake of energy efficiency measures and an improved local environment.

Insulation targets
Question No: 3139 / 2010
Darren Johnson
In your Assembly draft Climate Change Mitigation and Energy Strategy you propose the ambitious target of insulating all 1.2m roofs and cavity walls that need it by 2015, making a major contribution towards your overall carbon dioxide reduction targets. Your RE:NEW programme aims to achieve a 50% take-up amongst households that need the insulation, a much higher rate than has ever been achieved in the past. How do you propose to insulate those other 50% of lofts and cavity walls where households decline to clear their lofts and receive free insulation?

Answer from the Mayor
RE:NEW aims to visit 1.2 million homes by 2015 and install a range of 'easy measures' including low energy light bulbs and radiator panels. In addition, the programme aims to insulate all loft and cavity walls where practical by 2015.

The RE:NEW demonstration projects were very successful; 8,000 homes were installed with easy measures and the uptake rates for loft and cavity wall insulation are expected to be at least 50 per cent of those referred.

The lessons learnt from the demonstration projects will be applied to the rollout of RE:NEW, and uptake is therefore expected to increase as the programme goes pan-London.

The RE:NEW programme is also continuing to look into how remaining lofts and cavity walls can be filled.

Insulation for private tenants
Question No: 3140 / 2010
Darren Johnson
What progress have you made in engaging with insulation for private rented homes, including

your suggestion of working with landlord accreditation schemes and other networks?

Answer from the Mayor
Through the demonstration projects, the following activities were carried out to engage private rented homes and enable insulation to be installed:

- Emailing information to landlords known to have properties in the borough
- Including information in The Camden Private Tenant magazine
- Asking estate agents in the RE:NEW zone to send promotional information to the landlords and tenants on their books
- Developing the existing membership of the Havering Landlord Accreditation Scheme to provide training and support to landlords. The training focused on offers of support from the RE:NEW scheme as well as enforcement to remove excess cold hazards to demonstrate the value added by adopting a carrot and stick approach.

With the next phase of the project, Newham has selected an area for RE:NEW which has been granted Selective Licensing by the Department for Communities and Local Government. In this area, landlords may only operate if licensed by the Council and the licensing will include some energy efficiency elements. This will enable linking RE:NEW and the Housing Health and Rating System to ensure insulation is installed in private rented homes.

New ODA chief executive

Question No: 3141 / 2010

Darren Johnson

In your capacity as a member of the Olympic Board, will you press for the Olympic Delivery Authority to set the new Chief Executive's salary at a substantially lower level than that of the outgoing Chief Executive, bringing the ODA closer to your position that no public servant should be paid more than 20 times the lowest paid person in their organisation?

Answer from the Mayor
I am confident that the ODA and DCMS who are responsible for this decision, will take a sensible and responsible approach to this matter.

Living wage in colleges

Question No: 3142 / 2010

Darren Johnson

Following the high profile decision at UCL, will you convene a summit of London's Higher and Further Education institutions to discuss their implementation of the London Living Wage and to learn from the GLA group's Responsible Procurement team? Will you also write to the heads of each institution urging them specifically to implement the London Living Wage, following the GLA group's example?

Answer from the Mayor
I was delighted to hear of UCL's commitment to pay their staff the London Living Wage and I urge London's Higher and Further Education institutions to follow suit.

This is why I will write to the higher education institutions recommending they follow the good example set across the GLA group. The GLA Group Responsible Procurement Team will organise a workshop for all HEIs and further education colleges in London to educate them on the LLW and all its benefits.

Living wage in Whitehall (1)

Question No: 3143 / 2010

Darren Johnson

Further to your answer to question 2823/2010, can you list the meetings that your office has had with Whitehall to lobby them on the London Living Wage?

Answer from the Mayor

Anthony Browne met with Treasury officials on Friday 3rd September, where the London Living Wage was on the agenda.

Living wage in Whitehall (2)

Question No: 3144 / 2010

Darren Johnson

What has the response been from Whitehall to your office's lobbying on the London Living Wage?

Answer from the Mayor

Whitehall has been receptive regarding the London Living Wage policy and have asked for further information. Conversations are continuing between the Treasury and Anthony Browne with support from the Responsible Procurement Team.

London Cultural Strategy Group

Question No: 3145 / 2010

Dee Doocey

Your answer to my last question about funding for the London Cultural Strategy Group states: "GLA funds contribute to the work programme [of the London Cultural Strategy Group] which includes a series of pan-London Culture and 2012 Open Meetings, publication of the London Culture and 2012 Guide, contribution towards launch events such as The 2012 Culture Diary and the Cultural Strategy." Since both the 2012 Culture Diary, and the Cultural Strategy, are Mayoral projects, what sense is there in giving GLA money to the London Cultural Strategy Group in order for it to come straight back to the GLA?

Answer from the Mayor

The GLA funds the core costs of both the *The 2012 Culture Diary* and *the Cultural Strategy*. The additional external funding contribution from the London Cultural Strategy Group funds other areas - specifically the stakeholder launch events, adding value and ensuring there is proper engagement with the cultural sector.

Tasers

Question No: 3146 / 2010

Dee Doocey

Will the Home Secretary's decision to revoke the licence of the only taser supplier in the UK have any impact on the MPS?

Answer from the Mayor

The Metropolitan Police Service has completed an initial assessment on Taser stocks, including cartridges, and there is no impact on current operational capability.

MPS outreach programmes

Question No: 3147 / 2010

Dee Doocey

Please can you provide a complete list of programmes that have been run in the last three years by the MPS to engage with young people across London, where possible giving the location of the Boroughs they operate in, and the approximate number of young people involved in each?

Answer from the Mayor
Through its Youth Strategy the MPS has worked with a variety of partners to launch and deliver a wide range of youth engagement interventions. Key examples of these activities are set out in **Appendix A.**

London Crime Reduction Board
Question No: 3148 / 2010
Dee Doocey
Will you publish the agendas and minutes of the London Crime Reduction Board? Will the meetings be held in public, and will they be webcast?

Answer from the Mayor
The Agenda and Minutes of the LCRB meetings will be published. But in order to encourage frank discussions on sensitive policing and crime matters, we have decided not to hold the meetings in public or broadcast them. But I will be happy to answer questions on the LCRB discussions through the Assembly's scrutiny mechanisms.

Olympic Park Legacy Company – Stamp Duty Land Tax
Question No: 3149 / 2010
Dee Doocey
As a founder member of the Olympic Park Legacy Company, can you provide an update on your discussions with the Treasury and HMRC on the issue of Stamp Duty Land Tax with regard to the Olympic Land due to be transferred to the Olympic Park Legacy Company?

Answer from the Mayor
CLG has agreed to meet the obligation for Stamp Duty Land Tax (SDLT) from within its budget to enable the transfer of Olympic Park land and the Three Mills site from the LDA to the Olympic Park Legacy Company (OPLC). The land transfer has now been completed.

Special Constables
Question No: 3150 / 2010
Dee Doocey
For each calendar month April 2009 to the present please can you provide the following:
- The number of applications to become Metropolitan Special Constables
- The number of Metropolitan Special Constables entering service
- The number of Metropolitan Special Constables leaving service
- Of those Metropolitan Special Constables leaving service, the number who have left to become regular police officers

Answer from the Mayor
The table below shows Metropolitan Special Constabulary (MSC) numbers April 2009 to September 2010. Please note that there is a time lag between the receipt of applications and conversion into an MSC joiner of approximately six months. The wastage data category includes the effects of ongoing data cleanse activity, which removes individuals who are no longer active MSC members. The average length of service for an MSC officer is currently around 3 years, which is in line with the average for volunteering.

Month	Applications to join MSC	MSC Joiners	MSC Leavers	MSC leaving to become PCs
April 2009	399	19	49	10
May 2009	626	50	72	7
June 2009	671	80	44	13
July 2009	453	66	54	3

August 2009	601	76	51	5
September 2009	700	78	50	2
October 2009	723	155	61	1
November 2009	608	210	38	1
December 2009	483	0	35	0
January 2010	870	130	51	0
February 2010	917	95	57	1
March 2010	947	221	62	14
April 2010	957	66	47	0
May 2010	893	216	36	3
June 2010	1,103	238	52	14
July 2010	1,067	203	43	0
August 2010	818	72	33	0
September 2010	1,318	268	61	0
Total	14,154	2,243	896	74

Special Constables – ethnicity

Question No: 3151 / 2010

Dee Doocey

Please can you provide a breakdown of all Metropolitan Special Constables by ethnic origin?

Answer from the Mayor

Please find below a table showing ethnic groups and the number of Metropolitan Special Constables (as at 3 October 2010).

Ethnicity	Numbers of MSC
Any other Asian background	88
Any other Black background	8
Any other group not specified	47
Bangladeshi	73
Black - African	103
Black - British	85
Black - Caribbean	67
Black Asian	3
Chinese	47
Greek & Greek Cypriot	30
Indian	299
Mixed - Any other mixed background	57
Mixed - White & Asian	54
Mixed - White & Black African	10
Mixed - White & Black Caribbean	24
Pakistani	137
Turkish & Turkish Cypriot	58
White - British	2163
White - Irish	80
White - Other	298
Not stated	87
Unknown	40
Total	3858

Credit Unions

Question No: 3152 / 2010

Dee Doocey

In the current economic climate, increasing numbers of vulnerable families are being exploited by loan sharks. As Mayor will you lead the way in trying to tackle this problem, including perhaps promoting public awareness of the benefits of credit unions?

Answer from the Mayor

My health team is working with a number of external partners, including Toynbee Hall and the Financial Capability Working Group of the Child Poverty Unit, to improve financial inclusion and literacy among Londoners on low incomes and those facing the negative financial and health consequences of difficult points of transition in their lives, such as moving to employment after a period on benefits or in treatment.

In addition, there is a specific action in my health inequalities strategy concerned with raising awareness of the availability of responsible financial support for people on low incomes, such as credit unions.

LEPs in London

Question No: 3153 / 2010

Mike Tuffrey

What have been the outcomes of your discussions with government regarding the establishment of Local Enterprise Partnerships (LEPs) in London? Have you met with council Leaders to determine a way forward?

Answer from the Mayor

We are still in discussion with government about potential arrangements for LEPs in London and it would be unfair to prejudge the outcome of these discussions. I met with Cllr Jules Pipe (Chair of London Councils) on the 8th September and my officers remain in discussions with London Councils.

TIFs

Question No: 3154 / 2010

Mike Tuffrey

What GLA family projects do you envisage benefiting from the new powers of Tax Increment Financing, announced by the deputy prime minister in September, for councils to borrow against future business rates income? What criteria are you developing to prioritise the most cost effective schemes?

Answer from the Mayor

A brief announcement was made on 28 September. The Government has not yet set out its own framework for TIFs, so it is too early yet to develop our own criteria. However, some early thinking has been put into the potential for TIF to assist with various regeneration projects throughout London. Broadly, successful TIF schemes in London are likely to be characterised by being substantial, business focused, in clear need of additional infrastructure, and where current revenue streams are insufficient to provide that infrastructure.

Budget process – consultation

Question No: 3155 / 2010

Mike Tuffrey

To improve the consultation process with Londoners and their representatives on the GLA's budget, have you considered using online tools such as YouChoose?

Answer from the Mayor
I am always interested in considering new and innovative ideas on how we can best communicate and engage with Londoners about the work and processes of the GLA.

We have no plans at this stage, however, to use on line tools such as You Choose in relation to the setting of the GLA budget for 2011-12. I am aware that the London Borough of Redbridge will be using this approach to inform their budget decision making process this year and we will be interested in seeing the outcome of that before we decide on our approach in the future.

Local council "newspapers"
Question No: 3156 / 2010
Mike Tuffrey
Further to MQ 2950/2009, what are your views on the consultation on the new Government Code of Recommended Practice on Local Authority Publicity?

Answer from the Mayor
I'm looking into the possibility of making a joint response to the consultation with the Assembly later this month.

Overcrowding
Question No: 3157 / 2010
Mike Tuffrey
Further to your Overcrowding Action Plan, what steps have been taken to tackle overcrowding by extensions, deconversions and adaptations to existing homes? To what extent could this be a more cost-effective way to reduce overcrowding than new build, and how will you encourage good practice in this area?

Answer from the Mayor
I have allocated over £114mn from the Targeted Funding Stream to London sub-regions to improve the stock and condition of existing homes, including extensions and deconversions to social housing.

As my Overcrowding Action Plan states, effectively tackling overcrowding requires a range of approaches including both new build and extensions and deconversions of existing homes. The Action Plan is designed to encourage good practice in tackling overcrowding, and my officers are promoting this with social landlords.

GLA estate – LFEPA (1)
Question No: 3158 / 2010
Mike Tuffrey
Further to MQ 1173/2009, please provide an update on how many of the 21 residential units owned by LFEPA are currently empty and whether LFEPA has considered offering surplus units, or those in need of redevelopment, to the HCA for use as affordable housing?

Answer from the Mayor
The Authority has 21 residential units, five of which are currently occupied by a total of 17 tenants. The remaining 16 premises are all in a dilapidated state requiring a large investment and all are situated within operational areas with no separate access. The location of these units makes them unsuitable for residential use other than by Authority employees, and therefore unsuitable for use by the HCA as affordable housing. The Authority has confirmed this in its Asset Management Plan.

GLA estate – LFEPA (2)

Question No: 3159 / 2010

Mike Tuffrey

Further to MQ 1173/2009 what progress has been made on returning the 4 listed cottages in West Hampstead to residential use?

Answer from the Mayor

LFEPA members considered a proposal in December 2009 to bring the 4 cottages at West Hampstead into residential use. In view of the pressure on the LFEPA budget and capital programme together with the £660,000 cost of the proposal, it was decided that the proposal should not be pursued at this time.

GLA estate – TfL

Question No: 3160 / 2010

Mike Tuffrey

Further to MQ 1171/2009, how many of the 526 residential properties owned by TfL are currently empty?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

There are currently 171 residential properties directly owned by Transport for London, following the sale of 326 units earlier in the year.

35 residential units are vacant. Of these, 28 are vacant pending completion of the Bounds Green Scheme in September 2011, where a sale has been agreed to the Notting Hill Housing Trust.

1 other is currently unusable due to an operational scheme and 1 is vacant pending sale.

4 flats are being refurbished prior to re-letting, and 1 is currently being marketed.

GLA estate – MPA

Question No: 3161 / 2010

Mike Tuffrey

Further to MQ 1169/2009, please provide an update on the status of the 720 houses and flats owned by the MPA. Are 144 units still vacant?

Answer from the Mayor

There are currently 34 units vacant.

As at April 2010, the MPA residential estate consisted of 653 houses and flats. The following disposals have occurred during this year:

- 265 units were let to a Housing Association and other external organisations
- 44 were allocated for corporate use; supporting operational needs
- 310 were occupied by police officers under existing terms and conditions
- Leaving the current figure at 34 units, all of which have been identified for disposal during 2010/11.

Temporary use of brownfield sites

Question No: 3162 / 2010

Mike Tuffrey

What delays may there be in developing LDA and HCA sites in London, and what consideration has been given to temporary uses (e.g. allotments, artists' studios) of these sites?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written Response provided on 22 October 2010:

As development of LDA sites will come forward incrementally, some later phases may not be delivered for a number of years. This provides an excellent opportunity to provide temporary uses.

The LDA has formed a strategy for temporary uses of LDA sites specifically in and around the Royal Docks together with LB Newham. The intention is to utilise LDA land holdings for a wide range of meanwhile uses that can be of benefit both to the local communities, by way of facilitating activities to animate voids in the city and to the LDA, in raising long term interest in the regeneration of the area. The LDA is actively pursuing these uses and expect the first results of the strategy to be realised within the next 6-12 months.

Not withstanding this, the LDA has and will continue to respond to inquiries and support temporary uses on its sites all over London, when compatible with longer term aspirations.

The strategy for HCA London sites is to bring them to the market as quickly as possible, by selecting a development scheme that meets the required criteria (eg high quality design that incorporates community facilities and addresses demand for affordable housing locally). Delays can occur for a number of reasons, including the economic climate, lack of funding, procurement of a development partner, delays in obtaining planning permission or reaching consensus on the most appropriate scheme.

Temporary use will depend upon any security and/or health and safety issues on individual sites, so not all HCA London sites are suitable. Where a site's short or medium term future is known and it is suitable for temporary use, then an appropriate use is considered. However, temporary uses must always be considered against the risk of hindering the long-term delivery of the sites for redevelopment, and the need to avoid any legal issues.

It is the HCA's intention to maximise its assets by seeking a wide range of revenue generating opportunities. However, due consideration is always given to any local communities who request short term use of a site.

The HCA has and will continue to respond to enquiries and support temporary uses on suitable sites within its London land and property portfolio.

Security costs

Question No: 3163 / 2010

Mike Tuffrey

How much do the LDA and HCA spend on security for their sites awaiting redevelopment?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 22 October 2010:

As the LDA property portfolio consists of development sites, vacant buildings available for letting and tenanted properties, I am not able to provide a cost solely for development sites. The portfolio is consolidated for contract purposes to achieve best value.

I can advise that the net cost for the current financial year is projected to be £1m on a land portfolio of approximately 24m sq.ft of development land and buildings, including the prestigious 76 acre mixed use Royal Arsenal Estate, which comprises residential, commercial, leisure facilities and heritage museums.

It should be recognised that these security costs include the provision of highly equipped guards, 24 hours a day, 365 days a year, across the full estate.

The HCA's land and property portfolio in London consists of 25 development sites including 105 hectares on Greenwich Peninsula and 3 large former NHS sites

The net security costs for the current financial year are projected at just under £950K.

Accreditation for student accommodation in the private rented sector

Question No: 3165 / 2010

Mike Tuffrey

Further to Shelter's recent campaign to tackle Rogue Landlords, do you agree that it would be useful for there to be an accreditation scheme for private rented accommodation which all London universities use?

Answer from the Mayor

I am committed to increasing the number of accredited landlords in London for all tenants.

HRA Reform

Question No: 3166 / 2010

Mike Tuffrey

With the likely adoption of proposals to reform the Housing Revenue Account, what discussions have you had with government to ensure an equitable settlement across London?

Answer from the Mayor

The HRA is a matter primarily between central and local government. It is not my role to arbitrate between London's potential winners and losers in any proposed settlement.

HRA Reform 2

Question No: 3167 / 2010

Mike Tuffrey

With the likely adoption of proposals to reform the Housing Revenue Account, what representations have you made to government to ensure that any settlement enables boroughs to fund the backlog of repairs and give councils the freedom to borrow against their assets?

Answer from the Mayor

As part of my Comprehensive Spending Review discussions with government I have argued strongly for adequate funding for the backlog of repairs for those boroughs that have not yet received their share of resources. I also support proposals to give councils the freedom to borrow against their assets.

Ending rough sleeping in London

Question No: 3168 / 2010

Mike Tuffrey

What progress is being made with your target to end rough sleeping in London by 2012, and what steps are you taking to prevent more people becoming homeless?

Answer from the Mayor

The London Delivery Board, which is chaired by my Housing Advisor, has overseen a dramatic reduction in the number of entrenched rough sleepers. The Board is now developing an action plan, called 'No Second Night Out', which aims to prevent entrenchment by ensuring that new rough sleepers are reconnected to services in their home area at the earliest possible stage.

Empty Homes

Question No: 3169 / 2010

Mike Tuffrey

Your housing strategy "encourages boroughs to use their powers of enforcement through legal sanctions, including the use of Compulsory Purchase Orders and EDMOs" to bring empty homes back into use. How well are these legal sanctions currently working in London, and what steps will you take to encourage their better use?

Answer from the Mayor

Boroughs are best placed to decide how best to use these powers to reflect their local circumstances.

Empty Homes Audit

Question No: 3170 / 2010

Mike Tuffrey

What have been the findings so far of your empty homes audit?

Answer from the Mayor

All boroughs are participating in the empty homes audit and are in the process of collecting the information required. They are due to submit their results to the GLA by the end of December.

A summary of the findings will be included in the London Housing Strategy Annual Monitoring Report due to be published in early 2011.

Empty Homes Target

Question No: 3171 / 2010

Mike Tuffrey

What progress has been made on your housing strategy target that "no more than one per cent of homes should stand empty and unused for over six months"?
Do you think that there needs to be a more challenging or specific target for bringing empty homes back into use?

Answer from the Mayor

While my statutory London Housing Strategy was published in February 2010, the latest available data on empty homes shows that as at April 2009 1.1% of homes had been empty for six months or more. At this point I do not believe that any change in what is already a challenging target would be appropriate.

Housing devolution (1)

Question No: 3172 / 2010

Mike Tuffrey

What are the risks and opportunities of the proposal for a new Housing and Regeneration

department within the GLA?

Answer from the Mayor
Within the GLA work on devolution is being co-ordinated by the Chief Executive's Programme Board, and the GLA is also working in partnership with CLG and HCA through a shared devolution project group. The business case for devolution is currently being prepared by all three organisations and each group is drafting a risk assessment.

Housing devolution (2)
Question No: 3173 / 2010
Mike Tuffrey
How will the proposed Housing and Regeneration department of the GLA work in practice?

Answer from the Mayor
It is far too early to say. As the Head of Paid Service, the GLA's Chief Executive is reviewing the organisational options for delivering my new proposed new powers and responsibilities, and how best to fold the housing and regeneration functions of the HCA and LDA into the GLA.

Housing devolution (3)
Question No: 3174 / 2010
Mike Tuffrey
How will you ensure that the proposed Housing and Regeneration department of the GLA operates in an open and transparent way?

Answer from the Mayor
The appropriate governance arrangements for the Housing and Regeneration department are still to be drafted. However as with all of my responsibilities the work of this new department will be open to scrutiny by the Assembly.

London Housing Company
Question No: 3175 / 2010
Mike Tuffrey
What progress has been made with the LDA's plans to create a London Housing and Property Company?

Answer from the Mayor
Significant progress is being made with the establishment of the London Housing and Property Company. Official Journal of the European Community compliant market testing took place in August and the LDA received over 80 requests for information and 14 organisations formally submitted responses, which is non-mandatory.

Positive responses were received with numerous organisations expressing the desire to partner with the LDA. The LDA is currently tweaking the initiative to incorporate several suggestions from interested parties. An overview of the initiative will be given at the LDA's Developers Forum on 3 November, and the procurement process for a development partner is to commence later this year.

Environmental projects
Question No: 3176 / 2010
Mike Tuffrey
With the proposals to fold the LDA into the GLA, how will the environment and climate change functions of the GLA work in practice?

Answer from the Mayor
I am not in a position to confirm the future shape of the GLA until I know the Government's response to my Proposals for Devolution and the outcome of the Comprehensive Spending Review. The Government has committed to abolishing Regional Development Agencies and I have asked for the functions of the LDA to be folded into the GLA, including the environment functions.

Currently the GLA and LDA environment teams work closely together regardless of the organisational boundaries. In broad terms the GLA team is responsible for policy and strategy development including climate change mitigation and energy, air quality, waste, biodiversity/urban greening, noise, water and climate change adaptation and the LDA is responsible for project delivery across energy efficiency, energy supply and low carbon economy, including the Green Enterprise District. There is little to no duplication in the functions. Therefore, notwithstanding the effects of the spending review and the inevitable need for restructuring, the two teams are well placed to merge their activities with little impact on delivery of their outcomes.

Environment spending
Question No: 3177 / 2010
Mike Tuffrey
Planned LDA expenditure on the environment will more than halve in 2011/12, according to your answer to me last month (MQ2877/2010). Which of your environmental pledges will have to be scrapped as a result?

Answer from the Mayor
Based on the 2011/12 budgets set out in the previous answer, I am not scrapping any of my environmental pledges.

The climate change budget has moved from c. £37m in 2010/11 (of which £17m was invested in the London Green Fund) to c. £15m in 2011/12. In addition, the London Green Fund (incorporating JESSICA) is now fully funded giving London an additional £100m for environmental spend.

The remaining reductions result from programmes completing (such as the Crystal Palace Park Energy Centre and Mayor's Green Procurement Code) or transitioning to new arrangements (such as the intended transition of the Green 500 to the Carbon Trust scheme), however the details of 11/12 spending programmes will be reviewed once we have analysed the results of the comprehensive spending review.

I remain absolutely committed to achieving my target for 60% CO2 reduction by 2025.

European Regional funds
Question No: 3178 / 2010
Mike Tuffrey
Concerns have been raised that the abolition of the Regional Development Agencies could risk losing funding from the European Development Fund (ERDF). What discussions have you had with government to ensure that London continues to benefit from ERDF funding?

Answer from the Mayor
These concerns are not well-founded. The Government has confirmed that ERDF funding will continue in all regions, including London, after Regional Development Agencies are abolished.

London continues to benefit from ERDF – 75 projects are already creating jobs and supporting London's businesses. The two latest bidding rounds close on 15th October.

The LDA is in discussions with Government as to how ERDF programmes will be managed in London in the future.

European funds

Question No: 3179 / 2010

Mike Tuffrey

Currently the LDA manages the £1bn of European Structural Funds (The European Social Fund and The European Regional Development Fund) London was awarded for 2007-13. How will you ensure continuity in funding, and how will these programmes be managed when the LDA is folded into the GLA?

Answer from the Mayor

Continuity in funding is already assured in respect of ESF. The 2011-13 London ESF Regional Framework sets out how London's five 'co-financing organisations' will matchfund the ESF programme.

For ERDF, projects have always supplied their own matchfunding, and this will not change.

The LDA is in discussions with Government and the European Commission as to how as to how ERDF and ESF programmes will be managed in London in the future.

European funds (2)

Question No: 3180 / 2010

Mike Tuffrey

Have you investigated whether the EU could help to fund programmes which would contribute to improving London's air quality?

Answer from the Mayor

Over recent years the GLA Group has been involved in a number of EU-funded projects that have contributed to improving London's air quality. We will continue to work with boroughs and research organisations to identify suitable EU programmes.

10:10:10

Question No: 3181 / 2010

Mike Tuffrey

How do you plan to mark 10:10:10 day?

Answer from the Mayor

City Hall, the LDA, TfL's head offices, and ten London Underground stations have signed-up to the 10:10 campaign to reduce their CO2 emissions by ten per cent in 2010. Ten of LFEPA's fire stations will also be joining.

The 10:10 campaign is a year-long commitment, and the functional bodies are undertaking a continuing programme of activities to reduce their CO2 emissions. This will continue on the 10:10:10 day. Further information on what activities the GLA group is taking to reduce its emissions is available in my recently launched Climate Change Mitigation and Energy Strategy public consultation draft.

City Hall's energy use

Question No: 3182 / 2010

Mike Tuffrey

Will you publish City Hall's real time energy use online, as government departments such as DECC have?

Answer from the Mayor
City Hall's recently installed energy monitoring system will allow for the production of consumption data on a daily basis once it is fully commissioned (due by the end of October). The most appropriate means of publishing this information will be explored.

Meanwhile, SMA Solar Technology's web site, www.sunnyportal.com, shows the energy generated by the photovoltaic cells on the roof of City Hall and many other buildings across the world. A link to this site is shortly to be placed on the GLA's site.

PM10 breaches

Question No: 3183 / 2010

Mike Tuffrey

What steps are being taken to improve air quality in areas where the PM10 daily limit value has been broken this year (e.g. Brent, Neasden Lane), which do not fall within the Central London roads targeted with measures such as dust suppressants?

Answer from the Mayor
A number of measures are underway to reduce emissions of PM_{10} across London, including the Low Emission Zone, smoothing traffic and encouraging mode shift by improving the cycling and walking infrastructure. My Air Quality Strategy recognised that there are a few industrial/waste sites in Greater London where levels of PM10 are high. My officials recently met officials from the Environment Agency, which regulates air quality at these 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.

Targeted measures

Question No: 3184 / 2010

Mike Tuffrey

Further to 2837/2010, what is the cost per month, per measure, of the local measures to improve air quality improvements at central London locations at risk of not meeting the PM10 limit values which are starting in October 2010?

Answer from the Mayor
A short trial of the application of dust suppressants will commence shortly. The scale and practical implementation of the dust suppression programme will only be clear after those trials have been completed. Other local measures, such as targeting idling vehicles and redeploying the cleanest buses will be implemented through existing TfL programmes. Further details of the local measurers will be provided in the final version of my Air Quality Strategy, which will be published later in the autumn.

Targeted measures (2)

Question No: 3185 / 2010

Mike Tuffrey

Your response to my question 2838/2010 did not answer the question. What detailed and objective criteria and processes have you used to identify 'priority locations' where the PM10 daily limit value is at risk of being breached in 2011?

Answer from the Mayor
The PM10 priority locations are those near some of the busiest roads in central London where modelling shows that the margin between modelled concentrations and the daily mean PM10 limit value will be very small in 2010. These few locations in central London are therefore most at risk of exceeding the limit value in 2011 if, for example, weather conditions are unfavourable. Should further modelling or monitoring show that other locations are at risk of exceeding the

limit values, they will also be treated as priority locations and targeted local measures will be applied at them.

NO2 limit values

Question No: 3186 / 2010

Mike Tuffrey

Are you or any of your GLA or TfL officials aware of any discussions about the UK government seeking to suspend or otherwise delay full compliance with NO2 limit values (e.g. beyond 2015) and/or in relation to the NO2 limit value plus maximum margin of tolerance requirement?

Answer from the Mayor

No, I am not aware of any discussions about the UK government seeking to suspend or delay full compliance with the NO_2 limit values.

Additional Low Emission Zone

Question No: 3187 / 2010

Mike Tuffrey

Your air quality strategy acknowledges that the limit values for NO2 will still not be achieved around Heathrow Airport by 2015 without significant further action. Have you investigated a targeted additional Low Emission Zone around Heathrow? What discussions have you had with BAA regarding an LEZ and other measures to reduce the adverse impact of their operations on local air quality at Heathrow Airport?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

My draft Air Quality Strategy includes proposals to reduce NOx emissions across the Capital, including the introduction of a NOx standard to the current London-wide LEZ from 2015. This would also reduce emissions of NOx from ground-based transport around Heathrow. Introducing a NOx standard to the LEZ will require assistance from the Government.

My officials are working closely with the Government and Heathrow Airport Ltd to develop measures to reduce emissions at Heathrow. One such measure is to encourage BAA to continue implementing measures to reduce emissions from airport operations. These include the use of fixed electrical ground power to reduce the need for auxiliary generators and the introduction of cleaner airside vehicles. I am also encouraging the Government to work with the aviation industry to encourage the use of lower-emitting aircraft. Finally, I will work with the Government and BAA on measures to promote the use of public and other sustainable transport to gain access to the airport.

Air quality monitoring – Cromwell Road

Question No: 3188 / 2010

Mike Tuffrey

In respect of the monitoring of concentrations of nitrogen dioxide and/or particulate matter by the London Air Quality Network in Cromwell Road: (i) why is no data reported from around May 2010 to around September 2010?; (ii) what investigations has the GLA Group made into the omission of this data?; (iii) what did the GLA Group know about the omission of this data and when?; (iv) what efforts have the GLA Group made to rectify it?; and (v) what consequences might there be for the ratification of calendar year 2010 data?

Answer from the Mayor

The infrastructure and associated equipment for the Cromwell Road site is operated and

maintained by Department for Environment, Food and Rural Affairs (Defra). In addition to Defra's equipment, including an NO2 monitor, Kensington and Chelsea own a particulate matter monitor within this station.

- Following your query, the GLA have determined that there was a fault at the site which affected the overall operation of the monitoring site. I understand the fault occurred in May, and was rectified in September, but that there has been a loss of data during the maintenance period.

- The GLA were not informed of any issues at the site which it does not operate.

- Defra and operators of the London Air Quality Network are responsible for the ratification from this site.

London Underground recycling

Question No: 3189 / 2010

Mike Tuffrey

Last month you answered my questions (MQ 2854/2010; 2855/2010; 2856/2010) on the review of and improvements to recycling on the underground by saying " details and recommendations of this review are currently being finalised ". The very next day, you announced to the media a detailed plan to increase recycling. Why did you not reveal your plans to tackle litter in answer to my questions?

Answer from the Mayor

At the time of drafting, the details and recommendations of this review were still being finalised.

Touts at Charing Cross Taxi Rank

Question No: 3190 / 2010

Caroline Pidgeon

I have been informed there have been problems at the Charing Cross taxi ranks with touting. Please can you update me with the steps TfL has taken to resolve these issues?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

This is a new issue, which has only recently been highlighted to us by taxi trade representatives. As a result, the matter is still being investigated.

This is a subject which is taken very seriously and TfL works close with the Cab Enforcement Units of the Metropolitan and City of London police forces as well as meeting regularly with taxi and private hire trade representatives and the local authorities.

Cycle Hire Scheme (1)

Question No: 3191 / 2010

Caroline Pidgeon

Please provide a timetable for when Oystercards, including Pay As You Go, can be used for the cycle hire scheme.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The technology for using Oyster cards on Barclays Cycle Hire does not exist, so it is not possible to provide a timeline. Pursuing this option would have added significant costs and potential for delay to the Cycle Hire scheme. TfL will continue to review this as new technologies become available.

Cycle Hire Scheme (2)

Question No: 3192 / 2010

Caroline Pidgeon

Some planning applications for cycle hire docking stations in Lambeth were refused for fear of noise or safety grounds. Now that the scheme has been successfully installed across the city, can such fears be shown to be unfounded?

Answer from the Mayor

Yes. Since the scheme commenced at the end of July, TfL has received few complaints about noise. Where TfL has been made aware of any issues, steps have been taken to address them.

TfL is not aware of any issues with regards to the safety of docking stations.

Cycle Hire Scheme (3)

Question No: 3193 / 2010

Caroline Pidgeon

Will you appeal or resubmit those applications in Lambeth that were refused on the grounds of noise and safety so that the number of docking stations in Lambeth can be increased?

Answer from the Mayor

No docking station planning applications in Lambeth were refused solely for noise or safety grounds. TfL is working with each borough in the scheme to identify additional sites within the scheme boundary.

Unpaid Congestion Charges by Embassies

Question No: 3195 / 2010

Caroline Pidgeon

Please publish a table showing the cumulative amount in unpaid Congestion Charge and Penalty Charge Notices that is now owed for each embassy or diplomatic mission in London since January 2010.

Answer from the Mayor

The attached table, **Appendix B**, provides details of the total number of unpaid congestion charges for each Embassy and an estimate of the total value of unpaid charges and penalties arising from non payment of the congestion charge by Embassy, for the period 1 January to 30 September 2010.

I am disappointed that some embassies continue to refuse to pay the charge even though TfL and the Government's position on this matter is clear and consistent. However, it is pleasing to note that almost three quarters of embassies pay the congestion charge on a regular basis.

Passenger Alarms due to overcrowding

Question No: 3196 / 2010

Caroline Pidgeon

Please provide a table with the number of passenger alarms on the underground activated per month for 2007/08, 2008/09, 2010/11, for the nearest station, and the reason for the activation?

Answer from the Mayor
There are no recorded incidents of accidental or deliberate activation of a passenger alarm where overcrowding was identified as the cause.

Due to the volume of data you requested, it is not possible to supply a table as part of this answer. A spreadsheet will be sent directly to your office.

TfL's Information Management System

Question No: 3197 / 2010
Caroline Pidgeon
Please provide the cost of TfL's information management system for each year over the last 5 years.

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

TfL's Information Management System covers a wide range of activities: office computers, e-mail, customer information, iBus and other systems. It also provides strategy, compliance, security, testing and Business Relationship Management services.

The operating cost of TfL's Information Management System over the last five years was:

Year	2005/06	2006/07	2007/08	2008/09	2009/10
Expenditure	£85m	£89m	£112m	£105m	£129m

The two significant increases in spend between financial years were due to the following:

Between 2006/2007 and 2007/08 – spending on the iBus project, coupled with an increase in cost of third party contracts, primarily for managed desktop support and help desk service, mainly due to a change in external service provider.

Between 2008/09 and 2009/10 – increased spend as a result of TfL taking on former Metronet Rail systems.

TfL Staff

Question No: 3198 / 2010
Caroline Pidgeon
Do any TfL employees get private health care as part of their employment package? If yes, please provide how many receive this and how much it costs TfL per annum for 2008/09, 2009/10, 2010/11.

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Transport for London provides private medical insurance as a voluntary benefit to employees in eligible grades. This benefit forms part of the overall reward package, and sits alongside other internal schemes to help facilitate recovery should an employee become ill.

The membership figures and cost to TfL over the last three years is shown in the table below.

Financial Year	Number of employees within Private Medical Scheme	Spouse	Children	Total for Employees, spouses and children	Recovered from staff contributions to child cover	Total cost to TfL
2008/09	3185	465	at least 223 (198 family plus 25 single parent memberships)	£2,492,172	£76,935	**£2,415,237**
2009/10	4681	640	at least 336 (304 family plus 32 single parent memberships)	£3,409,127	£115,920	**£3,293,207**
2010/11	4606	636	at least 345 (304 family plus 41 single parent memberships)	£3,607,866	£136,275	**£3,471,591**

Since these benefits are obtained at group rates, were they to be withdrawn, the resultant compensation per employee would be likely to be significantly greater, as they would have to purchase the benefits individually.

The increase in numbers between 2008/09 and 2009/10 are as a result of 1,062 Metronet employees joining the TfL scheme on 1 April 2009.

Electric Bike Scheme (1)

Question No: 3199 / 2010

Caroline Pidgeon

Can you give me an update on the proposed "Electric Bike" scheme in London? Will it be ready for the Olympics?

Answer from the Mayor

I am championing a range of low carbon transport for London and am keen to explore the possibilities of having electric bikes in use in the Capital during 2012. Discussions to introduce electric vehicles into London are taking place with a number of parties as part of my plan to make London the electric vehicle capital of Europe.

Electric Bike Scheme (2)

Question No: 3200 / 2010

Caroline Pidgeon

Have you secured private funding for the electric bike scheme with BMW?

Answer from the Mayor

Please see my response to 3199/2010

Job Cuts at London Underground (1)

Question No: 3201 / 2010

Caroline Pidgeon

Please can you tell me the exact number of proposed reductions in jobs at London

Underground, as there are numerous contradictory rumours flying around?

Answer from the Mayor
Under the review of operational staffing, there will be a reduction of 150 managerial and support positions and a reduction of 650 station positions, over 300 of which are already vacant.

As announced on 7 October, London Underground is also reviewing all non-frontline services. Around 400 permanent employees in back-office roles will be affected and a similar number of back-office posts which are currently vacant or filled by non-permanent staff will also be affected.

Job Cuts at London Underground (2)
Question No: 3202 / 2010
Caroline Pidgeon
Can you break down the proposed reduction in numbers at London Underground by voluntary redundancy, compulsory redundancy, retirement, or by transfer to another area.

Answer from the Mayor
The reduction of around 800 posts resulting from operational changes at London Underground will be achieved in two stages without any compulsory redundancies.

The first stage will cover managerial and support roles, where a reduction of 150 positions will shortly be achieved almost entirely through voluntary redundancy, plus a small number of vacant positions being withdrawn.

The reduction of 650 station posts, stemming from more efficient staff deployment and the reduction in ticket office demand, will follow in the new year. It is too early to give an exact breakdown, however the majority of these reductions will be achieved by not filling a significant number of vacancies (over 300 by the week commencing 11 October) that have arisen as people have left the organisation, retired or moved to other roles; by retaining a number of staff over the core establishment for a period to fill vacancies as they arise; and through some limited, targeted voluntary redundancies.

North London Line
Question No: 3203 / 2010
Caroline Pidgeon
How many times has the North London Line been suspended between June and the end of September this year?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

As part of the Infrastructure Improvement Programme to upgrade the railway, the North London Line has had 13 planned closures. In order to minimise disruptions, these planned closures have been on Sundays only.

Transport Links to Skyride Event
Question No: 3204 / 2010
Caroline Pidgeon
What representations have you made to the train operating companies over the need to provide a more frequent train service, with an appropriate number of carriages with spaces for bikes, for

any future year's Skyride events?

Answer from the Mayor
Over the past 4-years of staging a mass participation bike ride event years my Events for London staff have liaising with the train companies and this year we worked closer than ever with ATOC- The Association of Train Operating Companies to ensure that all train operators were aware of the event. This year ATOC took an active role at the LOPSG meetings (Licensing Operational Planning and Steering Group meetings) on which all statutory and other relevant agencies input into the planning and operation of major events in London

ATOC worked to urge train-operating companies (TOCs) to facilitate the increased number of cyclists expected on the day by providing extra staff and rail carriages. As a result both Chiltern and South West Trains strengthened some lines on the day to up to 8 cars for the Skyride event.

Whilst other TOCs were unable to do this, ATOC provided us with detailed engineering disruptions information which was included on the Skyride website, with a direct link to National Rail Enquiries for more information.

We aim to continue working with ATOC in the future to continue to make improvements to ensure as many people as possible can get to the event. We also run sold out 'guided rides' from every London borough to encourage cyclists to cycle to the event.

Bus Subsidies
Question No: 3205 / 2010
Caroline Pidgeon
How can your proposal for a 40% reduction in bus subsidies not lead to a cut in services?

Answer from the Mayor
Bus subsidy will fall by around 40% by 2017/18. 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.

Impact of HS2 on London (1)
Question No: 3206 / 2010
Caroline Pidgeon
The London Chamber of Commerce has said that the preferred HS2 plan would be "the worst possible outcome for London's businesses." Seeing as HS2 will have an enormous impact on Londoners and local businesses, what are your thoughts on the preferred HS2 route?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Answer provided on 26 October 2010:

I understand that the chamber is actually referring to Lord Mawhinney's HS2 report, which suggests terminating HS2 at Old Oak Common, as well as not serving Heathrow directly.

I support the development of a high speed rail network for the UK, and support a central London terminal at Euston as this is the best location for ensuring the benefits of high speed rail to the London economy are maximised. However, the scale of demand at Euston will mean that

major enhancements are needed to the Underground network in particular to disperse passengers arriving there. I will be making a strong case that this should be incorporated as part of the HS2 project.

I also support the need for an intermediate station at Old Oak Common to provide access to Heathrow Airport and also to provide links to west, south and north west London to ensure residents and businesses are able to access the high speed network without travelling into central London but not to serve as the terminus. There is also a longer term opportunity to directly connect HS2 into Heathrow Airport, which would help see a shift from air to rail for domestic and some short haul international flights.

It is also important that HS2 has a direct connection to HS1 enabling through services to operate and also bringing into more productive use the existing International station at Stratford. This connection has to be provided in such a way that the existing and future operation of the London rail network is not compromised.

It is extremely important that HS2 Ltd take into account the views of Londoners in progressing the design of the route, and I would encourage them to have a full dialogue with local residents and businesses. I certainly would be concerned if Old Oak Common were to emerge as the preferred location of the terminus and my staff will continue to engage fully with HS2 Ltd.

Impact of HS2 on London (2)

Question No: 3207 / 2010

Caroline Pidgeon

What discussions have you personally had with the DfT and local residents about the impact that the preferred DfT HS2 route will have on London?

Answer from the Mayor

I have had no meetings personally. However, my staff and TfL are in regular contact with HS2 Limited, the company set up by the Government to consider the feasibility of a new high-speed railway and to look at the business case. While I support the principle of HS2, there are many issues that will need to be resolved.

GLA/TfL officials also met representatives of the Primrose Hill Reference Group recently to hear their concerns over the impact of the proposals and I think it is extremely important that HS2 Ltd take into account the views of Londoners in progressing the design of the scheme. I would encourage them to have a full dialogue with local residents and businesses to ensure their views and concerns are fully captured and taken into consideration as part of the plans.

TfL Staff nominees

Question No: 3208 / 2010

Caroline Pidgeon

How many Oystercards were provided to the nominees of TfL employees in 2009/2010?

Answer from the Mayor

From 1 April 2009 to 31 March 2010, 4,639 nominees were provided with a Nominee Oyster card.

Fare evasion

Question No: 3209 / 2010

Caroline Pidgeon

In TfL's 2008/09 Annual Report, it said fare evasion costs Londoners around £70 million each year. I could not find anything in your 2009/10 Annual Report, what is the figure for 2009/10?

Answer from the Mayor
The figure for 2009/10 is £55.3 million.

PAYG Bus Journeys
Question No: 3210 / 2010
Caroline Pidgeon
How many PAYG bus journeys were there in 2009/10? How many passengers went on to make a second journey within the hour?

Answer from the Mayor
Some 450 million PAYG bus journeys were made in 2009/10.

Around a third was followed by a second PAYG bus boarding within an hour.

Countdown
Question No: 3211 / 2010
Caroline Pidgeon
The TfL website says the new countdown system will be rolled out in 2011. Do you know when in 2011 this will take place?

Answer from the Mayor
The forecast for the implementation remain unchanged. Web and SMS text message services will be available for all bus stops in London from late Spring 2011. TfL will begin to roll-out fixed signs at bus stops from the same date.

West Brompton PA System
Question No: 3212 / 2010
Caroline Pidgeon
In response to MQ(1030/2010), you informed me that LU is currently in the process of installing a new PA system, new CCTV and new CIS screens on both platforms 3 and 4 at West Brompton station. When will this work be completed as the PA system has now been out of order for more than a year?

Answer from the Mayor
There are two PA systems at West Brompton station, one on the London Underground (LU) platforms and one on the London Overground (LO) platforms.

Both systems have been tested and are functioning, but the LO system is only able to be used for locally made announcements ahead of the installation of new customer information systems by LU.

Unfortunately the contractor working for LU on this project has experienced some difficulties with the installation, but work is now expected to finish before the end of the year, which will restore full functionality to the PA systems on all platforms at the station.

Reduction in staff at LU ticket offices (1)
Question No: 3213 / 2010
Caroline Pidgeon
What criterion has TfL used for the proposed new opening hours for ticket offices at LU stations? For example, why did TfL decide that Woodford ticket office would open for a short period during the evening whereas South Woodford's would not?

Answer from the Mayor
The new opening hours are reflective of the level of usage at each ticket office, taking into account the 28 per cent reduction in ticket office demand over the last four years. LU is proposing closure at times of day when the ticket-office is in use for less than half of the time. This has enabled a consistent approach to be applied.

Reduction in staff at LU ticket offices (2)
Question No: 3214 / 2010
Caroline Pidgeon
Please provide a table showing for each London Underground station, the number of staff currently working at each station, and the proposed number of staff after your reduction in ticket office hours comes into force.

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The table attached, **see Appendix E**, shows the average staffing levels before and after the proposed changes.

Please note that these are average staffing levels across the operating day (typically from 05:15 to 01:15), and that staffing varies according to the time of day and the size and characteristics of the station. Staffing is generally higher at busier times; LU has also provided details of average peak staffing to illustrate this.

Under the proposals, the average station staffing level will be 3.5 members of staff on duty during the week, 3 at weekends, and 5 during the peak. The busiest station (King's Cross St. Pancras) has over 30 staff on duty at peak times and the quietest stations always have at least one member of staff rostered, with most of these having a second member of staff on duty during the morning peak.

Even after these changes, London Underground retains a very high level of front-line staffing in relation to other Metros and rail operators. These staff will spend more time out in the customer areas of the station, where they are best able to provide help and information to passengers.

Reduction in staff at LU ticket offices (3)
Question No: 3215 / 2010
Caroline Pidgeon
In your answer to MQ(2038/2010), you said about your proposed cuts in ticket office staffing, "LU is planning public engagement about the proposals in the coming months." What meetings have you or senior officials at TfL had with leading disability organisations in London, such as the London Visual Impairment Forum, Transport for All and Inclusion London on this matter?

Answer from the Mayor
London Underground's Chief Operating Officer had a positive meeting with representatives and members of Transport for All and the London Visual Impairment Forum on 7 October and will meet representatives of Guide Dogs on 27 October.

LU's Strategy & Commercial Director also attended a public meeting of the Assembly Transport Committee on 9 September, at which the proposals were discussed in the context of the accessibility of public transport.

Reduction in staff at LU ticket offices (4)

Question No: 3216 / 2010

Caroline Pidgeon

Please provide a job description for the "multifunctional" staff you propose at London Underground stations.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The job description for a Station Assistant (Multi-Functional) is attached, **see Appendix C**. This is not a new or changed position; all staff who currently work in the ticket office are either Station Assistants (Multi-Functional) or Station Supervisors.

Rail Replacement services on the Jubilee Line in Willesden Green (1)

Question No: 3217 / 2010

Caroline Pidgeon

Residents in the Willesden Green area have told me they would find it more beneficial if some of the existing bus replacement services were directed to the nearest functioning Bakerloo Line station, Queen's Park. Would you please consider revisiting your Rail Replacement strategy for commuters affected by weekend Jubilee Line closures in this area?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

LU will always try to implement an alternative transport strategy that provides customers with the quickest and most convenient alternative options, taking into account existing alternative services. This will include the provision of links to alternative Tube lines, where this is appropriate and cost effective and provides significant journey time savings.

Customers from Willesden Green already have a number of alternatives during Jubilee line closures, including a frequent line of route rail replacement bus service and the Metropolitan line making an additional stop at the station.

During closures between West Hampstead and Stanmore - the focus of the remaining upgrade work - customers from Willesden Green can use the rail replacement bus to connect with the Jubilee line at West Hampstead to continue their journeys into central London.

In addition there are local buses that already operate between Willesden Green and Harlesden or Willesden Junction.

Given these options, the benefit in operating an additional rail replacement bus service between Willesden Green and Queen's Park would not be sufficient to justify the cost.

Rail Replacement services on the Jubilee Line in Willesden Green (2)

Question No: 3218 / 2010

Caroline Pidgeon

Please provide a table to show how many people on average, per bus, travel on Rail Replacement services operating from Willesden Green tube station during closures due to planned maintenance work over the last 12 months?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

London Underground does not hold detailed data on passenger loadings on rail replacement bus services. It is not practical to collate, as customers are not required to touch in using their Oyster cards.

However, LU staff do monitor the effectiveness of rail replacement bus services, which is also used to aid planning for future closures. Feedback on the Wembley Park–Willesden Green–Finchley Road/Baker Street rail replacement bus service has shown it to have been consistently well used over the past year.

Rail Replacement services on the Jubilee Line in Willesden Green (3)
Question No: 3219 / 2010
Caroline Pidgeon
Please provide a table to show how many people, on average, per bus, travel on the 98 from all Willesden Green stops to Victoria during closures due to planned maintenance work over the last 12 months?

Answer from the Mayor
TfL does not hold information at this level of detail and route 98 runs to Holborn rather than Victoria. However from August 2009 to August 2010, Saturday usage of route 98 averaged 23,000 passenger trips when there were no planned closures of the Jubilee line. Usage on Sunday averaged 17,900 passenger trips. On Saturdays, when there were closures of the line between central London and Wembley Park (or further west) usage was 25,000 trips, an increase of 9%. For Sundays usage was 19,200 trips, an increase of 7%.

The Mayor's Transport Legacy
Question No: 3220 / 2010
Caroline Pidgeon
Will Londoners look back on your transport legacy as being that of a Mayor who hiked up bus fares whilst simultaneously cutting bus services?

Answer from the Mayor
No. The TfL Business Plan forecasts maintaining a broadly similar level of bus service over the period to 2017/18. Changes will be made to the pattern and level of bus service to reflect changes in passenger demand, as has always been the case.

Consultation on this year's fares announcement
Question No: 3221 / 2010
Caroline Pidgeon
Has there been any consultation with outside bodies on this year's fares decision?

Answer from the Mayor
TfL's planning assumption was made clear in last year's Business Plan. This has been in the public domain and available for comment for some time.

Since then, I have taken numerous questions on this topic at public meetings and from the Assembly and had countless informal discussions with Londoners at all levels where the topic has come up.

I can assure you that I am fully briefed on Londoners' views and priorities on fares.

Proposed removal of traffic signals

Question No: 3222 / 2010

Caroline Pidgeon

Please list all boroughs in London which have agreed to the removal at traffic lights at all sites proposed by TfL.

Answer from the Mayor

TfL has not yet met all of the London boroughs to discuss the individual traffic signal sites proposed as potential candidates for removal but many have been receptive to the general principle. These discussions are therefore on-going.

To date, the London Borough of Hammersmith and Fulham has undertaken a public consultation on a site on Shepherd's Bush Road and it has agreed that the site should be removed. Other boroughs, including Brent, Ealing and Westminster, have been receptive to the concept and are looking at alternative/additional locations where signals could potentially be removed.

Signals will only be replaced with other measures on borough roads if the borough decides that is what it wants to do. Local consultation will be undertaken in all cases before a final decision is taken.

Next rail summit

Question No: 3223 / 2010

Caroline Pidgeon

When will the next rail summit be, who will be invited to attend, who will be allowed to participate and will it be held in public?

Answer from the Mayor

I plan to hold a further rail summit in 2011, and it will be organised on similar lines to the one in February 2010.

London Councils grant review

Question No: 3225 / 2010

Caroline Pidgeon

Your latest report states that you met with the Chair of London Councils on September 8th to discuss, among other things, London Councils' grant review. Would you join with me in expressing concern about the 80% cost reduction that London Councils' are proposing be made to the London Borough Grants scheme, and will you formally respond to London Councils' consultation on the future of the scheme urging them to look again at their proposals and the devastating effect a sudden withdrawal of grant will have on many voluntary sector organisations across London?

Answer from the Mayor

As I said in a previous answer to John Biggs (MQ 2602) the London Councils grants programme review and planned changes are likely to have a significant impact on the voluntary sector. Boroughs will therefore need to consider very carefully the consequences of all spending decisions in relation to the voluntary and community sector in their area, recognising the vital and valuable work the sector does for the most disadvantaged communities in London. I will be stressing this in my consultation response.

Dial a Ride

Question No: 3226 / 2010

Caroline Pidgeon

How many litres of fuel did Dial a Ride vehicles use in both 2008/2009 and 2009/2010. Please list as two separate amounts.

Answer from the Mayor

Dial-a-Ride used 1,112,231 litres of fuel during 2008/09 and 1,169,566 litres in 2009/10.

The factors governing the amount of fuel used varied between the two years; in particular, there was a 6.5% increase in the number of trips.

Dial a Ride

Question No: 3227 / 2010

Caroline Pidgeon

Please provide for each borough, broken down per period, how many trips were made, refusals, cancellations and service cancellations there were from period 1 2010 to September 2010.

Answer from the Mayor

The number of trips made, refusals, passenger and service cancellations from the 1st April 2010 to 17th September 2010 are shown at **Appendix F**.

It should be noted that Dial-a-Ride always experiences lower demand during Periods 5 and 6 due to seasonal factors.

Dial-a-Ride performance continues to improve, with requests and completed trips in Quarter 2 (26th June to 17th September) increasing by 8.4 per cent and 8.1 per cent respectively compared to the same time period in the previous year.

In the first two quarters of this year, Dial-a-Ride has carried 9 per cent more trips than last year – 51,926 trips.

Taxi Rank at Paddington Station

Question No: 3228 / 2010

Caroline Pidgeon

What consultation did TfL have with London Taxi drivers before it was decided to significantly cut the amount of rank space at Paddington Station? Do you think this was adequate?

Answer from the Mayor

Due to time constraints, TfL was unable to consult formally with the taxi trade in advance of the reduction of rank space effective from 28 September 2010.

TfL apologise for the short notice of this change and to any taxi driver who may be inconvenienced. Urgent action was necessary to re-locate the bus stand from Westbourne Terrace due to a high number of complaints from local residents regarding noise disturbance.

TfL has tried to minimise the impact on taxi drivers by agreeing that taxis can continue to use the rank as normal from 11pm to 5.30am, and one lane of the two in the taxi queuing area remains useable throughout the night.

These arrangements will be monitored very closely and any issues arising will be addressed accordingly.

Cleaner Buses

Question No: 3229 / 2010

Caroline Pidgeon

What progress has been made on your commitment to work with bus manufacturers and other cities to determine the operating requirement of an electric bus and develop technical solutions to overcome the operational barriers of operating electric buses in London?

Answer from the Mayor

TfL continues to review the availability of pure-electric buses suitable for London's operating requirements.

The majority of the current hybrid buses are effectively battery powered but need an engine along with regenerative braking to keep them charged in operation. As battery performance improves, reliance on parallel propulsion systems will reduce until a stage is reached whereby the bus is solely powered by stored electricity.

The battery units on purely electric buses used elsewhere in the UK, however, cannot currently meet the operational requirements or range for London.

As I have indicated before, as soon as solely battery powered vehicles can meet TfL's operating requirements, I would consider them for London.

Cycling in London

Question No: 3230 / 2010

Caroline Pidgeon

How much has TfL spent in advertising and marketing campaigns to encourage cycling since May 2008, excluding the cycle hire scheme?

Answer from the Mayor

Since 2008, TfL has spent the following sums on advertising and marketing activities to encourage cycling. These activities included promoting cycle safety, events, guides and smarter travel initiatives.

2008/09 - £3.1 million

2009/10 - £3.6 million

2010/11 - £5.2 million, including the launch of the new Barclays Cycle Superhighways sponsored, with the Cycle Hire Scheme, for £25 million by Barclays Bank.

133 "Not In Service" buses

Question No: 3231 / 2010

Caroline Pidgeon

A local Streatham resident has found out that every week around 640 empty 133 buses run between St Leonard's Church in Streatham and the bus garage in West Norwood, and alongside it the 249 bus is often overcrowded and infrequent. Will you review this and consider extending the 133 bus route to the bus garage?

Answer from the Mayor

Running the journeys in service would have a cost for TfL, and more so if a regular service were to be provided because buses run 'not in service' to and from their garage at irregular times. To run the buses on the 133 to Norwood Garage would have a cost, and to extend full service would require about five additional buses. Route 249 covers much of the same road and TfL's monitoring shows that its capacity is well matched to demand.

For these reasons, TfL has no plans to extend route 133 to its current garage.

London Pension Fund Authority

Question No: 3232 / 2010

Caroline Pidgeon

When will you be announcing your appointments to the London Pension Fund Authority? What criteria will you be using to make these appointments, and what experience will you be seeking from the people you appoint?

Answer from the Mayor

I made four appointments to the LPFA Board on 1 October and these have been announced by the LPFA. There is one remaining vacancy for the Board and I intend to make an appointment to that position shortly. The criteria used to make these appointments were based on an analysis of the present attributes of existing Board members and an assessment of the skills required by the Board to help meet its future strategic objectives. The experience sought from candidates included: high level political leadership across London, an existing or newly retired Director of Finance, an investment professional and a legal / regulatory background in pensions.

London Pension Fund Authority (2)

Question No: 3233 / 2010

Caroline Pidgeon

How many applications have been received for appointment to the LPFA and of those applications how many have been shortlisted and interviewed? What was the balance of applications between men and women applying?

Answer from the Mayor

55 applications were received for appointment to the LPFA Board. Ten were shortlisted for interview and four appointments were made on 1 October and have been announced by the LPFA. Final interviews for the one remaining vacancy should be completed shortly. Seven applicants (13%) were women.

Private Sector Landlords (1)

Question No: 3235 / 2010

Nicky Gavron

Further to your answer to my question on Housing benefits (question no 2705/2010) which confirmed that you had had discussions with the Secretary of State for Work and Pensions and Lord Freud could you detail what they were and the outcomes of these discussions?

Answer from the Mayor

Discussions with central government over the proposed changes to Housing Benefit are continuing and I remain determined to ensure that the potential unintended consequences for London of these changes are mitigated.

Private Sector Landlords (2)

Question No: 3236 / 2010

Nicky Gavron

Will you support Shelter's campaign to tackle rogue landlords which asks Government to "Give councils the tools they need to force rogue landlords out
Close legal loopholes and Increase transparency and accountability"

Answer from the Mayor

I fully support giving councils the tools they need to deal with the private rented sector more effectively.

Housing Benefit Cap

Question No: 3237 / 2010

Nicky Gavron

In the light of the London Councils' and the London Landlord Accreditation Scheme's survey of landlords which states that "approximately 15,000 London tenants may risk losing their home after next April and a further 67,000 London tenants may be at risk of eviction or not having their tenancy renewed after next October" what plans do you have to lobby government?

Answer from the Mayor

I will, in partnership with London Councils, continue to press for the introduction of transitional arrangements to mitigate the unintended consequences of the Housing Benefit changes in London. Richard Blakeway, my Housing Advisor, is involved in ongoing discussions with both the Department for Work and Pensions and Communities and Local Government, and my officials are working closely with officials from both DWP and CLG on the detail of my proposals.

Housing and Communities Agency

Question No: 3238 / 2010

Nicky Gavron

Following Bob Kerslake's appointment to Permanent Secretary of DCLG what plans are there for interim arrangements for the Chief Executive of the HCA, and what are the implications for London?

Answer from the Mayor

On 5 October the HCA announced the appointment of Pat Ritchie, as interim Chief Executive. She will take up her new role from 1 November 2010 and remain in post until a permanent appointment is made next year.

I do not foresee any specific implications for London of this interim arrangement, in that it will not change the existing London arrangements or the proposals for devolution.

Housing for Families

Question No: 3239 / 2010

Nicky Gavron

In launching your First Steps for families you are quoted as saying that "My overriding ambition is to make the capital a city of opportunity and choice and more affordable for ordinary Londoners". How does this square with the impact that housing benefit changes announced in the June 2010 budget which may put 15,000 private sector tenants at risk of losing their home by April, as predicted in a recent survey of landlords by London Councils.

Answer from the Mayor

As stated in response to your questions 3235 and 3237, I am in discussions with the government about a series of proposals to mitigate some of the unintended impacts of the changes.

Housing for Families 2

Question No: 3240 / 2010

Nicky Gavron

In launching your First Steps for Families David Lunts was quoted as saying that "We are committed to increasing the availability and choice of larger homes for families in London". What are you doing to increase the availability and choice of larger family homes in the social housing sector?

Answer from the Mayor
My London Housing Strategy has set the toughest targets to deliver new family-sized homes, in both the social and intermediate housing sectors, since the GLA was set up. I am also promoting policies and initiatives to free up existing family-sized social rented homes for those who need them most, as set out in my Overcrowding Action Plan. In addition I intend to increase opportunities for mobility across London's social housing, which will increase the choice available to families.

Tax Increment financing (affordable housing)

Question No: 3241 / 2010

Nicky Gavron

Will the recently announced Tax Increment Financing scheme give you the "freedom and responsibility to generate and manage local revenue streams"?

Answer from the Mayor
A brief announcement was made on 28 September. The Government has not yet set out its own framework for TIFs, so it is too early yet to assess the impact on the GLA. However, in general, TIF is likely to provide funding for infrastructure improvements that will yield additional economic benefit.

Henlys Corner

Question No: 3242 / 2010

Nicky Gavron

With reference to your answer to my question about the suspension of planned traffic and pedestrian safety improvements at Henlys corner (2699/2010) can you let me know what criteria you and TfL will use to decide on which schemes are prioritised and which are shelved after the CSR announcement.

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Following the Spending Review announcement on 20 October, TfL will be reviewing all the projects and programmes in its Business Plan and their contribution towards meeting the needs of the travelling public in London, as set out in my Transport Strategy. The updated Business Plan will be subject to approval by TfL's Board.

Henlys Corner 2

Question No: 3243 / 2010

Nicky Gavron

With reference to your answer to my question about the suspension of planned traffic and pedestrian safety improvements at Henlys corner (2699/2010) can you let me know what representations you have received from the GLA member for Camden and Barnet on this issue given Henlys Corner is considered one of the most dangerous crossings in London with no provision for pedestrians?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Since TfL's announcement that it was reviewing a number of planned road improvement schemes, including that at Henlys Corner, TfL has received no correspondence from this member specifically connected with the Henlys Corner scheme.

Henlys Corner 3

Question No: 3244 / 2010

Nicky Gavron

With reference to your answer to my question about the suspension of planned traffic and pedestrian safety improvements at Henlys corner (2699/2010) can you let me know what representations you have made to Government to secure the funding for the scheme given Henlys Corner is considered one of the most dangerous crossings in London with no provision for pedestrians?

Answer from the Mayor

As you will know, I have been leading the discussions with the Government over TfL's budget as part of the Spending Review announcement. This will be made on 20 October and we will know then what the implications are for TfL's budget.

Budget Cuts

Question No: 3245 / 2010

Nicky Gavron

What representations has the Mayor made to Government to ensure that the equality legislation is adhered to when making cuts to services in London?

Answer from the Mayor

I have made representation to government on the proposed changes to housing benefit and proposed reductions to transport infrastructure funding, highlighting the social costs of the changes and the impact they will have on some of London's most vulnerable households and on London's economy.

Family Friendly Policies

Question No: 3246 / 2010

Nicky Gavron

Will the Mayor support the Family and Parenting Institute (FPI) in their campaign outlined in their report "Family Policy and the New Government" to ensure that budget cuts are based on "impact assessments for different generations and types of families" The FPI's report emphasises the need for the government to create jobs suited to family lifestyles, including the right to flexible working from the first day of employment.

Answer from the Mayor
My duty as Mayor is to review the impact of proposals on Londoners and specific groups of Londoners, as well as on the capital's economy, and make any necessary representations to government.

I am keen to see jobs being as flexible as possible to meet the needs of both employees and employers. Through the London Skills and Employment Board I aim to encourage employers to increase the availability of flexible and part-time job opportunities.

M4 Bus lane

Question No: 3247 / 2010
Valerie Shawcross
Were TfL consulted about the removal of the M4 bus lane? If so what was their professional assessment?

Answer from the Mayor
The M4 does not form part of the Transport for London Road Network, decisions regarding the bus lane are made by the Highways Agency reporting to the Department for Transport.

TfL has not been consulted on the proposed suspension (starting at Christmas and running to June 2012) at this stage. However, it is likely that TfL will be consulted as part of the statutory consultation process, which is yet to commence.

Cycle Super Highways

Question No: 3248 / 2010
Valerie Shawcross
Why are you spending money to install two additional Superhighways before you have evaluated the performance and safe record of the first two installed in July?

Answer from the Mayor
The first two Barclays Cycle Superhighways were launched on 19 July this year, and usage monitoring began at this time, to enable initial comparisons with similar data collected last year. Initial snapshot results show an increase of 25 per cent in cycle journeys, with some sections of the Merton to City route showing increases of 90 per cent or more. These early results demonstrate the potential for Cycle Superhighways to generate future cycling growth across the capital. Interestingly, benchmarking of similar projects globally has seen an increase in cycling numbers with a fall in the cycling accident rate – pointing to a "safety in numbers" effect, which I hope to replicate in London.

The pilot routes infrastructure is subject to rigorous safety audits, and any issues arising from these audits have been responded to or addressed. TfL and the Metropolitan Police will continue to monitor the routes, with any collisions carefully investigated using established procedures.

Cycle helmets 2

Question No: 3249 / 2010

Valerie Shawcross

The Highway Code states that cyclists should wear helmets, however the information given to users of the London Cycle Hire scheme suggests cyclists 'may wish to consider' wearing helmets. Could the Mayor explain why the information given to users of the London Cycle Hire scheme does not comply with the Highway Code?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Although helmet use is not a legal requirement in the UK, TfL does encourage people to consider wearing them. Many studies have been carried out to look into the effectiveness of helmets, and if cycle helmets are a good fit and are worn correctly, they should be effective at reducing the risk of head injury. However, the best defence against injury when cycling is to avoid conflict all together and it is on this which TfL focuses its activity.

Earlier this year my Cycle Safety Action Plan was published and this outlines 52 actions aimed at reducing collisions involving cyclists. TfL has also recently launched a number of road safety campaigns to improve cycle safety, including campaigns designed to make cyclists aware of the dangers of undertaking lorries at junctions and a campaign encouraging motorists to look out for cyclists.

Road Safety

Question No: 3250 / 2010

Valerie Shawcross

Are you concerned about the number of collisions at road junctions on the TLRN and how to you propose to reduce these figures?

Answer from the Mayor

Collisions at junctions on the Transport for London Road Network have reduced by 32% since 2000, whilst collisions resulting in death and serious injury at these locations are now 40% below 2000 levels. I remain committed to improving London's record further and will continue to work with key partners on a range of education, engineering and enforcement initiatives.

Cycle Hire Kennington

Question No: 3252 / 2010

Valerie Shawcross

A number of constituents have complained that when they seek to return their hire bikes to Kennington after work all the docking stations are full and they have to head back into town to return them. Can you explain what TfL is doing to ensure that in the future there will be more docking stations available in Kennington in the evening?

Answer from the Mayor

TfL and the scheme operator Serco have been working to improve redistribution of the bikes and where possible, seek to meet demand for bikes.

In addition, TfL is continuing to roll out docking stations as part of the development of the Barclays Cycle Hire Scheme. Working in cooperation with the Boroughs, TfL is identifying suitable new sites and sites where the number of docking points can be expanded in areas of high demand. Two further sites near Kennington have been granted planning permission, which TfL plan to install before Christmas. A further two sites have been identified and are being

progressed through the planning application process.

Lobbying for London

Question No: 3253 / 2010

Valerie Shawcross

Please list the dates since May 2010 on which you have met the Prime Minister in person to discuss the Transport settlement (CSR) for London?

Answer from the Mayor

Since David Cameron was appointed Prime Minister I have met with him in person on 24 May, 5 July and 29 September. In addition, I have also had a number of informal telephone conversations and our respective offices are in constant contact. The CSR and London's grant settlement have been at the centre of our discussions.

Lobbying for London 2

Question No: 3254 / 2010

Valerie Shawcross

Please list the dates on which you have met George Osborne in person to discuss the Transport settle (CSR) for London?

Answer from the Mayor

Since George Osborne was appointed Chancellor of the Exchequer, I have met with him in person on 29 September. In addition, I have frequent informal telephone conversations and our respective offices are in constant contact. The CSR and London's grant settlement have been at the centre of our discussions

Vauxhall Cross

Question No: 3255 / 2010

Valerie Shawcross

Vauxhall Cross remains a dangerous and fast gyratory. Please explain what you plans are for improving the pedestrian crossings and environment at Vauxhall Cross? When do you proposed to remove the gyratory and restore a traffic scheme with two way working ?

Answer from the Mayor

TfL commissioned an urban design and traffic modelling study to identify possible improvements to the Vauxhall, Nine Elms and Battersea Reach Opportunity Area, including Vauxhall Cross. Options for improving the pedestrian crossing and environment included junction simplification, provision of new crossings and an option for gyratory removal.

A decision over whether to remove Vauxhall Gyratory is still being considered in consultation with Lambeth and other stakeholders, and in large part will be dependent on funding and the impact of the scheme on the operation of the Transport for London Road Network in this area. The funding for such works is reliant largely on s106 developer contributions and at this stage TfL cannot estimate if and when this funding may become available due to the impact the current financial climate has had on developments in the area.

Police 1,000 campaign

Question No: 3256 / 2010

Valerie Shawcross

Can you guarantee the people of Southwark that their Borough Police command will remain at or above 1,000 FTE police officers for the foreseeable future?

Answer from the Mayor

Policing levels across the Capital cannot be clarified until the outcomes from the forthcoming

Comprehensive Spending Review are known.

First Capital Connect

Question No: 3257 / 2010

Valerie Shawcross

I receive complaints that FCC has installed unusable ticket machines at many of their stations including Palmers Green. The problem is that the new touch screen machines will not function in the presence of glare and many have been placed in unsuitable locations. Will you or TfL be taking this up with FCC management and urging them to resolve this problem?

Answer from the Mayor

I have no remit for FCC's stations, therefore I advise you to take this issue up with First Capital Connect in the first instance and thereafter if necessary with London TravelWatch.

Arbiter's Comments

Question No: 3258 / 2010

Valerie Shawcross

The PPP Arbiter, Chris Bolt, made comments published in the Financial Times criticising the lack of improvements in efficiency of the former Metronet organisation despite having been taken over by LUL. To what do you attribute your failure to improve their performance and financial efficiency? Has TfL asked the Arbiter for advice on what further savings he thinks could be made and how?

Answer from the Mayor

I read the article with interest, and I share Chris Bolt's view that there is potential for costs to be reduced further.

The collapse of Metronet left London Underground (LU) with massive project management and financial problems and LU acted decisively to bring matters under control.

Very significant financial savings and efficiency improvements have now been made. What the Arbiter has observed is that in the period immediately after transfer to LU, it was necessary, in some areas, to spend more to address the consequences of Metronet's failure. As a result, the condition and performance of the assets has improved dramatically over the past three years leading to improved services for customers.

However, I am clear that we must strive for even greater value for money. TfL's Business Plan incorporates considerable further reductions in maintenance costs, over the next seven years. Of course, this depends on sustaining the investment in the Tube upgrades to replace old and life-expired assets.

The complexity of the PPP was wasteful and inefficient. Now that we are free of this, we can focus on delivering in the most efficient and least disruptive way. In ensuring we do that, the Investment Programme Advisory Group, a panel of independent experts set up by agreement with the previous Government to scrutinise all aspects of TfL's investment activity, will play a key role.

Cycle Hire Scheme

Question No: 3259 / 2010

Valerie Shawcross

Will you be rolling the cycle hire scheme southwards in my constituency of Lambeth and Southwark to Stockwell, Clapham, Kennington Bermondsey, Rotherhithe and Camberwell as the scheme is currently, like all Transport services in London, unfairly limited in its spread south of the river.

Answer from the Mayor
Barclays Cycle Hire was launched in nine central London boroughs and Royal Parks only. It was limited to an area of approximately 45km² for reasons of affordability and deliverability. This was chosen as the area likely to generate the largest number of potential trips for the initial phase of the cycle hire network to serve.

TfL is studying ways of expanding the scheme to benefit more Londoners and visitors to London. One of the basic premises of the scheme is that a dense network of docking stations needs to be in place throughout the cycle hire zone, as users rely on the expectation that there will be a docking station close to their desired origin/destination.

Borough High Street
Question No: 3260 / 2010
Valerie Shawcross
Will you support the proposals by Living Streets to improve the pedestrian crossings and environment at Borough High Street - currently this red route is a very unfriendly environment for people on foot or on a cycle.

Answer from the Mayor
I know that TfL met you and Living Streets on 14 September to discuss this issue.

TfL agreed that it would consider the feasibility of Living Streets suggestion for a 'quick win' at Borough High Street (involving the permanent closure to traffic of the Borough High Street slip road), and outline its findings to the London Borough of Southwark in time for a Borough & Bankside Community Council meeting where the issue was to be discussed. TfL did so, confirming to Southwark that Living Streets suggestion would be feasible, providing sufficient funding could be found and dependent on the successful outcome of a local consultation and an analysis of the impacts on traffic flows.

Of course, and as I understand you suggested during the meeting with TfL and Living Streets, Southwark would also need to consider whether it agrees with Living Streets suggestion. TfL continues to discuss what improvements are affordable and could be delivered at Borough High Street with Southwark.

Herne Hill Velodrome
Question No: 3261 / 2010
Valerie Shawcross
Will you please visit Herne Hill Velodrome with me (on our bikes?) to support the campaign to refurbish the velodrome and obtain a long and secure lease from Dulwich Estates for British Cycling, thus allowing this former Olympic velodrome to continue to be used by young cyclists.

Answer from the Mayor
I am fully supportive of the campaign to secure the future of the Herne Hill Velodrome. It is a fantastic community facility and has a key role to play in the development of cycling in London. Kate Hoey is heavily involved with this issue and has pledged to assist in any way that she can.

Subsidy for public transport
Question No: 3262 / 2010
Valerie Shawcross
What is the net current average subsidy per passenger Kilometre on a) Londons buses b) London Underground c) Croydon Tranlink c) London Overground ?

Answer from the Mayor
Data for the cost (less revenue from fares) per passenger kilometre is given below, taken from TfL audited accounts and other operational reporting for 2009/10.

Caution should be used in making comparisons between the different modes of travel due to underlying differences in the way in which costs are accounted and individual passenger trips are defined. Note also that in some cases the cost data presented below covers more than one type of service, for example the London Buses data includes both the core bus network and specialist services such as Dial-a-Ride, for which no income is received.

2009/10	Passenger Kilometres (millions)	Net Expenditure (£m)	Net Expenditure per Passenger Kilometre (£)
London Buses	8013	685	0.09
London Underground	8456	591	0.07
London Trams	139	13	0.10
London Overground	437	65	0.15

Advance Stop Lines
Question No: 3263 / 2010
Valerie Shawcross
In answer to question number 2587 / 2010 the Mayor said: "Recently there have been several operations by TfL and its policing partners to encourage mutual respect amongst all road users. Consequently, the police have been more focused on enforcing ASL's across London and this will continue to ensure cyclists remain safe on London's roads.'' Can you please tell me how many offences of ASL infringement/impediment have been recorded during these recent operations, and what actions were taken?

Answer from the Mayor
The most recent operation undertaken by TfL and its policing partners was a six-week long operation in the summer to target road users who disobeyed traffic signals, encroached on advance stop lines (ASLs), cycled carelessly or on pavements, or used their mobile phones on the two pilot Barclays Cycle Superhighways.

The operation resulted in over 900 Fixed Penalty Notices (FPNs) issued to drivers and motorcyclists and over 400 FPNs to cyclists. Owing to way the data is recorded by the police, TfL does not have figures broken down for ASL offences.
Officers also focused on education and engagement with road users on ASLs, explaining the dangers of infringement.

Road safety is of paramount importance to me, and I am pleased to see that TfL and London's policing agencies are working hard together to ensure positive behaviour by all road users. To help support a step up in enforcement, education and engagement with all road users, TfL has recently added ten specialist traffic police officers to the MPS Cycle Taskforce; these officers are dedicated to promoting cycle safety and to crackdown on drivers and cyclists who break the rules of the road. The officers encourage mutual respect between different road users.

Guest WiFi
Question No: 3264 / 2010
Valerie Shawcross
When will the GLA Guest wifi system be operational? It's taking a very long time to bring City Hall into the information age.

Answer from the Mayor
City Hall currently has a comprehensive, secure wireless network that allows the connection of staff using GLA equipment to the internal GLA Network.

There is also a free guest wireless network, allowing access to the internet, available to the public in the Café.

The GLA IT Unit can also provide wireless access, on request, to the public within City Hall for events or presentations.

From the end of October GLA staff will also be able to bring in their own non-GLA devices so that they can be registered for use of the guest network anywhere in City Hall. This will allow any Wi Fi enabled device to access the Internet from anywhere within City Hall.

Double Decker buses on route 78

Question No: 3265 / 2010
Valerie Shawcross
Please can you update me on TfL's proposals to tackle capacity issues on the 78 bus route by introducing double deck vehicles?

Answer from the Mayor
It is proposed to convert the route to double deck operation in Spring 2011, when new vehicles are expected from the manufacturers.

South West Trains and Oyster

Question No: 3266 / 2010
Valerie Shawcross
Further to my question 2532/2010, has there been any progress made with regard to persuading South West Trains to upgrade their ticket machines to offer Oyster fares and PAYG at their stations?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

I understand from TfL that the issue of the upgrades has been discussed by South West Trains and the Department for Transport.

TfL believes that a solution to the issue may emerge during 2011.

Cyclists on TLRN

Question No: 3267 / 2010
Valerie Shawcross
Are you happy with the increase in numbers of cyclists now using the Transport for London Road Network?

Answer from the Mayor
At the end of 2009/10, growth in cycling on the Transport for London Road Network since March 2000 was 117%. This is an impressive level of growth and an important element of progress towards my target of increasing the number of cycle trips by 400% by 2026.

Transport capacity and cuts

Question No: 3268 / 2010

Valerie Shawcross

Figures from TfL indicate that passenger usage on the transport network in London is increasing, how will any reductions in funding as a result of the coalition government spending review impact on TfL's ability to provide adequate services?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

I have been leading the discussions with the Government over the long term funding arrangements for transport infrastructure in the Capital, as well as emphasising the vital role the bus network plays each day to move Londoners around.

London is the engine room of the UK economy and choking off the fuel to it too suddenly could affect the recovery, leading to sluggish growth and so a slower recovery in the Treasury's tax take.

The Spending Review announcement is on 20 October and we will know then what the implications are for Transport for London's budget.

But I am confident that it is the Government's intention not to cut front line services or jeopardise the critical investment in London's transport infrastructure, which is vital to secure the country's recovery and future prosperity.

Last train times on new East London Line

Question No: 3269 / 2010

Valerie Shawcross

Further to my question number 2553/2010, what were the results of TfL's review of last train running times on the East London Line section of London Overground?

Answer from the Mayor

I am please to say we will be running later trains from 13 December 2010. The last train from Dalston Junction to New Cross Gate will be 00:15hrs.

Hydrogen/Hybrid buses

Question No: 3270 / 2010

Valerie Shawcross

How many a) hydrogen fuel cell buses and b) hybrid buses are in operation on London's bus network? Please list the routes these operate on.

Answer from the Mayor

There are no hydrogen fuel-cell buses on the London bus network but the first are due to operate on route RV1 by the end of the year. There are currently 56 hybrids in service, on routes 16, 24, 129, 141, 276, 328, 360, 371, 482 an E8 with another 57 currently being built and due for delivery over the next few months.

Hydrogen/Hybrid buses 2

Question No: 3271 / 2010

Valerie Shawcross

What is the cost of a) a hydrogen fuel cell vehicle and b) a hybrid bus vehicle?

Answer from the Mayor
TfL does not have a specific price for a hydrogen fuel-cell bus as the contract includes one-off design costs, vehicle certification process, maintenance personnel and training courses for mechanics and drivers. The contract with the vehicle supplier cost £7.5m which includes five vehicles operating for three years.

Depending on supplier and configuration of vehicle, the cost of a single deck hybrid bus would be in the range of £200k to £230k, and a double deck £290k to £310k.

Bus route RV1

Question No: 3272 / 2010
Valerie Shawcross
When can passengers on route RV1 expect to be able to travel on hydrogen powered buses?

Answer from the Mayor
We anticipate the first zero-emission hydrogen fuel-cell buses appearing on Route RV1 by the end of the year. The exact date is to be confirmed.

Crystal Palace Station

Question No: 3273 / 2010
Valerie Shawcross
Crystal Palace station, while an impressive and beautiful structure, as well as new terminus of London Overground services, unfortunately continues to suffer huge accessibility issues. So I am very disappointed to hear that work to this station, including improving the provision of step-free access has been delayed due to funding issues. Please can you give an explanation as to why budgetary issues are causing difficulties with this station and when these might be resolved, as well as an update on any action you have personally taken to deal with this problem?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The delay to Crystal Palace station is due to a design issue, not funding. As with any uncommitted project, investment will be subject to the Spending Review.

In addition, Crystal Palace relies on some third party funding which may also be subject to the same review.

Son of Routemaster

Question No: 3274 / 2010

Valerie Shawcross

Please give a breakdown of all expenditure on the 'New Bus for London' project which TfL have undertaken to date.

Answer from the Mayor

The costs incurred to date since July 2008 are as follows:-

Category	Cost to Date
Project management	£230k
Communications (inc competition)	£116k
Legal	£75k
Design and Development Costs	£2.5 million
Total	£2.9 million

Son of Routemaster 2

Question No: 3275 / 2010

Valerie Shawcross

Please give an up to date estimate of the total cost of delivering the New Bus for London, including the cost of employing second crew members for the vehicles.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

For delivery of the initial batch of vehicles, TfL does not expect the costs to exceed the project authority of £11.37m, which includes risk and contingency to design, develop and deliver the first five buses.

The total cost for providing second crew members cannot yet be determined because no decision has yet be taken on which routes will be converted to the New Bus for London, nor when they will be converted.

Son of Routemaster 3

Question No: 3276 / 2010

Valerie Shawcross

What are the expected carbon, particulate and nox emissions from these vehicles as compared to a conventional double deck hybrid bus?

Answer from the Mayor

We expect the New Bus for London to be 15% better in CO2 emissions and cleaner overall than any of the current hybrid buses operating in London in terms of air quality indicators.

Staffing on Son of Routemaster

Question No: 3277 / 2010

Valerie Shawcross

Please give an update on TfL's work to identify ways to provide a second bus crew member on the new bus for London to enable to hop-on hop-off platform to operate. Please clarify the role of the second crew member. Will these be TfL bus staff or PCSOs as suggested previously? Will

TfL have to recruit new staff to take on these roles or will they be redeployed from other services/duties?

Answer from the Mayor
TfL is looking at how it can make the best use of both existing and, if necessary, additional resources to provide the second crew members for the new buses. I expect to have the first five examples of the new bus for London in early 2012. Plans for staffing these services will be confirmed nearer the time, but clearly the traditional role of the conductor to collect fares is no longer relevant.

The role of the second crew member is currently being developed in conjunction with a number of bus operating companies, but it is expected to concentrate on the supervision of the open platform during boarding and alighting. Secondary to this will be the provision of passenger assistance and customer information. It is not expected that the second crew member will be employed by TfL.

Traffic light removal
Question No: 3278 / 2010
Valerie Shawcross
Please give an update on TfL's consultations with boroughs regarding the proposed removal of traffic signals. Have any boroughs agreed to the removal of traffic signals as yet? If so, which?

Answer from the Mayor
Please see my answer to questions 3222.

Ticket offices on London Overground
Question No: 3279 / 2010
Valerie Shawcross
Given TfL's plans to drastically reduce staffing at London Underground stations, are there any similar plans to reduce staff at London Overground stations?

Answer from the Mayor
TfL has no plans to change the current staffing arrangements on London Overground.

Motorcycles in Bus Lanes
Question No: 3280 / 2010
Valerie Shawcross
Transport for London's Board papers for it's 22nd September meeting state that, in relation to the trial of motorcyclists using bus lanes 'there was an increase in the rate of motorcyclist collisions, predominately with cares turning into or out of side roads on routes where motorcyclists had access to bus lanes'. In light of this, is it responsible to 'introduce a new trial' when TfL's own evidence shows motorcyclists are more likely to be involved in accidents during such trials?

Answer from the Mayor
I do think this is responsible, since the new trial has been designed to assess the impact of measures specifically aimed at reducing collision rates for motorcyclists in bus lanes.

Motorcycle KSI's
Question No: 3281 / 2010
Valerie Shawcross
While I note from TfL's Board papers for the 22nd September meeting, that KSIs involving motorcycles have reduced over recent years, targets for reducing these incidents have still not been reached, either on the TLRN or in Greater London as a whole, what plans do TfL have to

rectify this?

Answer from the Mayor
The 2010 target for reducing motorcyclist KSIs is 40%. By the end of 2009 the reduction achieved was 24%. It is for this reason that TfL has retained the services of a full time dedicated Motorcycle police team and have targeted their duties specifically at raising the standards of motorcycling in London. These duties include enforcement of rider documentation, and the roadworthiness of their vehicles, and an education programme for schools and colleges. This team also delivers the successful BikeSafe programme which is a classroom and on-road training programme and engages and encourages companies with fleets of motorcycle riders and commuters to put their riders through the BikeSafe programme. TfL has also compiled a Good Practice Guide for local authorities to follow when seeking to address the motorcycle casualty problem in their own area.

Accidents at junctions in Lambeth

Question No: 3282 / 2010

Valerie Shawcross

Further to your reply to question 2577/2010, I was concerned to note that all the junctions listed as being the scene of numerous pedestrian accidents were part of the TLRN. What plans to TfL have to reduce such accidents at these locations?

Answer from the Mayor
Given that the Transport for London Road Network (TLRN) carries around a third of the total volume of traffic in London, it is not surprising that the chances of a collision at its junctions are greater than on roads which carry far less traffic. As set out in my response to your question 3250/2010, I remain committed to improving London's safety record further and will continue to work with key partners on a range of education, engineering and enforcement initiatives to achieve this.

The top 10 Lambeth Transport for London Road Network junctions in terms of highest casualty rate (and a number of other Lambeth TLRN junctions) have been reviewed as part of recent major projects such as Brixton Town Centre, Windrush Square, Cycle Superhighways and the Vauxhall Nine Elms Battersea Study. Where casualty patterns have been identified, TfL has included mitigations against these as part of the scheme design.

Dangerous junctions in Southwark

Question No: 3283 / 2010

Valerie Shawcross

In your reply to my question 2577/2010 I requested data on accidents at junctions in Lambeth and Southwark but only data for Lambeth was provided, please could I see equivalent data for Southwark?

Answer from the Mayor

Please accept my apologies, the data for Southwark is set out below.

Route	Network Description	Total	Dec-07	Dec-08	Dec-09	Pedestrian
A3	ELEPHANT AND CASTLE (NORTH ROUNDABOUT)	79	24	26	29	7 (9%)
A3	ELEPHANT & CASTLE (SOUTH ROUNDABOUT)	36	17	11	8	0 (0%)
A202	CAMBERWELL GREEN/CAMBERWELL NEW ROAD	35	8	16	11	10 (29%)
A2	OLD KENT ROAD/ST JAMES ROAD	22	11	4	7	3 (14%)
A2	OLD KENT ROAD/HUMPHREY STREET	17	4	9	4	4 (24%)
A3	BOROUGH HIGH STREET/DUKE STREET HILL	17	3	4	10	8 (47%)
A200	JAMAICA ROAD/LOWER ROAD/ROTHERHITHE TUNNEL	17	4	9	4	0 (0%)
A2	NEW KENT ROAD/OLD KENT ROAD	14	5	6	3	1 (7%)
A2	GREAT DOVER STREET/BOROUGH HIGH STREET	14	7	5	2	7 (50%)
A201	NEW KENT ROAD/RODNEY PLACE	14	5	7	2	4 (29%)
A100	TOWER BRIDGE ROAD/TOOLEY STREET	13	2	5	6	2 (15%)
A201	THE CUT/BLACKFRIARS ROAD	13	4	6	3	1 (8%)
A201	NEW KENT ROAD/HARPER ROAD	13	5	2	6	0 (0%)
A202	PECKHAM ROAD/SOUTHAMPTON WAY	13	4	3	6	4 (31%)

Line-side Fire at Barking

Question No: 3284 / 2010

Valerie Shawcross

TfL board papers indicate that the line-side fire at Barking on 2nd July – which caused severe

disruption to the District and Hammersmith and City Lines - was exacerbated by excessive vegetation on land owned by Network Rail. Will TfL be encouraging Network Rail to undertake some clearance work on land owned by them to minimise any further incidents like this?

Answer from the Mayor
London Underground and Network Rail have identified an enhanced vegetation management regime for this area to reduce the likelihood of further incidents.

63 bus

Question No: 3285 / 2010
Valerie Shawcross
Peckham Rye Community Council's transport sub-group has renewed calls for the 63 bus route to be extended from it's current terminus at Forest Hill Road to Honor Oak Park station. This would require an extension of approximately two or three stops and would provide a great benefit by improving interchange with the new London Overground service from Honor Oak Park. Given your commitment to improving connectivity for local town centres, will you ask TfL Buses to look again at this proposal and meet with myself and local stakeholders to discuss the matter?

Answer from the Mayor
TfL has considered this on a number of occasions and they found that even when taking into account the extension of the East London Line, there would not be sufficient demand to justify the extension of route 63 to Honor Oak Park Station.

TfL will contact you regarding a meeting.

Ticket office closures

Question No: 3286 / 2010
Valerie Shawcross
If the current proposals to reduce staffing at underground stations goes ahead unamended, please confirm how many stations will only have one member of staff on duty a)all day b)for part of the day. What support is available to staff working in such circumstances should an emergency or problem arise?

Answer from the Mayor
If the current proposals go ahead unamended, nine stations will have one member of staff on duty all day, compared to five stations currently. 120 stations will have one member of staff on duty for part of the day, which is broadly the same as today.

All staff who work alone have access to both Duty Manager or the service control centre for the line on which they work. They can contact them via either our internal telephone system or their personal issue radio, which also provides an emergency call facility to the service control centre.

All staff have contact details for the British Transport Police and if attendance of the emergency services is required this can be obtained via the service control centre or by calling 999.

Ticket office closures 2

Question No: 3287 / 2010

Valerie Shawcross

If the current proposals to reduce staffing and opening hours go ahead unamended what will be the reduction in staff hours per station affected?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Please see my answer to MQ3214/2010.

TfL Press Office

Question No: 3288 / 2010

Valerie Shawcross

How much do TfL, and all its allied operations such as LUL, DLR etc., currently spend per year on their press office including salaries? How many staff are employed and at what pay grades?

Answer from the Mayor

There is one integrated TfL Press Office covering all of TfL's activities, including that of the former Metronet businesses and Tube Lines.

Taking into account reductions in the core TfL Press Office, Metronet and Tube Lines, there are now 27 press officers, a fall of over 38% since 2008/2009.

The total budget of the TfL Press Office in 2010/11 is £2.3m, reflecting a saving of over £1m per annum on 2008/09 when the Metronet and Tube Lines savings are taking into account, or c£10m over the term of the TfL Business Plan.

Of the 27 TfL Press Officers, one is Payband 5, two Payband 4 and the remainder Payband 3.

Crossrail has its own Press Office.

Cycle Helmets

Question No: 3289 / 2010

Valerie Shawcross

Following the news that to date at least two cyclists using the London Cycle Hire scheme have been hospitalised suffering severe head injuries, does the Mayor accept that more needs to be done to highlight to the scheme's users the dangers of cycling without a helmet?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The use of cycle helmets in the UK is not a legal requirement, which means it is up to each individual to decide whether they wish to wear one. In addition, for a helmet to be effective it has to be the appropriate size and fitted properly. TfL encourages Cycle Hire users to consider wearing helmets, as is stated in the scheme's Code of Conduct, which is displayed at all terminals.

On the issue of the two cyclists reportedly suffering severe head injuries, TfL understands that both received precautionary scans as is normal hospital practice, but that no actual head injuries were found.

Route 343

Question No: 3291 / 2010

Valerie Shawcross

Further to my question number 2534/2010 I have recently received representations, notably from Evolution Quarter Residents' Association and the Wells Way Triangle Residents' Association in Peckham, stating that reliability and overcrowding on route 343 through Peckham is as bad as ever. The residents have backed this up with their own evidence of the problems. What are TfL's next steps in finding solutions to this very long term difficulty? Will you ask TfL to meet with me and residents/passengers to discuss these issues which show no sign of going away?

Answer from the Mayor

A new schedule which included two additional morning peak time journeys was introduced on 12 June. As a result of this work, reliability is much improved and the series is now exceeding the minimum standards expected.

It would be useful if you could share the residents' evidence with TfL. I will ask TfL to contact you regarding this request.

Replacing the Bendies

Question No: 3292 / 2010

Valerie Shawcross

How much money has it cost to date to replace bendy buses with conventional vehicles on all the affected routes so far? How many vehicles were operating on each route before the bendy buses were removed and how many operate on each route now? What was the peak time passenger capacity on each route before the transfer and what is the current peak capacity?

Answer from the Mayor

Thus far, articulated buses on routes 38, 149, 507 and 521 have been replaced. The number of vehicles required to operate the peak service on each route before and after conversion, together with the peak capacity, is set out below.

The difference in costs between conventional vehicles and bendy buses was obtained when tendering routes 38, 507 and 521 and is shown below. Costs for continued bendy bus operation were not obtained for route 149. The new contract on this route costs £0.966m less per year than the previous contract.

	Articulated operation		**New Operation**	
Route	Buses required to run peak service	Capacity (peak hour)	Buses required to run peak service	Capacity (peak hour)
38	47	2400	70	2380
149	27	1200	35	1190
507	9	1200	15	1260
521	19	2040	31	2100
total	102		151	

	Contract Cost
	£pa
Routes 38/N38	
As awarded	15 750 000
New articulated vehicles	13 590 000
Existing articulated vehicles	12 966 000
Route 507	
As awarded	2 175 249
New articulated vehicles	2 192 570
Existing articulated vehicles	1 960 536
Route 521	
As awarded	3 207 794
New articulated vehicles	3 298 752
Existing articulated vehicles	2 856 691
Total	
As awarded	21 133 043
New articulated vehicles	19 081 322
Existing articulated vehicles	17 783 227

Removal of Bendy Buses

Question No: 3293 / 2010

Valerie Shawcross

Which routes are bendy buses going to be removed from next? What is the timescale?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Routes 38, 149, 507 and 521 have been converted. Route 18 will commence double-deck operation on 13/11/2010. The remaining seven routes are planned to convert in 2011.

Hours Lost to Industrial Action

Question No: 3294 / 2010

Valerie Shawcross

Please summarise the number of man hours that have been lost to industrial action on TfL services during your Mayoralty, in total and by mode.

Answer from the Mayor

On London Underground, approximately 81,000 work hours have been lost due to industrial action since May 2008. This is approximately 0.1 per cent of the total number of scheduled work hours over the same period.

The total number of shifts not operated owing to industrial action by TfL bus company contractors since I was elected in 2008 is 14,340.

Some drivers within TfL Surface Transport's Dial-a-Ride service undertook a 24 hour strike on 22 May 2009. This represented a total of 205 scheduled duties lost. There are around 91,000 scheduled annual Dial-a-Ride duties.

London Rail has lost no working hours due to industrial action.

Cycle Superhighways

Question No: 3295 / 2010

Valerie Shawcross

A Stockwell resident recently wrote to the South London Press to complain that 'hundreds and thousands of pounds of taxpayers' money' has been spent on a Cycle Superhighway that 'cyclists cannot use because it is full of parked cars and coaches. The cyclist has to ride in the centre of the road to avoid the parked cars, which surely defeats the purpose of the bike superhighway'. What advice do you have for cyclists and drivers on this matter?

Answer from the Mayor

Whilst promoting cycling, TfL has a legal duty as a Highway Authority to provide for the movement of people and goods. This means striking a carefully planned balance between the needs of all road users.

Barclays Cycle Superhighway 7 (Merton to the City) is marketed for cycle commuters, and is predominantly on TLRN red routes. This means that the cycle route is largely free of parked vehicles at the times that the vast majority of cycle commuters use it (0700-1000hrs and 1600-1900hrs). At other times, TfL allows short term parking and loading which is essential for local businesses and residents.

Our communications with cyclists and drivers have concentrated on the 'Share the Road' message. Free cycle training has been promoted as part of this project, and this training gives more detailed advice to cyclists on how to negotiate other traffic when cycle lanes are not available. TfL has engaged with other road users including freight organisations and bus operators to promote cycle awareness and the 'Share the Road' message.

Price Hikes

Question No: 3296 / 2010

John Biggs

Car park charges at London Underground car parks were increased from 18th September, some by up to 50%. Do you support such huge rises and is he not worried this will have an adverse effect on passenger numbers and people choosing to travel by road.

Answer from the Mayor

There has been only one increase in London Underground's car park prices since 2005, and the recent increase still means LU's daily rates compare favourably to other train operating companies and local authority parking charges. I do not expect to see a drop in patronage at LU's car parks.

To have a view or not, that is the Question

Question No: 3297 / 2010

John Biggs

I was disappointed by your answer to my question 2618/2010 about the demise of the conditions of the Billingsgate porters. As Mayor of our great city and London's First Citizen, do you think this is a matter on which you should express a view? Our wholesale markets are an important part of our fabric and much work has been done by City Hall on their future, both under yours, and your predecessor's mayoralties, so this can hardly be viewed as a matter on

which the London Mayor has no interest.

Answer from the Mayor
I fully agree that wholesale markets in London are very important and that is one of the reasons why part of my food programme is working with wholesale markets, including Billingsgate, to build the supply chains for healthy, sustainable food into London.

I hope that the situation regarding porters at Billingsgate can be resolved to the satisfaction of all parties involved and that all London's wholesale markets continue to thrive.

Travellers Sites 4
Question No: 3298 / 2010
John Biggs
Do you not recognise that there is an extremely high risk, based on the experience of many years of discrimination, that the removal of targets for travellers pitches will allow a number of London Boroughs (and not just Tory ones) to continue to set their own targets at zero?

Answer from the Mayor
As London has not had formal traveller pitch targets, there can be no evidence that their removal will have the effect you suggest.

Gypsies and Travellers
Question No: 3299 / 2010
John Biggs
Can you highlight the ways in which your policies and interventions have helped to secure better opportunities for London's gypsy and traveller communities?

Answer from the Mayor
My equalities framework 'Equal Life Chances for All' sets out my commitment to improving the lives of, and providing access to opportunities for, *all* Londoners.

Gypsies and Travellers 2
Question No: 3300 / 2010
John Biggs
Do you accept that gypsies and travellers have a valid lifestyle and are a discrete and easily distinguished group of Londoners?

Answer from the Mayor
Yes.

Gypsies and Travellers 3
Question No: 3301 / 2010
John Biggs
Are Gypsies and travellers exempt from your equalities policies? While they may not be a popular group, would you agree that that is precisely why leaders such as yourself should stand up for them? If not, why not?

Answer from the Mayor
No, they are not exempt. My Equalities Framework outlines sets out my approach to community cohesion and ensuring equal life chances for all Londoners. As mayor of one of the most dynamic and diverse cities in the world, I stand up for all Londoners.

Cable Car

Question No: 3302 / 2010

John Biggs

If the cable car is not opened before the Olympics open, will it still be a priority?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The cable car proposal is one part of a wider strategy to improve river crossings in east London, which I outlined in my Transport Strategy.

A cable car will increase transport options for local people (pedestrians and cyclists) and help the transport network manage rapidly increasing local population and employment. It will also support the employment provided by existing major businesses, such as the O2 and ExCeL, by encouraging more business and visitors to this part of London. While it would be useful to have the cable car running before the Olympics, this is not essential.

LEPs

Question No: 3303 / 2010

John Biggs

Can you list the LEP bids made by authorities in Greater London? Which Boroughs were not party to such bids?

Answer from the Mayor

In a letter from Secretaries of State Eric Pickes and Vince Cable on 8th October, the Government confirmed that the Mayor of London, London boroughs and business partners would be eligible to apply to form Local Enterprise Partnerships in London. London proposals are due to be submitted to government by 5th November. I understand that a number of boroughs are interested in forming a LEP. I look forward to considering these proposals in the context of my own proposals for further devolution in London, including the folding-in of the functions of the LDA to the GLA. Given the extended deadline it is not possible at this stage to comment on any London proposals.

Londoners on low incomes

Question No: 3307 / 2010

John Biggs

What representations have you made to Government to protect this group? At the last MQT you appeared to champion their plight but it is hard to identify a single policy you have promoted that would help them? Please help us by clarifying the, obviously, hidden work you have done in the area.

Answer from the Mayor

My office has been liaising with Whitehall regarding the London Living Wage policy to ensure that we address low pay and child poverty. We have had a number of successes in the past few months signing up a number of large private sector employers ensuring that this policy remains very much on the agenda.

I have liaised with the Department for Work and Pension Minister over the summer to discuss the impact of the welfare reforms on London and the implementation of the Single Work Programme. I will also be submitting a detailed response to the government's Welfare Reform programme ensuring that changes do not disproportionately impact on Londoners on low incomes.

Cycle Hire scheme 1

Question No: 3308 / 2010

John Biggs

Please explain why a scheme to be funded by the private sector (as promised in your manifesto) has cost Londoners a nine figure sum of public funds? Once the scheme is bedded down, and its capital costs have been written-off, will it pay for itself? Can you identify your current estimates for revenue support over each of the next three years?

Answer from the Mayor

The funding model developed for the Velib scheme in Paris, where JC Decaux operates the scheme on behalf of the city authorities in exchange for large scale advertising revenue at numerous sites, was not one which could be used in London, as I do not control most of the streets where additional advertising could bring in significant revenue.

Currently TfL is forecasting annual operating costs of around £20m/annum which it expects to be offset through a combination of sponsorship revenue from Barclays, worth up to £25m over five years, and user charges.

Cycle Hire scheme 2

Question No: 3309 / 2010

John Biggs

Will phase 2 be a priority, given budget pressures?

Answer from the Mayor

TfL will assess the impact of the Government's Comprehensive Spending Review on Barclays Cycle Hire before they can confirm their proposals for future phases.

Cycle Hire scheme 3

Question No: 3310 / 2010

John Biggs

You have already praised the scheme as a success. Was the issue of a self-serving press release the sole success criterion? Or are there more concrete targets or success criteria and what are they?

Answer from the Mayor

Since the launch of the scheme, over 90,000 people have signed up as Barclays Cycle Hire members and have already made over one million journeys. The average number of journeys made each day is already over 20,000 and this is increasing all the time.

I suspect that once the casual user system is launched, the average number of daily journeys will increase significantly. As the scheme is bedded in, including with casual users, TfL will begin to conduct research and modelling to assess any impact that it may have had on travel choices.

Public information on weekend engineering works

Question No: 3311 / 2010

John Biggs

Thank you for your response to my question 2610 last month. I am pleased that TfL accepts the responsibility of publicising weekend closures to as many Londoners as possible. Your reply explained that "TfL will continue to encourage other transport providers to communicate information about LU services." Does this include DLR, which is, of course, under the TfL umbrella? I have been in correspondence with DLR about the lack of information on closures displayed on posters outside their stations. Their reply suggests a lack of resources and information space to guarantee the display of this vital passenger information. Is TfL exploring

ways of assisting DLR to carry out TfL's responsibility of informing passengers of tube closures?

Answer from the Mayor
DLR displays posters at stations which are staffed and where there is interchange with London Underground. It does not display posters at unstaffed stations because of the staff commitment that would be needed to put them up and remove them each weekend.

The DLR control room makes network wide announcements about closures for the lines that interchange with the DLR. Information is also available from the web, through TfL's text service and e-mails to Oyster-users.

The DLR has also recently been added to the real-time departures board on the TfL website and TfL is looking at how this information can be included across the London Underground network electronic service update boards.

Weekend engineering works

Question No: 3312 / 2010

John Biggs

Now that the management of maintenance work on the underground system is in house and TfL have much more control of the programme of weekend closures, is TfL working with other transport providers in the capital to coordinate closures together? My constituents in East London, for example, are greatly inconvenienced when tube closures on the district and Hammersmith & City Lines coincide with closures on the c2c line through Barking and West Ham.

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

TfL always works closely with Network Rail and the Train Operating Companies in planning closures across the transport networks, and will continue to do so. The aim is to keep disruption to a minimum and avoid closing lines in the same part of London at the same time.

There are, however, a number of locations where the Tube and other railway lines are located in close proximity, and on some occasions the nature of the works being carried out on one line means that the other also has to close, for safety and operational reasons.

This is sometimes the case for the District and Hammersmith & City lines and National Rail c2c trains, which operate on adjacent tracks between West Ham and Upminster.

TfL seeks to keep these closures to a minimum and always provides a comprehensive alternative transport strategy to allow customers to complete their journeys.

ODA Bonus

Question No: 3313 / 2010

John Biggs

Do you agree that the public interest is best served by Mr Higgins' bonus being a secret?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

David Higgins' performance related pay is not a secret and the Department for Culture Media and Sport has announced that it will be for the period April 2009 - March 2010, £214,661.

This payment reflects the excellent performance of the ODA in preparing the venues and infrastructure needed for the London 2012 Games and legacy. The ODA has hit all of its milestones to date and is on time and within the budget set by Government. The last Quarterly Economic Report published in July showed the ODA has made £700m of savings to date to keep the project on track.

Provision of magistrates' and county court services in London

Question No: 3314 / 2010

John Biggs

What representations have you made to the Ministry of Justice on their proposals? The proposals to make savings in court savings include regrouping London Boroughs and closing some local courts which it is feared will overwhelm remaining courts, for instance in the North East Grouping. What general or specific concerns do you have with the proposals?

Answer from the Mayor

The Ministry of Justice is responsible for the courts and any decisions around closures. However, I have recently responded to the Governments' consultation on proposals for the provision of magistrates' and County Court services in London. I have advised it that geographical and transport accessibility of courthouses; their use for multi-judicial purposes to provide a wider range of local services; and the use of alternative venues, must be explored as a means of taking justice to the community.

Olympic Games 2012 clashing with Ramadam

Question No: 3315 / 2010

John Biggs

I have received correspondence from someone who is keen to sign up as a volunteer for London2012, but is concerned that the Games will clash with Ramadam which will involve Muslims fasting for 20 hours a day between 20 July and 18 August. How would these religious requirements be addressed in the volunteering arrangements? Do you think that the timing of the event will also impact on Muslim athletes' ability to take part in the Games?

Answer from the Mayor

The Olympic and Paralympic Games must be inclusive and involve all communities. LOCOG's plans for athletes, media, spectators, volunteers and workforce are developed with their Faith Reference Group so that all faiths are catered for. Supervisors and managers will ensure that Muslim volunteers and staff will be able to do their jobs whilst respecting Ramadan. This is not a new issue – the Beijing Games in 2008 and Singapore Youth Games in 2010 also coincided with Ramadan, and both events were held to acclaim.

Please encourage your correspondent to apply to LOCOG before 27 October, when applications

close. They can also apply to be a London Ambassador through my own scheme.

Census 2011

Question No: 3316 / 2010

John Biggs

At their meeting with the Office of National Statistics this month along with the London Councils, what key points will GLA officers encourage the ONS to incorporate in the regional partnership plan?

Answer from the Mayor

ONS, London Councils and GLA are producing a plan which draws on relative strengths and proposes approaches complementary to those used by the ONS. Officers will encourage the ONS to adopt social media and internet based campaigns, similar to that used successfully by the Electoral Commission to encourage voter registration at the last general election. We plan to target groups which fall outside traditional administrative boundaries and places but who relate to online communities (e.g. accession state communities) and those more likely to fill in the Census form online (e.g. younger people). We are also seeking partnerships with London's universities and businesses.

Population data

Question No: 3317 / 2010

John Biggs

At their meeting with the Office of National Statistics and London Councils this month regarding the 2011 Census, will GLA officers be pressing the case for more accurate population counts?

Answer from the Mayor

The rationale for the GLA and London Councils to be involved with ONS regarding the conduct of the 2011 Census is to get an improved level of response that is unbiased in all parts of London. If this is achieved, the subsequent census population estimates will be more accurate and should lead to a fairer future funding of services in each borough.

Shoreditch High Street station

Question No: 3319 / 2010

Jennette Arnold

I was pleased to hear that, at a recent LOROL passenger group meeting, a member of the TfL Overground team stated that the possibility of designating Shoreditch High Street as a Zone 1-2 "boundary" station was being investigated.

a) Can you please confirm whether there will be a review?

b) Who is going to carry it out?

c) Will you provide me with further details about the timescale of this review?

Answer from the Mayor

There appears to have been a misunderstanding on this.

My position remains as set out last month in my answer to MQ2662.

No further review is proposed.

State of London Debate

Question No: 3320 / 2010

Jennette Arnold

Having reviewed the information provided in answer to question 2734/2010, I believe the Mayor is misleading Londoners as to the success of the State of London debate.

From the information provided I can see that 12,380 people saw two or more tweets referring to State of London. They did not send them. It should also be noted that on any given day approx 4,000 people will see 2 or more tweets containing that text.
I request to see the full TweetReach Report that allowed the Mayor to come to this flawed conclusion in order to accurately assess how many people actually actively engaged with the State of London Debate so its success can be judged by London.

Answer from the Mayor
I am happy to provide a copy of the fully report to you. This is in a PDF format and therefore I will arrange for officers to sent it.

Cycle Jacking in Hackney
Question No: 3321 / 2010
Jennette Arnold
Reports of cyclists being attacked and robbed of their bikes in the Queeensbridge/ Haggerston area by robbers in Balaclavas, have recently been surfacing on twitter and www.lfgss.com cycling message forum.
In one such attack, which took place a few weeks ago along Northchurch Road and De Beauvoir Road, a cyclist was thrown into a wall and kicked against the ground. He was then robbed of his bag and bike. I am very concerned about the safety of cyclist especially since the route through De Beauvoir is in the TFL cycle guide and has no CCTV. Will you be looking into how the safety of cyclists can be guaranteed along this and other TfL recommended cycle routes?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

I am saddened to hear of these incidents, and know that the Police is aware of them. The local Safer Neighbourhood Team is currently undertaking a wide range of activities to tackle robbery and theft in the area. Initiatives include the provision of mobile CCTV, cutting back of bushes and foliage to improve natural surveillance, and an increase in targeted patrols in the area.

As you know, I am passionate about cycling. Minimising the risk of cycle theft is a priority to me, and TfL and London's policing agencies are undertaking a whole host of activities to tackle the issue. TfL recently published the Cycle Security Plan, which details a number of interventions that are planned to address all types of cycle theft in London and as part of this we recently launched the MPS Cycle Taskforce, a team of forty officers who are focused on tackling cycle theft and safety in the Capital.

Bus subsidy cuts
Question No: 3322 / 2010
Jennette Arnold
Your transport advisor recently announced a 40 per cent cut in London's bus subsidy. In my constituency, buses are the most commonly used form of motorised transport. Will you give me your assurance that a full equality impact assessment will be undertaken before any steps are taken on this matter?

Answer from the Mayor
I fully recognise the strategic importance of the bus network for Londoners. My Transport Strategy contains proposals to ensure that the achievements of the last decade are maintained and proposals for further enhancements to quality of service, for example through initiatives such as Countdown 2. The Strategy was the subject of a full Integrated Impact Assessment, including equality impacts. TfL's Business Plan is consistent with the Strategy.

Cycle England

Question No: 3323 / 2010

Jennette Arnold

Cycling England was listed among the quangos to be abolished by the Government. Considering your status as the cycle-loving Mayor, will you be making the case with the Government to save the organisation?

Answer from the Mayor

The Coalition Government has inherited the worse deficit in our peacetime history and there clearly needs to be a rationalisation of the hundreds of quangos across government. It has been announced that Cycling England is to be abolished, but I am pleased that the Government has announced a Local Sustainable Travel fund and is exploring ways of marshalling expert input on cycling issues, including measures to support the fund.

Underground Safety Across the Tube Network 2

Question No: 3324 / 2010

Jennette Arnold

Can you provide me with a breakdown over the past 5 years: How many fire incidents were reported directly by staff on the tube network? How many such incidents were discovered through smoke detectors going off?

Answer from the Mayor

The figures for fire alerts for confirmed fires are shown below.

25% of the total 'station area' fires shown below were detected by the automatic system. Very often customers and staff detect a smell of burning (and then raise the alarm) before the detection system trigger level is reached.

All track and train fires are reported by train staff – there is no automatic detection system.

Area	**Alert by**	**2005/6**	**2006/7**	**2007/8**	**2008/9**	**2009/10**	**2010/11 To date**	**Total**
Station area	Station staff	13	11	12	9	18	5	68
	Detection system	6	13	8	5	6	-	38
	Contractor staff	9	3	4	2	1	2	21
	Customers	3	3	6	2	4	-	18
	Ticket office staff	-	1	-	3	1	2	7
Station Area	**Sub-total**	**31**	**31**	**30**	**21**	**30**	**9**	**152**
Track / train area	Train staff	230	200	145	156	153	112	996
All areas	**TOTAL**	**261**	**231**	**175**	**177**	**183**	**121**	**1148**

Story of London
Question No: 3325 / 2010
Jennette Arnold
Last year's Story of London calendar consisted of 520 events while this year consists of 158 events. How do you justify the same amount of GLA core funding (£165K) being spent this year on such a reduced programme?

Answer from the Mayor
Reducing the number of events within the festival programme does not reduce the cost of delivering a high impact London- wide marketing and promotional campaign.
We were keen to ensure that partner organisations and their events received a strong level of promotion and profile something that in the 09 evaluation feedback, partners said they greatly value. We also were keen to retain the level of support to facilitate organisations wishing to programme an event as part of the festival.

Story of London (2)
Question No: 3326 / 2010
Jennette Arnold
Your SOL Festival brochure claims that this is a 'London-wide festival', so why are there are no events scheduled in the North West, West and South West of London?

Answer from the Mayor
The Story of London festival is presenting events in the following 22 boroughs:

Barking and Dagenham
Barnet
Brent
Bromley
Camden
City of London
Ealing
Greenwich
Hackney
Hammersmith and Fulham
Haringey
Havering
Islington
Lambeth
Newham
Richmond Upon Thames
Royal Borough of Kensington and Chelsea
Southwark
Sutton
Tower Hamlets
Waltham Forest
Westminster

Many of these boroughs cover North West, West and South West London. All 33 boroughs were invited to participate in the Story of London festival.

USA Day and Black History Month
Question No: 3327 / 2010
Jennette Arnold
Given your inability to raise the required £50k sponsorship needed for your USA Day 2010, will

you agree to re-allocate the £100,000 budget to Black History Month Events?

Answer from the Mayor
In regards to the proposed USA Day it was decided earlier this year not to allocate GLA budget and proceed with this event. A free public event with an American Football theme is due to take place on Trafalgar Square, but this is not being funded by the GLA.

As to Black History Season, I have committed £35,000 towards events to mark this occasion, as well as the 50th anniversary of 17 African nations.

These include an Africa@50 debate that took place on Monday 4th October and a Mayor's African Reception due to be held on Wednesday 27th October.

In addition I financially supported two community led African events on Trafalgar Square over the weekend of Saturday 9th / Sunday 10th October.

Policing in Waltham Forest (1)
Question No: 3328 / 2010
Jennette Arnold
Will you join me and members of Waltham Forest Council in commending and congratulating the Metropolitan Police on their hard work in addressing the serious crime issues in Waltham Forest? Will you also recognise that:
1) Waltham Forest has the lowest number of permanent police officers per crime committed in London
2) Crime has been rising in Waltham Forest since April 2009
3) Of the 663 additional permanent police officers allocated to London in the last 12 months just two were deployed in Waltham Forest
4) You have on numerous occasions stated that tackling crime in London is one of your priorities

Answer from the Mayor
In actual fact, Waltham Forest does not have the lowest number of police officers per crime. Although there has been a 1.5% rise in Total Notifiable Offences (TNO) in Waltham Forest since April 2009, there has been a reduction throughout Greater London. During the same period, "Most Serious Violence" has seen a reduction of 29.2%, which is higher than the MPS total of 21.0%. Between March 2009 and March 2010, the number of police officers assigned to Waltham Forest rose by 28 posts, an increase of 5.1%, not the two you allege.

Policing in Waltham Forest (2)
Question No: 3329 / 2010
Jennette Arnold
Will you respond positively to Waltham Forest's invitation to visit the borough to see for yourself the problems faced by the hard working and dedicated local police force?

Answer from the Mayor
Officers from my Violent and Youth Crime Team have arranged to meet with Waltham Forest Community Safety Unit later this month (October) to gain a better sense of the challenges and priorities regarding violent crime in the borough.

Policing in Waltham Forest (3)
Question No: 3330 / 2010
Jennette Arnold
Will you announce a review of the Resource Allocation Formula so that Waltham Forest's permanent policing needs are more accurately reflected?

Answer from the Mayor
The number of officers and staff on a borough (as determined by Resources Allocation Formula (RAF) does not represent the totality of policing in a borough. Significantly, it does not include Safer Neighbourhood Teams or Safer Transport Teams who provide visible policing to communities in every borough across London.

All boroughs also benefit from a variety of centrally-deployed units, such as Armed Response Vehicles, the Territorial Support Group, Trident and units concerned with serious organised crime and counter terrorism.

Both the MPA and the MPS are satisfied that the formula is fair and robust, and there are no plans to review it.

Weapons Bin Launch in Peckham
Question No: 3331 / 2010
Joanne McCartney
Following the launch can you confirm how many weapons bins exist in London? Can you also confirm whether the GLA family has any plans to introduce further bins and what funding you will provide?

Answer from the Mayor
Word4weapons is a multi-faith organisation that installed the weapons bin in Peckham. This organisation has knife bins around the capital. They fund, risk assess and clear the bins themselves. Their work is supported by the MPS.

Schemes to facilitate the anonymous deposit of weapons have also been conducted in a number of Boroughs in conjunction with their Community Safety Partnerships and with local media coverage.

The GLA will monitor the effectiveness of weapons bins in reducing knife crime locally before deciding on whether it would be useful to introduce more.

Bumblebee
Question No: 3332 / 2010
Joanne McCartney
Do you agree with the MPS decision not to invest so strongly in combating the expected winter rise in burglary through Operation Bumblebee? Do you have any concerns that this decision will result in a rise in burglary?

Answer from the Mayor
I agree with the MPS decision to transfer delivery of Bumblebee to area and borough commanders. Burglaries have fallen by 10% (or 13,000 fewer burglaries) since September 2009. If there is any significant sustained rise in burglaries in future, additional central resources could be made available.

Police Officer Numbers
Question No: 3333 / 2010
Joanne McCartney
An officer recruitment "freeze" will reduce police officer numbers to 900 below the March 2011 target of 33,091. How will this loss affect the ability of the MPS to fight crime?

Answer from the Mayor
The MPS has confirmed a pause while we await the outcome of the comprehensive spending review in recruitment activity, resulting in year-end police officer strength of 890 below the target strength as published in the 2010/13 Policing Plan.

As part of the ongoing Medium Term Financial Planning process, MPS Business Groups have identified a range of efficiency savings and subsequent restructuring which has resulted in a required net reduction of 877 posts by 31st March 2011 to benefit from the full year saving.

This will allow the MPS to continue to deliver a first class service and maintain the fight against crime whilst meeting the demands of a challenging budget environment.

Police Specials
Question No: 3334 / 2010
Joanne McCartney
Would you support the principle of volunteers being given a cut in their council tax in return for being a Police Special?

Answer from the Mayor
No.

London Serious Youth Violence Board
Question No: 3335 / 2010
Joanne McCartney
With the London Serious Youth Violence Board being abolished are attempts to tackle knife crime and serious youth violence being downgraded?

Answer from the Mayor
The London Serious Youth Violence Board (LSYVB) was established in 2009 to work over a finite period to bring together efforts across boroughs in London to reduce serious youth violence. The LSYVB will complete its work in March 2011, as scheduled.

As chair of the London Crime Reduction Board, I will provide continued strategic leadership to efforts to reduce serious youth violence in London in partnership with the Metropolitan Police, local authorities and criminal justice partners.

Capital Men
Question No: 3336 / 2010
Joanne McCartney
What assistance, if any, are you providing to the Capital Men project?

Answer from the Mayor
No assistance is being provided to the Capital Men organisation.

Children in Care
Question No: 3337 / 2010
Joanne McCartney
Can you provide details of the programme of events you going to deliver with Action for Children, Barnardos and the Aim Higher partnership?

Answer from the Mayor
You are referring to the two 'Wise Up' events for children in care aged 13 and above from across London that I held in partnership with Barnardo's and Action for Children in February and July this year. There were workshops, performances and advice sessions, all aimed at raising

aspiration and promoting positive pathways into higher education and employment. Aim Higher were among the agencies providing workshop and plenary contributions at both events.

Project Oracle

Question No: 3338 / 2010

Joanne McCartney

When will the toolkit or repository of best practice go live?

Answer from the Mayor

At this point, it is impossible to give you a specific date for 'go live' but we are planning to deliver the first release of the Oracle repository of "what really works" in March 2011. We are working with a number of organisations to ensure it is ultimately fit for purpose.

Combating the fear of youth

Question No: 3339 / 2010

Joanne McCartney

What have you done to combat the fear of youth, you discussed in the original Time for Action document, given that no mention was made in either the September or November 2009 updates.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

A key outcome of all six strands of Time for Action is creating a positive image of young people. Through Daedalus we are supporting the effective resettlement of young offenders into the community. Mayor's Scholars supports children in care to access higher education and celebrates that success. In Titan we are expanding uniformed youth groups in London by 25,000 young people and aiming to recruit 1,000 men to mentor Black boys. These are long term programmes and I am confident the benefits will be effective and lasting, and in turn will positively promote the images of young people.

Of course, most young people are not involved in crime or violence. Other recent areas of activity around promoting the positive image of young people include the work of the GLA peer outreach team, the Young Londoners Survey and the Spirit of London Awards. You may also be aware of the *99% campaign*, launched by the London Serious Youth Violence Board, promoting the fact that the vast majority of young people are not involved in serious violence. This campaign includes a website and posters on many of London's Underground stations.

Young Londoners

Question No: 3340 / 2010

Joanne McCartney

How many young people are involved in the design/delivery of the Young Londoners Surveys or special consultation meetings?

Answer from the Mayor

On the GLA's behalf ICM Research interviewed a quota sample of 1,025 young Londoners aged 11-16 for the last Young Londoners Survey (2009). Over 600 young people participated in the Young People's Consultation Event (2009) at the Indigo2. This was a first for the Mayoralty, run along the lines of People's Question Time, but with the design and delivery involvement of all my Peer Outreach Workers team. This team also develop and run some 20 consultation and outreach projects annually for the GLA and others on health, community safety, citizenship, transport and other themes of importance to young Londoners.

Youth Engagement

Question No: 3341 / 2010

Joanne McCartney

Your 'Time for Action' document says that the MPS/LFEPA will, "develop service wide mechanisms to consistently engage with young people and involvement in the new programmes the Mayor is developing". Can we have an update on what is happening?

Answer from the Mayor

The MPS online youth survey attracted over 31,000 responses compared to 8,000 in 2008, providing local information on youth issues. Their new youth website "Safe" went live in August 2010.

The MPS is also engaging extensively with young people through local Youth Panels and Safer Schools Partnerships, ensuring youth issues are prioritised locally. Their Youth Strategy also coordinates a Youth Reference Network to consult with young people on pan-London issues and plans. It includes the GLA Peer Outreach group and London's Young Mayors.

I have invested significant support in YOU London, which encourages young people to participate in uniformed groups, including police cadets as part of my Time for Action programme. As well as this, LFEPA has worked in partnership with Project Daedalus (another Time for Action project) delivering the LIFE leadership course to young offenders in Feltham.

Parenting Help

Question No: 3342 / 2010

Joanne McCartney

Your 'Time for Action' document states, "We are acutely conscious that there is a gaping hole in this plan, and that is parenting and preschool." What have you done to fill this gap?

Answer from the Mayor

Under Project Brodie, part of Time for Action, we will shortly be starting a parent advocacy pilot in up to three local authorities. The pilot will aim to provide support to parents of pupils making the transition between Pupil Referral Units and mainstream education, to improve attainment and promote safer environments.

On 5 October, I helped launch the 'Parent Power' scheme in south east London to improve skills and confidence in raising children. In terms of pre-school, my Health Inequalities Strategy's focus includes building a business case for appropriate investment in public health, prevention and early years intervention and I am aiming to publish this work later this year.

Tube Station Car Park Charges

Question No: 3343 / 2010

Joanne McCartney

Do you believe the increase in charges will result in more journeys being taken by car?

Answer from the Mayor

There has been only one increase in London Underground's car park prices since 2005, and the recent increase still means LU's daily rates compare favourably to other train operating companies and local authority parking charges. I do not expect to see a drop in patronage at LU's car parks.

Police Specials Funding (1)

Question No: 3344 / 2010

Joanne McCartney

The funding for the MSC growth incorporates funding from within the MPS, as well as both Transport for London (£2.9m) and Home Office Olympic Grant (£6.1m). As Chair of TfL will you protect the £2.9m or is it under review?

Answer from the Mayor

There are currently no plans to reduce MSC funding.

Police Specials Funding (2)

Question No: 3345 / 2010

Joanne McCartney

What representations have you made to the Home Office to ensure the £6.1m of funding continues?

Answer from the Mayor

Representations have been made to the Home Office making the case for London's funding settlement for policing to be protected - including the specific grants relating to the Olympics. Both the Chairman of the MPA have also promoted the case for London to the Home Secretary and the Chancellor.

Full details on the MPA's grant funding from the Home Office will not be known until the provisional local government finance settlement is announced in late November or early December. It is possible that some specific grant allocations will not be confirmed by the Government until the New Year.

Once we have a clearer picture on our levels of funding next year we will be able to assess how this will affect the MPS's budget moving forward.

Translating Services

Question No: 3346 / 2010

Joanne McCartney

Your office wrote to me in November 2008, in response to a constituent's request that translation services across London's government be pooled in order to save resources (possibly with contributions from leading tourist attractions). Your office stated that the subject would be raised with London Councils "at the earliest opportunity". Please supply me with an update: did you raise this issue with London Councils; if so, what was the outcome? If not, do you have any plans to centralise said facilties or would you be willing to look into my constituent's suggestion?

Answer from the Mayor

I regret that officers have not raised this with London Councils, and have therefore been asked to do so without delay.

I currently have no plans to centralise translating facilities, however, in these difficult economic times we and the boroughs are all having to look at where efficiencies can be made and at the scope for sharing services in order to deliver such savings.

This proposal may very well be one we look at in more detail.

A406 Vermin

Question No: 3347 / 2010

Joanne McCartney

Your response to my question at the last MQT (2687/2010) was not helpful. Residents have vermin problems in their properties due to the extensive roadworks being carried out by Transport for London. Demanding that they pick up the bill is unacceptable – they have not caused this problem, and have already had to live with years of blight in the area. Please could you personally review this case, as I am sure you will understand the unfairness of this situation.

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

The multi-million-pound scheme at Bounds Green, which will hugely improve traffic flow and facilitate the renovation of long blighted empty houses is making good progress.

The TfL project team is working closely with environmental health officers at the London Borough of Enfield to address vermin problems in the area, by implementing vermin control measures at the properties within the construction boundary.

TfL cannot be expected to fund vermin treatment of privately owned properties. However, TfL is willing to engage with individual home owners and residents, via the site information centre at 84 Bowes Road, to maximise the opportunity for collaborating the treatment efforts and potentially 'piggy backing' on TfL treatment contracts.

Tube Strikes

Question No: 3348 / 2010

Navin Shah

Can the Mayor outline the potential delays to engineering works that will occur because of the tube strikes?

Answer from the Mayor

Although the current industrial action has resulted in some minor changes to the timing and programming of engineering work on a handful of occasions, it has had and will have no effect on the overall progress of the investment and maintenance programme.

Harlesden Town Charter

Question No: 3349 / 2010

Navin Shah

Does the Mayor welcome the decision to produce a town charter for Harlesden? The charter stresses the importance of cleaning up the street scene in Harlesden and calls for a new public square or space to provide the community with a centre for residents to use.

Answer from the Mayor

Officers are drafting a response which will be sent shortly

Answer provided on 26 October 2010:

I certainly welcome the production of the town charter, particularly given the involvement of the local community in its development. TfL's ability to support the charter financially through to implementation will be dependent on the availability of funding. Once the outcome of the Comprehensive Spending Review on TfL budgets is fully understood the organisation will be in a position to confirm which town centre schemes it is able to support.

Vulnerable Londoners

Question No: 3350 / 2010

Navin Shah

Disabled and Older Londoners rely on tube stations being adequately staffed so they are assisted embarking and alighting trains, their safety in the station, getting around stations and getting advice from station staff at ticket offices. How does the Mayor think cuts to staffed ticket offices will affect these passengers?

Answer from the Mayor

After the current proposals are implemented, London Underground (LU) will still have staff on all its stations throughout the day, and will still have more staff on its stations than any other Metro in the world. Customers will still be able to get help on and off trains and the Tube will be as safe as it is today.

LU is confident that there will be no reduction in the visibility of its employees or their availability to assist and advise customers. The proposal to reduce ticket-office hours in line with demand and re-deploy staff more efficiently is expected to increase their availability overall.

The policies LU has in place to help disabled people, such as guided assistance for visually impaired customers, which has received much praise, will continue to operate as now. In addition, ongoing improvements such as new trains and more level access between trains and platforms, and improvements already made such as the provision of 250 wide aisle gates at over 125 stations in the last three years, will continue to enhance people's ability to travel independently.

Mayor of Harrow's Pakistan Flood Relief Appeal

Question No: 3351 / 2010

Navin Shah

Will the Mayor join me in thanking everybody who has contributed to the Mayor of Harrow's Pakistan Flood Relief Appeal which so far has raised £29,650 that will go towards building 10 new houses for the most severely affected families in the northern region of Kohistan?

Answer from the Mayor

I would like to congratulate the Mayor of Harrow for raising much needed funds to help people in Pakistan who have suffered so badly from the recent appalling floods. I am sure that he will meet his stated target of raising £50,000.

Dial-a-Ride

Question No: 3352 / 2010

Navin Shah

I appreciate the benefits of a strategic approach to the running of Dial-a-Ride. However, I have been contacted by a constituent who suggests that Dial-a-Ride could be locally based and under the control of the boroughs.

Could you please advise what percentage of daily Dial-a-Ride journeys are currently operated by Community Transport vehicles, how the cost of this compares with the TfL operated Dial-a-Ride journeys, and does the Mayor see an increase in the Community Transport component of Dial-a-Ride as contributing to a more sustainable, cost effective and enhanced Dial-a-Ride service?

Answer from the Mayor

Dial a Ride is currently working with nine community transport providers across London on a small scale, principally to support Monday to Friday day-time operations.

These community transport providers complete around 4% of all Dial-a-Ride journeys at an

average cost of £21.99 per trip. The average cost of a Dial-a-Ride trip is £23.33.

Community transport providers only provide peak time journeys when higher concentrations of passengers are travelling. Dial-a-Ride's own directly provided services, on the other hand operate 0600 to 0200, 365 days a year, which increases overall costs per trip.

There are no plans to increase the role played by community transport in delivering the Dial-a-Ride service presently. However, TfL is committed to continuous improvement of existing services. To this end, TfL is closely involved in the London Council's review of door-to-door transport services through membership of the project board.

FBU Strike

Question No: 3353 / 2010

Navin Shah

Do you think it would be beneficial at this stage in negotiations between the FBU and the LFB for you to engage with the FBU to avoid even further disruption and damage and try to avert the impending strike?

Answer from the Mayor

It would not be appropriate for me to intervene whilst the process of formal consultation between the LFB and FBU is ongoing.

However, I trust that current discussions will enable a swift agreement that satisfies all involved without the need for future industrial action and termination of contracts. I would like to reiterate and support the Chairman of the London Fire and Emergency Planning Authority (LFEPA) in that it is not the role of Members or the Chair of LFEPA, or the Mayor of London, to enter into complex negotiations with trade unions.

Charges

Question No: 3354 / 2010

Navin Shah

Brent Council have recently scrapped the former administration's £25 charge on residents for disposing bulky items. Would you agree that this will contribute to reducing the amount of fly-tipping in the area and increase recycling? Would you join me in congratulating the Council for dumping this charge?

Answer from the Mayor

I am pleased to hear that Brent Council has taken positive action to reduce the amount of fly tipping in their area. My emerging waste strategy sets challenging but achievable re-use targets for London, the London Waste and Recycling Board has allocated £4.5m to establish the London Re-use Network and the Recycle for London campaign has set aside funds to support and promote re-use. I want to encourage Brent Council, and all other London boroughs, to engage with the London Community Resource Network, the organisation developing the London Re-use Network, to ensure that as much of Brent's bulky waste as possible goes for refurbishment and re-use.

Halal Meat

Question No: 3355 / 2010

Navin Shah

The use of halal meat in schools has recently become an issue in Harrow and some other London boroughs. The Council are now urging schools to ensure that halal and non-halal meat is offered to pupils so there is choice for all faith and interest groups. Is halal and non-halal meat options and the choice to cater for all faith/religious needs offered in GLA catering outlets and if not, why not?

Answer from the Mayor
The catering team strive where possible to provide both halal and non-halal meat options. However, this is subject to space and market conditions. Fish and vegetarian dishes also appear daily in the City Hall catering outlets. The halal meat used by the caterers is pre-stunned before slaughter in the same way as non-halal meat but still in accordance with Sharia law.

For events and with advance notice the caterers are able to provide menus for any specific need; recent examples include fully Kosher menus and vegan events.

The caterers are investigating a range of options for improving the labelling of all foods with nutritional and other information, which supports "Health and sustainable food for London".

Housing Benefit Cap
Question No: 3356 / 2010
Navin Shah
Brent Citizens Advice Bureau recently announced that out of 10,225 families who receive Local Housing Allowance (LHA) in Brent, 1,988 will no longer be able to afford their rent under the new proposals to cap housing benefit. How does the Mayor plan to cope with the increased number of homeless families when the capping of housing benefit is introduced?

Answer from the Mayor
Boroughs, rather than the Mayor, have the statutory responsibility for dealing with homelessness. I am, however, continuing to lobby the government to introduce transitional arrangements to mitigate the unintended consequences of the Housing Benefit changes.

Unemployment in London
Question No: 3357 / 2010
Len Duvall
The Chancellor of the Exchequer, George Osborne, recently stated that "people who think it's a lifestyle choice to just sit on out-of-work benefits - that lifestyle choice is going to come to an end". London has one of the highest unemployment rates in the country at around 9%. Are these people making a lifestyle choice to remain unemployed and, if you believe so, will you be supporting the coalition government's decision to cut a further £4billion from the welfare bill?

Answer from the Mayor
Until the results of the Comprehensive Spending Review are announced it would be inappropriate to comment on any proposed reductions to the welfare bill. However, many Londoners face more barriers to employment than elsewhere in the country and for many the incentive to work is diminished through the higher costs of living in the capital. I support the government's efforts to get people back into work particularly in London where our ILO unemployment rate is 1.4 percentage points above that of the rest of the UK.

Unemployment in London 2
Question No: 3358 / 2010
Len Duvall
In an article in The Daily Mail on 24 September 2008, your economics adviser, Anthony Browne stated that the welfare state "exists to fight destitution but it has unfortunately led to mass dependency, with people expecting the state to look after them". Given that the banking industry received approximately £850billion of taxpayers' money (4.5 times the annual welfare bill) in 2008/2009, were the 'people' Mr. Browne was referring to the board members of the U.K's banks?

Answer from the Mayor
No. However, welfare reform has quite rightly been advanced by the Coalition Government as a key priority and I am supportive of the aims and aspirations of reform to the welfare system that will help to reward and incentivise work, protect those who need it most and deliver savings to the London taxpayer.

GLA Executive Pay
Question No: 3360 / 2010
Len Duvall
In answer to question number 2122/2010 you wrote that there were "15 [GLA employees earning £100,000+] as at 31 March 08, including my appointees". As you may recall, you were not elected until 1 May 2008, so this could not be the case. To clarify things, perhaps you could inform of the actual number of GLA employees (not including your appointees, that is) earning £100,000+ on 31 March 2008?

Answer from the Mayor
In my response to MQ2122 I stated that the number of mayoral appointees earning over £100k has reduced under my Mayoralty.

To be precise, on 31 March 2008 under the previous mayor, there were a total of 16 staff earning over £100k, 9 were Mayoral appointments (*including one earning over £100k as FTE). At 31 March 2010 there were 19 staff earning over £100k, 7** of which I appointed and as of October 2010 this figure is now 8.

Also, as stated in my previous answer, the number of staff on Grade 13 and 14 has been reduced significantly.

*(this appointment was not included in my response to MQ2122)
** (this figure includes a seconded appointment that was not included in my response to MQ2122)

Christmas Travel Arrangements
Question No: 3361 / 2010
Len Duvall
I have recently being contacted by a constituent asking whether, unlike in previous years, TfL are planning to run a skeleton bus service across London on Christmas Day. The constituent is concerned that those without a car or sufficient funds for taxis will be isolated from friends and family without the provision of a basic level of provision.

Answer from the Mayor
Demand for bus services on Christmas Day is likely to be low and distributed thinly across London whereas the cost of providing services would be high. For this reason, TfL has no plans to run bus services on Christmas Day.

Kender Street Triangle
Question No: 3362 / 2010
Len Duvall
Your answer to Written Question 2634/2010 is incorrect. The original plans for the Kender Street Triangle feature parking bays along Queens Road. However, these bays were removed from the plans post consultation and residents were not informed of this until much later. With this in mind, will you undertake to instruct TfL to re-consult with local people affected by post-consultation to major schemes such as Kender Triangle in future?

Answer from the Mayor
TfL would generally re-engage with stakeholders should it be necessary to amend a scheme post-consultation. In this specific case, and as I set out in my previous answer, TfL has now re-engaged residents of Queens Road, Erlanger Road and Waller Road on plans to provide additional parking facilities in their area. By agreeing to alter parking arrangements on Erlanger and Waller Roads TfL is further modifying the scheme in relation to local feedback. TfL has also altered the plan for the south side of Queens Road by installing single red instead of double red lines on the affected section, which allows parking after 19:00.

Crossrail
Question No: 3363 / 2010
Len Duvall
Does the potential 're-phasing' of the Crossrail project jeopardise the South London element of the line?

Answer from the Mayor
No. I can not state strongly enough my commitment to the delivery of Crossrail in full, including the south east spur. The full transport and economic benefits of Crossrail will only be realised by building the whole route.

Crossrail 2
Question No: 3364 / 2010
Len Duvall
If the potential 're-phasing' of the Crossrail project does jeopardise the South London element of the line, will you oppose re-phasing and, if so, in what way?

Answer from the Mayor
As stated in my previous answer, I am committed to the delivery of Crossrail in its entirety including the south eastern spur of the route.

London Development Agency
Question No: 3365 / 2010
Len Duvall
What current London Development Agency programmes do you expect the GLA not to continue with once LDA is completely 'folded-in' to the GLA?

Answer from the Mayor
The future of the LDA's current programmes and that of any pipeline programmes that the LDA is currently developing is dependent on three currently ongoing processes. Like the rest of the public sector, the LDA is preparing for the outcome of the Comprehensive Spending Review which will determine the level of budget for economic development activities in London. Second is the Government's decision about my Proposals for Devolution, which will by and large drive the shape of GLA Group's programme delivery. And finally, the GLA budget process which is underway but not yet complete.

In the face of this uncertainty the LDA has been planning on a prudent basis. This has involved close dialogue with my office to ensure that the LDA plans accurately reflect my priorities. The LDA has also assessed all current projects and possible future projects as to their value to the economy overall, their strategic merits and a range of other investment criteria.

London Development Agency #2
Question No: 3366 / 2010
Len Duvall
Despite strong indications by the Conservative Party prior to May's General Election that, should

they form the next government, the Regional Development Agencies would be abolished, your Economic Development Strategy published in same month as the General Election does not take account of this or your later decision to 'fold' the functions of the LDA in the GLA. With this in mind, will you undertake to produce a document for the benefit of the London Assembly, it's Economic Development Committee, the business community, and the people of London, outlining your long-term vision for post-London Development Agency economic development in London?

Answer from the Mayor
The EDS is a strategy for London rather than just a strategy for the LDA. While the functions of the LDA are being folded into the GLA, the rationale for intervention and the investment needs which the EDS identifies remain relevant post LDA. My vision in the EDS clearly sets out my ambitions for London, and this has not changed.

As previously stated, I am planning to publish an EDS Implementation Plan within the next few months which will set out the short to medium term delivery of this Strategy. The Implementation Plan will take account of the resources available and the structures in place. It will be reviewed annually to ensure it remains adapted to London's economic circumstances and to assess progress against objectives.

Travellers
Question No: 3367 / 2010
Len Duvall
Do you agree with the Secretary of State for Communities and Local Government's decision to abolish local Whitehall guidance to local authorities for the provision of gypsy and traveller sites and, if so, how do you propose to accommodate London's gypsy and traveller community?

Answer from the Mayor
The Secretary of State proposes a new approach to addressing travellers' site requirements. A minor Alteration to my Draft Replacement London Plan will support London boroughs in implementing this.

Shared Equity Home Ownership
Question No: 3368 / 2010
Len Duvall
The review (published February 2010) of LB Hackney's 'First Step' shared ownership scheme and highlighted several major impediments to the success of the scheme, including:
The unwillingness of some lenders to offer mortgages on new-build shared ownership properties.
The high level of legal complexity involved in the financial product offered "was difficult to understand for sales teams and potential purchasers".
Have you read this report and, if so, has it led you to reconsider offering a similar shared ownership scheme through the GLA?

Answer from the Mayor
I am familiar with issues raised in the report on the Hackney scheme and have been working to address these to ensure that my own First Steps programme is a success.

Follow on to Question 2628/2010
Question No: 3369 / 2010
Len Duvall
I have been asked to put the following question to you by a constituent of mine:
If a taxi driver is accused of a Public Order Act, swear word, by member(s) of the public should the taxi driver be given his legal rights due to the fact the LTPH share/s information with other

Authorities, including the Police, which is a part of the Taxi Drivers licensing conditions set by TFL?
What proof or evidence can the Mayor offer that disclosing the name and address of the complainant after the complaint has been investigated by LTPH would prevent members of the public from complaining?

Answer from the Mayor
In the event that a taxi driver is specifically accused of a criminal offence by a member of the public, TfL advises them to refer such matters to the Police. If, however, a complaint relates to other matters, such as a suggestion that the driver failed to stop for a passenger, then this is a matter TfL would investigate and invite the driver to comment on.

As mentioned in my previous answer, TfL has a duty to keep complainants' details confidential. When individuals make a complaint there is an expectation that their personal details will not be released and it would not be appropriate for TfL to change this expectation at a later date. I must reiterate that TfL's position is supported by the Information Commissioner.

Bell Green/Southend Lane bus stop
Question No: 3370 / 2010
Len Duvall
Further to my question number 0262/2010, please provide an update on TfL's liaison with London Borough of Lewisham regarding the repositioning of this bus stop. I understand that the council were hoping to obtain funds from TfL in order to solve the very unsatisfactory accessibility issues at the location? Has this been achieved, in line with your Transport Strategy aspirations for more accessible bus stops?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Answer provided on 25 October 2010:

No. We continue to press for a mutually-agreeable repositioned site for this London Borough of Lewisham owned shelter. We have not been approached by the borough or its shelter contractor regarding funding.

Thames Estuary Airport Costs
Question No: 3371 / 2010
Murad Qureshi
In answer to my question 1542 / 2010 How much have you and the GLA family spent studying the feasibility of another London airport in the Thames Estuary? You answered "nothing". In which case, would you please confirm: who paid for the boat when you went to view the area? Who paid for the outline plans which where displayed to the press? Who is paying the salary of staff to support the working group? Who paid for the working group's website to be set up?

Answer from the Mayor
The boat owners supplied the boat for the visit at no cost to the GLA.

The outline plans were produced by consultants on a pro bono basis.

The GLA Transport Team have provided approximately 2 hours of staff secretariat support for each Steering Group meeting, but have not contributed to the feasibility study work.

The working group's website was set up and is maintained on a pro bono basis by consultants.

Arrests during Papal visit

Question No: 3372 / 2010

Murad Qureshi

Do you think the arrest and detention of six cleaners during the Papal visit reflects well on the Metropolitan Police?

Answer from the Mayor

Yes

Costs of cycle hire scheme

Question No: 3373 / 2010

Murad Qureshi

How many Brompton bikes could have been purchased for the amount you have spent on the bike hire scheme?

Answer from the Mayor

For a scheme as large as Barclays Cycle Hire, TfL is unable to favour one supplier and a specification was put out to tender. The submissions by the individual bidders would determine the price, and so it is not possible to say how many Bromptons could have been bought for the amount spent on the scheme. In addition, the Cycle Hire bikes are designed to be unique and non-compatible with other bikes, to minimise theft. Comparing the volume of hire bikes in the scheme with the equivalent number of Brompton bikes that could be purchased is therefore not meaningful.

Of course, one of the benefits of Barclays Cycle Hire is that users can pick up and leave a bike at a docking station and not have to worry about it further. They do not need to worry about ongoing maintenance or parking, nor about bringing a folding bicycle, for example, onto a busy bus or train.

Eid on the Square Partners

Question No: 3374 / 2010

Murad Qureshi

On what basis and using which criteria were the new partners for Eid on the square selected this year?

Answer from the Mayor

The Sponsorship and Events teams in London Engagement take responsibility to make sure that the sale and selection of event sponsorship and value in kind partnerships is transparent and operates in an open market and a non-partisan manner.

In this instance a short list of media was put together by the Sponsorship and the Event Project Manager. A number of media - TV, radio and/or newspapers to submit a proposal and we then judge the merit of each proposal on support pledged, suitability of audience and value in kind investment. We are most interested in how much support the media partner will give to promote the event, on the day and post event coverage. In 2010, Zee TV was judged the most suitable partner for the Eid on the Square event.

Cycle Hire displacement in Central London

Question No: 3375 / 2010

Murad Qureshi

What modelling is TfL doing of the displacement effect of passengers from public transport onto the bike hire scheme in central London and when will this information be available?

Answer from the Mayor
TfL has not yet modelled the effect of Barclays Cycle Hire. Given that the scheme has only been live since the end of July, it is too early for travel patterns to have been established. As the scheme is bedded in and following the introduction of casual users, TfL will begin to conduct research and modelling to assess any impact that it may have had on travel choices and other public transport modes. TfL's priority now is to ensure that the scheme is running smoothly and that it continues to improve, which is why a customer satisfaction survey has been commissioned. The results of this survey will be available in early November.

Crossrail
Question No: 3376 / 2010
Murad Qureshi
Can you explain why the tunnel from Crossrail's west London portal to Paddington station is necessary? Would it not be possible for Crossrail trains to come into Paddington Station on the southern side rather than the northern side?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Answer provided on 25 October 2010:

The Crossrail platforms at Paddington will be to the south-west of the existing station, not to the north.

There is sufficient space within the railway corridor on the approaches to Paddington to construct the necessary portal at a distance from Paddington that enables the route to descend to the correct depth in the area of the existing station.

It would be a great deal more technically challenging, if indeed it were possible at all, to situate the Crossrail platforms on the opposite side of the station (which is in fact the north-east), rather than under Eastbourne Terrace and Departures Road, to the south-west. This is because of the piled foundations of the Paddington Central development, the proximity of the Grand Union Canal and the presence of the Bakerloo line and the Post Office Railway below that area. In any case this would alter the horizontal alignment of the railway and would be outside the powers in the Crossrail Act.

Route maps on buses
Question No: 3377 / 2010
Murad Qureshi
In answer to my question 2663 / 2010 you stated that buses "tend not to be route specific" whereas any regular bus user would confirm in fact this appears not to be the case. Admittedly, buses all have the capability to be swapped between routes, but can you please advise how many buses from the TfL fleet are actually used by more than one route, and how many are used as route-specific?

Answer from the Mayor
TfL does not hold detailed information on the proportion of buses which are route-specific or otherwise. However, many garages operate multiple routes requiring the same type of bus.

Electric Cars I
Question No: 3378 / 2010
Murad Qureshi
How much has TfL put into each borough's electric vehicle provision programmes?

Answer from the Mayor
Between 2008 and 2010, a total of £1,356,110 has been allocated by TfL to the London boroughs through Local Implementation Plan (LIP) funding for Electric Vehicle projects, including project management, promotion and marketing of electric vehicles, and the installation of charge points. The table below shows the amount provided to each borough.

	2008/09	**2009/10**	**2010/11**
Borough	**LIP allocation (£k)**	**LIP allocation (£k)**	**LIP allocation (£k)**
Barking & Dagenham		10	
Barnet			
Bexley			
Brent			45
Bromley			
Camden	43	40	100
City of London			
City of Westminster	30	0	169
Cross River Partnership*		50	
Croydon		0	5
Ealing		80	50
Enfield			
Greenwich	20	20	
Hackney		0	25
Hammersmith & Fulham			
Haringey	34	30	30
Harrow			41
Havering			44
Hillingdon			
Hounslow	14	25	
Islington	33	30	30
Kensington and Chelsea			
Kingston upon Thames			
Lambeth	30	10	15
Lewisham		0	
Merton			
Newham			20
Redbridge			30
Richmond upon Thames			
Southwark			
Sutton			
Tower Hamlets		12.11	
Waltham Forest			
Wandsworth		15	30
SWELTRAC*	116	80	
Totals	**320**	**402.11**	**634**

* Cross River Partnership Borough members include the following London boroughs: Lambeth, Southwark, and City of Westminster.

* SWELTRAC Partnership members include the following London boroughs: Kingston upon Thames, Richmond, Merton, Sutton, Wandsworth, Hounslow, Croydon and Ealing.

Electric Cars II

Question No: 3379 / 2010

Murad Qureshi

How many residents have signed up to the electric vehicle scheme so far? Please list by borough.

Answer from the Mayor

TfL does not collect information on membership of the London Borough electric vehicle schemes.

Alternative Fuel Discount

Question No: 3380 / 2010

Murad Qureshi

• Since its introduction, how many vehicles have qualified for the Alternative Fuel Discount and how many of these can be apportioned to vehicles using Liquid Petroleum Gas?
• What are the advantages of removing the Alternative Fuel Discount?
• Do you not think it would be useful, both in terms of public perception and understanding to establish a fuel "league table" which sets out all of the options for vehicle fuel, starting with the most environmentally friendly fuel to the least friendly option?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Answer provided on 25 October 2010:

In October 2009 there were approximately 22,700 registered claimants of the Alternative Fuel Discount. Of these, 6,400 were LPG vehicles.

When it was introduced, the Alternative Fuel Discount provided an incentive for uptake of vehicles that had a significant air quality benefit when compared to conventionally fuelled vehicles. It was not designed to encourage reductions in CO2 emissions. Since then the Euro emission standards have advanced and with the Euro 5 emissions standard becoming mandatory for new passenger cars in January 2011, it is appropriate to move to a "technology neutral" incentive that rewards the lowest carbon emitting passenger cars as well as good air quality performance.

TfL takes a "technology neutral" approach to setting policy with regard to Congestion Charging discounts. This means that consideration is given to the emissions performance of the qualifying vehicle, rather than the fuel or technology employed. Information on fuel types is already provided by a number of consumer organisations, such as Greencar.com and the Energy Saving Trust, amongst others. For this reason I do not believe a 'league table' would be necessary.

Killing of Pakistani Politician:

Question No: 3381 / 2010

Murad Qureshi

Following last months killing of Dr Imran Farooq in Edgware, are there any wider policing concerns for the Metropolitan Police? If so, what concerns have been identified and how are

these being addressed?

Answer from the Mayor
The investigation into the murder of Dr Farooq is ongoing and so it would be inappropriate to publicly discuss the active lines of enquiry. SO15 has been working closely with Barnet Borough Police and the Foreign and Commonwealth Office.

There is significant public and media interest in this case from Pakistan, and we are sensitive to the concerns of the Pakistani community in Britain.

Substantial resources have been deployed in relation to witness searches, CCTV trawls and forensic enquiries. It is important to emphasise that the incident and any broader implications are being addressed with all relevant agencies**.**

Cleaner Greener Taxis:
Question No: 3382 / 2010
Murad Qureshi
In view of their impact on London's air quality and the amount of time it's likely to take for taxis to renew naturally into "greener" models, will you consider a scheme whereby TFL subsidise the process of renewing environmentally out of date taxis in return for hiring them out to taxi drivers? If such a scheme were adopted, it would not be inconceivable that the initial costs of the scheme could be recouped through sponsorship and advertising in a similar way to the bike scheme.

Answer from the Mayor
My Air Quality Strategy will be published shortly, and this will set out the measures to be taken to reduce emissions from taxis along with other sources. I am committed to working with the industry to develop a zero emission taxi by 2020.

Over the past couple of months I have met taxi manufactures and their partners. I am confident that we will deliver an affordable, iconic and green taxi and I will seek funding opportunities, including sponsorship to encourage uptake.

Somers Town Planning Application:
Question No: 3383 / 2010
Murad Qureshi
Following submission to the Camden Council planning authority, are you minded to call in the application for the proposed research laboratory in Somers Town?

Answer from the Mayor
I have no power to call in applications. It is not appropriate at this stage to say whether I might take the application over should Camden Council refuse planning permission, as to do so would fetter my discretion to decide the application when it is referred to me.

Car clubs versus monopolies:
Question No: 3384 / 2010
Murad Qureshi
Car clubs are a growing UK trend, however, they still lack the operations of scale to be able to offer real environmental benefits to a larger number of users. Bearing this in mind, and following the intervention of the Competition Commission, are you prepared to make a case for the merger of the two main car club operators, Street Car and ZipCar, on the basis that fewer private vehicles on the roads outweigh any monopoly supply issues?

Answer from the Mayor
Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

TfL supports car clubs for the considerable potential they offer in helping to reduce motoring costs for Londoner's, as well as helping to tackle congestion, carbon emissions, air quality and parking pressures across the Capital. TfL has provided £0.45m funding to 16 London boroughs this year to support the introduction of over 300 new car club bays. Each London borough competitively tenders for either single or multiple operators to run the car club services in their area. TfL has given both written and verbal evidence to the Competition Commission inquiry in which it did not raise any objection to the merger and also highlighted that Streetcar already was the dominant operator in London prior to the merger.

Mayor at Tory Conference

Question No: 3387 / 2010
John Biggs
Did you primarily promote London or yourself at the Conservative Party conference?

Answer from the Mayor
While at the Conservative Conference I did not stop promoting London as the engine of the UK economy. My platform speech to the Conference gave a clear description of the benefits the entire UK economy receives for the investment in London's vital transport infrastructure.

Police and Staff Numbers

Question No: 3388 / 2010
John Biggs
In your answer to 2788/2010 you detailed police officer and staff numbers funded by Boroughs. Can you detail similarly all officers and staff funded by bodies other than London Boroughs, listing for each such body the numbers of police officers, PCSOs and Police staff funded by them?

Answer from the Mayor
The following tables set out the 2010/11 Police Officer & PCSO numbers supported by other bodies. It is not possible to provide a detailed assessment of the number of police staff posts funded by external bodies. Whilst some external funding streams cover indirect costs and overheads (including police staff costs) as well as direct costs, it is not possible to establish exactly the number of posts this equates to.

Police Officers Funding Stream	Nos
Palace of Westminster	157
British Airports Authority	311
Olympics	196
Proceeds of Crime Act (POCA)	136
Transport for London	559
London Safety Camera Partnerships	3
Bikesafe	15
Regional Asset Recovery Team (RART)	12
Dedicated Cheque and Plastic Card Unit (DCPCU)	10
E-crime	22
Department for International Development (DFID)	6
Local Authorities/Transport for London/UK Borders Agency	9
Migration Impact Fund	4
London Regional Intelligence Unit (LRIU)	2

Criminal Records Bureau Unit (CRBU)	8
Stolen Vehicle/Plant Unit	2
Operation Swale - Immigration Crime (UKBA)	69
Secondments - (Local Authorities/TFL)	165
Total	**1,686**
PCSOs Funding Stream	**Nos**
Victim Support/Station Office PCSOs/Government Support Zones/Schools/Courts	876
Transport for London	946
Royal Parks	30
British Airports Authority	69
Total	**1,921**

Bike Hire Scheme

Question No: 3389 / 2010

Murad Qureshi

What percent of registered users of the bike hire scheme are male and female?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

TfL does not request gender information when registering members for the Barclays Cycle Hire Scheme.

However, of the titles (Mr., Ms., etc.) selected by customers registering for the scheme, some 74% chose male titles, 23% female, and 3% did not specify a title.

Proposed cycle lane between Belmont & Sutton

Question No: 3391 / 2010

Steve O'Connell

If financially feasible, would you please be able to expedite a feasibility study of the disused railway line between Belmont and Sutton being adapted to a cycle path? For information there is still one operational line which would need to be fenced for safety.

Answer from the Mayor

I am aware there is local political support for a cycle link. A recent report, funded by TfL, looked at this and concluded that it would be costly and not likely to be capable of implementation over the full distance due to the fact that trains are still operating. Any proposal would, therefore, need the support of Network Rail.

It will be for the Borough to consider whether using Local Implementation plan funding for this is a priority.

Project YOU

Question No: 3393 / 2010

Steve O'Connell

Regarding Project YOU, which I know you support, I very much welcome the funding by the LDA of Borough Development Officers. Can I have your commitment that they will report to the local borough YOU Boards?

Answer from the Mayor
Absolutely. The input of the local YOU Boards will be critical and Borough Development Officers will report to them. Local Boards will be key in indentifying areas for expansion and making links with partner agencies and local communities

Initially, borough development will be commissioned through the YOU organisations to maximise their existing expertise in developing new borough units, attracting new volunteers and young people.

VIPs
Question No: 3395 / 2010
Steve O'Connell
Are the present costs for protecting VIPS reasonable? Do you think it would be worth making joint members of the Counter Terrorism & Protective Services Committee and the Finance Committee review the costs?

Answer from the Mayor
The MPS regularly monitors and scrutinises the costs of protecting VIPs, including levels of overtime and expenses, and already reports these to the Counter Terrorism and Protective Services Committee of the MPA.

First Steps for Families
Question No: 3396 / 2010
Steve O'Connell
Have any sites been identified for this new scheme and if so could the Mayor please set out how many new homes each borough can expect to receive?

Answer from the Mayor
Full details will be made available shortly.

Police handling of rape (1)
Question No: 3397 / 2010
Richard Tracey
Are you concerned by the Government decision to cancel the HM Inspectorate of Constabulary (HMIC) investigation into how the police handle rape cases?

Answer from the Mayor
The Joint HM Inspectorate of Constabulary and Her Majesty's Crown Prosecution Service Inspectorate inspection has not been cancelled. It has been amended so that it complements rather than duplicates earlier work of the previous Government such as the Rape Complaints Review led by Baroness Stern and the Victims Review led by Sara Payne.

The inspection will now focus specifically on how rape suspects are managed by the MPS and CPS. An inspection team will visit six force areas including the MPS.

Police handling of rape (2)
Question No: 3398 / 2010
Richard Tracey
With more and more concerning cases, such as the Kirk Reid investigation and the recent landmark case where a rape victim was awarded damages from the CPS, shouldn't we be protecting resources in this area

Answer from the Mayor
The MPS Specialist Crime Directorate (SCD2) is currently recruiting extra police officers to

supplement the strength of all of the investigation teams. Plans are also in progress to create a special enquiry team to support more complex investigations. We do not know the extent of the forthcoming cuts however, every effort will be made to deal with the increased levels of reporting of rape.

Parking Bays

Question No: 3399 / 2010

Richard Tracey

Will TfL delegate responsibility for enforcement of parking bays on Red Routes to local Boroughs?

Answer from the Mayor

TfL seeks to enforce traffic regulations in a fair and commonsense way to ensure traffic is kept moving smoothly and safely. Red Routes are designated as a no-stopping network, which allows stopping and parking by exemption only.

TfL works with the London boroughs to address any specific issues that arise on the Red Route network, but there are no specific plans to delegate enforcement of parking bays on these routes to the boroughs.

East London Line Extension

Question No: 3400 / 2010

Richard Tracey

Will the Mayor update the Assembly on the timetable for the completion of the East London Line extension to Clapham Junction?

Answer from the Mayor

The current programme indicates that London Overground services to Clapham Junction will commence in late 2012.

Alternate Fuel Discount (1)

Question No: 3401 / 2010

Richard Tracey

Transport for London's proposed changes to the Alternative Fuel Discount will remove the congestion charge discount from vehicles running on LPG Autogas in London. Will you discuss this with Transport for London to consider the benefits of Light Commercial Vehicles running on Liquid Petroleum Gas in London continuing to be exempt from the congestion charge?

Answer from the Mayor

The consultation on the proposed changes to the Alternative Fuel Discount, and other changes to the Congestion Charging Scheme, closed on 2 August.

Under the proposed changes, vehicles eligible for the current Alternative Fuel Discount, including those running on Liquid Petroleum Gas, would continue to receive a 100% discount on the congestion charge until 24 December 2012. Alongside the removal of the Alternative Fuel Discount, it is proposed that a Greener Vehicle Discount is introduced to provide a 100% discount for vehicles that both emit less than 100g/km of CO2 and meet the Euro 5 air quality standard.

I recognise that there is an issue specific to light commercial vehicles and that no option for a congestion charge discount for these vehicles was proposed other than that for electrically propelled vehicles. Other potential options for light commercial vehicles are under discussion at present, and I will make a decision after having carefully considered all relevant responses received in the consultation.

Alternate Fuel Discount (2)

Question No: 3402 / 2010

Richard Tracey

LPG is a clean fuel, exceeding the performing combinations of conventional fuels and new vehicles in terms of air quality. Will you consider the role that alternative fuels like LPG Autogas can play in meeting air quality targets as part of a future Air Quality strategy?

Answer from the Mayor

TfL is examining the potential of alternative fuels, including LPG, for London's transport network. This will assess the impacts on air quality and more widely of these fuels and help to focus resources so that they optimise environmental returns on financial investment.

London Bridge Station Redevelopment

Question No: 3403 / 2010

Richard Tracey

Will the Mayor update the Assembly on the redevelopment of London Bridge Station?

Answer from the Mayor

The DfT and Network Rail are continuing to work on the design of London Bridge station and the programme for construction. I understand that a solution has been found which is achievable within the current budget for the Thameslink Programme. However, the scheme is subject to the Government's Spending Review, which is due to be announced later in October. I am continuing to press the Government to retain funding for the full delivery of projects like Thameslink and Crossrail which are vital to London's economy and future growth.

Network Rail have also had initial discussions with GLA and TfL officers over the planning application which will be necessary for the station redevelopment. We expect a planning application to be submitted to Southwark Council in Spring 2011, after which more detail of the plans for London Bridge will become available.

Waste & budget reductions

Question No: 3404 / 2010

James Cleverly

With cuts soon to be imposed on the police, and with more examples of waste in the police force being brought to the public's attention every week, what more can be done to reconcile the two?

Answer from the Mayor

I have been informed by the MPS that it is continuing to drive out inefficiencies. Savings have been identified in a range of back office functions including: recruitment, utilisation of estate, procurement of goods and services, catering, transport, training, IT, finance. These, together with the implementation of the Territorial Police Development Programmes, are expected to deliver accumulated budget efficiency savings of approximately £800m by 2013/14.

The priority will be maintaining operational capability, and ensuring the delivery and safety for the Olympic Games.

Papal Visit

Question No: 3405 / 2010

James Cleverly

What percentage of the police force in Bexley and Bromley was abstracted to provide mutual aid during the Pope's visit to London?

Answer from the Mayor
During the Papal visit, Bromley provided sixty one police officers and Bexley fifty one police officers.

It would be misleading to issue you with these numbers as a percentage of the full police force, since the allocation of officers is not performed on a straight proportionate basis. A straight comparison between those on duty and those on aid does not fully reflect the roles of all officers on borough.

Street Trees
Question No: 3407 / 2010
Gareth Bacon
Have any funding bids been received from the London Borough of Greenwich under the Mayor's Street Trees programme?

Answer from the Mayor
No funding bids have been received from the London Borough of Greenwich under my Street Tree Programme. Officers from the Forestry Commission, who manage the programme on our behalf, have spoken to officers at Greenwich on a number of occasions to encourage the Borough to apply. The Borough will have a further opportunity to apply for a grant from my Street Tree Programme in the fourth and final funding round next year.

Renewable Energy
Question No: 3408 / 2010
Gareth Bacon
Further to question 2976/2010, regarding the forthcoming GLA study into renewable energy potential in London, will the Mayor ensure that this study looks at local areas within London, as well as London as a whole? Also, could the Mayor outline the timetable for this study and how it will be integrated into the London Plan?

Answer from the Mayor
The London Renewables Study will carry out a London-wide assessment of the renewable and low carbon energy potential in London. Data will be broken by borough and the findings will be used to assess capacity for the London Plan. The study is scheduled for completion by April 2011.

Olympic Park Wind
Question No: 3409 / 2010
Gareth Bacon
Could the Mayor confirm the expected maximum output and load factor of the Eton Manor wind turbine that was recently abandoned by the ODA, and would the reported figures of 2 MW maximum output and 22.8% load factor be accurate? Could the Mayor also confirm whether these figures would be the same for a possible wind turbine on East Marsh?

Answer from the Mayor
The predicted load factor for the proposed wind turbine on the Olympic Park was 22.8 per cent and its nominal output was intended to between 2-3 MWh per year. Load factor is a measure of efficiency of a wind turbine using wind and is dependent on the model or turbine manufacturer chosen. The national average load factor for wind turbines is 27 per cent and includes very windy hill top wind farms.

Given the proximity of East Marsh to Eton Manor, a similar load factor may be expected for the adjacent East Marsh site. The output of the proposed wind turbine at this site will be determined by Hackney Council.

Publication of GLA Payments
Question No: 3410 / 2010
Gareth Bacon
Do you agree that the current format for publishing GLA payments online, which provides little information about the purpose of each payment, is unhelpful to 'armchair auditors'?

Answer from the Mayor
The publication of GLA payments complies with the Government's requirement to publish data on transactions over £500. It contains details of the supplier and the expenditure category. The information is derived from our financial system and it is not practical to set out additional information on the purpose of each payment without significant additional expense.

Plants
Question No: 3411 / 2010
Gareth Bacon
How much has the GLA and each of the functional bodies spent on buying plants and on plant maintenance since 2000?

Answer from the Mayor
GLA - £39,023 since 2004.

LDA – A figure cannot be provided as the LDA's plant and maintenance costs cannot be isolated and verified from within their facilities contract.

LFEPA - £6,834 since 2008.

MPA – £16,512 since 2004. (MPS - £105,725 since 2007).

TfL – £330,000 since 2005

TfL travel benefits (1)
Question No: 3412 / 2010
Gareth Bacon
What free/subsidised travel benefit packages does Transport for London offer its staff?

Answer from the Mayor
The travel benefits offered to staff depend on the date the individual staff member entered service.

All staff employed after 1 April 1996 are entitled to a staff Oyster card and a nominee Oyster card for one adult aged over 16 at the same address. A 75 per cent reimbursement for a National Rail annual season ticket is also available, for employees only.

Staff employed before 1 April 1996 are entitled to either:

- a staff Oyster card and a Privilege Ticket Authority Card (PTAC) for National Rail Services. The PTAC is also available for their partner and dependent children; or
- a staff Oyster card and nominee Oyster card for one adult aged over 16 at the same address and a PTAC for dependent children.

There are also similar arrangements with National Rail staff who receive reciprocal travel facilities on TfL services, where eligible.

The staff Oyster cards are essential for employees, much of whose work requires frequent travel on the TfL network.

TfL travel benefits (2)

Question No: 3413 / 2010

Gareth Bacon

Who qualifies for such travel package benefits?

Answer from the Mayor

Please refer to my answer in 3412/2010.

TfL travel benefits (3)

Question No: 3414 / 2010

Gareth Bacon

Do non TFL staff receive travel benefit packages? Do these people need to be nominated by TFL staff in order to receive these benefits?

Answer from the Mayor

Some non-TfL Staff receive travel benefits.

They include nominees of TfL staff, retired staff, and staff that are safe-guarded following TUPE arrangements or through reciprocal agreements, for example, Bus Operating Companies, Tube Lines, Association of Train Operating Companies (ATOC) and First Capital Connect.

TfL travel benefits (4)

Question No: 3415 / 2010

Gareth Bacon

How many employees received travel benefit packages for 2009/10?

Answer from the Mayor

During the period April 2009 – March 2010, TfL employed 25,836 people who would have received a staff Oyster card during their service.

The staff Oyster card is essential for TfL employees, whose jobs involve frequent travel on the TfL network and is also available for one adult nominee at their address.

TfL travel benefits (5)

Question No: 3416 / 2010

Gareth Bacon

How many non TFL employees received travel benefit packages for 2009/10?

Answer from the Mayor

In 2009/10, 14,536 non-TfL employees received travel benefit packages. These mainly relate to staff transferred out of TfL under TUPE arrangements, such as staff employed by the Bus

Operating Companies, Tube Lines, Association of Train Operating Companies (ATOC) and First Capital Connect. Retired Staff also received a travel benefit.

A further 4,639 nominee passes were issued in this period.

TfL travel benefits (6)

Question No: 3417 / 2010

Gareth Bacon

What was the cost of providing travel packages for TFL and non TFL staff in 2009/10?

Answer from the Mayor

The only direct cost to TfL from providing travel benefits is from the reimbursement of 75 per cent of the price of season tickets for National Rail services to staff joining since April 1996. In 2009/10 3,392 staff were reimbursed under this arrangement, costing approximately £4.4m.

Discounted travel on NR services for staff joining before this date and their dependants is provided under a reciprocal arrangement with the Train Operating Companies, for which TfL makes no payment.

The cost of providing free travel to staff and their nominees on TfL services is nil, given that much of this travel is for work purposes and the remainder is insufficient to require additional services to be operated to cope with it.

Staff Travel passes and other travel benefits are a long-standing benefit for TfL staff and are a key part of staff recruitment and retention. This would be adversely impacted if the facility were to be withdrawn and monetary compensation not increased. The potential financial benefit, if any, to TfL from withdrawing the facility cannot be reliably estimated and will result in trade union claims for increased pay.

TfL travel benefits (7)

Question No: 3418 / 2010

Gareth Bacon

Is it proposed to continue with the travel benefits package in the current form for 2010/11? If so, what is the budgeted cost of this?

Answer from the Mayor

TfL has no plans to withdraw any of the travel benefits currently offered.

The cost of providing free travel to staff and their nominees on TfL services is nil, given that much of this travel is for work purposes and the remainder is insufficient to require additional services to be operated to cope with it.

The only direct cost to TfL from providing travel benefits is from the reimbursement of 75 per cent of the price of season tickets for National Rail services to staff joining since April 1996. In 2009/10, this arrangement cost approximately £4.4m.

The cost to TfL of subsidising staff National Rail season ticket purchases in 2010/11 is expected to be very similar to last year's figure.

Road closures

Question No: 3419 / 2010

Gareth Bacon

I was recently contacted by a constituent of mine who parked on Waterford Road in Fulham at 11am on 28th August. When she returned to her car later that afternoon, she found Waterford

Road closed so she was unable to drive away. What measures can you take to further publicise any road closures in the vicinity of Stamford Bridge on match days?

Answer from the Mayor
Waterford Road is not part of the Transport for London Road Network. The London Borough of Hammersmith & Fulham, alongside the police and Chelsea Football Club, are responsible for ensuring match day road closures are sufficiently coordinated and publicised.

Cricklewood Lane Bus Stop
Question No: 3420 / 2010
Brian Coleman
Would the Mayor ask TfL to consider the reinstatement of a bus stop along Cricklewood Lane that was removed as part of a new pedestrian crossing scheme near Thorverton Road, as requested by a significant number of local residents, given that no suitable alternative locations have been identified?

Answer from the Mayor
As I said last month, in reply to Caroline Pidgeon, TfL, together with the Metropolitan Police and Barnet Council, has tried to find an alternative location on Cricklewood Lane that is both safe and accessible, but have come to the conclusion that there is nowhere else that meets those criteria. However, there is another bus stop is 200 metres away.

Cycle Hire Scheme
Question No: 3421 / 2010
Brian Coleman
What progress is being made in resolving a problem that frequently occurs with the Cycle Hire Scheme, where docking stations are either too empty or too full and users are unable to either find an available bicycle or find a suitable place to dock?

Answer from the Mayor
TfL and the scheme operator Serco have been working tirelessly to improve redistribution of the bikes and where possible, seek to meet demand for bikes.

In addition, TfL is continuing to roll out docking stations as part of the development of the Barclays Cycle Hire Scheme. Working in cooperation with the Boroughs, TfL is identifying suitable new sites as well as those where the number of docking points can be expanded in areas of high demand.

Customers who find a docking station full can use the terminal at the station to find the nearest docking station with available docking points, and add 15 minutes of free hire time to enable them to reach nearby stations, free of charge.

Flags
Question No: 3422 / 2010
Brian Coleman
Would the Mayor welcome the initiative by the Secretary of State for Communities and Local Government of flying county flags outside the Department of Communities and Local Government Building, Eland House Bressenden Place, and what flag would the Mayor suggest he flew for London?

Answer from the Mayor
You are right to note that Greater London does not have a flag. There are currently no plans to develop one but I am always open to ideas.

M4 Bus Lane
Question No: 3424 / 2010
Brian Coleman
Does the Mayor welcome the decision to scrap the M4 bus lane?

Answer from the Mayor
I welcome the Secretary of State's decision based on sound evidence from the Department for Transport and I shall follow all progress with interest.

Kenton Road Right-turn
Question No: 3425 / 2010
Victoria Borwick
Could the Mayor explain why the right-turn in Kenton Road, into Kenton Lane, has yet to be re-instated?

Answer from the Mayor
I understand that TfL wrote to you in June 2009 outlining that the right turn on Kenton Road was removed for safety reasons in 2002, at the request of the London Borough of Brent.

A copy of your letter and TfL's response was forwarded to Gareth Daniel, Chief Executive of London Borough of Brent, so that he could respond more specifically on the points you raised.

Olympic Park Picnicking
Question No: 3426 / 2010
Victoria Borwick
The Mayor has previously indicated that visitors to the Olympic Park will be able to bring their picnics and refreshment to the event as they would to other sporting and cultural events. Can the Mayor confirm that visitors will still be able to do this?

Answer from the Mayor
No final decision has been taken on which items spectators will be allowed to bring into Games venues. Everyone wants to accommodate picnics in the Park but you will understand that security must be given the utmost priority.

Oxford Street (1)
Question No: 3427 / 2010
Victoria Borwick
Over 300 buses an hour go past stores such as Selfridges contributing to some of the highest pollution levels in Europe for dangerous airborne particles and nitrogen dioxide. Does this match your vision for London's premiere shopping street?

Answer from the Mayor
I am strongly in support of measures to maintain and develop the vitality of the West End. As you know, TfL delivered a 10% reduction in bus services on Oxford Street in 2009 and plans to do so again in 2010.

The West End is unquestionably dependent on the ability of the public, including those who shop or work there, to access it by a variety of means. It is therefore important that excellent public transport access to the West End be maintained. There are over 1.4 million journeys per week by bus to or from the area.

A good, well-used bus network is also essential in delivering air quality improvements in London. Particulate emissions from buses have already been reduced by 90%. Further measures for buses, taxis and other types of vehicle are set out in my draft Air Quality Strategy.

Oxford Street (2)

Question No: 3428 / 2010

Victoria Borwick

TfL have promised a reduction of buses in this area by some 20 percent. Please may I have a list of all those routes affected and what their new route pattern and timing will be?

Answer from the Mayor

TfL delivered a 10% reduction in flows on Oxford Street in 2009 and is working on a further 10% in 2010. They wrote to you on 19 January 2010 with a detailed description.

The changes and their impacts are summarised in the attachments, **see Appendix D**: (1) a description of the service changes; (2) a table of impacts in 2009 (as submitted to the "Streets Ahead" enquiry); (3) a table of impacts in 2009 and 2010 combined.

Implementation of the changes planned for later this year on routes 8 and 55 depends on highway works. Proposals for these are being prepared by Westminster City Council.

Oxford Street (3)

Question No: 3429 / 2010

Victoria Borwick

Given that the current bus subsidy is unaffordable and given the level of unnecessary and unused bus capacity jamming up the West End in ignorance of what bus passengers need or businesses want, what steps are you taking to make the network more commercially driven to save money and improve air quality?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Answer provided on 26 October 2010:

TfL's Business Plan already proposes a 40% reduction to bus subsidy by 2017/18.

The bus network is kept under regular review to maximise the benefits it produces within the available funding. Service provision is based on extensive market research, performance monitoring and liaison with stakeholders. TfL seek to take full account of all the relevant factors as part of this process. This includes services in the West End.

As you know, TfL is currently implementing a reduction in bus flows on Oxford Street while minimising the inconvenience to the large numbers of passengers using buses to, from and within the area.

My draft Air Quality Strategy sets out a package of measures to improve air quality throughout London, including the deployment of the cleanest buses to the areas with the poorest air quality.

Oxford Street Buses (1)

Question No: 3431 / 2010

Victoria Borwick

In response to my question 2427/2010 you stated that you were confident that the EU daily limit value for PM10 will be met throughout Greater London in 2011 without referring specifically to the streets I mentioned. What is the precise basis for your statement as far as Oxford Street, Regent Street and Bond Street are concerned?

Answer from the Mayor
Modelling for the draft Air Quality Strategy showed that there may be some areas near the busiest roads in central London where the margin between modelled concentrations and the limit value are very small and these areas would benefit from the local measures and the wider policies in the strategy. Details of these priority locations are in chapter 2 of the draft Strategy and Oxford Street, Regent Street and Bond Street were not identified. However, as localised air quality varies depending on local circumstances, these priority locations will be kept under review to ensure compliance with the EU limit values by 2011.

Oxford Street Buses (2)
Question No: 3432 / 2010
Victoria Borwick
In response to my question 2428/2010 you indicated that the analysis for your Transport Strategy and Draft Air Quality Strategy included an assessment against the EU annual mean limit value for nitrogen dioxide (NO2) but not the related limit value plus maximum margin of tolerance. Why are you assuming a time extension until January 2015 to comply with the EU annual mean limit value for NO2 but not assessing compliance with the obligation that will apply if such a time extension is obtained?

Answer from the Mayor
My draft Air Quality Strategy sets out the measures that I intend to implement to reduce concentrations across London and help achieve the EU limit values for NO2. The draft Strategy includes measures that need to be taken by others, including the Government, if the limit values are to be achieved by 2015.

The GLA is working with the Government on the development of an Action Plan that the Government is expected to submit to the European Commission in 2011 as part of its application for an extension to 2015 of the date by which NO2 limit values will have to be achieved. The Government will be required to ensure that the margin of tolerance (60 ug/m3) is not exceeded in any area of the country where the time extension is granted. The GLA will continue to work with the Government to develop and implement measures to improve air quality in London and achieve the limit values for NO2 in the capital as soon as possible.

Oxford Street Buses (3)
Question No: 3433 / 2010
Victoria Borwick
In response to my question 2429/2010 you stated that the GLA has modelled air quality on Oxford Street, Regent Street and Bond Street. When and how will you make available the detailed results of the GLA's analysis for all air pollutants along those streets?

Answer from the Mayor
Air quality modelling is being carried out to support development of my Air Quality Strategy. Information will be included in that Strategy when I publish it later in the autumn.

Olympic Lanes
Question No: 3434 / 2010
Victoria Borwick
What disabled compliant vehicles will be allowed to use the Olympic lanes? And when?

Answer from the Mayor
All Official Games vehicles will comply with relevant disability legislation and some vehicles will be especially adapted for disabled drivers and passengers.

Games Lanes are a temporary measure only being put in place on the busiest sections of the Olympic Route Network and Parlaympic Route Network. The start and finish times of the Games Lanes will vary but broadly they are expected to be operational within the hours of 6am and midnight.

TfL and Freedom of Information requests

Question No: 3435 / 2010

Victoria Borwick

The Information Commissioner has named and shamed TfL as one of the public bodies failing to adhere to FOI rules, what are TfL going to do to raise their game and ensure they do what is required of them?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Written response provided on 19 October 2010:

Transport for London takes its obligations under the Freedom of Information Act very seriously. TfL is one of the largest recipients of FOI requests in the country and the vast majority of requests are answered on time but some requests for information are complex and require TfL to make a considerable effort to ensure the Act's obligations are complied with.

TfL is working hard to improve its processes and response times and the importance of replying to requests on time is being emphasised in staff briefings and other communications.

The Information Commissioner has said that he is monitoring public bodies when his office has received six or more complaints within a six month period about their compliance with FOI timescales. The volume of FOI requests received by TfL made it more likely that TfL would be one of the number of public bodies who have been asked to supply information to the Information Commissioner. TfL is of course co-operating with the Information Commissioner's requirements.

A406 Subway

Question No: 3436 / 2010

Roger Evans

Will the Mayor instruct TfL to find a permanent solution to the ongoing problem of flooding at the subway under the A406 at Charlie Brown's Roundabout in South Woodford?

Answer from the Mayor

As a result of recent incidents of flooding in the subway underneath the A406 at Maybank Road, TfL has carried out some repairs and improvements which are considered to have resolved the problem. The pump floats have been re-calibrated and the whole drainage system has been cleaned. There have been no reports of flooding since the improvements were made, during which time there has been heavy rainfall.

Queen Mary's Gate Traffic Lights

Question No: 3438 / 2010

Roger Evans

At the junction where Queen Mary's Gate meets the Woodford High Road, South Woodford, TFL have installed traffic lights without pedestrian lights. Will the Mayor instruct TfL to install pedestrian lights at this junction?

Answer from the Mayor

This is a Borough road and the signals were installed by TfL in accordance with the design provided and agreed with the client, the London Borough of Redbridge, the responsible

highway authority for this road

It is for the borough to decide if pedestrian facilities should be installed. If they were to provide funding and a feasible design, TfL would be able to consider the addition of a pedestrian facility at this location.

Freedom Pass Usage

Question No: 3439 / 2010

Andrew Boff

Please provide a comprehensive breakdown of Freedom Pass annual usage by Borough?

Answer from the Mayor

The attached table sets out the estimated number of journeys made by Freedom Pass holders on TfL's bus and Underground services in the year ended 30 June 2010, by Borough of issue.

Journeys on National Rail, Tramlink, and DLR services are not included because comprehensive Oyster validation data is not obtained as Freedom Pass holders do not necessarily validate their passes (e.g. in the case of journeys at ungated stations).

Estimated Freedom Pass Journeys by Borough of Issue
Year to 30 June 2010

Borough	Bus journeys (million)	Underground journeys (million)
Barking & Dagenham	5.40	0.93
Barnet	13.74	3.29
Bexley	6.80	0.37
Brent	14.15	2.90
Bromley	9.40	0.80
Camden	11.56	2.85
City of London	0.27	0.19
Croydon	13.26	0.81
Ealing	12.56	2.50
Enfield	10.11	1.54
Greenwich	9.58	0.67
Hackney	12.81	1.07
Hammersmith & Fulham	7.46	1.83
Haringey	13.47	2.24
Harrow	7.03	2.16
Havering	8.18	1.10
Hillingdon	7.38	1.81
Hounslow	8.12	1.16
Islington	9.11	1.46
Kensington & Chelsea	7.08	1.98
Kingston	5.19	0.46
Lambeth	13.84	1.84
Lewisham	12.21	0.70
Merton	7.08	1.28
Newham	9.00	1.54

Redbridge	7.23	1.92
Richmond	6.72	1.13
Southwark	12.92	1.23
Sutton	5.93	0.52
Tower Hamlets	6.62	1.45
Waltham Forest	7.71	1.36
Wandsworth	13.66	2.00
Westminster	12.12	2.78
Total	**307.70**	**49.90**

Notes:
1. Total journeys as agreed with London Councils, including allowance for unvalidated journeys
2. Breakdown of journeys by Borough based on Oyster validations and issuing Borough of each pass, according to data supplied by London Councils.

Redesignating Stations (1)

Question No: 3440 / 2010

Andrew Boff

What would be the revenue costs of redesignating Hoxton and Shoreditch High Street stations as Zone 1 or Zone 1/2?

Answer from the Mayor

It is assumed below that the reference to "Zone 1" in the question should in fact be to "Zone 2".

Revenue costs could be of the order of £5 million to £10 million per year.

Redesignating Stations (2)

Question No: 3441 / 2010

Andrew Boff

What would be the capital costs of redesignating Hoxton and Shoreditch High Street stations as Zone 1 or Zone 1/2?

Answer from the Mayor

As with 3440, it is assumed below that the reference to "Zone 1" in the questions above should in fact be to "Zone 2".

It is unlikely that significant capital costs would be involved.

Redesignating Stations (3)

Question No: 3442 / 2010

Andrew Boff

As Government now has a strong belief in decisions being taken locally will you ask them to revisit their condition on the zone designation of Hoxton and Shoreditch High Street stations?

Answer from the Mayor

As I said in my answer to MQ2662 last month, TfL considers the current designations of the stations to be fair and appropriate.

Many local groups wish to see their station come down a zone. Devolving decision making

locally would only make sense if such local groups were also accountable for the consequential costs of their actions.

Cost of MQTs

Question No: 3444 / 2010

Andrew Boff

How much does it cost to answer this question?

Answer from the Mayor

Officers are drafting a response which will be sent shortly.

Olympic Village

Question No: 3445 / 2010

Andrew Boff

When will an allocations policy be drawn up for the affordable housing on the Olympic site and will a consultation be carried out?

Answer from the Mayor

Triathlon Homes is currently developing a lettings and allocation plan for its 1379 homes in the Olympic Village, in full consultation with the five Host Boroughs, the Greater London Authority, the Homes and Communities Agency, Communities and Local Government, East London Housing Partnership, and the Olympic Delivery Authority. Triathlon Homes will be working to finalise this plan over the coming year. The Olympic Park Legacy Company (OPLC) is consulting with Triathlon informally across a number of areas relating to the Village.

OPLC will work with the boroughs and the Mayor to develop an allocations strategy for homes across the Olympic Park.

Olympic Facilities

Question No: 3446 / 2010

Andrew Boff

What facilities will be made available for athletes, employees and volunteers at London 2012 to observe Ramadan and the Fast of Av?

Answer from the Mayor

The Olympic and Paralympic Games must be inclusive and involve all communities. LOCOG's plans for athletes, media, spectators, volunteers and workforce are developed with their Faith Reference Group so that all faiths are catered for. Supervisors and managers will ensure that Muslim and Jewish volunteers and staff will be able to do their jobs whilst respecting fasts of the Muslim or Jewish faith. This is not a new issue – the Beijing Games in 2008 and Singapore Youth Games in 2010 also coincided with Ramadan, and both events were held to acclaim.

Prostitution and the Policing and Crime Act

Question No: 3447 / 2010

Andrew Boff

Following the Policing and Crime Act 2009, in London

i. How many raids on premises have there been?

ii. How many prosecutions have there been for trafficking?

iii. How many prosecutions have there been for other offences related to prostitution?

iv. How much money has been taken under the Proceeds of Crime Act regulations?"

Answer from the Mayor

The details of raids on premises are not recorded centrally by the MPS as many are carried out locally. The Specialist Crime Directorate (SCD9: The Human Exploitation and Organised Crime

Unit) has visited 153 premises this year.

SCD9 has brought 136 prosecutions this year ranging from trafficking to kerb crawling and currently has 6 trafficking cases involving 20 defendants in the judicial system with a further 7 currently with CPS for advice.

SCD9 has seized assets in the region of £1.5 million in respect of trafficking and exploitation investigations under the Proceeds of Crime Act regulations.

MPS Website

Question No: 3448 / 2010

Andrew Boff

You recently stated that it "isn't acceptable" to publish the details of street prostitutes on the Met Police's website whatever their crimes. The MPS reckon it can be acceptable. Do you still maintain the view that it is not.

Answer from the Mayor

I maintain the view that it is not acceptable to publish the details of women involved in street prostitution who are amongst the most vulnerable people in our society.

Free Travel for Police

Question No: 3450 / 2010

Tony Arbour

What is the total cost of "free" public transport to employees of the MPS? How much is paid to TfL? How much is paid to other providers?

Answer from the Mayor

Currently Police Officers and Police Community Support Officers (PCSOs) in the MPS receive free travel on TfL services and there is no payment to TfL for this provision. The total 'cost' of this entitlement cannot be calculated as Police and PCSO journeys are not recorded separately from other journeys. Police Officers may travel free providing they produce a Warrant Card. PCSO's must be in uniform and produce their staff identification card.

The presence of uniformed police staff on the network provides benefits to the transport network by helping to ensure a safer and more secure London transport system both by enhancing the visible uniformed presence on the network and responding to incidents.

Improving the Visitor Welcome

Question No: 3451 / 2010

Tony Arbour

The LDA's evaluation of its 'Improving the Visitor Welcome' project shows that Visit London dealt with 80 complaints at an average cost of £1,262 per complaint. Do you think that this cost is reasonable? Did the cost involve providing compensation to the complainant?

Answer from the Mayor

The number of complaints above relates to the economists' calculation of the "net" number of complaints during the start-up phase from May 2008 - September 2009. The actual number of complaints handled during that period was 187. The service was very new and at that time had not been well publicised; it is now handling 20 – 30 complaints per month. With this increase in volume, the cost per complaint has dropped to £ 200. These complaints relate to any aspect of the visitor's experience of London, not directly to Visit London's services. No compensation of individual complainants is involved.

This service is an important aspect of our work to improve the visitor experience of London.

Visitors value this service very highly once they do come into contact with it - we monitor user satisfaction. After Visit London's resolution of their complaint, 84% of recent users said that they were highly likely to return to the city. However, we will continue to monitor the cost-effectiveness of the complaints management service, and a decision over its future viability will be taken once the current contract ends in March 2011.

Royal Parks

Question No: 3452 / 2010

Tony Arbour

When the Royal Parks come under your jurisdiction, will you ensure that there is scope for the Friends of the Royal Parks to be involved?

Answer from the Mayor

I'm aware the various Friends of Royal Parks already have regular meetings with individual park managers and the Royal Parks Director of Parks. They also meet the Chairman and the Chief Executive. If I take control of the Royal Parks I would want engagement to continue with all user groups and visitors.

Denmark Hill and Peckham Rye stations

Question No: 3454 / 2010

Valerie Shawcross

What representations have you or senior TfL officers made to DfT to persuade them that the Kent Coast Line service to Victoria should be stopped at these two stations to provide some small partial mitigation for the loss of the South London Line in 2012 as this would be effectively cost free?

Answer from the Mayor

I wrote to the Secretary of State to propose the stopping of some Kent coast services at Denmark Hill and/or Peckham Rye to provide partial mitigation for the withdrawal of the South London Line.

He has since confirmed that he would be happy for TfL officials (with support from DfT if necessary) to liaise with Southeastern to establish if this proposal is feasible. TfL and London TravelWatch will also liaise with Passenger Focus to ensure that the views of Kent passengers are also considered in these proposals. TfL is in the process of arranging these meetings.

Mayor's Question Time – 13 October 2010
Written Answers

Appendix A

Question No: 3147/2010 – MPS outreach programmes

MPS Youth Strategy - Youth Confidence Strand : Engagement Interventions

Title and description of activities	Coverage
Kickz Youth engagement through football targeted to location and universal in approach.	Pan-London Number of schemes: 67 Number of sessions per year: 10,452 Number of participants: 10,000+
Hitz Youth engagement through rugby targeted to location and universal in approach. Currently under development	Islington, Hackney, Hounslow, Ealing, Croydon and Southwark
MetRow Youth engagement through rowing targeted to location and universal in approach. Delivered in partnership with London Youth Rowing (LYR)	Pilot in Hackney
Hoopz Youth engagement through basketball targeted to location and universal in approach.	Pilot in Croydon
Street Chance Youth engagement through cricket targeted to location and universal in approach.	Barking and Dagenham, Brent, Croydon, Hackney, Haringey, Hounslow, Kensington and Chelsea, Lambeth, Lewisham, Newham, Southwark, Sutton, Tower Hamlets, Waltham Forest and Westminster.
YOU London Youth engagement through Universal approach to supporting uniformed youth organisations.	Pan-London 76,000 young people weekly across London.
Met Track Youth engagement through athletics targeted to location and universal in approach.	23 boroughs operational involving over 2000 young Londoners, a third (some 600) referred by youth professionals (eg: YOT)

Title and description of activities	Coverage
Volunteer Police Cadets Targeted at 14-19 year olds with both an universal approach and also offering community engagement and skills for young people at risk of exclusion and on the cusp of being victims or involved in crime.	All boroughs have one unit. Croydon, Hillingdon, Lambeth, Merton and Westminster have 2, Bexley has 3. Approx 1,800 cadets
Growing Against Gangs A curriculum based universal primary youth intervention, targeted at young people in transition years 6 and 7, designed to address and challenge the attitudes, values and beliefs that support offending behaviour.	Piloted in Lambeth
Junior Citizen Universal delivery, targeted at Year 6 (10 - 11 year olds) school pupils giving safety messages via scenario based emergency services input. Pan-London.	Pan-London 44,000 children involved annually
Watch Over Me Secondary Schools (extension of Miss Dorothy.com). Addresses issues of risk recognition and management.	Pan London but recent focus in Tower Hamlets, Hackney, Islington, + City of London, reaching some 30,000 children. Delivery via BOCUs SSPs
Princes Trust Targeted at 16-25 year olds to enable them to move into work, training or education.	Islington, Newham, Hackney, Enfield, Barnet, Lewisham, Barking, Havering. Funding for 92 young people.

Title and description of activities	Coverage
Street Pastors Targeted work with young people during night economy in town centres. Externally delivered and funded through Ascension Trust.	
Voyage Targeted programme at BME young people from years 9-10 promoting social responsibility via mentoring, workshops and seminars. Delivery via Black Police Association.	Brent, Haringey, Hackney, Lambeth, Southwark 147 BTEC enrolments. Over 1000 Young people at workshops/events.
Decision & Consequences Trident commmunity engagement drawing out key issues affecting young people impacted by serious violence (gun enabled crime).	Croydon, Southwark, Hackney, Wandsworth , Haringey Yr 9 +. 4791 students in 200 sessions between Jan and June 2010

Question No: 3195/2010 – Unpaid Congestion Charges by Embassies

Outstanding Diplomatic Congestion Charge penalty notices

for contraventions from 01 January 2010 to 30 September 2010

Mission Name	Unpaid Charges Volume	Value of Unpaid Charges	Value of Outstanding PCNs
AMERICAN EMBASSY	7,027	£ 56,216	£ 770,160
EMBASSY OF THE RUSSIAN FEDERATION	6,748	£ 53,984	£ 736,020
EMBASSY OF THE FEDERAL REPUBLIC OF GERMANY	4,931	£ 39,448	£ 545,340
EMBASSY OF JAPAN	4,071	£ 32,568	£ 445,080
HIGH COMMISSION FOR THE FEDERAL REPUBLIC OF NIGERIA	3,564	£ 28,512	£ 392,820
OFFICE OF THE HIGH COMMISSIONER FOR INDIA	3,240	£ 25,920	£ 353,820
OFFICE OF THE HIGH COMMISSIONER FOR GHANA	2,937	£ 23,496	£ 321,360
EMBASSY OF THE REPUBLIC OF KAZAKHSTAN	2,233	£ 17,864	£ 246,300
EMBASSY OF THE REPUBLIC OF POLAND	2,191	£ 17,528	£ 241,980
SPANISH EMBASSY	1,991	£ 15,928	£ 219,780
FRENCH EMBASSY	1,857	£ 14,856	£ 204,480
EMBASSY OF GREECE	1,807	£ 14,456	£ 200,460
THE EMBASSY OF THE REPUBLIC OF THE SUDAN	1,714	£ 13,712	£ 187,860
EMBASSY OF UKRAINE	1,651	£ 13,208	£ 180,420

EMBASSY OF ROMANIA	1,483	£ 11,864	£ 160,440
KENYA HIGH COMMISSION	1,280	£ 10,240	£ 140,880
EMBASSY OF THE REPUBLIC OF CUBA	1,264	£ 10,112	£ 138,240
EMBASSY OF THE REPUBLIC OF KOREA	1,132	£ 9,056	£ 124,080
HIGH COMMISSION FOR THE ISLAMIC REPUBLIC OF PAKISTAN	1,114	£ 8,912	£ 120,780
EMBASSY OF THE REPUBLIC OF HUNGARY	949	£ 7,592	£ 103,560
CYPRUS HIGH COMMISSION	932	£ 7,456	£ 105,360
EMBASSY OF THE SLOVAK REPUBLIC	921	£ 7,368	£ 102,720
EMBASSY OF ALGERIA	912	£ 7,296	£ 101,100
EMBASSY OF THE REPUBLIC OF BULGARIA	895	£ 7,160	£ 99,840
HIGH COMMISSION FOR THE REPUBLIC OF SOUTH AFRICA	889	£ 7,112	£ 97,740
EMBASSY OF THE REPUBLIC OF YEMEN	840	£ 6,720	£ 94,680
HIGH COMMISSION FOR THE UNITED REPUBLIC OF TANZANIA	797	£ 6,376	£ 87,300
EMBASSY OF THE REPUBLIC OF BELARUS	767	£ 6,136	£ 83,160
HIGH COMMISSION FOR THE REPUBLIC OF ZAMBIA	681	£ 5,448	£ 73,740
SIERRA LEONE HIGH COMMISSION	662	£ 5,296	£ 72,840
HIGH COMMISSION FOR THE REPUBLIC OF CAMEROON	559	£ 4,472	£ 61,320
EMBASSY OF THE CZECH REPUBLIC	531	£ 4,248	£ 56,820
AUSTRIAN EMBASSY	510	£ 4,080	£ 56,640
EMBASSY OF THE SOCIALIST REPUBLIC OF VIETNAM	459	£ 3,672	£ 49,740
BOTSWANA HIGH COMMISSION	459	£ 3,672	£ 50,160

EMBASSY OF THE ISLAMIC STATE OF AFGHANISTAN	454	£ 3,632	£ 50,220
ROYAL DANISH EMBASSY	412	£ 3,296	£ 44,580
EMBASSY OF THE FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA	383	£ 3,064	£ 42,240
MALTA HIGH COMMISSION	348	£ 2,784	£ 38,520
EMBASSY OF THE REPUBLIC OF LITHUANIA	343	£ 2,744	£ 36,240
HIGH COMMISSION FOR THE REPUBLIC OF ZIMBABWE	299	£ 2,392	£ 32,520
HIGH COMMISSION OF THE REPUBLIC OF MOZAMBIQUE	297	£ 2,376	£ 33,240
EMBASSY OF LUXEMBOURG	297	£ 2,376	£ 32,820
KINGDOM OF SWAZILAND HIGH COMMISSION	283	£ 2,264	£ 31,020
HIGH COMMISSION OF THE KINGDOM OF LESOTHO	282	£ 2,256	£ 30,840
HIGH COMMISSION FOR THE REPUBLIC OF NAMIBIA	270	£ 2,160	£ 29,280
PORTUGUESE EMBASSY	258	£ 2,064	£ 28,320
UGANDA HIGH COMMISSION	257	£ 2,056	£ 28,020
BELGIAN EMBASSY	245	£ 1,960	£ 27,120
EMBASSY OF THE REPUBLIC OF ESTONIA	233	£ 1,864	£ 25,620
HIGH COMMISSION FOR THE REPUBLIC OF MALAWI	225	£ 1,800	£ 24,660
EMBASSY OF THE PEOPLE'S REPUBLIC OF CHINA	220	£ 1,760	£ 22,920
ROYAL EMBASSY OF SAUDI ARABIA	220	£ 1,760	£ 22,140
EMBASSY OF THE REPUBLIC OF LIBERIA	214	£ 1,712	£ 24,420
JAMAICAN HIGH COMMISSION	203	£ 1,624	£ 22,620
EMBASSY OF THE REPUBLIC OF EQUATORIAL GUINEA	187	£ 1,496	£ 20,400

EMBASSY OF FINLAND	155	£ 1,240	£ 17,280
EMBASSY OF THE REPUBLIC OF CtTE D'IVOIRE	152	£ 1,216	£ 17,400
EMBASSY OF THE DOMINICAN REPUBLIC	132	£ 1,056	£ 14,100
HIGH COMMISSION OF THE REPUBLIC OF MALDIVES	131	£ 1,048	£ 14,160
EMBASSY OF THE REPUBLIC OF LATVIA	130	£ 1,040	£ 14,400
EMBASSY OF THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA	127	£ 1,016	£ 13,860
EMBASSY OF THE ARAB REPUBLIC OF EGYPT	124	£ 992	£ 13,560
HIGH COMMISSION FOR ANTIGUA AND BARBUDA	124	£ 992	£ 14,040
HIGH COMMISSION FOR SAINT CHRISTOPHER AND NEVIS	120	£ 960	£ 13,080
MAURITIUS HIGH COMMISSION	106	£ 848	£ 12,180
EMBASSY OF THE REPUBLIC OF MADAGASCAR	105	£ 840	£ 9,480
EMBASSY OF THE ARGENTINE REPUBLIC	102	£ 816	£ 10,800
EMBASSY OF THE REPUBLIC OF SLOVENIA	101	£ 808	£ 10,800
THE EMBASSY OF MOLDOVA	100	£ 800	£ 10,200
EMBASSY OF THE STATE OF ERITREA	84	£ 672	£ 9,600
EMBASSY OF EL SALVADOR	78	£ 624	£ 8,100
EMBASSY OF THE UNITED ARAB EMIRATES	76	£ 608	£ 7,860
HIGH COMMISSION FOR GUYANA	75	£ 600	£ 8,280
HIGH COMMISSION FOR GRENADA	68	£ 544	£ 7,440
EMBASSY OF THE REPUBLIC OF GUINEA	62	£ 496	£ 6,720
TURKISH EMBASSY	57	£ 456	£ 6,120

HIGH COMMISSION FOR SEYCHELLES	54	£ 432	£ 4,980
EMBASSY OF THE REPUBLIC OF ALBANIA	37	£ 296	£ 3,300
EMBASSY OF THE DEMOCRATIC REPUBLIC OF CONGO	37	£ 296	£ 3,780
HIGH COMMISSION FOR THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA	32	£ 256	£ 2,640
EMBASSY OF THE STATE OF QATAR	30	£ 240	£ 2,160
ITALIAN EMBASSY	21	£ 168	£ 1,920
BRUNEI DARUSSALAM HIGH COMMISSION	20	£ 160	£ 1,920
EMBASSY OF MEXICO	17	£ 136	£ 1,260
BENIN CONSULATE	17	£ 136	£ 1,920
MALAYSIAN HIGH COMMISSION	16	£ 128	£ 1,200
LIBYAN EMBASSY	16	£ 128	£ 1,500
BARBADOS HIGH COMMISSION	16	£ 128	£ 1,920
ROYAL NETHERLANDS EMBASSY	14	£ 112	£ 960
EMBASSY OF THE STATE OF KUWAIT	12	£ 96	£ 1,140
TUNISIAN EMBASSY	11	£ 88	£ 1,320
EMBASSY OF THE HASHEMITE KINGDOM OF JORDAN	10	£ 80	£ 1,020
EMBASSY OF THE REPUBLIC OF ANGOLA	10	£ 80	£ 1,200
EMBASSY OF THE REPUBLIC OF INDONESIA	10	£ 80	£ 1,140
EMBASSY OF THE REPUBLIC OF CONGO	9	£ 72	£ 1,080
HIGH COMMISSION FOR THE COMMONWEALTH OF THE BAHAMAS	9	£ 72	£ 540
EMBASSY OF THE STATE OF BAHRAIN	9	£ 72	£ 900
EMBASSY OF THE SYRIAN ARAB REPUBLIC	9	£ 72	£ 900

ROYAL THAI EMBASSY	8	£	64	£	480
EMBASSY OF THE ISLAMIC REPUBLIC OF IRAN	7	£	56	£	660
HIGH COMMISSION OF THE REPUBLIC OF FIJI	7	£	56	£	540
THE GAMBIA HIGH COMMISSION	6	£	48	£	660
IRAQI INTERESTS SECTION	5	£	40	£	420
AUSTRALIAN HIGH COMMISSION	5	£	40	£	360
EMBASSY OF THE SULTANATE OF OMAN	5	£	40	£	300
HIGH COMMISSION FOR THE PEOPLE'S REPUBLIC OF BANGLADESH	4	£	32	£	480
EMBASSY OF THE REPUBLIC OF RWANDA	4	£	32	£	480
CANADIAN HIGH COMMISSION	4	£	32	£	240
EMBASSY OF GEORGIA	4	£	32	£	480
EMBASSY OF THE REPUBLIC OF MACEDONIA	3	£	24	£	360
EMBASSY OF TURKMENISTAN	3	£	24	£	180
EMBASSY OF THE KINGDOM OF MOROCCO	3	£	24	£	300
EMBASSY OF THE REPUBLIC OF UZBEKISTAN	2	£	16	£	240
EMBASSY OF THE REPUBLIC OF GABON	2	£	16	£	120
THE ROYAL EMBASSY OF CAMBODIA	2	£	16	£	180
EMBASSY OF BOSNIA AND HERZEGOVINA	2	£	16	£	120
EMBASSY OF THE REPUBLIC OF THE PHILIPPINES	2	£	16	£	120
BRAZILIAN EMBASSY	2	£	16	£	180
HIGH COMMISSION FOR THE REPUBLIC OF SINGAPORE	1	£	8	£	120
ROYAL NORWEGIAN EMBASSY	1	£	8	£	60
HIGH COMMISSION FOR SAINT VINCENT AND THE GRENADINES	1	£	8	£	120
EMBASSY OF THE KYRGYZ REPUBLIC	1	£	8	£	120
EMBASSY OF THE FEDERAL REPUBLIC OF YUGOSLAVIA/EMBASSY OF SERBIA AND MONTENEGRO	1	£	8	£	60
EMBASSY OF IRELAND	1	£	8	£	60
HIGH COMMISSION FOR SAINT LUCIA	1	£	8	£	120
COLOMBIAN EMBASSY	1	£	8	£	60
Grand Total	**72,641**		**581,128**		**7,960,560**

Job Description

Job Title: **Station Assistant (Multi-Functional)**

Reports to: **Duty Station Manager**

JOB PURPOSE

To assist in the safe supply of an efficient and high quality customer service at any station within a specific group.

KEY REPONSIBILITIES / TASKS

Provide a high standard of customer service by:

- Maintaining a presence on strategic areas of the station e.g. booking halls, platforms, circulating areas
- Consistent vigilance looking for regular proactive personal contact with the customer to give advice and assistance as necessary, appreciating individual needs e.g. children, elderly, disabled, pregnant women, etc.
- Ensuring accurate, up-to-date, appropriate customer information is provided by all means available including PA, notices and face-to-face communication
- Providing a helpful and speedy response to all customer problems. enquiries and complaints, seeking senior staff assistance whenever necessary
- Attending automatic gate lines and barriers to help customers, deal with ticketing problems and maximise revenue by preventing fraudulent travel

Ensure the safety and security of customers, LUL staff, contractors, tenants and visitors by:

- Taking action to prevent potentially dangerous and loss making situations from occurring
- Watching and listening for dangerous situations, safety hazards, adverse weather conditions and alerting senior staff as necessary
- Report any defects, safety hazards, security and potentially dangerous situations to the Station Supervisor
- Implementing and assisting with station evacuation fire drills and detraining where necessary.

Ensure all station equipment and facilities are functioning correctly and are in a presentable state by:

- Remedying and / or reporting faults
- Carrying out inspections at prescribed intervals as instructed by supervisory staff
- Identifying any areas worthy of inspection at regular intervals and report accordingly.

Minimising service disruption and lost time as required by:

- Attending to platform(s) to assist with the boarding and alighting of passengers from trains minimising dwell times and ensuring safety is maintained
- Ensuring train departure times and service intervals are maintained by assisting with trains and station related incidents e.g. passenger accidents
- Ensure effective speedy turnarounds of trains
- Liasing with signal, control and other functions to report incidents and defective equipment
- Pass information to and from train operators as necessary further acting as hand signalman as directed.

Operate, check and inspect station equipment as directed by a supervisor and report defects (subject to licence held); including

- Lifts, escalators, UTS gates, PA systems, Section 12 equipment, emergency equipment etc

Where licensed to run a ticket office and required to do so:

- Answer customer requests for product information - ticket types, prices, journey plans, etc
- Maintain two way contact with the N.C.C. understanding the role it plays
- Issue customers with the most cost effective ticket for their journey that meets their needs and ensure all customers entering the system have a valid ticket
- Process cheques and credit cards, etc and receive and account for cash
- Issue correct change
- Ensure ticket office records and logs are correctly completed and processed
- Collect excess fares if appropriate
- Ensure adequate stocks of tickets etc are available
- Complete and balance daily summary of accounts
- Empty ticket machines, count money and bag up for collection by security staff
- Ensure that money and cheques are secured in ticket office safe
- Ensure cash is correctly handed to security company that is authorised to collect it
- Provide and maintain efficient POM, ticket selling service, maintain change giving status of machines
- In the event of any equipment failure ensure that corrective action is taken e.g. notify relevant report centres
- Ensure that the security of the booking office suite is maintained e.g. ensure keys are securely held

KNOWLEDGE, SKILLS AND EXPERIENCE

Good communication skills so that both written and verbal information is understood by customers and staff

Will be expected to understand the importance of providing good customer service and the necessity to provide a quality service, including smart appearance and uniform properly worn.

Thorough understanding of emergency procedures and how to act calmly in emergency situations

Obtain the basic skills licence for Station Assistant and other licences for a particular location, which are determined as necessary e.g. Section 12, lifts, and escalators

Be able to conform to LUL policies on smoking, alcohol, drugs and attendance to duty

A good understanding and knowledge of the LU system its products plus key local information.

RESPONSIBILITY FOR ASSETS

Responsible for the safety of customers, staff, tenants, visitors and contractors.

Appendix D

Question No: 3428/2010 – Oxford Street (2)

Attachment 1: bus service changes in 2009 and 2010

2009

3 January. Route 176 previously ran between Penge and Oxford Circus. It now runs between Penge and Tottenham Court Road.

24 January. Route 23's peak frequencies were reduced from 12 to 10 buses per hour.

27 June. Route 8 previously ran between Bow Church and Victoria via Oxford Street and Berkeley Square. It now runs between Bow Church and Oxford Circus. Route C2 was extended from Regent Street to Victoria via Berkeley Square. (See below for a further change to route 8 proposed for 2010).

7 November. Route 113 previously ran between Edgware and Oxford Circus and now runs between Edgware and Marble Arch.

2010

Complete:

28 August. Route 15 previously ran between Blackwall and Paddington Basin and now runs between Blackwall and Regent Street. Route 159 was extended from Marble Arch to Paddington Basin in part-replacement.

Forthcoming:

Routes 6, 23 and 94.
Route 94 will have the additional return journey in the peak hour removed. Route 23 will be decreased from 10 to 9 buses per hour. Route 6 will be decreased from 12 to 10 bph in the peaks.

Routes 8 and 55.
The eastbound service on these routes currently starts in Vere Street and then runs via Oxford Street west. It is proposed to change this so the routes no longer serve Vere Street and Oxford Street west, but instead run via Cavendish Square, Mortimer Street and Great Portland Street back to Oxford Street east. It is hoped to introduce this before the end of the year for routes 8 and 55, subject to consultation and works by the City of Westminster. Route 25 would be similarly diverted, on conversion to double-deck operation in 2011.

Attachment 2: impact of changes in 2009

(extract from TfL evidence to GLA Transport Committee, 5/10/09)

The tables below show the flow on Oxford Street West between Vere Street and Oxford Circus, and the overall change during 2009.

Table E3: bus flows, start of 2009 (combined directions)

Both directions				
route	AM peak	Interpeak	PM peak	Evening
6	24	20	24	12
8	20	18	20	12
7	18	16	16	10
10	20	16	20	10
13	16	16	16	10
15	15	15	15	12
23	24	20	24	12
25	12	12	12	7.5
55	8	8	8	5
73	34	24	30	16
94	30	24	30	15
98	24	20	20	12
113	16	12	16	6
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	7.5	7.5	7.5	5
189	15	15	15	10
390	16	15	15	10
total	**362.5**	**313.5**	**345.5**	**196.5**
average	**181.3**	**156.8**	**172.8**	**98.3**

Table E4: bus flows, end of 2009 (combined directions) & and change during 2009

With changes to 8, 23, 113, 176 (and C2)
Both directions

route	AM peak	Interpeak	PM peak	Evening
6	24	20	24	12
8	10	9	10	6
7	18	16	16	10
10	20	16	20	10
13	16	16	16	10
15	15	15	15	12
23	20	20	20	12
25	12	12	12	7.5
55	8	8	8	5
73	34	24	30	16
94	30	24	30	15
98	24	20	20	12
113	0	0	0	0
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	0	0	0	0
189	15	15	15	10
390	16	15	15	10
total	**325**	**285**	**308**	**179.5**
average	**162.5**	**142.5**	**154.0**	**89.8**

Change
Both directions

route	AM peak	Interpeak	PM peak	Evening
6	0	0	0	0
8	-10	-9	-10	-6
7	0	0	0	0
10	0	0	0	0
13	0	0	0	0
15	0	0	0	0
23	-4	0	-4	0
25	0	0	0	0
55	0	0	0	0
73	0	0	0	0
94	0	0	0	0
98	0	0	0	0
113	-16	-12	-16	-6
137	0	0	0	0
139	0	0	0	0
159	0	0	0	0
176	-7.5	-7.5	-7.5	-5
189	0	0	0	0
390	0	0	0	0
total	**-37.5**	**-28.5**	**-37.5**	**-17**
average	**-18.8**	**-14.3**	**-18.8**	**-8.5**
%	**-10.3%**	**-9.1%**	**-10.9%**	**-8.7%**

Attachment 3: impact of changes in 2009 and 2010 combined

Note: changes to routes 8 and 55 are subject to consultation and works

End of 2010
With changes to 8, 23, 113, 176 (and C2)
and changes to 15/159 and 8/55 and 6, 23, 94 in 2010
Both directions

route	AM peak	Interpeak	PM peak	Evening
6	20	20	20	12
7	18	16	16	10
8	0	0	0	0
10	20	16	20	10
13	16	16	16	10
15	0	0	0	0
23	18	18	18	12
25	12	12	12	7.5
55	0	0	0	5
73	34	24	30	16
94	28	24	28	15
98	24	20	20	12
113	0	0	0	0
137	24	20	20	12
139	15	15	15	10
159	24	20	22	10
176	0	0	0	0
189	15	15	15	10
390	16	15	15	10
total	**284**	**251**	**267**	**161.5**
average	**142.0**	**125.5**	**133.5**	**80.8**

Change: end of 2010 compared to start of 2009
Both directions

route	AM peak	Interpeak	PM peak	Evening
6	-4	0	-4	0
7	0	0	0	0
8	-20	-18	-20	-12
10	0	0	0	0
13	0	0	0	0
15	-15	-15	-15	-12
23	-6	-2	-6	0
25	0	0	0	0
55	-8	-8	-8	0
73	0	0	0	0
94	-2	0	-2	0
98	0	0	0	0
113	-16	-12	-16	-6
137	0	0	0	0
139	0	0	0	0
159	0	0	0	0
176	-7.5	-7.5	-7.5	-5
189	0	0	0	0
390	0	0	0	0
total	**-78.5**	**-62.5**	**-78.5**	**-35**
average	**-39.3**	**-31.3**	**-39.3**	**-17.5**
%	**-21.7%**	**-19.9%**	**-22.7%**	**-17.8%**

Reduction in staff at LU ticket offices (2)
Question No: 3214 / 2010

Average Station Staffing Levels and Ticket Office Hours

Station	Current Average staffing levels			Proposed Average staffing levels		
	Open - Close		in Peak	Open-Close		in Peak
	Mon-Fri	Sat-Sun	Mon-Fri	Mon-Fri	Sat-Sun	Mon-Fri
Acton Town	6	5	8	4.5	4	6
Aldgate	3.5	2	5	3	2	5
Aldgate East (1)	5.5	5	6	4	4.5	5
Alperton	2	1.5	3	1.5	1.5	2
Amersham	3.5	2	4	2	1.5	3
Angel	5.5	5	7	5.5	5	7
Archway	4	3.5	6	4	3.5	5
Arnos Grove	4	3.5	5	3.5	2.5	4
Arsenal	2.5	2	3	2	2.5	3
Baker Street (1)	13	9	16	11	8.5	14
Balham	3	3	4	3	3	4
Bank & Monument (1)	16	9.5	22	13	8.5	17
Barbican	2	2	3	2.5	1.5	3
Barking (2)	2.5	2	3	2	1.5	3
Barkingside	1	1	2	1	1	2
Barons Court	3.5	2	5	3	2	4
Bayswater	3.5	3	4	3.5	4	4
Becontree	1.5	1.5	3	1.5	1	2
Belsize Park	3.5	3	5	3	2.5	4
Bermondsey	5.5	5	7	4	3.5	5
Bethnal Green	4.5	4	6	3.5	4	4
Blackhorse Road	3.5	3	5	3	3	4
Bond Street	9	7	11	8	7	10
Borough	3	3	4	3	3	4
Boston Manor	1.5	1.5	2	1	1	2
Bounds Green	3	3	4	3	3	4
Bow Road	3	2.5	4	3	2.5	4
Brent Cross	2	1.5	2	1.5	1.5	2
Brixton	8.5	7	11	7	6.5	9
Bromley-by-Bow	2.5	2.5	4	1	1	2
Buckhurst Hill	1.5	1.5	2	1	1	2
Burnt Oak	2	2	3	2	2	3
Caledonian Road	4	4	5	4	3.5	5

Camden Town	7	7.5	9	6.5	7	8
Canada Water	6.5	5.5	9	4.5	4	6
Canary Wharf (1)	13	10	16	9	6.5	12
Canning Town	5.5	4.5	8	4	4	5
Cannon Street	3	2.5	4	2.5	2.5	2
Canons Park	1	1	2	2	2	3
Chalfont & Latimer	1	1	2	1	1	2
Chalk Farm	3.5	3.5	5	3.5	3.5	4
Chancery Lane	4.5	2	6	4	2	6
Charing Cross (1)	9	7.5	10	7.5	7	9
Chesham	1	1	2	1	1	2
Chigwell	1	1	1	1	1	1
Chiswick Park	2	2	2	1.5	1	2
Chorleywood	1	1	2	1	1	2
Clapham Common	4.5	4	6	4	4	6
Clapham North	3.5	3.5	5	3	3	4
Clapham South	3.5	3	4	3	3	4
Cockfosters	3	2	4	2.5	2.5	4
Colindale	2	2	3	2	2	3
Colliers Wood	3	3	4	2.5	2.5	4
Covent Garden	7	7	8	6.5	7.5	7
Croxley	1	1	2	1	1	2
Dagenham East	2	1.5	3	1	1	2
Dagenham Heathway	3	1.5	4	3	1.5	4
Debden	1.5	1	3	1.5	1	3
Dollis Hill	1.5	1.5	2	1	1	2
Ealing Broadway (2)	2	1.5	3	1.5	1	2
Ealing Common	2	1.5	3	1	1	2
Earl's Court (1)	12	10.5	15	10	9	13
East Acton	1.5	2	2	1.5	1.5	2
East Finchley	3.5	3	4	3	2.5	4
East Ham	4	2	5	3.5	3	4
East Putney	2.5	2	3	2	2	3
Eastcote	2	1.5	3	1	1	1
Edgware	2	2	3	2	1.5	3
Edgware Road (Bak)	4	4	5	4	4	5
Edgware Road (Cir)	6	5	8	4.5	4.5	7
Elephant & Castle (1)	10	9.5	11	9.5	8.5	11
Elm Park	2	1.5	3	1	1	2
Embankment	9	7.5	11	8	7.5	9
Epping	2	2	3	2	2	3
Euston	11.5	9	15	10	7.5	14
Euston Square	3	2.5	4	3	2.5	4
Fairlop	1	1	2	1	1	2
Farringdon	6.5	4.5	8	6	4	7
Finchley Central	3.5	2.5	5	2.5	2.5	3
Finchley Road	4	3	6	2.5	2.5	4
Finsbury Park	8	7	10	6.5	6.5	9
Fulham Broadway	5.5	4.5	7	4.5	4.5	5

Gants Hill	3	2	4	3	2.5	4
Gloucester Road	7.5	6	10	7	6	9
Golders Green	5	4	6	5	4	6
Goldhawk Road	1.5	1	2	1	1	2
Goodge Street	5	3	7	4.5	3	6
Grange Hill	1	1	2	1	1	2
Great Portland Street	4	3.5	5	3.5	3	5
Green Park	11	8	14	9.5	7.5	13
Greenford	2	1.5	3	1.5	1	2
Hainault	3	2.5	4	2	2	3
Hammersmith (Dis) (1)	9.5	8	14	9	7.5	12
Hammersmith (H&C)	3.5	2.5	5	3	2.5	4
Hampstead	4	3.5	6	4	3	5
Hanger Lane	1.5	1.5	2	1	1.5	2
Harrow-on-the-Hill	5	4	7	4	3.5	5
Hatton Cross	2.5	2	2	2	2	2
Heathrow Terminal 4	2.5	2.5	3	2	2	2
Heathrow Terminals 123	13	13	16	11	11	13
Hendon Central	2	2	3	2	2	3
High Barnet	2.5	2	3	2.5	2.5	3
High Street Kensington	4	4	5	4	3.5	5
Highbury & Islington	5	4	8	4.5	4	6
Highgate	4	2.5	5	2.5	2.5	4
Hillingdon	1.5	1.5	3	1	1	2
Holborn	9.5	6.5	13	7.5	6	10
Holland Park	3	2.5	4	2	2.5	3
Holloway Road	3.5	3	4	3	3	4
Hornchurch	1.5	1	2	1	1	2
Hounslow Central	1.5	1.5	2	1.5	1.5	2
Hounslow East	2	1.5	3	1.5	2	2
Hounslow West	3	2.5	4	2.5	2.5	3
Hyde Park Corner	3.5	3	4	3	3	3
Ickenham	1.5	1	2	1	1	1
Kennington	4.5	3.5	6	4	3.5	5
Kentish Town	3.5	3	4	3	3	4
Kilburn	3.5	3	5	3.5	2	5
Kilburn Park	4	3.5	4	3.5	3	4
King's Cross St. Pancras (1)	32	25	39	28	21.5	32
Kingsbury	2	2	3	1.5	1.5	2
Knightsbridge (1)	7	5.5	8	6	6	7
Ladbroke Grove	3.5	3.5	5	4	3	5
Lambeth North	2.5	2.5	3	2	2.5	3
Lancaster Gate	3.5	3.5	4	3	3	4
Latimer Road	1.5	1	2	1	1	2
Leicester Square	11	10	13	9	9.5	11
Leyton	3.5	2.5	5	3	2.5	4
Leytonstone	4	3.5	6	3	3	4
Liverpool Street (1)	15	9	19	15	9	20

London Bridge (1)	16	12	21	14	11	19
Loughton	3	2.5	4	1.5	1.5	2
Maida Vale	3	3	4	3	2.5	4
Manor House	4.5	4	6	3.5	3	4
Mansion House	3.5	2.5	5	2.5	2.5	3
Marble Arch	4.5	4	6	4	4.5	5
Marylebone	4	4	5	3.5	3.5	4
Mile End	5	3.5	6	4.5	3.5	6
Mill Hill East	1	1	1	1	1	2
Moor Park	1.5	1	2	1.5	1	2
Moorgate	9	5.5	13	8.5	5	12
Morden	4.5	3.5	6	4.5	3.5	6
Mornington Crescent	3	3	4	2.5	2.5	3
Neasden	2.5	2	3	2	1.5	3
Newbury Park	3	2.5	4	2.5	2.5	4
North Acton	2.5	1.5	3	2	1.5	3
North Ealing	1	1	2	1	1	1
North Greenwich	8.5	8	10	6.5	6	7
North Harrow	1	1	2	1	1	2
Northfields	3.5	2.5	5	2	2	3
Northolt	2.5	2	3	2.5	2	3
Northwick Park	1.5	1.5	2	1	1	2
Northwood	2.5	2	4	1	1	2
Northwood Hills	1	1	2	1	1	2
Notting Hill Gate	7.5	6.5	9	6	6	8
Oakwood	2.5	2	3	3	2.5	3
Old Street	5	3.5	6	4.5	3.5	6
Osterley	2	1.5	3	1.5	1.5	2
Oval	3	3	4	3	3	4
Oxford Circus	16	12.5	21	13	12	18
Paddington (1)	13	11	16	11	10	13
Paddington Suburban	2.5	2	3	2	1.5	3
Park Royal	1.5	1	2	1	1	2
Parsons Green	3	3	4	2.5	2	4
Perivale	1.5	1	2	1	1.5	2
Piccadilly Circus	11	9.5	14	9.5	8.5	12
Pimlico	4	3.5	5	3	3	4
Pinner	1.5	1.5	2	1	1	2
Plaistow	3	2	4	3	2.5	4
Preston Road	1.5	1.5	2	1.5	1.5	2
Putney Bridge	2	2	3	2	2	3
Queensbury	2	1.5	3	1.5	1.5	2
Queensway	4	4	6	4	4	5
Ravenscourt Park	2	1.5	3	1	1	1
Rayners Lane	4.5	4.5	6	4	4	5
Redbridge	2.5	2	3	2	2	3
Regent's Park	2.5	2	3	2	2	3
Rickmansworth	2	1.5	3	1.5	1	2
Roding Valley	1	1	1	1	1	1

Royal Oak	1.5	1	2	1	1	2
Ruislip	1.5	1.5	3	1	1	3
Ruislip Gardens	1	1.5	2	1.5	1	3
Ruislip Manor	1.5	1.5	2	1	1	2
Russell Square	5.5	4.5	7	5	5	7
Seven Sisters	8.5	6.5	11	7	5.5	9
Shepherd's Bush	6.5	6	8	6	5.5	8
Shepherd's Bush Market	1.5	1.5	2	1	1.5	2
Sloane Square	4.5	4	6	4.5	3.5	6
Snaresbrook	2	1.5	3	1.5	1.5	2
South Ealing	2	1.5	2	1.5	1.5	2
South Harrow	1.5	1.5	2	1	1	2
South Kensington	9	7.5	12	8	7	10
South Ruislip	1.5	1	2	1	1.5	2
South Wimbledon	3	3	4	2.5	2.5	3
South Woodford (1)	3.5	3	5	2.5	2.5	4
Southfields	3	2	4	2.5	2	3
Southgate	3.5	3	5	3.5	3	4
Southwark	6.5	6	9	5	4.5	6
St. James's Park	5.5	4	8	4	3	5
St. John's Wood	3.5	3	5	3	2.5	4
St. Paul's	4	3	6	3	3	4
Stamford Brook	2	2	3	1.5	1	2
Stanmore	2.5	2	4	2.5	2	4
Stepney Green	4	3	5	3	3	4
Stockwell	6	4.5	8	5.5	5	7
Stratford	9	8.5	11	13	12	16
Sudbury Hill	1.5	1.5	3	1	1	2
Sudbury Town	2	1.5	4	2	1	3
Swiss Cottage	4	3	5	3.5	3.5	4
Temple	3.5	2	5	2	2	3
Theydon Bois	1	1	1	1	1	1
Tooting Bec	3	3	4	3	2.5	4
Tooting Broadway	4.5	4	7	4.5	4	6
Tottenham Court Road	9.5	8	12	9.5	7.5	11
Tottenham Hale	4	3.5	6	3	3	4
Totteridge & Whetstone	1	1	2	1	1	2
Tower Hill	6	3	8	5.5	5.5	7
Tufnell Park	3.5	3	4	3	2.5	4
Turnham Green	4	3.5	6	3	2	4
Turnpike Lane	4.5	4	6	4	3.5	5
Upminster Bridge	1	1	1	1	1	1
Upney	1.5	1	2	1	1	2
Upton Park	3	2	4	2.5	2.5	4
Uxbridge	3.5	3	5	3.5	3	5
Vauxhall	4.5	3.5	6	4	3.5	5
Victoria (1)	20	17.5	24	17	14.5	22
Walthamstow Central	4.5	3.5	5	3.5	3	5
Wanstead	2	2	3	2.5	2.5	4

Warren Street	5	3.5	7		5	3.5	7
Warwick Avenue	3	3	4		2.5	2.5	3
Waterloo (1)	22	16.5	29		16	13	21
Watford	2	1.5	3		1.5	1	2
Wembley Park (1)	9.5	8	12		7.5	6.5	10
West Acton	1	1	2		1	1.5	2
West Brompton	1.5	1.5	3		2	2	3
West Finchley	1	1	2		1	1	2
West Ham	5	4.5	6		4.5	3.5	5
West Hampstead	3	2.5	4		2.5	1.5	3
West Harrow	1.5	1	2		1	1	1
West Kensington	2.5	2	4		1.5	2	2
West Ruislip	1	1.5	2		1	1	2
Westbourne Park	2	2	3		1	1	2
Westminster	9	8	12		7	6	9
White City	3	2.5	5		2.5	2.5	3
Whitechapel	4	3	6		3.5	3	4
Willesden Green	5.5	4	8		4	3	5
Wimbledon Park	2	2	3		1.5	1.5	2
Wood Green	4.5	4	6		3.5	3	4
Wood Lane	2.5	2	3		2	1.5	3
Woodford (1)	5.5	4.5	7		4	4	6
Woodside Park	1.5	1	2		1	1	2

Notes:

(1) These locations have two (or more ticket offices). At the majority of these there will continue to be two or more ticket offices under the proposals, however, at Aldgate East, Canary Wharf, Charing Cross, South Woodford and Woodford stations the secondary ticket office will close.

(2) Barking and Ealing Broadway stations are National Rail stations. While LU has staff rostered to support the train service and assist customers, there are no LU ticket offices at these locations.

Dial a Ride - Question No: 3227 / 2010

LONDON DIAL-A-RIDE

PERIOD ONE: 1 - 30 APRIL 2010 (30 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
		No	%	No	%	No	%	
Barking & Dagenham	9,100	371	4.1%	928	10.6%	4	0.0%	7,797
Barnet	8,167	770	9.4%	1,009	13.6%	3	0.0%	6,385
Bexley	3,126	248	7.9%	313	10.9%	0	0.0%	2,565
Brent	5,720	623	10.9%	622	12.2%	1	0.0%	4,474
Bromley	5,239	436	8.3%	445	9.3%	3	0.1%	4,355
Camden	1,764	184	10.4%	222	14.1%	2	0.1%	1,356
Croydon	5,294	453	8.6%	709	14.6%	4	0.1%	4,128
Ealing	8,461	625	7.4%	955	12.2%	9	0.1%	6,872
Enfield	8,680	621	7.2%	925	11.5%	2	0.0%	7,132
Greenwich	2,290	258	11.3%	241	11.9%	3	0.1%	1,788
Hackney	3,741	348	9.3%	502	14.8%	2	0.1%	2,889
Hammersmith & Fulham	2,491	213	8.6%	354	15.5%	1	0.0%	1,923
Haringey	5,961	431	7.2%	658	11.9%	4	0.1%	4,868
Harrow	3,519	459	13.0%	399	13.0%	0	0.0%	2,661
Havering	6,423	364	5.7%	636	10.5%	1	0.0%	5,422
Hillingdon	6,253	543	8.7%	606	10.6%	0	0.0%	5,104
Hounslow	2,923	277	9.5%	285	10.8%	2	0.1%	2,359
Islington	1,470	189	12.9%	196	15.3%	9	0.7%	1,076
Kensington & Chelsea	1,512	182	12.0%	163	12.3%	2	0.2%	1,165
Kingston	1,845	122	6.6%	251	14.6%	4	0.2%	1,468
Lambeth	3,299	354	10.7%	479	16.3%	2	0.1%	2,464
Lewisham	3,379	296	8.8%	413	13.4%	0	0.0%	2,670
Merton	2,436	180	7.4%	200	8.9%	2	0.1%	2,054
Newham*	5,261	0	0.0%	461	8.8%	44	0.8%	4,756
Redbridge	6,907	527	7.6%	816	12.8%	1	0.0%	5,563
Richmond	753	78	10.4%	78	11.6%	0	0.0%	597
Southwark	3,633	275	7.6%	354	10.5%	0	0.0%	3,004
Sutton	2,809	151	5.4%	334	12.6%	2	0.1%	2,322

Tower Hamlets	3,244	100	3.1%	324	10.3%	0	0.0%	2,820
Waltham Forest	3,702	181	4.9%	410	11.6%	1	0.0%	3,110
Wandsworth	3,602	323	9.0%	399	12.2%	14	0.4%	2,866
Westminster	2,922	225	7.7%	460	17.1%	1	0.0%	2,236
Others/Unknown	117	13	11.1%	29	27.9%	0	0.0%	75
ALL LONDON	**136,043**	**10,420**	**7.7%**	**15,176**	**12.1%**	**123**	**0.1%**	**110,324**

*Note: Newham operated as joint door2door scheme with Taxicard

LONDON DIAL-A-RIDE

PERIOD TWO: 1 - 28 MAY 2010 (28 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
		No	%	No	%	No	%	
Barking & Dagenham	8,700	342	3.9%	1,019	12.2%	2	0.0%	7,337
Barnet	8,094	787	9.7%	1,032	14.1%	8	0.1%	6,267
Bexley	2,975	250	8.4%	264	9.7%	0	0.0%	2,461
Brent	5,339	526	9.9%	509	10.6%	5	0.1%	4,299
Bromley	4,913	338	6.9%	490	10.7%	2	0.0%	4,083
Camden	1,981	185	9.3%	275	15.3%	1	0.1%	1,520
Croydon	5,141	414	8.1%	640	13.5%	3	0.1%	4,084
Ealing	8,072	550	6.8%	753	10.0%	5	0.1%	6,764
Enfield	8,067	530	6.6%	857	11.4%	8	0.1%	6,672
Greenwich	2,192	106	4.8%	305	14.6%	10	0.5%	1,771
Hackney	3,553	248	7.0%	478	14.5%	2	0.1%	2,825
Hammersmith & Fulham	2,344	162	6.9%	360	16.5%	4	0.2%	1,818
Haringey	5,824	336	5.8%	567	10.3%	1	0.0%	4,920
Harrow	3,444	454	13.2%	369	12.3%	1	0.0%	2,620
Havering	5,974	286	4.8%	569	10.0%	5	0.1%	5,114
Hillingdon	6,042	560	9.3%	598	10.9%	0	0.0%	4,884
Hounslow	2,938	312	10.6%	286	10.9%	1	0.0%	2,339
Islington	1,419	121	8.5%	201	15.5%	1	0.1%	1,096
Kensington & Chelsea	1,472	152	10.3%	226	17.1%	2	0.2%	1,092
Kingston	1,787	99	5.5%	160	9.5%	0	0.0%	1,528
Lambeth	3,215	355	11.0%	443	15.5%	1	0.0%	2,416
Lewisham	3,278	281	8.6%	420	14.0%	2	0.1%	2,575
Merton	2,310	138	6.0%	202	9.3%	0	0.0%	1,970
Newham*	5,025	0	0.0%	436	8.7%	23	0.5%	4,566

Redbridge	6,642	453	6.8%	775	12.5%	5	0.1%	5,409
Richmond	714	50	7.0%	68	10.2%	0	0.0%	596
Southwark	3,593	309	8.6%	359	10.9%	4	0.1%	2,921
Sutton	2,672	153	5.7%	344	13.7%	1	0.0%	2,174
Tower Hamlets	3,082	119	3.9%	293	9.9%	1	0.0%	2,669
Waltham Forest	3,437	183	5.3%	364	11.2%	1	0.0%	2,889
Wandsworth	3,449	295	8.6%	437	13.9%	4	0.1%	2,713
Westminster	2,950	206	7.0%	376	13.7%	6	0.2%	2,362
Others/Unknown	134	25	18.7%	18	16.5%	0	0.0%	91
ALL LONDON	**130,772**	**9,325**	**7.1%**	**14,493**	**12.0%**	**109**	**0.1%**	**106,845**

*Note: Newham operated as joint door2door scheme with Taxicard

LONDON DIAL-A-RIDE

PERIOD THREE: 29 MAY - 25 JUNE 2010 (28 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
		No	%	No	%	No	%	
Barking & Dagenham	8,545	302	3.5%	909	11.0%	1	0.0%	7,333
Barnet	8,220	1,130	13.7%	943	13.3%	2	0.0%	6,145
Bexley	2,854	202	7.1%	270	10.2%	0	0.0%	2,382
Brent	5,254	580	11.0%	552	11.8%	1	0.0%	4,121
Bromley	4,868	358	7.4%	456	10.1%	0	0.0%	4,054
Camden	1,851	170	9.2%	204	12.1%	0	0.0%	1,477
Croydon	5,003	416	8.3%	650	14.2%	1	0.0%	3,936
Ealing	8,189	795	9.7%	763	10.3%	6	0.1%	6,625
Enfield	8,085	628	7.8%	827	11.1%	9	0.1%	6,621
Greenwich	2,233	137	6.1%	240	11.5%	0	0.0%	1,856
Hackney	3,758	246	6.5%	435	12.4%	4	0.1%	3,073
Hammersmith & Fulham	2,239	146	6.5%	325	15.5%	3	0.1%	1,765
Haringey	5,668	409	7.2%	577	11.0%	4	0.1%	4,678
Harrow	3,524	553	15.7%	373	12.6%	16	0.5%	2,582
Havering	6,084	320	5.3%	600	10.4%	2	0.0%	5,162
Hillingdon	5,976	580	9.7%	617	11.4%	3	0.1%	4,776
Hounslow	2,848	360	12.6%	263	10.6%	0	0.0%	2,225

Islington	1,486	144	9.7%	198	14.8%	2	0.1%	1,142
Kensington & Chelsea	1,394	136	9.8%	196	15.6%	6	0.5%	1,056
Kingston	1,817	126	6.9%	178	10.5%	1	0.1%	1,512
Lambeth	3,197	386	12.1%	444	15.8%	0	0.0%	2,367
Lewisham	3,194	283	8.9%	331	11.4%	1	0.0%	2,579
Merton	2,258	144	6.4%	188	8.9%	0	0.0%	1,926
Newham*	4,904	0	0.0%	481	9.8%	21	0.4%	4,402
Redbridge	6,798	547	8.0%	809	12.9%	0	0.0%	5,442
Richmond	786	90	11.5%	72	10.3%	0	0.0%	624
Southwark	3,498	253	7.2%	396	12.2%	0	0.0%	2,849
Sutton	2,768	230	8.3%	251	9.9%	1	0.0%	2,286
Tower Hamlets	2,978	85	2.9%	320	11.1%	0	0.0%	2,573
Waltham Forest	3,492	196	5.6%	382	11.6%	2	0.1%	2,912
Wandsworth	3,315	259	7.8%	469	15.3%	2	0.1%	2,585
Westminster	2,864	213	7.4%	371	14.0%	4	0.2%	2,276
Others/Unknown	159	25	15.7%	25	18.7%	0	0.0%	109
ALL LONDON	**130,107**	**10,449**	**8.0%**	**14,115**	**11.8%**	**92**	**0.1%**	**105,451**

*Note: Newham operated as joint door2door scheme with Taxicard

LONDON DIAL-A-RIDE
PERIOD 4: 26 JUNE - 23 JULY 2010 (28 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
		No	%	No	%	No	%	
Barking & Dagenham	8,736	405	4.6%	951	11.4%	6	0.1%	7,374
Barnet	8,355	1,006	12.0%	993	13.5%	16	0.2%	6,340
Bexley	2,774	167	6.0%	274	10.5%	2	0.1%	2,331
Brent	5,502	669	12.2%	647	13.4%	6	0.1%	4,180
Bromley	4,884	344	7.0%	485	10.7%	3	0.1%	4,052
Camden	1,875	154	8.2%	264	15.3%	5	0.3%	1,452
Croydon	5,352	527	9.8%	726	15.0%	3	0.1%	4,096
Ealing	8,241	723	8.8%	854	11.4%	2	0.0%	6,662
Enfield	8,614	720	8.4%	910	11.5%	10	0.1%	6,974
Greenwich	2,213	130	5.9%	205	9.8%	0	0.0%	1,878
Hackney	3,827	250	6.5%	446	12.5%	6	0.2%	3,125
Hammersmith & Fulham	2,323	150	6.5%	314	14.5%	2	0.1%	1,857
Haringey	5,928	426	7.2%	645	11.7%	6	0.1%	4,851

Harrow	3,461	476	13.8%	393	13.2%	0	0.0%	2,592
Havering	6,428	442	6.9%	669	11.2%	1	0.0%	5,316
Hillingdon	6,195	694	11.2%	631	11.5%	1	0.0%	4,869
Hounslow	2,951	364	12.3%	277	10.7%	1	0.0%	2,309
Islington	1,466	166	11.3%	200	15.4%	7	0.5%	1,093
Kensington & Chelsea	1,363	132	9.7%	184	14.9%	1	0.1%	1,046
Kingston	1,912	132	6.9%	159	8.9%	0	0.0%	1,621
Lambeth	3,135	371	11.8%	452	16.4%	8	0.3%	2,304
Lewisham	3,216	250	7.8%	410	13.8%	1	0.0%	2,555
Merton	2,499	162	6.5%	302	12.9%	5	0.2%	2,030
Newham*	4,800	0	0.0%	544	11.3%	53	1.1%	4,203
Redbridge	6,866	667	9.7%	984	15.9%	4	0.1%	5,211
Richmond	844	121	14.3%	65	9.0%	1	0.1%	657
Southwark	3,728	280	7.5%	420	12.2%	0	0.0%	3,028
Sutton	2,865	224	7.8%	385	14.6%	1	0.0%	2,255
Tower Hamlets	3,076	148	4.8%	360	12.3%	0	0.0%	2,568
Waltham Forest	3,645	258	7.1%	455	13.4%	8	0.2%	2,924
Wandsworth	3,532	287	8.1%	442	13.6%	6	0.2%	2,797
Westminster	2,907	185	6.4%	354	13.0%	5	0.2%	2,363
Others/Unknown	189	36	19.0%	35	22.9%	0	0.0%	118
ALL LONDON	**133,702**	**11,066**	**8.3%**	**15,435**	**12.6%**	**170**	**0.1%**	**107,031**

*Note: Newham operated as joint door2door scheme with Taxicard

LONDON DIAL-A-RIDE
PERIOD 5: 24 JULY - 20 AUGUST 2010 (28 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
Barking & Dagenham	8,284	339	4.1%	945	11.9%	0	0.0%	7,000
Barnet	7,888	1,038	13.2%	1,018	14.9%	6	0.1%	5,826
Bexley	2,856	218	7.6%	203	7.7%	1	0.0%	2,434
Brent	5,233	509	9.7%	702	14.9%	12	0.3%	4,010
Bromley	4,783	383	8.0%	374	8.5%	2	0.0%	4,024
Camden	1,705	131	7.7%	208	13.2%	1	0.1%	1,365
Croydon	4,953	442	8.9%	747	16.6%	31	0.7%	3,733
Ealing	7,680	605	7.9%	846	12.0%	5	0.1%	6,224
Enfield	7,933	496	6.3%	1,048	14.1%	2	0.0%	6,387

Greenwich	2,148	135	6.3%	247	12.3%	2	0.1%	1,764
Hackney	3,799	325	8.6%	498	14.3%	15	0.4%	2,961
Hammersmith & Fulham	2,243	131	5.8%	285	13.5%	8	0.4%	1,819
Haringey	5,531	414	7.5%	609	11.9%	9	0.2%	4,499
Harrow	3,433	432	12.6%	476	15.9%	1	0.0%	2,524
Havering	6,177	389	6.3%	626	10.8%	1	0.0%	5,161
Hillingdon	5,757	460	8.0%	549	10.4%	6	0.1%	4,742
Hounslow	2,643	262	9.9%	319	13.4%	3	0.1%	2,059
Islington	1,447	125	8.6%	217	16.4%	3	0.2%	1,102
Kensington & Chelsea	1,322	126	9.5%	177	14.8%	2	0.2%	1,017
Kingston	1,936	134	6.9%	191	10.6%	2	0.1%	1,609
Lambeth	3,014	347	11.5%	415	15.6%	3	0.1%	2,249
Lewisham	3,099	236	7.6%	339	11.8%	7	0.2%	2,517
Merton	2,355	159	6.8%	249	11.3%	0	0.0%	1,947
Newham*	4,331	0	0.0%	503	11.6%	44	1.0%	3,784
Redbridge	6,739	658	9.8%	957	15.7%	7	0.1%	5,117
Richmond	828	96	11.6%	101	13.8%	0	0.0%	631
Southwark	3,542	304	8.6%	423	13.1%	6	0.2%	2,809
Sutton	2,622	182	6.9%	307	12.6%	0	0.0%	2,133
Tower Hamlets	2,970	121	4.1%	352	12.4%	5	0.2%	2,492
Waltham Forest	3,551	324	9.1%	404	12.5%	0	0.0%	2,823
Wandsworth	3,185	241	7.6%	471	16.0%	5	0.2%	2,468
Westminster	2,637	144	5.5%	351	14.1%	4	0.2%	2,138
Others/Unknown	154	34	22.1%	33	27.5%	1	0.8%	86
ALL LONDON	**126,778**	**9,940**	**7.8%**	**15,190**	**13.0%**	**194**	**0.2%**	**101,454**

*Note: Newham operated as joint door2door scheme with Taxicard

LONDON DIAL-A-RIDE
PERIOD 6: 21 AUGUST - 17 SEPTEMBER 2010 (28 DAYS)

	Requests	Refusals		Passenger Cancellations		Service Cancellations		Completed Trips
		No	%	No	%	No	%	
Barking & Dagenham	8,069	356	4.4%	912	11.8%	6	0.1%	6,795
Barnet	7,200	864	12.0%	1,061	16.7%	3	0.0%	5,272
Bexley	2,748	265	9.6%	292	11.8%	3	0.1%	2,188

Brent	5,024	642	12.8%	544	12.4%	4	0.1%	3,834
Bromley	4,788	385	8.0%	446	10.1%	2	0.0%	3,955
Camden	1,619	123	7.6%	209	14.0%	14	0.9%	1,273
Croydon	5,257	532	10.1%	713	15.1%	2	0.0%	4,010
Ealing	7,823	702	9.0%	971	13.6%	6	0.1%	6,144
Enfield	7,668	491	6.4%	955	13.3%	3	0.0%	6,219
Greenwich	2,042	149	7.3%	222	11.7%	2	0.1%	1,669
Hackney	3,601	283	7.9%	480	14.5%	7	0.2%	2,831
Hammersmith & Fulham	2,297	200	8.7%	271	12.9%	5	0.2%	1,821
Haringey	5,398	367	6.8%	651	12.9%	14	0.3%	4,366
Harrow	3,372	523	15.5%	483	17.0%	1	0.0%	2,365
Havering	5,969	373	6.2%	592	10.6%	2	0.0%	5,002
Hillingdon	5,813	561	9.7%	557	10.6%	3	0.1%	4,692
Hounslow	2,685	306	11.4%	353	14.8%	2	0.1%	2,024
Islington	1,398	144	10.3%	181	14.4%	1	0.1%	1,072
Kensington & Chelsea	1,375	85	6.2%	152	11.8%	13	1.0%	1,125
Kingston	2,062	207	10.0%	252	13.6%	0	0.0%	1,603
Lambeth	2,964	336	11.3%	428	16.3%	6	0.2%	2,194
Lewisham	3,187	238	7.5%	378	12.8%	3	0.1%	2,568
Merton	2,254	155	6.9%	228	10.9%	1	0.0%	1,870
Newham*	4,217	0	0.0%	442	10.5%	51	1.2%	3,724
Redbridge	6,428	694	10.8%	895	15.6%	2	0.0%	4,837
Richmond	798	104	13.0%	85	12.2%	0	0.0%	609
Southwark	3,397	263	7.7%	407	13.0%	1	0.0%	2,726
Sutton	2,618	202	7.7%	318	13.2%	1	0.0%	2,097
Tower Hamlets	2,975	151	5.1%	305	10.8%	1	0.0%	2,518
Waltham Forest	3,362	265	7.9%	394	12.7%	2	0.1%	2,701
Wandsworth	3,202	311	9.7%	394	13.6%	2	0.1%	2,495
Westminster	2,732	223	8.2%	435	17.3%	15	0.6%	2,059
Others/Unknown	152	29	19.1%	23	18.7%	0	0.0%	100
ALL LONDON	**124,494**	**10,529**	**8.5%**	**15,029**	**13.2%**	**178**	**0.2%**	**98,758**

*Note: Newham operated as joint door2door scheme with Taxicard

MINUTES

Meeting: London Assembly (Plenary)
Date: Wednesday 20 October 2010
Time: 10.00 am
Place: Chamber, City Hall, The Queen's Walk, London, SE1 2AA

Copies of the minutes may be found at: http://www.london.gov.uk/who-runs-london/the-london-assembly/whole-assembly

Present:

Dee Doocey (Chair)

Jennette Arnold (Deputy Chair)

Tony Arbour

Gareth Bacon

Richard Barnes

John Biggs

Andrew Boff

Victoria Borwick

James Cleverly

Len Duvall

Roger Evans

Nicky Gavron

Darren Johnson

Jenny Jones

Kit Malthouse

Joanne McCartney

Steve O'Connell

Caroline Pidgeon

Murad Qureshi

Navin Shah

Valerie Shawcross

Richard Tracey

Mike Tuffrey

1. Apologies for Absence and Chair's Announcements (Item 1)

1.1 Apologies for absence were received on behalf of Richard Barnbrook AM.

2. Declarations of Interests (Item 2)

2.1 **Resolved:**

(a) That the relevant Assembly Members' membership of Functional Bodies and London Borough Councils, as set out in Item 2 on the agenda, be noted and recorded as personal interests;

(b) That Richard Barnes AM's declaration of a personal interest in the motion regarding the Still Human Still Here campaign, set out at Item 7, arising from his position as Chair of the London Strategic Migration Partnership and his membership of the Mayor's Migrant and Refugee Advisory Panel, be additionally noted;

(c) That Mike Tuffrey AM's declaration of a personal interest in the motion regarding the Still Human Still Here campaign, set out at Item 7, arising from his membership of Amnesty International UK, one of the organisations behind the campaign, be additionally noted;

(d) That Roger Evans AM's declaration of a personal interest in the motion regarding child trafficking, set out at Item 7, arising from his position as the Mayor's representative on the Board of the Trust for London, be additionally noted; and

(e) That gifts and hospitality received by Members, as set out on the Authority's gifts and hospitality register, be noted.

3. Question and Answer Session: Housing in London (Item 3)

3.1 The Assembly put questions to Richard Blakeway (Mayoral Adviser on Housing) and David Lunts (London Regional Director, Homes and Communities Agency) on housing in London. The record of the questions put by Members and the answers given is attached as **Appendix 1**.

3.2 At the end of the question and answer session, the Chair formally moved the motion set out on the agenda, namely:

"That the Assembly notes the answers to the questions asked."

3.3 This was agreed by the general consensus of the Assembly.

4. Petitions (Item 4)

4.1 The Assembly received the report of the Executive Director of Secretariat.

4.2 Valerie Shawcross AM presented a petition with the following prayer:

"We the undersigned request that the left exit 'slip road' by the Southwark War Memorial in Borough High Street is not reopened once the utilities upgrade roadworks are completed. Rather, we request that it is converted into a pedestrianised area, as crossing the road at this junction is extremely hazardous."

4.3 **Resolved:**

That the petition be referred to the Mayor, in his capacity as Chair of Transport for London, for response.

4.4 Jennette Arnold AM presented a petition with the following prayer:

"To Boris Johnson, the Mayor of London

We the undersigned ask that you and the Greater London Authority show your support for the residents of the four London residential estates of Cumberland Market, Lee Green, Millbank and Victoria Park in their opposition to the proposed sell off of our homes by the Crown Estate.

We are concerned that the sell off will break up our communities and permanently deprive London of 1500 affordable rented homes available for key service and health care workers which London can ill afford to lose."

4.5 **Resolved:**

That the petition be referred to the Mayor for response.

5. Petitions Update (Item 5)

5.1 The Assembly received the report of the Executive Director of Secretariat.

5.2 **Resolved:**

That the response received to a petition presented at a recent Assembly meeting be noted.

6. Review of London TravelWatch (Item 6)

6.1 The Assembly received the report of the Executive Director of Secretariat.

6.2 **Resolved:**

(a) That the report: Review of London TravelWatch, as set out at Appendix 1 to the report, be agreed;

(b) That it be agreed to delegate responsibility to the Transport Committee to oversee the implementation of the proposals in the Review of London TravelWatch taking into account the issues in paragraphs 4.1 to 4.18 of the report;

(c) That it be agreed that the Chair of the Assembly writes to the appropriate Secretary of State proposing that the necessary changes in legislation be made to take forward the proposal in paragraph 4.1 of the report; and

(d) That it be agreed that the Chair of the Assembly asks the Mayor to instruct relevant officers to identify space within City Hall to enable staff of London TravelWatch to be relocated to realise the savings identified and take forward the proposal in paragraph 4.7 of the report.

7. Motions (Item 7)

7.1 Jenny Jones AM proposed and Nicky Gavron AM seconded the following motion:

"This Assembly notes research by London Councils showing that the Government's proposed changes to housing benefit could cause 82,000 poorer households in the capital to be forced to leave their homes, leading to displacement of families and increased overcrowding and homelessness. The Assembly notes concerns expressed and mitigation measures proposed from across the political spectrum, and notes that Londoners' fears are being compounded by uncertainty about the changes that will eventually be made.

This Assembly calls on the Mayor to urgently convene a meeting with government ministers to identify the most feasible options to protect Londoners from those impacts, and to announce a resolution with government as soon as possible."

7.2 Steve O'Connell AM proposed and James Cleverly AM seconded the following amendment to the motion:

Delete: "This Assembly notes research by London Councils showing that the government's proposed changes to housing benefit could cause 82,000 poorer households in the capital to be forced to leave their homes, leading to displacement of families and increased overcrowding and homelessness."

Replace with: "This Assembly notes a joint statement from the Mayor and London Councils that estimates that around 6,462 household are likely to move because of housing benefit changes."

Delete: "The Assembly notes concerns expressed and mitigation measures proposed from across the political spectrum, and notes that Londoners' fears are being compounded by uncertainty about the changes that will eventually be made."

Replace with: "The Assembly expresses concern that the Government's changes to housing benefit will have a disproportionate impact upon Londoners compared to the other parts of the country."

Insert: "This Assembly welcomes the Mayor's proposed transitional arrangement for housing benefit which would cushion the impact on Londoners, and calls on the Government to implement the arrangements."

In final sentence, delete: "to identify the most feasible options"

Replace with: "to further lobby for his transitional arrangements for housing benefit to be implemented."

7.3 Following debate, during which suggested revisions to the amendment were made, the Chair, at 11.12am, adjourned the meeting for 5 minutes to enable a revised amendment to be produced. The meeting reconvened at 11.17am.

7.4 Steve O'Connell AM proposed, with the support of James Cleverly AM as seconder and with the consent of the meeting given without debate, a revised amendment, as follows:

After: "This Assembly notes research by London Councils showing that the government's proposed changes to housing benefit could cause 82,000 poorer households in the capital to be forced to leave their homes, leading to displacement of families and increased overcrowding and homelessness."

Add: "This Assembly notes a joint statement from the Mayor and London Councils that estimates that around 6,462 household are likely to move because of housing benefit changes."

After: "The Assembly notes concerns expressed and mitigation measures proposed from across the political spectrum, and notes that Londoners' fears are being compounded by uncertainty about the changes that will eventually be made."

Add: "This Assembly welcomes the Mayor's proposed transitional arrangement for housing benefit which would cushion the impact on Londoners, and calls on the Government to implement the arrangements."

7.5 Upon being put to the vote, the amendment, as revised, was agreed (by 15 votes in favour and no votes against).

7.6 Upon a further vote, the motion as amended, namely:

"This Assembly notes research by London Councils showing that the Government's proposed changes to housing benefit could cause 82,000 poorer households in the capital to be forced to leave their homes, leading to displacement of families and increased overcrowding and homelessness. This Assembly notes a joint statement from the Mayor and London Councils that estimates that around 6,462 households are likely to move because of the housing benefit changes. The Assembly notes concerns expressed and mitigation measures proposed from across the political spectrum, and notes that Londoners' fears are being compounded by uncertainty about the changes that will eventually be made.

This Assembly welcomes the Mayor's proposed transitional arrangements for housing benefit which would cushion the impact on Londoners, and calls on the Government to implement the arrangements. This Assembly calls on the Mayor to urgently convene a meeting with government ministers to identify the most feasible options to protect Londoners from those impacts, and to announce a resolution with government as soon as possible."

was agreed unanimously.

7.7 Valerie Shawcross AM proposed and Caroline Pidgeon AM seconded the following motion:

"The London Assembly is opposed to Transport for London's proposals to shed up to 800 ticket office and gateline jobs on London Underground. The number of stations which will be staffed by only one person working alone for some time will increase. Ticket machines alone are no replacement for the presence of trained Underground staff and the over reliance on ticket machines will disproportionately impact on those passengers who have a disability. This Assembly believes that passengers will feel less safe on poorly staffed stations particularly at early mornings and in late evenings.

This Assembly urges Transport for London and its Chair, Mayor Boris Johnson, to review this decision and re-affirm reasonable and safe staffing levels right across the London Underground network to ensure passengers continue to receive excellent service from London Underground."

7.8 Upon being put to the vote, the motion, namely:

"The London Assembly is opposed to Transport for London's proposals to shed up to 800 ticket office and gateline jobs on London Underground. The number of stations which will be staffed by only one person working alone for some time will increase. Ticket machines alone are no replacement for the presence of trained Underground staff and the over reliance on ticket machines will disproportionately impact on those passengers who have a disability. This Assembly believes that passengers will feel less safe on poorly staffed stations particularly at early mornings and in late evenings.

This Assembly urges Transport for London and its Chair, Mayor Boris Johnson, to review this decision and re-affirm reasonable and safe staffing levels right across the London Underground network to ensure passengers continue to receive excellent service from London Underground."

was agreed (by 13 votes in favour and 9 votes against).

7.9 Andrew Boff AM proposed and Murad Qureshi AM seconded the following motion:

"The Assembly deplores the recent decision of the Crown Estate Board to agree to a sale of its four housing estates in Cumberland Market, Victoria Park, Millbank and Lee Green. The Assembly notes that this sale has been vigorously opposed by local residents, with the support of the Mayor of London and local councillors, Assembly Members and MPs from all main political parties. The Assembly is deeply concerned regarding the consequences of such a sale for current residents and for the future provision of key worker housing in London, and has been dissatisfied with assurances given by the Board to date. The Assembly further deplores the Board's secretive approach to this sale and the lack of openness, transparency and information that has been provided.

The Assembly strongly feels that the Crown Estate Board is making a grave error of judgement in proceeding with the sale, both for London and for its own long term finances. The Assembly therefore urges the Crown Estate Board to urgently reconsider its decision and requests that the Mayor intervenes to oppose the Board's decision."

7.10 The Assembly noted that, since this motion had been submitted, the Crown Estate had announced that it had chosen the Peabody Trust as the prospective purchaser of Cumberland Market in Camden, Millbank in Westminster, Victoria Park in Hackney and Tower Hamlets, and Lee Green in Lewisham.

7.11 Upon being put to the vote, the motion, namely:

"The Assembly deplores the recent decision of the Crown Estate Board to agree to a sale of its four housing estates in Cumberland Market, Victoria Park, Millbank and Lee Green. The Assembly notes that this sale has been vigorously opposed by local residents, with the support of the Mayor of London and local councillors, Assembly Members and MPs from all main political parties. The Assembly is deeply concerned regarding the consequences of such a sale for current residents and for the future provision of key worker housing in London, and has been dissatisfied with assurances given by the Board to date. The Assembly further deplores the Board's secretive approach to this sale and the lack of openness, transparency and information that has been provided.

The Assembly strongly feels that the Crown Estate Board is making a grave error of judgement in proceeding with the sale, both for London and for its own long term finances. The Assembly therefore urges the Crown Estate Board to urgently reconsider its decision and requests that the Mayor intervenes to oppose the Board's decision."

was agreed unanimously.

7.12 Darren Johnson AM proposed and Jennette Arnold AM seconded the following motion:

"This Assembly supports the Still Human Still Here campaign calling for asylum seekers who have been waiting for more than six months for their cases to be concluded, or who have been refused asylum but temporarily cannot be returned home through no fault of their own, to be given permission to work until their cases are finally resolved. This policy would provide a route out of poverty for those affected, the majority of whom live in London, and reduce the burden on the taxpayer and the charitable sector.

This Assembly resolves to make representations to the UK Government in support of this campaign, and calls on the Mayor to join it in making these representations, including by commissioning supporting evidence regarding the impact on London from GLA Economics."

7.13 Upon being put to the vote, the motion, namely:

"This Assembly supports the Still Human Still Here campaign calling for asylum seekers who have been waiting for more than six months for their cases to be concluded, or who have been refused asylum but temporarily cannot be returned home through no fault of their own, to be given permission to work until their cases are finally resolved. This policy would provide a route out of poverty for those affected, the majority of whom live in London, and reduce the burden on the taxpayer and the charitable sector.

This Assembly resolves to make representations to the UK Government in support of this campaign, and calls on the Mayor to join it in making these representations, including by commissioning supporting evidence regarding the impact on London from GLA Economics."

was agreed (by 17 votes in favour and no votes against).

7.14 The Chair, Dee Doocey AM, proposed and the Deputy Chair, Jennette Arnold AM, seconded the following motion:

"This Assembly notes that Monday October 18th marked the UK Anti Slavery Day and expresses its support for the work that ECPAT UK (End Child Prostitution, Child Pornography and the Trafficking of Children for Sexual Purposes) is doing in London and the UK to promote the rights of children and the measures the organisation is taking to protect them from commercial and sexual exploitation and abuse.

The Assembly also notes the alarming numbers of children being brought into this country as domestic slaves. Many are only 10 years old, yet they are put to work as unpaid childminders and cleaners, or made to cultivate cannabis. Many of them are forced into street crime. Others are used for benefit fraud and some are sexually exploited. The Assembly notes the excellent work being carried out by the Metropolitan Police Service and their Paladin team and pledges its full support to all efforts and resources being used in London to tackle this growing problem."

7.15 Upon being to the vote, the motion, namely:

"This Assembly notes that Monday October 18th marked the UK Anti Slavery Day and expresses its support for the work that ECPAT UK (End Child Prostitution, Child Pornography and the Trafficking of Children for Sexual Purposes) is doing in London and the UK to promote the rights of children and the measures the organisation is taking to protect them from commercial and sexual exploitation and abuse.

The Assembly also notes the alarming numbers of children being brought into this country as domestic slaves. Many are only 10 years old, yet they are put to work as unpaid childminders and cleaners, or made to cultivate cannabis. Many of them are forced into street crime. Others are used for benefit fraud and some are sexually exploited. The Assembly notes the excellent work being carried out by the Metropolitan Police Service and their Paladin team and pledges its full support to all efforts and resources being used in London to tackle this growing problem."

was agreed unanimously.

7.16 During the course of the discussion on this item, at 12.30pm the Chair proposed, and it was agreed, in accordance with Standing Order 2.9A, that the meeting be extended in order to allow the consideration of the remaining business on the agenda.

8. Date of Next Meeting (Item 8)

8.1 It was noted that the next meeting of the London Assembly would be the Plenary meeting which would take place at 10.00am on 10 November 2010 in the Chamber at City Hall.

9. Any Other Business the Chair Considers Urgent (Item 9)

9.1 There was no urgent business.

10. Close of Meeting (Item)

10.1 The meeting closed at 12.46pm.

Chair _____ Date _____

Contact Officer: Rebecca Arnold
Committee Services Manager
GLA Secretariat, City Hall
The Queen's Walk, London SE1 2AA

Telephone: 020 7983 4421
Email: rebecca.arnold@london.gov.uk

This page is intentionally left blank

Appendix 1

London Assembly (Plenary) Meeting – 20 October 2010

Question and Answer Session: Housing in London

Dee Doocey (Chair): Can I formally welcome Richard Blakeway, the Mayoral Adviser on Housing, and David Lunts, the London Regional Director at the Homes and Communities Agency (HCA), to the meeting. The Assembly will be putting the questions set out in the agenda to both Richard and David. First of all, I am told that both Richard and David would like to make an opening statement and we have agreed that it should be quite brief. I would just like to remind Members I am not planning to take any questions to their opening statement but to move straight into the questions for the meeting.

Richard Blakeway (Mayoral Adviser on Housing): Thank you very much. I really do not want to say very much so I will be incredibly brief; David may want to say more.

Clearly over the last two years we have seen enormous challenges in the capital, throughout the market, and we have also seen the creation of the HCA. We are now moving into a period where obviously the outcome of the comprehensive spending review (CSR) is about to be announced, later today. Obviously there will also be structural changes to the HCA.

Within all of that maelstrom I think we have still been able to deliver a good number of affordable homes, as well as starting a good number of new affordable homes. We have brought a focus on issues like overcrowding and rough sleeping and a strategic focus on those issues which were not necessarily seen as priorities previously. I think there is a lot to build on but all I would say is clearly this session is very much caveated around the outcome of the CSR today.

David Lunts (London Regional Director, HCA): I wanted to add almost nothing to that except to say that it is true we have had quite a strong year or two in terms of both starts and completions, particularly in the affordable sector. We can talk through the numbers in a moment if that is of interest. I think as well that London is in a pretty fragile state in terms of the wider housing market - that is no surprise – but, in many respects, perhaps is in a stronger position than most of the rest of the country. This is something we should take some assurance from in the period ahead.

The other factor, of course is, notwithstanding some of the headlines that I am sure will emerge from the CSR a little later today, is that there are other factors that are going to have to be borne in mind as we try to work out how to sustain that performance over the next few years. Not least of these are obviously the changes to welfare, changes to the regime in which the housing associations sector is working and indeed some very important changes in terms of the devolution of further housing and regeneration powers to the Mayor.

Dee Doocey (Chair): Thank you very much. I am sure we will return to many of the issues that you have covered in the questions.

Let us move onto the questions. The first question is on affordable homes for rent.

105/2010 – Affordable Homes for Rent

Jenny Jones

What barriers prevent a greater proportion of affordable homes being delivered for rent, given the planned changes to housing benefit?

Richard Blakeway (Mayoral Adviser on Housing): I have to say that David and I looked at that question and it is an interesting question you have posed there. I think there is something within that question which I have maybe not quite got. Clearly the significant impact of changes to housing benefit is not really around affordable rent, but is around the private rented sector and tenants on Local Housing Allowance. To be honest, in terms of what the impact might be around the supply of affordable rents I would make two observations.

Technically, I suspect probably the issue which is greatest is around the potential universal credit and the direct payments to landlords - in this case social landlords. Clearly, were they to lose the direct payment there may be an issue there for landlords around borrowing and all the rest of it, but that is something which housing associations and the G15 have taken up with Ministers.

It is something where Grant Shapps [Minister for Housing and Local Government] has said publicly that he would look to see whether the direct payment could continue. Otherwise there are many factors around affordable rent, whether it is planning or public subsidy, which impact on the supply of affordable housing; I would not just isolate housing benefit.

Jenny Jones (AM): No, I understand that. If you put what little money you are going to have - and you did not sound as depressing as I thought you might in your opening comments - into rented homes, cutting any subsidy for shared ownership, would that not be a better way of actually protecting the more vulnerable people rather than giving it to people who are income-rich, in essence?

Richard Blakeway (Mayoral Adviser on Housing): Well, I think we have to look at the outcome of the CSR. Conventional social housing will clearly help reduce the housing benefit bill and I can see the argument around that. I think we have got to just see what the settlement is for housing. The only thing I would say is that obviously conventional social housing costs more to do. There is a higher grant rate so you will get fewer homes if you focus purely on social rented homes. I think also we have to recognise that London requires a mix of tenures and a mix of different types of homes; we do not just need social rented homes but we need all types of homes. I think we have to recognise that and whatever we do with our public subsidy has to encourage a mix of different tenures, not least because you can then end up with mixed communities.

Jenny Jones (AM): We are going to disagree on the change in proportion I am afraid. David, you have been quoted as suggesting that there may be no new headroom for new programme and starts next year. The National Housing Federation suggests that new rented housing may drop to as few as 243 starts per year in London and the south east in following years. Is that something you more or less agree with?

David Lunts (London Regional Director, HCA): I hope I have not been quoted as saying that there will be no new starts next year. There will be new starts next year; we are pretty confident about that because we have obviously got a programme that has commitments to new starts next year. What I think is likely to be very, very difficult is finding money for new

allocations beyond those starts that are currently forecast in the programme. Now, all of this is clearly dependent on what we are going to hear later today about the level of reductions in budget.

We do know that if we cost out the commitments for next year, both in terms of new starts which are currently agreed and in the programme, and the completion commitments - because we pay our money to housing associations in two tranches; we pay 50% when they start on site and 50% when they complete - then anything much beyond a 30% to 35% cut in our budget means that there will not be headroom for anything beyond what is already programmed.

Jenny Jones (AM): Thank you.

106/2010 – Strategic Leadership

Nicky Gavron

Is there adequate strategic leadership of housing policy and its implementation in London?

Richard Blakeway (Mayoral Adviser on Housing): Your question is twofold. My answer would be yes, I think there is adequate strategic leadership on the policy side. I think the issue is around the implementation and the powers of the Mayor around implementation, which I do not think are adequate at the moment. It is exactly why we are negotiating a devolution settlement to give the Mayor more strategic housing powers.

Nicky Gavron (AM): That is helpful. I would just like to look at it bit by bit, then; to look at policy first and then implementation. We spent the whole of last week looking at housing policy [at the Assembly's Planning and Housing Committee and at the Examination in Public of the London Plan]. Just on policy, at the Examination in Public (EIP) last week on the London Plan there was agreement from everyone around this horseshoe who was there, including the development industry, that not having a percentage target - i.e. you have abandoned the 50% target for new housing to be affordable - but going for numerical targets was actually destabilising land policy and their ability to know what to pay for that. They did not know site by site what was going to happen. Have you got any comment on that?

Richard Blakeway (Mayoral Adviser on Housing): The first comment I would make is I think you have you have to distinguish in your mind planning policy and housing policy. Obviously today's session is very much around housing delivery not planning policy, so I hope we are not going to spend this question just talking about the Examination in Public, where we will see what happens. The two things I would say are, firstly, I am not entirely sure that the development industry was part of the coalition you are currently talking about there in terms of picking up on the 50%. If we look at the history --

Nicky Gavron (AM): I just want to agree with you on something. This is a development industry and there were different opinions on whether the percentage target should be 40% or 50%, but not having a percentage target and instead having a numerical target was actually destabilising land values. Now, I do not know whether you agree with that or whether you are prepared to look again at it. I am just saying that was what was said last week round the horseshoe, and I am talking about the development industry. Of course, most of the people there felt that it should have been a 50% target, but I am just saying not having a percentage target was roundly criticised by everybody.

Moreover, there was general criticism that the overall target for all housing was too low. Most people thought that the affordable housing target was also low, and of that too much was going towards intermediate and not enough towards social rented housing. If you were trying to get mixed communities, meet unmet need, overcrowding and so on, all this had to be looked at. Finally there was a lot of criticism of the fact that there is no policy to introduce any kind of tenure split, social rented or intermediate really, into areas of high market housing. So what people were saying was that you do not have a coherent set of policies in the London Plan which frames your strategic leadership.

Richard Blakeway (Mayoral Adviser on Housing): I will try to answer the three points that you have raised there briefly but re-emphasising again, this is not a session around the London Plan; this is a session around housing delivery.

Nicky Gavron (AM): It is around policy, I thought. The first answer to my question was on policy.

Richard Blakeway (Mayor Adviser on Housing): What I would say is no-one has raised with me the issue of land values and the 50% target; no-one has raised that with me.

Nicky Gavron (AM): Not 50%, percentage targets--

Dee Doocey (Chair): Nicky, let them answer the question please.

Richard Blakeway (Mayoral Adviser on Housing): All I would say about the 50% target - and this has been well rehearsed before and it has also been rehearsed in here - is that 50% was never achieved. The average was about 37%, and it usually bumped around 32%. That happened year after year after year. It was a tool which did not deliver 50% affordable homes across London and it is a tool which could often be applied in a way in which meant it was a barrier to the delivery of housing and affordable housing. It is tool which I think we are also right to remove in a market where it is extremely difficult to deliver and you do not want to add more burdens onto developers.

Turning to your next issue, which is about the numerical target for the delivery of the number of affordable homes, the target which is proposed and the draft replacement London Plan target for affordable homes is for more homes than have ever been delivered in terms of affordable housing in the capital. It is, therefore, an ambitious target. It is expressed in a way which means it actually recognises that you need a greater proportion of affordable housing in terms of overall need.

What was the third issue that you raised? You had three very familiar criticisms; what was your third one? I cannot believe it slipped my mind! What was your third one?

Nicky Gavron (AM): It was about mixed communities; it was about the split between intermediate and the fact that there is no policy to introduce any other tenures or into areas of high market value.

Richard Blakeway (Mayoral Adviser on Housing): The Mayor has a 60/40 split between social and intermediate housing. In the last investment round under the previous Mayor, the average achieved was 55%. It was not 70% which was the previous Mayor's proposal; it was 55%. Therefore, the Mayor's split at 60/40 - something we are actually achieving - means we are achieving a greater proportion of social rented housing. I think actually having that mix is absolutely necessary. I think you need to distinguish between targets which were applied and

never achieved and an approach which the Mayor is taking in a difficult market, which he is achieving.

Nicky Gavron (AM): OK. Thank you. I am very familiar, of course, with the fact that you always have to trash the previous record in order to defend the current one.

Richard Blakeway (Mayoral Adviser on Housing): It is comparative.

Kit Malthouse (AM): And vice versa.

Nicky Gavron (AM): However, I just want to say that the last Mayor did not have the powers that the Mayor now has –

Richard Blakeway (Mayoral Adviser on Housing): He had a very good market to work with.

Nicky Gavron (AM): -- he had a third more money and, as a last administration, we were on our way to establishing this. Now, just on one point, and I want to move on to implementation –

Richard Blakeway (Mayoral Adviser on Housing): I want to be clear. You were not on the way to establishing it. The 50% target was consistently in the 30s so it was never increasing.

Nicky Gavron (AM): I would like to move on now to delivery. You talked about the delegated delivery agreements. Now I am very intrigued by these. I understand that all boroughs want to bid. I would like to know what criteria you are going to apply for deciding between boroughs.

Richard Blakeway (Mayoral Adviser on Housing): I think it is to be welcomed that all 32 boroughs have expressed an interest in having a devolved delivery agreement. I think it shows that a more consensual approach on a partnership with boroughs is the way forward for housing delivery in London rather than a more adversarial approach. Insofar as the criteria for boroughs being eligible, as I have explained I think previously at the Housing Committee, and I also think it is contained within the document which was published, we have talked about boroughs having to agree some broad outcomes and we have talked about boroughs having to be in conformity with the Mayor's Housing Strategy. The precise detail on all of it is now being drawn up - post-consultation - and a paper will go in due course to the HCA London Board for the precise criteria to be agreed.

Nicky Gavron (AM): So the criteria are not there. It is very hard to understand. In order for boroughs to agree to do more housing, I thought they were going to be given some flexibility about when, where and, perhaps even, what the makeup might be of that housing. Is that true?

Richard Blakeway (Mayoral Adviser on Housing): Yes.

Nicky Gavron (AM): So each borough is going to be able to work out its own way forward - so to speak?

Richard Blakeway (Mayoral Adviser on Housing): The proposal that is on the table is that boroughs will agree some broad outcomes with the Mayor and will seek to deliver the Mayor's Housing Strategy. They will be given greater freedom and flexibility over the delivery of that programme on the ground in their borough. The overall aim is the delivery of more high quality housing in the capital.

Nicky Gavron (AM): It is a mosaic really, so how will you ensure that the social rented housing proportion is met?

Richard Blakeway (Mayoral Adviser on Housing): We obviously have a strategic target on the proportion of social housing delivery in London and that will form part of our conversation with boroughs in terms of their broad outcomes. Clearly it will be different for different boroughs but that recognises that it is different across London.

Nicky Gavron (AM): It is very hard to see how, with every borough being able to decide its way forward, you are actually going to be able to get anything coherent. It seems to me you are giving up your strategic leadership to appease the boroughs and it will not end up with developers knowing what to put where and when. I think they will be sitting on their hands. I think you might find this is a recipe for incoherence and for not meeting London's huge overcrowding needs and all the homelessness and temporary accommodation.

Richard Blakeway (Mayoral Adviser on Housing): Insofar as the overcrowding is concerned, there is a strategic target to halve severe overcrowding and in social housing by 2016. That is something new; that is something the Mayor has introduced; that is something the Mayor has done through his strategic powers and that would apply. Boroughs will have to demonstrate through devolved delivery how they will contribute to that. I want to be absolutely clear that the Mayor retains responsibility for the budget; the Mayor retains responsibility for the strategic housing plan; and the Mayor retains responsibility for the strategic Housing Strategy. So, in many ways, it is how we then deliver that on the ground.

Now your view, Nicky, might be that you have to have 50% affordable housing in every borough and it is uniform across the capital. Our view is that you will clearly have different needs for different homes in different parts of London. We should take a flexible approach, but what we should do is be very clear that we want to see how boroughs will contribute towards the strategic housing needs of London, yet have sufficient flexibility to meet local needs as well.

Nicky Gavron (AM): All I am saying is that without any kind of percentage target to guide developers, whether it is 20%, 30%, 40%, 50% - I submitted it should be 50% but it could be 40% - without that and with all this flexibility and absolutely no clarity about the criteria it is incoherent and unstrategic.

Steve O'Connell (AM): Richard, a question for you. Would you not agree, following on from that debate you just had, that inflexible percentage targets are indeed a tired and lazy analysis of the needs of our residents?

Richard Blakeway (Mayoral Adviser on Housing): Steve, I think it is important to refer back to housing policy and its achievement previously. There was not some sort of gold standard where 50% was being produced every year. I think we have got to recognise that that target was not being achieved. This more flexible approach, which is based on outcomes and number of units, is one which is more productive and also more sensitive to local circumstances.

Steve O'Connell (AM): Absolutely. You know I welcome very much the devolved delivery project although, of course, that is notwithstanding any announcements later. Would you not agree, actually, that the top down regime as exemplified across the way [on the other side of the Chamber] there exhibits a complete lack of trust in boroughs for their ability and local knowledge to deliver the housing that their residents need in those boroughs?

Richard Blakeway (Mayoral Adviser on Housing): Yes, I think so and I think also it restrains the potential of boroughs. I think one of the aims of devolved delivery is how we can unlock the potential of boroughs across London. Boroughs clearly have planning powers; they have land assets; they have a real role to play around housing delivery and it is absolutely right that we unlock that potential. If you look at other reforms which may come up throughout the housing revenue accounts and elsewhere, again there is clearly a role here for local authorities in housing delivery and it is one which we seek to encourage.

Steve O'Connell (AM): Lastly, setting aside the political rhetoric, would you share my delight with Londoners that the Mayor is on course to build 50,000 affordable homes in four years; more than in any other Mayoral term in the past?

Richard Blakeway (Mayoral Adviser on Housing): Yes, I think it is important that those homes are contractual commitments and beneath that I would say there are two other things. I think it should be recognised that there has been a 35% increase in new affordable housing starts over the last two years and also there is a greater proportion of family-sized affordable homes which will help us meet our very acute need.

Andrew Boff (AM): Could you, Mr Blakeway, promise me not to carry anything over from the last administration with regard to housing? Could you promise three things really: first of all, could you promise not to disappoint Londoners with oversold targets that are unachievable? Could you promise me not to raise the aspirations of Londoners and then dash those hopes and blame someone else? Could you also promise not to build a home for somebody in housing need but actually deliver a rabbit hutch? So in short, can you assure me that the strategies will be realistic, achievable and honest, which would be a real departure from the previous administration?

Richard Blakeway (Mayoral Adviser on Housing): Yes. Clearly our approach is very much based on how we can have stretching yet realistic targets, particularly taking into account the market that we are in which is a very challenging market. We have got CSR coming up later today which will present its own challenges. We have to recognise the world we are working in rather than having some one size fits all targets which are divorced from what is happening in the capital.

I think also the fact that we are, even in these difficult circumstances, pursuing an improvement in quality is important. I think it is absolutely right that every £1 of taxpayers' money which is spent on housing is spent on decent housing and high quality housing. That is why the new space standards are being introduced; that is why for affordable housing we have got the application of the new design guide in the Parker Morris, plus 10%. Otherwise it is a scandalous waste of public money if you built something which you know is not meeting the highest possible standards; schemes which later on in life will only end up regenerated. So I think it is right that we pursue not just numbers but also quality.

107/2010 – Housing Devolution

Mike Tuffrey

What are the risks and opportunities of the proposal for a new Housing and Regeneration department with the GLA?

Richard Blakeway (Mayoral Adviser on Housing): I think the opportunity is to bring together housing with transport, economic development, planning and all the other areas under the Mayor's remit, which will help us have joined-up approach. For the risks, we are doing a risk assessment on this.

Mike Tuffrey (AM): The big picture here is we all want more and better homes of all types. From the public sector perspective, we can bring money and land and then the question is: how is that resource used? On the resources the debate continues - we are fighting our battles in London - but on the other side of the equation we have the opportunity of devolution.

So I might just ask David, since, Richard, you have been doing all the talking so far, when you were with us a year or so ago - 14 July 2009 - you said you were trying to do three things and HCA was a new way of doing things. You were talking about complete flexibility in the ability to innovate; you were talking about packages with large housing associations; and you were talking about new business models saying that you were pretty confident the flexibility would come but probably not until after the other side of the spending review.

Well, here we are a year later. Can you excite us with the flexibility; the way you will be able to use these new devolved powers; and the joining-up by bringing it in here to use the available resources more effectively so we get more and better housing?

David Lunts (London Regional Director, HCA): Well we have been doing our best to be flexible before the CSR as well. I think within the constraints that we have inherited, because, as you know, we took the programmes from our previous organisations: English Partnerships and the Housing Corporation with us. I think we have been able to do quite a lot in London.

Just a month or so ago we sealed the deal on a rented portfolio --

Mike Tuffrey (AM): This is the other big thing that has happened since the change of Government: devolution, localism, more powers for here. How are we going to use that to really make more bang for the buck?

David Lunts (London Regional Director, HCA): Again, I would say that it is almost certain that on the other side of the spending review we will not have nearly as many programmes to administer with their own rules. At the moment I think the HCA has got 16 or 17 separate programmes. It is very inflexible. Going forward, I would be surprised if we ended up with more than three or four. So that will give us more flexibility.

I think, as Richard has already pointed out, the opportunities of a formal merger of our organisation with the London Development Agency (LDA) and the GLA is going to bring us some increased flexibility around how we use land. The LDA has got substantial landholdings in east London; we have got substantial land interests in east London. I think the economies of scale in a difficult spending round of how we utilise those assets; how we put them to the market; and how we find strategic partners, will become, I think, easier for us and hold out more promise.

I think, as well, the opportunities of devolution mean that, notwithstanding the fact there will also be less programmes, we will also be able to perhaps tailor our policy responses more specifically to the conditions of the London housing market. As a national agency, we are inevitably - to some extent - constrained by views that are taken nationally about how public investment and the private market operate together.

Now very clearly that is going to require different outcomes and different responses in large parts of London than it is likely to in Hartlepool, Doncaster or St. Austell in Cornwall. So I think we will be able to tailor policy responses more directly. On the point I was making about some of the work we have already done on looking at long term investment models in particular, I think there is potentially a lot of scope in London to do this. London, perhaps more than anywhere else in the country, ought to be able to look forward over the long term to rising values and we know we already have a buoyant rental market.

So I think there are all sorts of opportunities after today, although clearly it will be in the context of very constrained public money.

Mike Tuffrey (AM): Well it becomes even more essential then to get it right so that we get that. Richard, you said in terms of getting the planning framework, the land, regeneration goals, the housing strategy, the housing money - and there is still transport to factor in - but there is a real prize here - are you going to blow it by the way you then organise internally so that people sit in their little silos, albeit in this building rather than in Palestra House? How are we going to ensure that internally we get that synergy across those functions to really get that prize?

Richard Blakeway (Mayoral Adviser on Housing): Fair point. I think we have been very alive to that but we have made significant progress. I do not want to get tied up too much in bureaucratic progress here, but the LDA, the HCA and the GLA are working very closely together to bring this forward. Proposals are being drawn up at the moment on how this would work within the GLA. Those proposals should be completed by the end of this year. There is a clear process there which is being led by the Chief Executive to bring all this together and make sure that we are well on top of it. I think we have come out of the traps very quickly on all of this. We had very early discussions with Communities and Local Government (CLG) and we have got the legislation coming forward in the autumn. I think we are very well prepared to avoid the bad track we talk about.

Mike Tuffrey (AM): The marker has been put down. I would like to ask one specific thing about what sort of governance there will be over it. The joint letter talked about a decision-making board comprising the Mayor, three borough representatives and three Mayoral appointees. Anthony Browne [Mayor's Adviser on Economic Development] has been talking about a kind of functional body type arrangement - so again with some sort of LDA-type board. In other words getting experts in so it is not just the bureaucrats and the politicians here. What is the plan for having that outside input and that oversight?

Richard Blakeway (Mayoral Adviser on Housing): The structure and the numbers you have talked about are right; it is a board governing it.

Mike Tuffrey (AM): Governing just housing?

Richard Blakeway (Mayoral Adviser on Housing): The housing and regeneration as we see it as a housing regeneration department, if you like, within the GLA. The three Mayoral appointees are not just restricted to the ten plus two; they can include independent experts. It is the Mayor's quota, if you like.

Mike Tuffrey (AM): Well I would hope that the Mayor uses your advice, as his adviser, and uses that shape to ensure that we have outside input otherwise it just comes back to civil servants and bureaucrats administering public funds again.

Murad Qureshi (AM): Last week it was announced that the Office for Tenants and Social Landlords, otherwise known as Tenant Services Authority (TSA), was to be devolved and no longer a public body. I am just wondering in the context of housing devolution in London where all these regulatory powers will be going.

Richard Blakeway (Mayoral Adviser on Housing): Corporate HCA. It is a committee of HCA; it is not something which is part of the devolution package for London.

Murad Qureshi (AM): I would like to go to David because I suspect he knows more about this. There are two aspects to this: firstly, the financial regulation of housing associations - and I personally am concerned at the number of properties that the large housing associations have been selling off in central London. You only have to look at auction catalogues to see that. My understanding of the system was that they were getting the appropriate authority to do that from the TSA. I just want to know that that will not continue when it comes under the Mayor's powers.

David Lunts (London Regional Director, HCA): As Richard has already alluded, I do not think the regulatory function will come to the Mayor. I think the view has been taken, and I think it is the right view, that it is not sensible to devolve regulatory powers because so many housing associations operate not just within London but more widely. So the economic regulator will rest with the HCA corporately as Richard has explained.

I think the position with regard to property sales - you are right and the TSA has to give its consent. I think there are two questions here. There is a question about what the regulator can and cannot legitimately do and that is really a question for the regulator. There is then the policy position which is more of an issue for the Mayor about how registered social landlords (RSLs) manage their assets. This is quite a complicated area because I entirely appreciate the reluctance that housing associations sometimes feel, and certainly those that represent constituents feel, when property is released to the market. On the other hand, there are genuine pressures on housing associations which increased during straitened times to manage their assets as efficiently as possible at a time when we are trying to push grant rates down and keep delivery going.

There is a case, from time to time, for housing associations to release some of their assets that are expensive to manage, maintain and repair, in favour of keeping new supply moving. I think that has to be the trade off. It should not be the case that property is simply disposed of and there is no quid pro quo for Londoners.

Murad Qureshi (AM): I think it is a reflection of poor management and I think what is appropriate is if you are going to give with one hand development funds, it is right and proper that you expect them not to get rid of their portfolios in critical areas like central London. We are going to be discussing the impact on housing benefit caps in central London and the Crown Estate sell-offs in central London. I think there has to be a consistent picture on this front.

I will just park that issue. The final issue is actually consumer regulation. Where do tenants go to make their complaints and there are plenty there? I just want to be clear so that, as Assembly Members - and we get it through our constituency business - we know where to go.

Richard Blakeway (Mayoral Adviser on Housing): The details have got to be worked through on this and I think formal announcements have got to be made. The Housing Minister is certainly looking at how local politicians can be empowered, whether those are councillors,

MPs or, indeed, Assembly Members, to refer complaints. Clearly we retain the ombudsman as well around housing management.

Murad Qureshi (AM): I would just make one point. At least with a council tenant you can go to a councillor, but I am not sure where a housing association tenant goes. In this new world, I suspect they will be making their way to us.

Steve O'Connell (AM): On the subject that Mike was pursuing about structure and powers, what thoughts have you got around devolving or increasing the powers of the Assembly around scrutiny in the new world?

Richard Blakeway (Mayoral Adviser on Housing): Certainly, the aim would be to increase the scrutiny and indeed that is one of the anomalies, if you like, of the current arrangements. There would obviously be the potential to increase scrutiny around the Mayor's Housing Strategy and the progress of that. I am just going back slightly; it has been worked through but clearly it is part of the thinking.

Steve O'Connell (AM): So this is something that we can continue to have conversations about. One example would be extending the possibility of scrutiny to the Assembly around Mayoral decisions on very large applications. That is the sort of thing that you might be considering, without pinning you down, in the future?

Richard Blakeway (Mayoral Adviser on Housing): That has not been specifically looked at but clearly the role of the Assembly is being looked at.

Nicky Gavron (AM): You talked about levers and about your optimism about new flexibility and new innovative ways of delivering housing in the future. I have seen somewhere that tax incremental financing (TIF) is at last being considered. Could you shed any light on this? What form of TIF would it be and how would you use it to help social housing?

David Lunts (London Regional Director, HCA): I am not sure that I can shed a great deal of light to be honest, Nicky. I think beyond the announcement that I think the Deputy Prime Minister made a couple of weeks ago, I do not think there is much, if any, detail that has followed that. So I think we are anticipating a post-CSR announcement or consultation of some sort. I simply do not know the answer to that.

We do know that the current Government is very clearly committed to things like the New Homes Bonus, which I suspect is not going to be an equivalent of TIF because it is probably going to be shorter term. Perhaps the revenue streams will not amount to enough to secure the kind of capital investment that TIFs are looking to do for infrastructure. So I am afraid I am not in a position to really shed much detail on that at all.

Nicky Gavron (AM): Can I ask you to look into that because think there is potential there? A New Homes Bonus is top-slicing where this would not be.

David Lunts (London Regional Director, HCA): Yes. Well certainly we await the further announcement or the further detail with some interest. I suspect in terms of the delivery of housing, it may or may not be the case that TIF is particularly relevant. I suspect that there are some investment models that potentially could deliver more homes in London that would not require TIF-style models.

Nicky Gavron (AM): Why?

David Lunts (London Regional Director, HCA): I think housing is a clearly understood and valuable asset in its own right. I think TIFs could be potentially useful, but I think it may well be that there could be other announcements in terms of wider housing policy that could lend some sense of potential around investment-driven models. We will just have to wait and see.

108/2010 – Families in Housing Need

How have the prospects for families in housing need improved since the current Mayoralty began?

Richard Blakeway (Mayoral Adviser on Housing): They have increased significantly. The Mayor is currently delivering on targets to deliver the largest proportion of family-sized social rented homes in the last decade at a target of 42%. I will just give you a very quick piece on numbers. If you look at the delivery so far over the last two years of this investment round, 9,942 family-sized social rented homes have been delivered. That compares with the two years of the previous investment round where it was 3,557, which represents an 80% increase.

So there is significantly more, but also the work that we are doing on under-occupation; the work that we are doing for low cost home ownership opportunities for families; the work that we are doing around refurbishment and adaptation of existing homes all helps to tackle overcrowding.

Steve O'Connell (AM): Clearly there is some good news here so far and I am sure we will agree that for there is a need, and I know that Andrew has done lots of work on this, for family-sized homes as well as other homes for other people. A couple of points I would like to pursue really: first of all, is around the London Housing Company which clearly you will know is close to my heart from the Croydon model. Can you give us an update on the progress of the development of this model pan-London?

Richard Blakeway (Mayoral Adviser on Housing): The LDA issued a prior invitation notice over the summer. They had 86 expressions of interest in the model. They have announced three sites: Silvertown Way, Parcel Force and South Dagenham East and Gallions to go into it. There will be a report to the HCA London Board in November on progress. I think the important thing to say about it is post-CSR we have got to be a lot cleverer with the cash that we have got and we have got to utilise our existing assets.

I think mechanisms which are seeking to bring forward land - particularly public land - is exactly the sort of direction we need to go in because, as I say, whatever happens in the settlement we have got to be a lot smarter with the money.

Steve O'Connell (AM): Another subject I am very interested in is the Private Rental Sector Initiative and I would be interested to see what sorts of developments have been made and how we have been progressing that in London.

David Lunts (London Regional Director, HCA): We have done our first private rented sector deal actually which was a package of sites that Berkeley Homes brought to the agency through the kick-start programme a few months ago. There are half a dozen sites in London and a number of sites elsewhere in the South East. This is a rental model - it is not exclusively rental - it is a mix of traditional affordable housing, market sale and market rent.

The HCA, with the agreement of the HCA London Board, took the view that we would put some funding into that as an equity stake. So we have taken a 15% interest in that rental portfolio and we will get that 15% back with a return within the next five years. So we have done the first one of those and Berkeley Homes are so pleased with that that they are now thinking about finding another 500 homes; most of which I suspect will be in London to extend that model.

So we have done one deal with a house builder. I think what we are now looking to do, as Richard suggested, is to see whether with HCA land in London, and perhaps LDA in London, we can extend that model more widely - possibly to housing associations; possibly to other private sector organisations - and start to see this emerge as a long-term way of delivering more housing, both in the market sector and – where I think the real challenge for us is in - the sub-market sector.

Steve O'Connell (AM): I think it is a model that we would all support.

Dee Doocey (Chair): Thank you very much indeed. That is the end of questions. I would like to thank you both very much for your attendance and for answering our questions today.

This page is intentionally left blank

GREATERLONDONAUTHORITY LONDONASSEMBLY

PRIORITY ORDER PAPER

Subject: Question and Answer Session: Metropolitan Police Authority and Metropolitan Police Service

Report number: 4(a)

Report to: London Assembly

Date: 10/11/10

Report of: Executive Director of Secretariat

It is requested that questions not asked or answered during the meeting be given a written response by Monday 15 November 2010

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Confidence of Londoners

Question No: 171 / 2010

Joanne McCartney

How will you maintain the confidence of Londoners that you can provide an effective and responsive police service in the face of drastic cuts to police funding?"

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

The future of Borough policing and Safer Neighbourhood Teams

Question No: 170 / 2010

Caroline Pidgeon

How do you envisage the future of Borough policing and Safer Neighbourhood Teams?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

More for Less

Question No: 151 / 2010

James Cleverly

What examples can the MPA and MPS give of where they have managed, or are aiming, to do more for less?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Evidence based review of resource allocation

Question No: 109 / 2010

Darren Johnson

Given the historical growth of the Metropolitan Police budget and the expected reductions in government grant, are you undertaking a comprehensive review of the allocation of resources to all teams and departments, looking at the evidence of growth patterns, crime rates and performance statistics, to determine where reductions can be made?

Questions for Written Answer

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Safer Neighbourhood Teams (1)

Question No: 110 / 2010

Jenny Jones

Could you provide the figures for the number of police sergeants, police constables and police community support officers currently in Safer Neighbourhood Teams, the level of vacancies for each role, and the expected date by which those vacancies will be filled, broken down by borough? Please indicate which wards do not currently have the 1 sergeant 2 constables and 3 PCSOs in place.

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Safer Neighbourhood Teams (2)

Question No: 111 / 2010

Jenny Jones

Can you provide an overall cost for the provision of safer neighbourhood teams to every ward in London by the Metropolitan Police in 2010-11?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Safer Neighbourhood Teams (3)

Question No: 112 / 2010

Jenny Jones

Are any of the ward SNT costs covered by local authorities?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Safer Neighbourhood Teams (4)

Question No: 113 / 2010

Jenny Jones

How many additional neighbourhood or town centre teams (additional to the SNT in every ward) have been provided in 2010-11, and at what cost?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Community policing

Question No: 114 / 2010

Jenny Jones

225 Officers and 290 PCSOs have been provided by local authorities in London in 2010-11. How do they fit into the community policing structure?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Police recruitment and training

Question No: 115 / 2010

Jenny Jones

How many new officers have been brought into the force in 2010-11 and what was the training cost for these officers? Please also provide the same figures for 2009-10 and 2008-9.

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Non-operational cars for Senior Met officers

Question No: 116 / 2010

Jenny Jones

What is the budget for non-operational cars and drivers for Senior Metropolitan Police officers in 2010-11, and what was the budget in 2009-10?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Comprehensive Spending Review (1)

Question No: 117 / 2010

Joanne McCartney

How much funding for London's policing is being cut as a result of the CSR? How will the announcements in the CSR affect London's policing?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Comprehensive Spending Review (2)

Question No: 118 / 2010

Joanne McCartney

How will frontline policing change as a result of the CSR announcements?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Frontline Policing

Question No: 119 / 2010

Joanne McCartney

What is your definition of front-line policing?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Specific Grants

Question No: 120 / 2010

Joanne McCartney

Approximately 10% of the Metropolitan Police Service's total budget comes from specific grants. What indication have you had from government as to which grants are under review, are likely/will be cut or have been cut? Please give full details of the grants affected.

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Specialist Policing Services (1)

Question No: 121 / 2010

Joanne McCartney

Sir Hugh Orde (ACPO President) has publically stated that the pressure to maintain officers on the streets will result in specialist services facing more cuts that other policing services:

- Do you agree with this assessment?
- Which MPS specialist policing services will face reductions in resources; in particular where is the MPS planning to make above average cuts?
- Is the future of any specialist department under threat?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Specialist Policing Services (2)

Question No: 122 / 2010

Joanne McCartney

Will any specialist services, such as child protection or counter-terrorism, be ring-fenced and protected from funding cuts?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (1)

Question No: 123 / 2010

Joanne McCartney

Do you expect to reduce the number of police officers and PCSOs attached to safer neighbourhood teams across London?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (2)

Question No: 124 / 2010

Joanne McCartney

Will you commit to full public consultation over any plans to change the make-up of safer neighbourhood teams?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (3)

Question No: 125 / 2010

Joanne McCartney

How many safer neighbourhood teams are not up to full complement? Please list by London Borough/ward?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (4)

Question No: 126 / 2010

Joanne McCartney

How many Sergeants, PCs and PCSOs are currently working in safer neighbourhood teams?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (5)

Question No: 127 / 2010

Joanne McCartney

How many Sergeants, PCs and PCSOs would be working in London's safer neighbourhood teams if they were all at full strength?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Safer Neighbourhood Teams (6)

Question No: 128 / 2010

Joanne McCartney

How many abstractions and for what period have been made from safer neighbourhood teams over the past 12 months?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Public Confidence

Question No: 129 / 2010

Joanne McCartney

How do you plan to measure public confidence in policing now that confidence targets have been scrapped?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Police Estate (1)

Question No: 130 / 2010

Joanne McCartney

The Commissioner has stated that the MPS were looking at rationalising its police estate, in particular out of date Victorian buildings that were unfit for purpose. In rationalising the police estate will you keep the Mayor's promise not to close any police stations until comparable front counters are opened nearby?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Police Estate (2)

Question No: 131 / 2010

Joanne McCartney

Other than police stations which other MPS land/buildings have been or are planned to be earmarked for disposal? How much value and over what time period do the MPS believe they can realise?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Knife Enabled Robberies

Question No: 132 / 2010

Joanne McCartney

There has been a worrying rise in the number of knife enabled robberies in London. What action has the MPS taken to combat this increase?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Youth Justice Board

Question No: 133 / 2010

Joanne McCartney

What concerns do you have, if any, regarding the decision to scrap the Youth Justice Board?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Security Industry Authority

Question No: 134 / 2010

Joanne McCartney

What concerns do you have, if any, regarding the decision to scrap the Security Industry Authority?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Gaps in Provision

Question No: 135 / 2010

Joanne McCartney

At the full MPA meeting on 30 September 2010 the Commissioner stated that: "Sometimes we move into gaps in the market and that, on occasion, has been to the detriment of what is our prime purpose in policing and our prime purpose is to safe life, prevent crime, detect crime and Queen's peace."

What gaps has the MPS moved into that have been to the detriment of policing, and when is the MPS planning to withdraw from them?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Police Presence on new bus

Question No: 136 / 2010

Joanne McCartney

It would appear that for the hop-on, hop-off platform at the rear of the 'new routemaster' to be able to operate it will need uniformed personnel to be present. Have the MPS had any

discussions with TfL about police officers/PCSOs working on the new bus to assist passengers with boarding and alighting or safe-guarding the rear platform? Please give details of any discussions held so far.

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Partner Funding of Police Officers (1)

Question No: 137 / 2010

Joanne McCartney

How many Boroughs have indicated that they want/may have to pull out of financing police officers? Please list which Boroughs have so indicated and how many police officer/PCSO posts and at what rank this affects?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Partner Funding of Police Officers (2)

Question No: 138 / 2010

Joanne McCartney

What is the MPS doing to persuade partners to continue funding police officers/PCSOs?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Policing Cuts

Question No: 139 / 2010

Joanne McCartney

HMIC (Her Majesty's Inspectorate of Constabulary) has recently stated that cuts to policing budgets beyond 12% is likely to lead to fewer police on the streets and fewer officers able to respond to emergency and non-emergency calls. Do you agree with this assessment?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

ACPO Officers

Question No: 140 / 2010

Joanne McCartney

Are you planning to reduce the number of ACPO ranked officers in the MPS?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

BOCUs

Question No: 141 / 2010

Joanne McCartney

What savings have you indicated that Borough Command Units will have to make in the next financial year? How many police officers and PCSOs do the MPS expect to recruit in the next 2 years?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Metropolitan Special Constabulary

Question No: 142 / 2010

Joanne McCartney

The MSC programme is funded in part by TfL (£2.9M) and a Home Office Olympic Grant

(£6.1M). Are these grants secure, under review or have they been cut?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Police Officer Ranks

Question No: 143 / 2010

Joanne McCartney

Is the MPS considering scrapping any police officer ranks, such as Chief Inspector or Deputy Chief Inspector as a recent press report has suggested?

Sir Paul Stephenson (Commissioner, MPS)
Police Officers Travelling in Uniform

Question No: 144 / 2010

Joanne McCartney

Do you believe that police officers "now don't like to travel in uniform because they don't want to be identified..", as stated by the Deputy Mayor for Policing whilst giving evidence to the Home Affairs Select Committee?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Ministry of Justice Plans

Question No: 145 / 2010

Joanne McCartney

Does the MPS have any concerns about plans to reduce prisons' capacity?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Crown Prosecution Service Cuts

Question No: 146 / 2010

Joanne McCartney

Have the CPS indicated what effect cuts to their budgets will have on police liaison, assistance and processing individuals arrested through the court system? Please give details of any concerns and planned work to deal with any issues.

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
London Borough 'Mergers'

Question No: 147 / 2010

Joanne McCartney

The MPS Vision Framework states that "...we may explore opportunities to reduce costs in response to any changes local authorities may make to their administrative structures." 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. Is the MPS therefore to consider providing police services to these three Boroughs on the same basis?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Decreasing Crime

Question No: 148 / 2010

Victoria Borwick

Given that you're now 2 years into a 4 year crime strategy, what have you learned so far that will help you deliver lower crime in the future?"

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Crime Strategy

Question No: 149 / 2010

Steve O'Connell

To protect Londoners we must ensure that the Metropolitan police offer a good and reliable service, and that we have preventative and rehabilitative initiatives in place, rather than simply focus on police numbers. What has the Met done in the last two years and what does it intend to do to keep London safe?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Reduced Sentencing

Question No: 150 / 2010

Tony Arbour

What will be the effect of the proposed changes to the Criminal Justice system, with regards to sentencing and prisons, to London; and how will the various MPA initiatives created since 2008 help to protect Londoners?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Domestic Violence

Question No: 152 / 2010

Richard Tracey

There have been recent claims implying that there has been a cut in domestic violence funding in London. How many more resources have been put into issues relating to violence against women since 2008?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Mounted Unit stables

Question No: 153 / 2010

Brian Coleman

Are there any plans in regard to the future of the operational Mounted Unit stables in West Hampstead?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Metropolitan Police Traffic Garages

Question No: 154 / 2010

Brian Coleman

Are there any plans in regard to the future of the Metropolitan Police Traffic Garages in North

Finchley?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Hendon Police College

Question No: 155 / 2010

Brian Coleman

In light of plans for wide-scale changes to the Metropolitan Police's system of recruitment, what is the future of Hendon Police College?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Olympics

Question No: 156 / 2010

Andrew Boff

How much of the £838m set aside for security and policing at the Olympics has already been spent? Do you anticipate that the final cost of Olympic security and policing will be on budget?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
ASBOs & prostitution

Question No: 157 / 2010

Andrew Boff

Boris Johnson, the "elected police commissioner", has agreed to stop putting those involved in prostitution-related offences up online. What actions are the Metropolitan police taking to implement this change?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Youth Crime Initiatives

Question No: 158 / 2010

Andrew Boff

What initiatives have been introduced under Boris Johnson to tackle youth crime? How do you think these will fare in the long term in comparison to initiatives under the previous administration?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Entrance exams

Question No: 159 / 2010

Tony Arbour

With the announced changes to health and safety rules and the removal of many guidelines and targets, police will hopefully once again be allowed to use their initiative. Should we be aiming to raise the standard of the police entrance exams to ensure they have the strong verbal and numerical skills necessary?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Sentencing (1)

Question No: 160 / 2010

Tony Arbour

Having arrested a criminal and brought them to justice, isn't it demoralising for police to find that the option of custodial sentencing has been removed?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Sentencing (2)

Question No: 161 / 2010

Tony Arbour

What kind of message are we sending out to criminals and victims of crime, each time a criminal avoids a jail sentence? Won't the reduction in custodial sentencing encourage crime? How will the news - that plans for a new 1,500-place prison have been deferred and that custodial sentencing will be reduced - affect crime in the capital?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Sentencing (3)

Question No: 162 / 2010

Tony Arbour

What evidence is there that crime will be reduced following the planned changes to sentencing and prison spaces (as referred to in Q161/2010 above)?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Alcohol laws

Question No: 163 / 2010

Tony Arbour

What is the Metropolitan police's response to the coalition government's new stance to tackling problem drinking? What actions do the Metropolitan Police hope councils will take with their newly enhanced powers?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Removal of ASBOs

Question No: 164 / 2010

Tony Arbour

What can realistically be done to tackle anti-social behaviour? What changes in the Metropolitan police approach should we expect to see in the coming year?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)
Two Tier crime recording

Question No: 165 / 2010

James Cleverly

Boris Johnson wrote in response to my question - on introducing two-tier crime recording (as proposed by the Flanagan Report) to free up police time - that "We need our police on the streets and therefore fully support a two-tier approach". What have the Metropolitan police done in response to this?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Targets (1)

Question No: 166 / 2010

James Cleverly

The coalition Government is set on scrapping targets including the confidence target. However I am aware that the MPS feels that confidence both can and should be measured. I think many people doubt both of these. When austerity changes need to be made, is it worth investing police time and public money to measure this in the present time?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Targets (2)

Question No: 167 / 2010

James Cleverly

When targets have been shown, time and again, to create perverse incentives, can we assure Londoners that it will remove as many bureaucracy-creating targets as possible?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Sickness Leave

Question No: 168 / 2010

James Cleverly

What are we actively doing to reduce the amount of sickness leave and absence due to restricted or recuperative duties? How have the figures changed in the last four years?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Inefficiencies & Risk

Question No: 169 / 2010

James Cleverly

When police are scared to not react to calls involving cases such as a child is simply refusing to go to school, what is the Metropolitan police actively doing to remove these kinds of inefficiencies in the MPS?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

FOI Requests

Question No: 172 / 2010

Richard Barnbrook

We have been both surprised and alarmed at the response to no less than three FOI requests to the Metropolitan Police. Each case was a violent incident, and the FOI request was for police to issue a description of the attackers: the response stated that "to issue a description of the perpetrators would not be in the public interest".

This reasoning defies logic - how can it be in the public interest not to disclose details of a person or a gang perpetrating violence? How can the Met be protecting the public by leaving residents of a given area at risk from criminals they are purposely denied details of?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Licensing

Question No: 187 / 2010

Valerie Shawcross

What representations have the MPS made to Government of the issue of reform of Licensing laws? What would be a desirable direction of change concerning licensing laws?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Mitcham Town Centre

Question No: 188 / 2010

Valerie Shawcross

Councillors for Figges Marsh in Mitcham are concerned that there should be a front counter SNT facility in Mitcham Town centre as the current facilities are in a quiet and less accessible area. Will you consider moving a SNT desk into the centre of Mitcham?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Streatham Police Station

Question No: 189 / 2010

Valerie Shawcross

Are you satisfied with the working conditions endured by Police and staff at Streatham Police station? When do the MPS intend to tackle this problem?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Specials

Question No: 190 / 2010

Valerie Shawcross

What arrangements are in place to provide changing and locker facilities for the growing number of police specials in London?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Women in Custody

Question No: 191 / 2010

Valerie Shawcross

What policy does the MPS have with regards to holding breastfeeding mothers in police custody?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Custody facilities

Question No: 192 / 2010

Valerie Shawcross

Please list the Police stations where Immigration detainees may be held for up to one week? Which of these facilities does not have showers for the use of detainees?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Volunteer Custody visitors

Question No: 193 / 2010

Valerie Shawcross

What is the ethnic breakdown of the current active list of Custody volunteers in London?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Taser use

Question No: 194 / 2010

Valerie Shawcross

What is the MPS policy and practice concerning the medical treatment of persons who have been arrested using tasers?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Police Numbers

Question No: 195 / 2010

John Biggs

What additional reductions in police officer strength are programmed for this year? And how many posts do you anticipate losing through the current recruitment freeze, during this year and for the following year?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

PCSOs

Question No: 196 / 2010

John Biggs

What reductions in PCSO strength are programmed for this year? And how many posts do you anticipate losing through the current recruitment freeze, during this year and for the following year?

Kit Malthouse (Chair, MPA) and Sir Paul Stephenson (Commissioner, MPS)

Squatting

Question No: 197 / 2010

John Biggs

How many incidents of squatting in police owned properties have occurred in the past two years? Where were these?

PRIORITY ORDER PAPER

Subject: Functional Body Question Time: London Development Agency

Report number: 4(b)

Report to: London Assembly

Date: 10/11/10

Report of: Executive Director of Secretariat

It is requested that questions not asked or answered during the meeting be given a written response by Monday 15 November 2010

Harvey McGrath (Chairman, LDA), Peter Rogers (Chief Executive, LDA) and Sir Simon Milton (Deputy Mayor and Chief of Staff, GLA)

Grant Reductions

Question No: 180 / 2010

Len Duvall

What impact will the draconian grant reductions and impending abolition have on the ability of City Hall to oversee, initiate or promote the functions of the LDA and will any large scale regeneration project be possible following these changes?

Harvey McGrath (Chairman, LDA), Peter Rogers (Chief Executive, LDA) and Sir Simon Milton (Deputy Mayor and Chief of Staff, GLA)

Future Activities

Question No: 201 / 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?

Harvey McGrath (Chairman, LDA), Peter Rogers (Chief Executive, LDA) and Sir Simon Milton (Deputy Mayor and Chief of Staff, GLA)

LDA Transition

Question No: 181 / 2010

Tony Arbour

What preparations have the LDA made for the transition into the GLA?

Harvey McGrath (Chairman, LDA), Peter Rogers (Chief Executive, LDA) and Sir Simon Milton (Deputy Mayor and Chief of Staff, GLA)

Climate change

Question No: 173 / 2010

Jenny Jones

What is the future of the LDA's programme and function to mitigate and adapt to climate change in London?

Questions for Written Answer

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Spatial Investment Strategy

Question No: 174 / 2010

Joanne McCartney

Does London have a clear strategy for spatial investment in economic development and regeneration? If so where can I find it, or is it confined to the London Plan?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

GLA Functions

Question No: 175 / 2010

Joanne McCartney

Are there any plans to relocate GLA family activities/offices to outer London Boroughs?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

LDA Funding

Question No: 176 / 2010

Joanne McCartney

What are the implications to London of the drastic cuts announced to LDA funding?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Green Enterprise District

Question No: 177 / 2010

Joanne McCartney

The North London Strategic Alliance has suggested in its response to the Mayor's Economic Development Strategy earlier this year that the Boroughs of Enfield, Haringey & Waltham Forest would "welcome a full discussion on its inclusion as a Green Enterprise District." Has/will the LDA engage with these Boroughs to take this proposal further?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Spending in Greenwich

Question No: 182 / 2010

Len Duvall

Please outline in detail the current spending commitments of the LDA to programmes in Greenwich, including the proportion of funds that go to Greenwich through Londonwide LDA programmes.

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Spending in Greenwich 2

Question No: 183 / 2010

Len Duvall

What proportion (as an average percentage) of the current spending commitments of the LDA to programmes in Greenwich, including the proportion of funds that go to Greenwich through Londonwide LDA programmes do you expect to be retained in 2011/2012?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Spending in Lewisham

Question No: 184 / 2010

Len Duvall

Please outline in detail the current spending commitments of the LDA to programmes in Lewisham, including the proportion of funds that go to Lewisham through Londonwide LDA programmes.

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

Spending in Lewisham 2

Question No: 185 / 2010

Len Duvall

What proportion (as an average percentage) of the current spending commitments of the LDA to programmes in Lewisham, including the proportion of funds that go to Lewisham through Londonwide LDA programmes, do you expect to be retained in 2011/2012?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)

LDA Funding

Question No: 186 / 2010

Len Duvall

Please list 2010/2011 LDA funding programme-by-programme and forecasted 2011/2012

funding for the same programmes (presumably administered by the GLA) .

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)
Exit liabilities

Question No: 198 / 2010

John Biggs

Can you summarise, as a list with current liabiliy for each of the next three years, all projects and other continuing liabilities for the agency?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)
Mayoral Directions

Question No: 199 / 2010

John Biggs

Can you list the projects funded by the LDA on a Mayoral direction and the amount budgeted, for each of the next three years?

Harvey McGrath (Chairman, LDA) and Peter Rogers (Chief Executive, LDA)
Early Termination

Question No: 200 / 2010

John Biggs

Can you list projects you propose to close early or have given notice of early termination to, in the past year?

Subject: Petition

Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	**Date: 10 November 2010**
This report will be considered in public	

1. Summary

1.1 This report sets out details of a petition to be presented at this meeting by an Assembly Member.

2. Recommendation

2.1 **The Assembly is recommended to note the petition listed at paragraph 4 of the report and to decide whether to refer the petition, and if so where to, and to seek a response to the points raised.**

3. Background

3.1 Standing Orders 3.18 to 3.19 make provision for the presentation of petitions by an Assembly Member at an ordinary meeting of the Assembly.

A petition to be presented must –

(a) Be addressed to the Mayor, the Assembly, a Functional Body (as the case may be);

(b) Clearly indicate the name, address and contact telephone number of the person organising the petition, or where the petition was organised on the internet, its data controller;

(c) Be presented in the form of printed sheets, each of which includes the "prayer" of the petition (the "prayer" is the formal request or other subject matter of the petition) or, if the petition was organised on the internet, clearly demonstrate that internet users who subscribed to the petition knew what the prayer was;

(d) Include each petitioner's legible name and address, as well as their signatures or, where the petition was organised on the internet, their names and email addresses;

(e) Indicate the total number of manual or electronic signatories to the petition; and

(f) Refer to matters within the responsibilities of the Mayor, the London Assembly or the functional bodies, or to matters of importance to Greater London.

3.2 Notice of the intention to present a petition at an Assembly meeting must be given to the Executive Director of the Secretariat by no later than six clear working days before that meeting.

3.3 Under Standing Orders the Member presenting the petition will read out the prayer of the petition (but not the signatories). The Assembly will not debate the petition. If the Assembly agrees without debate, the petition will be forwarded to the Mayor, Functional Body, relevant committee or other organisation with a request for a response to the points made by the petitioner. The response received will be reported to the Assembly for information and forwarded to the petition's organiser. The petition and the response received will be published in the appropriate Assembly Minutes.

4. Petition to be presented

4.1 Notice of the following petition has been received:

4.2 A petition, received by **Len Duvall AM**, is to be presented to the London Assembly, in accordance with Standing Orders 3.18 to 3.19, saying:

"We the undersigned, call upon Mayor of London, Boris Johnson, to reverse his decision to remove the pedestrian crossing on Lewisham Way, the effect of which would be to make crossing to St. John's Train Station and St. John's Medical Centre more hazardous to pedestrians."

The petition has 673 signatories.

The contact persons for this petition are: Cllr Vicky Foxcroft, 87 Barriedale Rd, New Cross, London, SE14 6RP and Cllr Vincent Davis, Flat 4, 74 Wickham Road, Brockley, London, SE4 1LS.

5. Legal Implications

5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no financial implications directly arising from this report.

List of appendices to this report: None.

Local Government (Access to Information) Act 1985
List of Background Papers: None.

Contact Officer:	Rebecca Arnold, Committee Services Manager
Telephone:	020 7983 4421
E-mail:	rebecca.arnold@london.gov.uk

GREATERLONDONAUTHORITY LONDONASSEMBLY

Subject: Petition Update

Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	**Date: 10 November 2010**
This report will be considered in public	

1. Summary

1.1 The Assembly is asked to note the response received to a petition presented at a recent Assembly meeting.

2. Recommendation

2.1 **The Assembly is recommended to note the response received to a petition presented at a recent Assembly meeting.**

3. Background

3.1 In accordance with the procedure set out in the Authority's Standing Orders, Assembly Members may present petitions to the Assembly concerning any matter within the responsibilities of the Mayor of London, the London Assembly or the Functional Bodies, or otherwise of importance to Londoners.

3.2 Any responses received are reported to the Assembly for information.

3.3 Set out at **Appendix 1** is the response received to a petition presented at a recent Assembly meeting.

4. Issues for Consideration

4.1 Appendix 1 lists the date upon which the response was received and includes a short summary of the response given. Copies of full responses are available from Secretariat (contact details at end of report).

5. Legal Implications

5.1 By virtue of sections 59, 34 and 53 of the GLA Act 1999 (as amended), the Assembly has the power to do what is recommended in this report.

6. Financial Implications

6.1 There are no direct finance implications arising from this report

---

List of appendices to this report:

Appendix 1 – Response received to a petition presented to a recent Assembly Meeting

Local Government (Access to Information) Act 1985 List of Background Papers: None.	
Contact Officer: Telephone: E-mail:	Rebecca Arnold, Committee Services Manager 020 7983 4421 rebecca.arnold@london.gov.uk

Appendix 1

Summary of Response Received to Petition Presented at a Recent Assembly Meeting

Petition submitted on 8 September 2010 (Plenary)

1. **Brian Coleman AM** presented a petition with the following prayer:

"We, the undersigned, call upon Boris Johnson and the London Assembly to ban petrol-run blowers and pole chainsaws from all local authority use on air pollution and public health and safety grounds.

We call for the replacement of petrol vehicles and petrol-run gardening tools with electric versions or traditional methods in all of London's recreational spaces.

Petrol engines out of parks, please! The need for fresh air and peace has never been greater…"

The Mayor sent a written response on 21 October 2010 saying:

"Authorities in London have a responsibility to keep their recreational spaces tidy. I encourage them to use environmentally responsible methods in fulfilling this duty. However, there is little evidence at the moment that petrol-run blowers and chainsaws are having a significant impact on London's environment.

I will keep this matter under review, but I have no current plans to impose restrictions on their use."

This page is intentionally left blank

GREATERLONDONAUTHORITY LONDONASSEMBLY

Subject: Annual Pay Award for the Statutory Officers & Elected Members' Remuneration

Report to: The London Assembly	
Report of: The Head of Paid Service	**Date: 10 November 2010**
This report will be considered in public	

1. Summary

1.1 The Assembly is required to approve any change to terms and conditions of the statutory officers, noting this is a joint decision with the Mayor.

2. Recommendation

2.1 That the Assembly approves (noting that it is a joint decision with Mayor) the Head of Paid Service's proposal to not award any pay increase to three statutory officers, namely the Head of Paid Service, Chief Finance Officer and Monitoring Officer (the Chief Executive, Executive Director of Resources and Executive Director of Communities and Intelligence respectively); and

2.2 That the Assembly notes that, as set out at paragraph 3.4 below, elected Members' salaries for the 2010/11 year will automatically remain at the existing levels, and notes also that, if at any point, the Local Government Employers Organisation advises that the local government staff national pay 2010 settlement is re-opened and if it resulted in a conclusion other than for no change, the Mayor and Assembly would be asked to commission the SSRB to undertake a further review of Members' salaries.

3. Background

3.1 The GLA pay award has mirrored the percentage settlement agreed by the National Joint Council for Local Authorities (NJC) for a number of years. The employers' side have indicated that there will be no pay award for 2010/11 as this is unaffordable and they are not prepared to open further negotiations.

3.2 The Business Management and Administration Committee was consulted by the Head of Paid Service on 21st October 2010 on a proposal to not pay any inflationary pay award to Head of Paid Service staff. BMAC approved the proposal but also confirmed agreement to Unison's proposal to pay 4% to those staff on Grade 3 and below. The Head of Paid Service is giving consideration to this.

3.3 The proposal for the statutory officers is for a 0% pay increase. The Assembly is required to approve any change to terms and conditions of the statutory officers, noting this is a joint decision with the Mayor.

3.4 The decision of the Mayor and Assembly in November 2009 on the recommendations of the Senior Salaries Review Body was that elected Members' remuneration should reflect the local government staff national pay settlement and, if the GLA should depart from the national local government settlement for its own staff, the SSRB to undertake a further review of the up-rating mechanism for elected members.

3.5 The Local Government Employers organisation (LGE) is of the view that the 2010 round of national negotiations has concluded on a no change basis. Accordingly, as in paragraph 3.1 above, elected Members' salaries will automatically remain at the existing levels. If, at any point, the LGE advises that the 2010 settlement is re-opened and if it resulted in a conclusion other than for no change, then the Mayor and Assembly would be asked to commission the SSRB (in accordance with their November 2009 decisions) to undertake a further review of Members' salaries to take effect from 1 April 2010 and until the SSRB report was received and considered they would remain unchanged.

4. Issues for Consideration

4.1 The Head of Paid Service is proposing that the Head of Paid Service, Monitoring Officer and Chief Finance Officer as statutory officers should not be awarded any pay increase. This will be the decision of the Mayor and Assembly. The Mayor has indicated he is minded to agree the Head of Paid Service proposal.

4.2 The Mayor is also minded to direct that his appointments should not receive any pay increase.

5. Legal Implications

5.1 The Mayor and the Assembly acting jointly have the power to determine the terms and conditions (including as to remuneration) of the Authority's statutory officers.

5.2 Section 24 of the GLA Act 1999 (as amended) "GLA Act" provides that the Authority shall pay salaries and expenses to the Mayor and Assembly Members as the Authority (by the Mayor and Assembly acting jointly) shall determine.

6. Financial Implications

6.1 Provision had been made in the 2010-11 budget for a 1 per cent pay award for all staff, and therefore there will be a commensurate underspending (£6,000) in the current year.

List of appendices to this report: None.

Local Government (Access to Information) Act 1985 List of Background Papers: None	
Contact Officer: Telephone: E-mail:	Juliette Carter, Assistant Director HR and OD 0207 983 4194 Juliette.Carter@london.gov.uk

This page is intentionally left blank

GREATERLONDONAUTHORITY LONDONASSEMBLY

Subject: Request for use of Section 60 (1) Powers – Economic Development, Culture, Sport and Tourism Committee

Report to: London Assembly (Plenary)	
Report of: Executive Director of Secretariat	**Date: 10 November 2010**
This report will be considered in public	

1. Summary

1.1 This report requests that the Assembly uses its powers under s.60 (1) of the GLA Act.

2. Recommendation

2.1 **That the Assembly agrees to the request of the Economic Development, Culture, Sport and Tourism Committee to use its powers under Section 60 (1) of the Greater London Authority Act to request that the Mayor responds to the recommendations in the Committee's report, *Legacy United? The legacy of London's Olympic Venues*.**

3. Background

3.1 The Economic Development, Culture, Sport and Tourism Committee agreed the following terms of reference for its review of the role of the Olympic Park Legacy Company on 15 September 2009:

- To examine what lessons can be learned from previous regeneration projects about how to maximise benefits for local communities; and
- To influence decisions regarding the Olympic venues by recommending ways to ensure positive social and economic legacies for local communities from the Olympic Stadium and media centre.

3.2 At its meeting of 19 October 2010, the Committee agreed its final report *Legacy United? The legacy of London's Olympic Venues*[1], which is attached as **Appendix 1**. The Committee also agreed to recommend to the Assembly that it uses its powers under section 60(1) of the Greater London Authority Act to request a response to the report from the Mayor.

[1] http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games/venue-legacy

3.3 The report makes seven recommendations to the Mayor and the Olympic Park Legacy Company, which are summarised below:

Recommendation 1
After 2012 the Olympic Stadium must be used frequently by a high number of visitors, and operate without the need for ongoing public subsidy. In a response to the Committee by the end of January 2011 the Mayor and the Olympic Park Legacy Company should set out how the choices being made about the future operator(s) of the stadium will guarantee this happens.

Recommendation 2
The Olympic Park Legacy Company must ensure the media centre provides a large number of skilled jobs after 2012. Proposals from any industry should be considered, on the condition that they offer this employment legacy. Alongside this, the OPLC should continue to pursue discussions with potential tenants from the creative industries and related sectors, without setting an arbitrary deadline for this activity. In a response to the Committee by the end of January 2011 the Mayor and the OPLC should set out how choices being made about the future tenants of the media centre will guarantee its employment legacy, and how the OPLC will work to promote the media centre to the creative industries.

Recommendation 3
The Olympic Park Legacy Company needs to secure investment in adapting the media centre for legacy use and in enhancing transport connectivity. We recommend that any modest public sector contribution to this should come from the ODA's transformation budget, and if required from remaining contingency funds in the Olympic budget, in the event that this money is available. We ask the Mayor to respond to this proposal by the end of January 2011 and set out initial estimates of funding requirements for this investment.

Recommendation 4
The Olympic Park Legacy Company should include obligations to guarantee community access in any agreements with future venue operators. It should also ensure that physical layout and branding supports community access to the venues, alongside public transport improvements discussed in Recommendation 3. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures, and clarify the extent to which they remain committed to the goal of 90 per cent community usage of sporting facilities.

Recommendation 5
The Olympic Park Legacy Company should set long-term targets for the employment of local residents, previously unemployed people and apprentices at the 2012 venues, and include obligations to implement these in any agreements with venue operators. The OPLC should also identify training needs for local people to compete for jobs on the Olympic Park, work with funders and providers to ensure these are met, and oblige venue operators to participate in skills initiatives. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures.

Recommendation 6
The Olympic Park Legacy Company should implement procurement initiatives that support local businesses to win contracts at the Olympic Park, including the use of CompeteFor to all post-2012 tender opportunities at the park. Agreements with venue operators should oblige them to participate in these initiatives. The OPLC should also explore the potential for social enterprises and community-owned organisations to provide goods and services at the Olympic Park or become involved in managing the venues. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they plan to achieve these goals.

Recommendation 7
The Olympic Park Legacy Company or any successor body should have a clear remit and long-term funding for its programmes. After 2012 it should exercise ongoing oversight of agreements with venue operators, and ensure the strategic co-ordination of activity and development across the whole Olympic Park. In a response to the Committee by the end of April 2011 the Mayor should set out his plans for the remit and funding of the OPLC, for strategic co-ordination of the park, and for oversight of agreements.

4. Issues for Consideration

4.1 Each time an Assembly Committee completes a scrutiny, relevant proposals are sent to all witnesses at whom they are aimed, and responses invited. The Mayor does not always provide a formal response to Committee recommendations and this makes it difficult to establish the impact of the Assembly's work on the Mayor's policies and decisions. With this in mind, the Economic Development, Culture, Sport and Tourism Committee would like to ask the Assembly to use its powers under s.60 (1) of the GLA Act.

5. Legal Implications

5.1 Under Section 60 (1) of the Greater London Authority Act, the Assembly may submit proposals to the Mayor and require a response from him under Section 45(2)(c). Section 45(2)(c) of the GLA Act requires the Mayor to include a response to the proposals submitted under Section 60(1) in his written reports to the Assembly.

6. Financial Implications

6.1 There are no financial implications arising directly from this report.

List of appendices to this report:

Appendix 1 - *Legacy United? The legacy of London's Olympic Venues*

Local Government (Access to Information) Act 1985 List of Background Papers: None	
Contact Officer: Telephone: E-mail:	John Barry 020 7983 4425 john.barry@london.gov.uk

This page is intentionally left blank

LONDONASSEMBLY

Appendix 1

Economic Development, Culture, Sport and Tourism Committee

Legacy United?

The legacy of London's Olympic venues

September 2010

Economic Development, Culture, Sport and Tourism Committee

Legacy United?

The legacy of London's Olympic venues

September 2010

Copyright

Greater London Authority
September 2010

Published by
Greater London Authority
City Hall
The Queen's Walk
More London
London SE1 2AA
www.london.gov.uk

enquiries 020 7983 4100
minicom 020 7983 4458

ISBN 978-1-84781-393-0

This publication is printed on recycled paper

Economic Development, Culture, Sport and Tourism Committee Members

Len Duvall (Chair)	Labour
Dee Doocey (Deputy Chair)	Liberal Democrat
Tony Arbour	Conservative
John Biggs	Labour
Andrew Boff	Conservative
Victoria Borwick	Conservative

On 8 June 2010 the Economic Development, Culture, Sport and Tourism Committee agreed the following terms of reference for this investigation:

- To examine what lessons can be learned from previous regeneration projects about how to maximise benefits for local communities.
- To influence decisions regarding the Olympic venues by recommending ways to ensure positive social and economic legacies for local communities from the Olympic Stadium and media centre.

The Committee would welcome feedback on this report.

For further information contact: Richard Berry on 020 7983 4199 or Richard.Berry@london.gov.uk.

For press enquiries contact Alastair Cowan on 020 7983 4504 or Alastair.Cowan@london.gov.uk.

Contents

	Chair's Foreword	7
	Executive summary	8
1	Introduction	10
2	The Olympic Stadium	15
3	The media centre	32
4	Securing local benefits	46
5	Governance	57
	Appendix 1 Recommendations	63
	Appendix 2 Decision-making bodies	65
	Appendix 3 Appearances before the London Assembly	69
	Appendix 4 Media centre site visit notes	73
	Appendix 5 Views and information	77
	Appendix 6 Orders and translations	78
	Appendix 7 Principles of scrutiny	79

Chair's Foreword

Londoners were promised that securing a legacy was the founding principle on which London's staging of the 2012 Olympic and Paralympic Games would be based. The location of many of the key venues in east London was fundamental to this, as they would help bring about sorely needed regeneration of this part of the city. Our investigation has considered whether the right decisions are being made to ensure this happens.

In a number of ways, our findings are troubling. We remain confident that there is huge potential for the venues, particularly the Olympic Stadium and media centre, to bring a large number of jobs and business opportunities to east London, while generating returns on taxpayers' investment in their construction. However, it is not clear that planning for sustainable legacy uses has been embedded in the decisions that have been made to date.

It was a mistake to design and build the stadium on the basis that it would be reduced dramatically in size after 2012. This plan would secure a legacy for elite athletics, which is important, but is not the best way to regenerate east London or make the stadium financially viable. When London won its bid to stage the Games there should have been an open and thorough analysis of all legacy options for the stadium, which would inform decisions about legacy use. While the Olympic Park Legacy Company has recently set out to do this, it should have happened much earlier.

The Olympic Park media centre has the potential to deliver a fantastic legacy of bringing thousands of jobs to east London, particularly if the vision of a creative industries hub can be achieved. This will not be accomplished overnight, and we must see this as a long-term project. But the media centre's legacy does depend on the Mayor, government and OPLC making firm commitments now. There needs to be investment in adapting the facility and improving public transport.

The legacy of the Games may not begin officially until after the closing ceremony in 2012, but London cannot afford to wait until then before addressing these issues. The Mayor and the OPLC must act on our recommendations to ensure London does not miss out on this unique opportunity.

Len Duvall OBE AM
Chair of the Economic Development, Culture, Sport and Tourism Committee

Executive summary

In this report we examine the legacy potential of the Olympic and Paralympic venues, in particular the Olympic Stadium and the media centre.

The report concerns the physical legacy of the venues, which is one of the many aspects of the 2012 legacy, alongside related issues such as housing, employment, sports participation and transport. We believe that there needs to be an overall vision for the 2012 legacy in east London, and a clear understanding of how different components of the project fit together.

We conclude in this report that for the Olympic Stadium to have a positive impact on regeneration it needs to attract substantial footfall to the park. Furthermore, it should generate revenue – which it has the potential to do – rather than being a drain on taxpayers' money. It is clear that the initial plan for a 25,000-seat stadium to be used primarily for athletics was flawed. We recommend that the Olympic Park Legacy Company (OPLC) needs to prioritise legacy options that guarantee frequent events with a high number of visitors. Unfortunately, for much of the project the Olympic Board and Olympic Delivery Authority (ODA) have not adopted this approach, and have missed opportunities to deliver the most sustainable legacy.

Similarly, the media centre could bring thousands of jobs to the Olympic Park after 2012 if a sustainable legacy use is found. The proposal to establish a creative industries hub at the centre has been endorsed by all key stakeholders and, if it can be achieved, would bring a large number of skilled jobs to the Olympic Park. However, the reductions in scope for the media centre after funding arrangements changed in 2008 mean it may not be as attractive for legacy tenants. There is some suggestion that as a result of financial pressures the OPLC may be moving away from the original vision. We are open to proposals from any industry provided they offer the promised employment legacy, but do believe that the OPLC has to be proactive in engaging potential tenants including those from the creative industries.

Achieving this will require time to discuss options with potential tenants from this sector. It will also require investment in adapting the media centre for this legacy use and upgrading transport connections. There is a trade-off to be negotiated. Quicker returns for the public sector might be achieved if the OPLC opened up the media centre to

all sectors, choosing those that require less extensive adaptations to be made and pay the highest rent. However, we believe the regeneration of east London is better served through a long-term approach that delivers a sustainable use, provides a large number of skilled jobs and stimulates the local economy. This may need further public investment, which should come from the ODA's transformation budget and, if required and available, from remaining contingency funds in the main Olympic budget.

We recommend that a number of other measures are implemented to ensure local communities benefit from the venues legacy, and are involved in delivering the legacy. Community access to the venues should be guaranteed in agreements with venue operators, and encouraged through the branding and physical design of the site. There should be long-term targets for operators to recruit local people, accompanied by training programmes that give people the skills required in the jobs that will be available at the venues. Procurement practices should give opportunities for local business to win contracts, with additional support for small firms to gain access to the tender process, including local non-profit organisations.

In terms of governance, we believe that securing a legacy for the venues requires a lead organisation to attract investment, co-ordinate development and activity across the park, and enforce agreements with venue operators. Two years after the announcement of the OPLC's creation, its future, remit and long-term funding remains unclear. We are at a critical stage in the development of legacy plans. Decisions need to be taken about whether the OPLC is simply to act as a landlord seeking to maximise income from the venues after 2012 or whether it will be a major, long-term force for the regeneration of this part of east London. At the moment it lacks the direction from central Government and the Mayor, and the funding, to act as either.

1 Introduction

1.1 The London Assembly plays a leading role in monitoring the progress of the 2012 Olympic and Paralympic Games. Our work focuses on two overall objectives that policy-makers and organisers must work towards. Firstly, the staging of a safe, successful Games that showcases London to the world in the best possible light. Secondly, the delivery of a sustained legacy from the Games, with long-term social and economic benefits for all Londoners.

1.2 Our work on the first objective includes recent and planned investigations into the Games' transport strategy, the preparedness of the emergency services and the environmental sustainability of the event. For the second objective, the Assembly is currently examining how the legacy commitments will be funded and what the long-term employment and skills benefits from the Games may be, as well as reviewing the Legacy Masterplan Framework for the Olympic Park.

1.3 This investigation by the Economic Development, Culture, Sport and Tourism Committee addressed the legacy objective, considering how one aspect of the Games legacy – the permanent venues in the Olympic Park – can benefit Londoners.

1.4 It has always been clear that a sustainable legacy has been a fundamental objective for London's staging of the Games. As Lord Coe, who led London's bid for the Games and now chairs the organising committee, told the Assembly, *"legacy is enshrined in all our thinking and it is taking place now, not when the Games have been and gone."*[1] The Committee sought to examine whether this stated commitment to legacy is actually being delivered.

The question for this investigation is: how can the venues contribute to the regeneration of east London?

1.5 The primary question for the investigation has been how these sporting and other structures bequeathed to east London after 2012 can contribute to the long-term regeneration of the area, helping to provide a marked improvement in social and economic conditions for people in the communities surrounding the Olympic Park long after the Games.

1.6 The Committee is convinced that there is great potential for the 2012 venues to help enhance the regeneration of east London, which is one

[1] Transcript of the London Assembly plenary meeting, 15 February 2007, page 2. Minutes and transcripts of Assembly meetings are available at http://www.london.gov.uk/who-runs-london/the-london-assembly/meetings/whole-assembly or from the London Assembly secretariat

of the Mayor's key legacy commitments. They can provide new sporting infrastructure and bring visitors to the area, creating new jobs and opportunities for businesses. The recommendations in this report are designed to help ensure this potential is delivered.

1.7 The Olympic Park Legacy Company (OPLC) has the task of discussing options for the venues with potential future tenants or owners. During this investigation the Committee has not sought to replicate that process. We believe the best way for the Committee to add value to the discussion is to examine how the development of the venues can contribute to the wider regeneration of east London. In doing this we hope to influence decisions about the venues being made by the OPLC and its owners, the Mayor and the Government.

We have considered what lessons London can learn from previous regeneration projects

1.8 The Committee's starting point was to consider the experience of previous regeneration projects, focusing mainly on projects that were connected to a major event or involved the construction of sporting stadia. As part of this we commissioned a literature review from Oxford Brookes University, which discussed a number of cases and highlighted the lessons London can learn from past experience.[2]

1.9 The literature review has helped to inform the Committee's approach to the investigation. The final report from the review describes different ways in which venues built for major events (particularly the Olympic and the Commonwealth Games) have been used after the event. However, the key lesson revealed in the review was that decisions on building re-use should not be divorced from wider strategic vision for legacy. A vision for what the event's legacy is intended to achieve is required, and from that point the future use of the venues can be determined, based on how it helps to fulfil that ambition. If this approach is not adopted, the review argues:

> *"…the opportunities for synergies between legacy outcomes and the re-use of venues may be lost and the implications of the decisions taken about re-use not fully considered."*[3]

[2] The findings from the review are being published alongside this report. To download please visit: http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games

[3] *Literature review: Olympic Venues – Regeneration Legacy*, Oxford Brookes University, June 2010

1.10 The Committee has therefore considered the potential contribution of the venues to the wider regeneration of east London, rather than considering them in isolation. We have used the Strategic Regeneration Framework for the Olympic legacy as our starting point in determining how the 2012 Games can enhance east London regeneration. This document was produced by the five host boroughs of the Games and endorsed by the Mayor and the previous Government.[4] It includes a range of commitments around the socio-economic legacy for east London, aimed at achieving 'convergence' in outcomes between east London and the rest of the city. The action plan expected to accompany the framework has not yet been published.[5]

1.11 In conducting the investigation, in June the Committee also met experts and practitioners, who had researched or been involved in previous regeneration projects, to gain further insight into the challenges involved. The next stage of the investigation focused on east London in more detail. The Committee wrote to a number of organisations involved in the regeneration of east London or representing its communities and invited submissions of views about how the Olympic venues could benefit local communities, including boroughs, charities and developers. We invited several of these organisations to the Committee's meeting in July to discuss the issues raised.[6]

1.12 The investigation focused in particular on the Olympic Stadium and the media centre. These two venues were chosen because they have the potential to employ many people after the Games and attract visitors to the Olympic Park, but relative to other venues the legacy plans for both structures are still not finalised, with key decisions still to be made. However, many of the issues we considered during the investigation will be common to all of the permanent venues being constructed on the Olympic Park (see a map of the park on page 14).

1.13 This report begins with successive chapters on the Olympic Stadium and the media centre, which discuss how the different options for

---

[4] *Strategic Regeneration Framework: An Olympic legacy for the host boroughs: Stage 1*, London Boroughs of Hackney, Greenwich, Newham, Tower Hamlets and Waltham Forest, October 2009

[5] Exclusive: Legacy action plan for Olympics delayed, Jamie Carpenter, Regeneration and Renewal, 28 June 2010

[6] Appendix 4 has a full list of guests at Committee meetings and written submissions received.

future uses of these venues could help regenerate the area. In chapter four, specific measures that could be taken to ensure benefits for local communities are discussed. Finally, in chapter five the report discusses issues around the future governance of the venues.

1.14 The findings of this investigation will be complemented by other ongoing work by the London Assembly. In particular, the Planning and Housing Committee is focusing on the physical development of the area in its examination of the latest Legacy Masterplan Framework for the Olympic Park, including plans for the Olympic Village and housing elsewhere on the park. The Budget and Performance Committee is also investigating the implications for the legacy of the financial settlement relating to the LDA's Olympics-related debt and transfer of land to the OPLC.[7]

[7] For further information about these investigations please visit: http://www.london.gov.uk/who-runs-london/the-london-assembly/investigations

Figure 1: Olympic Park (legacy mode)

Source: Olympic Park Legacy Company, September 2010

2 The Olympic Stadium

Key points

- Opportunities to tie the construction of the Olympic Stadium to a sustainable legacy use were missed in the years after London's successful bid to stage the 2012 Games.
- The Olympic Board and Olympic Delivery Authority ceased discussions with some potential tenants early in the project and it is likely this has increased the eventual costs of converting the stadium for its ultimate legacy use.
- The Olympic Stadium still represents a huge opportunity to help stimulate the regeneration of this part of east London.
- Priority should be given to a legacy use which involves continual use, with frequent events attracting high numbers of visitors, to maximise sustainable job opportunities and a return on public investment.

2.1 The Olympic Stadium will be the centrepiece of the 2012 Olympic and Paralympic Games, where the opening and closing ceremonies and the bulk of the athletics competitions will be staged. The stadium is being constructed by Sir Robert McAlpine Ltd, with an estimated final cost of £516 million,[8] and will have a capacity of 80,000 seats during the Games.

2.2 The London Assembly has consistently raised concerns about the legacy plans for the stadium and in summer 2009, four years after London won its bid to stage the Games, the Assembly called for a final decision to be made swiftly.[9] This has not yet happened, although recently the Olympic Park Legacy Company has taken steps to resolve the issue. This chapter recalls the decisions that have been made to date about the stadium, discusses the various options for its legacy and examines which options are likely to have the most positive impact on the regeneration of east London.

[8] *London 2012 Olympic and Paralympic Games: Quarterly Report*, Department for Culture, Media and Sport, July 2010
[9] *Towards a Lasting Legacy: A 2012 Olympic and Paralympic Games Update*, Economic Development, Culture, Sport and Tourism Committee, London Assembly, July 2009

Existing plans for the Olympic Stadium

Athletics legacy plans

London's bid for the Games said the stadium would have a 25,000-seat capacity after 2012

2.3 London's 'candidate file' – its formal bid to stage the 2012 Olympic and Paralympic Games – stated that after the Games, the Olympic Stadium would be converted "to a 25,000-seat multipurpose venue with athletics at its core."[10] This would entail drastically reducing the capacity of the stadium with the removal of 55,000 seats. The stadium would then be used for major athletics events such as international grand prix, as well as smaller events and other sports. After London was awarded the Games, this specification formed the basis of the plan for the stadium that was then developed by the new Olympic Delivery Authority (ODA), the body responsible for the construction of the Olympic venues.

2.4 This plan was confirmed by the Olympic Board in June 2006.[11] The Olympic Board is responsible for the oversight and strategic management of the entire Games project. At this time, its members were:

- Ken Livingstone, then Mayor of London (Co-Chair);
- Tessa Jowell MP, then Minister for the Olympics (Co-Chair);
- Lord Coe, Chair of the London Organising Committee of the Olympic Games and Paralympic Games;
- Lord Moynihan, Chair of the British Olympic Association; and
- Jack Lemley, then Chair of the Olympic Delivery Authority.

2.5 Following the bid commitment for the stadium to have 'athletics at its core', the stadium has been designed and constructed with a permanent athletics track. The lower tier of around 25,000 seats, closest to the athletics track, is a permanent structure. The design of the stadium allows for the higher tiers of seating to be removed. The

[10] *Theme 1: Concept and Legacy*, London 2012, 2005. It should be noted that the commitments contained in London's bid to the International Olympic Committee (IOC) do represent a binding agreement. However, the agreement can be altered, and the IOC's President has stated that the IOC would not oppose removing the athletics facilities from the Olympic Stadium after 2012 if this was the best legacy solution. *IOC reopens 2012 stadium debate*, Matt Slater, www.bbc.co.uk, 30 October 2008

[11] Transcript of London Assembly plenary meeting, 15 November 2006, page 12

stadium roof will also be removed on three sides, leaving only one stand covered.[12]

2.6 This specification differs from stadiums built elsewhere to accommodate athletics and other sports, for instance:

- The City of Manchester Stadium, built for the 2002 Commonwealth Games, was designed to allow for the athletics track to be removed after the Games and replaced with an additional lower tier of seating. This was to meet the requirements of the football club, Manchester City, which had agreed to become the anchor tenant.[13]

- The Stade de France in Paris, built for the 1998 football World Cup, is used for athletics and other sports. It has retractable seating in the lower tier of the stadium, built over a track, so it can be converted for athletics when required. The stadium was used for the 2003 athletics World Championships.[14]

2.7 It is possible to estimate the demand for a grand prix athletics stadium in London, based on the current usage of London's existing facilities. Crystal Palace – located around eight miles from the Olympic Stadium – is used for grand prix and other athletics events in London, with a capacity of 16,800. Although used regularly for small events it is only full for a few days every year.[15] It is reasonable to expect this would also be true of the Olympic Stadium if the original plans were to proceed, although the Olympic Stadium could also hold one-off international athletics events such as the World or European Championships, which both take place every two years.

Crystal Palace athletics stadium is full for only a few days every year

Initial discussions with potential tenants

2.8 There were discussions with potential anchor tenants for the Olympic Stadium from other sports early in the project. However, London's approach can again be contrasted with Manchester's experience with the 2002 Commonwealth Games. There was an agreement before construction began between the city council, the Games organisers

[12] *Olympic Stadium in Legacy: Soft Market Testing Exercise Memorandum of Information,* Olympic Park Legacy Company, March 2010
[13] See *Transforming the City of Manchester Stadium*, Martin Austin, Stephen Burrows, Darren Paine & David Twiss, The Arup Journal, 2, 3003
[14] See *Major sporting events – planning for legacy*, Maureen Taylor & Ian Edmonson, Municipal Engineer 160 (4), December 2007
[15] www.uka.org.uk

In Manchester there was an agreement with the future tenant of the Commonwealth Games stadium before it was built

and Manchester City Football Club that the stadium would be converted for use as Manchester City's new home ground.[16] The club leases the stadium from the council, with an agreement to share the proceeds of ticket sales. No such arrangement was made in London, and it is not clear if this type of agreement was ever discussed with potential Olympic Stadium tenants.

2.9 Before January 2008, the ODA led discussions with potential stadium tenants; after this date the London Development Agency – which owned the Olympic Park and had responsibility for its legacy – took on this role.[17] Discussions took place with football clubs Tottenham Hotspur, Leyton Orient and West Ham United, and rugby union clubs London Irish, London Wasps and Saracens.[18] Of these, Tottenham Hotspur and West Ham United were both already looking to move to new stadiums in east London; both would require a much higher capacity than 25,000, although this would likely be a sufficient capacity for Leyton Orient and the rugby clubs.[19]

2.10 In November 2006, the Chief Executive of the ODA, David Higgins, updated the Assembly on discussions, addressing the possibility of a football tenant:

> *"We are not ruling football out, and that has been very clear. We are very happy to have football, provided it works in a facility which is capable of athletics. That can happen. There have been clubs and organisations, amateur and professional, that have expressed that interest. We are in no detailed negotiations with any major football club at the moment, but we are in discussion with a variety of community groups and sporting associations that may want to use it, including football."*[20]

---

[16] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010. Site visit notes are available at http://www.london.gov.uk/who-runs-london/the-london-assembly/committees/economic-development or from the London Assembly secretariat

[17] Transcript of London Assembly plenary meeting, 8 October 2008, page 4

[18] Transcript of London Assembly plenary meeting, 8 October 2008, page 4; *Olympic stadium centre of UK Athletics' fears*, David Bond, www.telegraph.co.uk, 16 August 2007

[19] Approximate average attendances for these clubs are: Tottenham Hotspur, 36,000; West Ham United, 34,000; Leyton Orient, 5,000; London Irish, 13,000; London Wasps, 17,000; Saracens, 23,000. www.footballgroundguide.com; www.saracens.com

[20] Transcript of London Assembly plenary meeting, 15 November 2006, page 12

2.11 Shortly after this, then Mayor Ken Livingstone confirmed that it was still possible for sports other than athletics to use the stadium, provided they were compatible, but added there was only a limited time for potential football tenants to make proposals:

> *"…the Olympic Board decided that the Olympic Stadium should proceed with an athletics legacy as undertaken in the bid book. If another proposal for the legacy use which was compatible with athletics were to come forward from any source, the Olympic Board would first have to decide whether or not to revisit the decision about the legacy use of the stadium, and, if so, then consider the merits of the proposal. At this stage, though, there is no offer on the table and the window to explore this is closing rapidly."*[21]

2.12 Three months later, in February 2007, the Olympic Board decided that all contact and negotiations with West Ham United – with whom the most advanced discussions had been held – would be terminated.[22] In a statement following the decision the Board stated:

> *"The Board reiterated that the priority was to deliver an Olympic Stadium on time and on budget. The board unanimously decided today, therefore, that it would not be possible to deliver this in collaboration with West Ham, or indeed any other Premier League football club, due to the number of design changes and associated time delays that the West Ham proposal would incur."*[23]

2.13 The full content of the discussions with West Ham United or other potential tenants is not known. Reports suggested that the retention of a permanent athletics track within the stadium, the requirement to provide an additional 400 metre warm-up track, sight lines for spectators and the planned reduction in capacity were among the issues of concern for potential tenants.[24] The reduction in capacity would rule out both West Ham United and Tottenham Hotspur as tenants.

---

[21] Written answer to John Biggs AM, Mayor's Question Time, 15 November 2006 [Question number 2516/2006]
[22] *Meeting summary, 15th Olympic Board meeting,* 7 February 2007. Sir Roy McNulty, Acting Chair of the Olympic Delivery Authority, had replaced Jack Lemley on the Olympic Board by this time.
[23] *Olympic Board statement on the Olympic Stadium*, www.london2012.com, 7 February 2007
[24] *Saracens kick move to London 2012 Olympic Stadium into touch*, Matt Scott, The Guardian, 1 April 2010; Leyton *Orient chairman Hearn brands Olympic Stadium untenable*, www.morethanthegames.co.uk, 1 March 2010

2.14 In October 2008, the London Assembly asked the Chief Executive of the ODA about the failure to secure West Ham United or Tottenham Hotspur as a tenant, and was told that their requirements could not be met alongside the commitment to athletics:

> *"Of course discussions were had for quite a long time with Premiership football clubs. It would require very substantial modifications to this stadium to turn it into a Premiership football venue. They really are not compatible. The field of play for track and field is very different from the field of play for Premiership football. It would require a substantial amount of capital put in by a football club and it would also mean transferring public land into private ownership which would have significant implications in terms of public ownership of the park. A lot of work was done exploring that in 2006 with both Tottenham and West Ham."*[25]

Ongoing discussions

2.15 Despite the previous decisions of the Olympic Board, debate around the Olympic Stadium was initiated again in 2008 when the new Mayor, Boris Johnson, said that all options for its legacy should continue to be explored.[26] Subsequently the Mayor suggested that the stadium could be used as a venue for the 2015 rugby union World Cup, which England is hosting, and the 2018 football World Cup, which England is bidding to host;[27] either would require that the stadium remains at or close to its 80,000-seat capacity after the Olympic and Paralympic Games.

The OPLC decided to re-examine all options for the stadium's legacy in late 2009

2.16 In 2009, the Mayor and the Government established the Olympic Park Legacy Company. The OPLC was given the responsibility for overseeing the legacy use of most of the venues on the Olympic Park, including the Olympic Stadium, taking over this function from the London Development Agency. In October 2009, Baroness Ford, the Chair of the OPLC, told the Economic Development, Culture, Sport and Tourism Committee that it would be re-assessing all of the options for the legacy of the stadium.[28]

---

[25] Transcript of London Assembly plenary meeting, 8 October 2008, page 4
[26] *London 2012 stadium may not have athletics legacy after all*, Matt Scott, www.guardian.co.uk, 21 August 2008
[27] *2012 stadium 'for World Cup bid'*, www.bbc.co.uk, 30 June 2009
[28] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 21 October 2009, pages 3-4. Minutes and transcripts of Committee

2.17 In March 2010, the OPLC launched a 'soft market testing exercise', inviting potential tenants to set out how they could use the stadium. In the Memorandum of Information provided to potential tenants, the OPLC set out five different possible configurations for the stadium, which range in seating capacity from 25,000 to 78,000 seats. Responding organisations were asked to include information on the seating capacity they required, how adaptations would be funded and how London's bid commitments regarding athletics could be met.[29]

2.18 In August 2010, the OPLC followed-up the market testing exercise by formally inviting bids for the long-term lease of the stadium by the end of September 2010.[30] Following this, the OPLC will select a limited number of bidders to enter formal negotiations. In this latest stage of the process, the OPLC has retained the wide range of design options set out previously: for instance, it has not specified that it is focusing on options above a certain capacity. It has also stated that the plan for a 25,000-seat athletics stadium remains the default option if no other viable, value-for-money alternative is proposed. The OPLC has set out the five objectives against which it will judge bids:

- To achieve a viable long-term solution for the Olympic Stadium that is deliverable and provides value for money;
- To secure a partner with the capability to deliver and operate a legacy solution for a venue of the Stadium's size and complexity;
- To re-open the Stadium for operational use as rapidly as possible following the 2012 Games;
- To ensure that the Stadium remains a distinctive physical symbol supporting the economic, physical and social regeneration of the surrounding area;
- To allow flexible usage of the Stadium, accommodating a vibrant programme of events allowing year round access for schools, the local community, the wider public and elite sport.

2.19 In July 2010 the Mayor told the Assembly that the OPLC had received three 'very serious' expressions of interest during the market testing

---

meetings are available at http://www.london.gov.uk/who-runs-london/the-london-assembly/committees/economic-development or from the London Assembly secretariat

[29] *Olympic Stadium in Legacy: Soft Market Testing Exercise Memorandum of Information,* Olympic Park Legacy Company, March 2010

[30] *Olympic Stadium Legacy: Memorandum of Information*, Olympic Park Legacy Company August 2010

exercise,[31] although in a media interview Baroness Ford has stated there are 'a few more' than this.[32] Among the organisations believed to have expressed an interest in the stadium are West Ham United, Saracens, AEG (the live entertainment company which operates the O_2 Arena in Greenwich), LiveNation (the live entertainment company which operates Wembley Arena), Greenwich Leisure Ltd (which operates Crystal Palace National Sports Centre and other leisure facilities across London) and the financial trading firm Intermarket.[33] Details of proposals have not been made public; there is likely to be a mixture of organisations that are seeking to become anchor tenants, to stage occasional events or to manage the venue.

2.20 West Ham United is the only potential anchor tenant to have confirmed details of their bid for the stadium, which is being supported by the London Borough of Newham.[34] The club wants to reduce the capacity to 60,000 seats, while adding new customer facilities. The club would seek to hold music concerts, cricket and athletics events, and also use the stadium to provide educational facilities, a national institute for sport science and medicine, a visitor centre and a sports museum.

2.21 In West Ham United's bid, it is proposed to retain the permanent athletics track at the stadium. It is not known whether or not the club, which has been under new ownership since January 2010, proposed this in its initial discussions with the ODA in 2006. Greenwich Leisure Ltd told the Committee that it would be more cost-effective to upgrade athletics facilities at Crystal Palace than to retain them at the Olympic Stadium.[35]

2.22 From this account of the way legacy plans for the Olympic Stadium were developed, we have to conclude that opportunities to achieve a sustainable legacy have been missed. First of all, the lessons from the 2002 Commonwealth

---

[31] Response to Andrew Boff AM, Mayor's Question Time, 14 July 2010 [2385/2010]
[32] *Exclusive legacy interview with OPLC chiefs*, Paul Norman, www.estatesgazette.com, 26 July 2010
[33] Written submission from London Borough of Newham, June 2010, page 5; Written submission from Greenwich Leisure Ltd, July 2010, page 2; *Saracens kick move to London 2012 Olympic Stadium into touch*, Matt Scott, The Guardian, 1 April 2010; *Post-Olympic interest in stadium is music to the ears*, Adrian Warner, www.bbc.co.uk, 8 June 2010; *Bidding hots up for Olympics site post-2012*, Evening Standard, 25 August 2010
[34] Written submission from London Borough of Newham [2], August 2010
[35] Written submission from Greenwich Leisure Ltd, July 2010, page 2

Games in Manchester about the benefits of advance planning have not been acted upon. Manchester had reached agreement with a future tenant in advance and constructed the stadium to accommodate Games-time and legacy requirements. In London, discussions with potential tenants began later, and are still ongoing now. The Olympic Board ended discussions aimed at recruiting a major football clubs as an anchor tenant in early 2007, only for the Olympic Park Legacy Company to begin pursuing that option again three years later. It may still be feasible to change the legacy plans for the Olympic Stadium or alter its specifications, but it is clearly much harder to do this when designs have been finalised and, indeed, construction is almost complete.

2.23 Secondly, those initial attempts to recruit an anchor tenant to the stadium failed. While there will always an element of risk in this process, the abundance of professional sports clubs that have shown an interest in the stadium – from 2006 to the present day – suggests there is demand for use of the stadium. The failure to reach agreement with any major tenant raises questions about whether there has been sufficient willingness among Olympic Board members to adapt plans for the stadium when required. It is also doubtful whether the Olympic Delivery Authority should ever have been given lead responsibility for recruiting future tenants – which it had during the most crucial period for the project – given that its primary role is to construct the venues, not to develop legacy plans.

2.24 These conclusions do not presuppose that any particular legacy use should be pursued. The Committee welcomes the Olympic Park Legacy Company's decision to re-examine all of the options. In the next section, we consider how the stadium can contribute to the regeneration of east London, with the intention of influencing the final decisions about legacy use.

The Olympic Stadium and regeneration

2.25 The Olympic Park is located in an area of significant deprivation. The Strategic Regeneration Framework for the Olympic legacy published in 2009 states that the five host boroughs of the Games, "account for

the greatest cluster of deprivation in England and Wales."[36] The disparity between this sub-region and the rest of London is greater than any other inter-regional disparities across the country. The framework notes the higher levels of unemployment, violent crime, child obesity, premature death and housing overcrowding in the host boroughs, and lower levels of educational attainment. The regeneration of east London is one of the Mayor's key pledges for the legacy of the Games.

2.26 The new investment and infrastructure associated with London 2012 – including improvements to public transport or the provision of new housing – may help address these issues in a number of ways. In this investigation the Committee has sought to examine what impact the Olympic Stadium could have, and how this impact can be maximised. In doing so we have consulted experts in sporting venues and regeneration, as well as those who own or manage stadia elsewhere. Our goal has been to help ground decisions about the stadium legacy in the wider legacy ambitions for London 2012, rather than to consider the stadium in isolation.

Maximising footfall

2.27 The Strategic Regeneration Framework discusses the Olympic venues predominantly in terms of their potential to bring visitors to the area:

A stadium with high, regular footfall will have the biggest regeneration impact

> *"The Park and the key retained venues must be a significant attraction for the area, acting as a magnet for sports tourism and contributing to the growing east London visitor economy."*[37]

2.28 This corresponds with evidence received by the Committee during this investigation. The same ambition informed Manchester's plans for the 2002 Commonwealth Games. The city council wanted to develop east Manchester as a visitor destination, and located the Games venues there as a way of doing this.[38]

2.29 Dr Larissa Davies of Sheffield Hallam University, who has conducted research into the local impact of new stadia, told the Committee that

---

[36] *Strategic Regeneration Framework: An Olympic legacy for the host boroughs: Stage 1*, London Boroughs of Hackney, Greenwich, Newham, Tower Hamlets and Waltham Forest, October 2009
[37] Ibid.
[38] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010

the size and use of a stadium are important factors in determining visitor levels:

> *"Does the size and the use of the stadium affect what impact it has? I think, yes, definitely... because size and function will determine what you can do with the stadium, how many people are going to use it and how often people are going to use it. All those things relate to footfall and... footfall is very important."*[39]

2.30 Dr Jim Coleman, a consultant who has worked on regeneration projects with a number of local authorities, explained the potential benefits of having a stadium used frequently, in terms of local employment:

> *"...a stadium has to be used regularly for regular events and also, very importantly, a stadium which has a lot of amenities around it or amenities associated with it - conferencing facilities, other visitor attractions, hospitality, et cetera. Where there is a lot of activity and regular activity you are more likely to have full time employment, you are more likely to have longer term employment contracts... Where a stadium is used irregularly there will be a greater reliance, I think, probably on casual, shorter term employment contracts."*[40]

2.31 The different proposals for the legacy of the Olympic Stadium can be assessed on the basis of the number of visitors they are likely to attract. The original plan for an athletics stadium did envisage the stadium being used frequently.[41] However, with a maximum capacity of 25,000 there would have been a relatively small number of spectators. Furthermore, without an anchor tenant there would be no guarantee of regular events.

2.32 The option of retaining the stadium at a high capacity, for instance 50-60,000, would make it more attractive to a Premiership football club, which would be almost certain to attract crowds of up to or above 40,000 people at least 20 times per year. A Premiership rugby

---

[39] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 11
[40] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 4
[41] *London 2012 Olympic Stadium: the 'Living Stadium'*, Olympic Delivery Authority, July 2006

union club would have smaller crowds – last year the average Saracens crowd was 23,000 – and around 15 home games per year.[42]

2.33 The Committee has also considered the possibility of holding music concerts at the stadium. The Committee has heard, however, that competition from other music venues may limit the number of concerts that could be held there. The Chair of Wembley National Stadium – currently London's premier venue for stadium-based concerts – told the Committee that there are a limited number of large concerts in London every year, and that there is already extra capacity to meet the demand for space to hold these concerts.[43]

2.34 It has also been proposed that Twenty20 cricket matches could be staged at the Olympic Stadium, either international games or Essex county games.[44] In 2009 England hosted the Twenty20 world cup, with 17 games played in London. Apart from this one-off event there have been eight senior international matches held in the UK since the start of 2008, none in London.[45] Essex county holds around ten Twenty20 matches every year at their home ground in Chelmsford.[46]

2.35 It is expected that the stadium would be used for a range of different events. For instance, a sporting club could stage home games at the stadium as its anchor tenant, alongside a programme of other sporting or cultural events. Evidence suggests that music, cricket and athletics would most likely be considered an occasional use for the stadium rather than providing a guarantee of regular, large events.

Financial implications

2.36 There will be costs associated with the Olympic Stadium after 2012, both to convert the stadium for legacy use and to provide for its ongoing operation. The Committee's investigation has considered how different proposals compare in terms of their implications for taxpayers' money.

---

[42] *Saracens top Premiership attendance charts*, www.saracens.com, 10 May 2010. This includes several games staged at Wembley Stadium for its higher capacity.
[43] David Bernstein, Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 17 November 2009, pages 19-20
[44] *West Ham's grounds for optimism over Olympic Stadium,* Frank Keogh, www.bbc.co.uk, 18 August 2010
[45] www.ecb.co.uk.
[46] www.essexcricket.org.uk. This year one Twenty20 game between Kent and Essex was moved to the Oval ground in south London because of its higher capacity.

2.37 The Olympic Park Legacy Company has told the Committee that around £36 million of public money has been allocated for the conversion of the stadium into a 25,000-seat athletics stadium.[47] This money comes from the Olympic Delivery Authority's transformation budget for the Olympic Park, which is part of the overall £9.3 billion Olympic budget.

Without an anchor tenant the stadium is likely to require ongoing public subsidy

2.38 It is not known how much it would cost to retain the stadium at a higher capacity. The OPLC has said that necessary work would include extending the stadium roof to cover all spectators and extending hospitality provision throughout the stadium.[48] West Ham United's Chief Executive has estimated in an interview that the club's plans for a 60,000-seat stadium would cost between £150 million and £180 million.[49]

2.39 It is not known to what extent any of the recent proposals for use of the stadium depend on public funding. It has not been clarified whether the ODA's transformation budget, including the approximately £36 million allocated to the stadium, would be available to fund any plan other than the original plan for a 25,000-seat athletics stadium. The OPLC has said that any proposals "have to be capable of attracting funding to cover capital costs for any transformation of the stadium."[50]

2.40 For operating costs, the OPLC has stated that its *"strong preference is that they will be met through self-generated revenue streams."*[51] This would be most likely to be achieved through holding regular, large events at the stadium. Councillor Paul Brickell of the London Borough of Newham told the Committee that the borough had opposed the original plan for the stadium on the basis that it would not generate sufficient revenue:

> *"There needs to be an economic use, by which I mean it needs to not be saddled with the need for endless public subsidy. That is*

[47] Transcript of London Assembly plenary meeting, 10 March 2010, page 14
[48] *Olympic Stadium in Legacy: Soft Market Testing Exercise Memorandum of Information,* Olympic Park Legacy Company, March 2010
[49] *West Ham 'logical tenants' for the 2012 Olympic Stadium*, www.bbc.co.uk, 27 July 2010
[50] *Olympic Stadium in Legacy: Soft Market Testing Exercise Memorandum of Information,* Olympic Park Legacy Company, March 2010
[51] *Olympic Stadium in Legacy: Soft Market Testing Exercise Memorandum of Information,* Olympic Park Legacy Company, March 2010

why we have never believed that a [25,000]-seat athletics stadium could work."[52]

2.41 Recruiting an anchor tenant could provide the public sector with an ongoing source of revenue in the future. In Manchester, the city council receives a proportion of the proceeds from ticket sales above a specified threshold at the City of Manchester Stadium from its tenant Manchester City Football Club.[53] There is a similar arrangement for the O2 Arena (formerly the Millennium Dome), which was leased to AEG by English Partnerships; AEG agreed to pay a share of its profits, payable after the company has recouped its investment in the arena.[54]

Displacement effects

2.42 Alongside examining the most effective uses for the Olympic Stadium, the Committee has considered the potential for the stadium to displace activity elsewhere. It is important to take this into account when assessing the overall regenerative impact of the stadium. As Dr Jim Coleman told the Committee:

> *"We need to be careful about… displacement. A football club moving to the Olympic Stadium is probably going to be a big football club. It is going to have to move from somewhere else. Its existing economic impact in that other place… may well disappear. So the overall economic impact could possibly be neutral if you look at London as a whole because all you are doing is displacing one thing and putting it in the Olympic Park. There are ways of dealing with that and making sure that you get a net additional impact rather than a neutral impact."*[55]

2.43 An implication of hosting international athletics events at the Olympic Stadium would be to remove those events from Crystal Palace. The operator of this venue, Greenwich Leisure Ltd, has told the Committee that in this scenario Crystal Palace would have to be reduced in capacity or converted for another use, such as football.[56] Holding

---

[52] Transcript of Economic Development, Culture, Sport and Tourism Committee, 20 July 2010, page 4
[53] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010
[54] *The Regeneration of the Greenwich Peninsula: A Progress Report*, National Audit Office, 16 July 2008
[55] Transcript of Economic Development, Culture, Sport and Tourism Committee, 8 June 2010, page 14
[56] Written submission from Greenwich Leisure Ltd, July 2010, page 2

music concerts at the Olympic Stadium is likely may have a displacement effect on other stadiums used for large concerts, particularly Wembley Stadium.

The stadium may have a displacement effect on sporting and other cultural facilities elsewhere

2.44 If a large sports club moves into the Olympic Stadium as an anchor tenant, it is less likely that jobs would be cut as the club would be expected to transfer its existing workforce to the stadium. However, there is still likely to be a negative impact on businesses depending on event spectators in the previous location. For instance, the Committee has heard that food and drink establishments around West Ham United's current home ground at Upton Park could lose customers if the club moved to the Olympic Stadium.[57]

2.45 The prospect for the Olympic Stadium to produce an additional economic impact may depend on the extent to which the stadium provides a higher capacity than existing facilities. This would offer the possibility for higher visitor numbers, creating more revenue and potentially additional jobs and business opportunities. For instance, if the stadium were converted into a 60,000 football venue, this would represent a significant increase on the current capacity of the home grounds of West Ham United and Tottenham Hotspur. As a 25,000-seat athletics venue, the Olympic Stadium would have a higher capacity than Crystal Palace, so the same effect could occur. However, the impact would probably be smaller because the increase is lower and the stadium is less likely to be used for events of this size on a regular basis.

2.46 There may also be concerns about the displacement impact regarding other 2012 venues. For instance, the Olympic Park will have a new, permanent velodrome for elite and community use. The current base for Britain's elite cyclists is the velodrome built for the 2002 Commonwealth Games in Manchester. When the Committee visited Manchester we heard that there have been discussions between Manchester City Council and Lee Valley Regional Park Authority, which will own the London velodrome, aimed at ensuring the two venues do not compete unnecessarily.[58]

2.47 Alongside the other attractions at the Olympic Park, the Olympic Stadium has the potential to enhance the regeneration of east

[57] Written submission from Friends of Queens Market, July 2010, page 1
[58] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010, page 3

London, which is an essential part of the legacy from London 2012. Evidence gathered by the Committee in this investigation strongly suggests that after 2012, regeneration will be best served by a stadium that is visited frequently by as many people as possible. In examining proposals for the stadium, the Olympic Park Legacy Company should prioritise options that ensure this happens.

2.48 In light of the Committee's findings, the earlier commitment in London's bid to convert the Olympic Stadium into a small athletics stadium appears flawed. This commitment should have been revisited by the Olympic Board much earlier. It appears that delivering new facilities for elite athletics was given higher priority than both the regeneration legacy and the need to make the stadium financially viable in the long-term, which is very disappointing. To correct this mistake is likely to cost more money and cause more disruption, if the stadium is to be adapted for a sustainable use.

2.49 Any proposals for legacy use have to demonstrate that they can guarantee the stadium will be in continual use, with frequent events attracting a high number of spectators. This should ensure a high level of footfall while delivering the best return of taxpayers' investment. This appears most likely to be achieved if there is a commitment from a major football club to stage home games at the stadium, although a major rugby union club could also deliver a relatively high level of footfall, compared to other sports. The stadium could also be used for a range of other activities, including music, cricket and athletics. However, if the necessary specifications for athletics use become a barrier to the recruitment of an anchor tenant, then options for delivering the athletics legacy elsewhere should be pursued.

2.50 **The money in the ODA's transformation budget originally allocated to the conversion of the media centre, around £36 million, should remain available to fund any new adaptations after 2012. The remainder of the costs should be met by the future operators of the stadium. Proposals for revenue-sharing should reflect this joint funding of the stadium's legacy.**

Recommendation 1

After 2012 the Olympic Stadium must be used frequently by a high number of visitors, and operate without the need for ongoing public subsidy. In a response to the Committee by the end of January 2011 the Mayor and the Olympic Park Legacy Company should set out how the choices being made about the future operator(s) of the stadium will guarantee this happens.

3 The media centre

Key points

- The media centre on the Olympic Park represents a huge opportunity to bring thousands of jobs to this part of east London.
- The proposal to establish a creative industries hub is a very strong legacy proposal for the media centre in terms of its regeneration potential, with local support and links to existing industry in the area.
- Reductions in funding for the media centre, however, mean that it will require further adaptation after 2012 to make it suitable for its original proposed legacy use.
- The OPLC has endorsed the creative hub vision, but will also consider other proposals in a new market testing exercise.
- The Committee believes there is a strong case for a relatively small investment from the Olympic budget contingency fund to generate the long-term employment benefits that the media centre could generate after 2012.
- Attracting creative industry tenants will depend on the time the OPLC allows for this, and the availability of further investment in both the media centre and supporting infrastructure.

3.1 The 2012 'media centre' is comprised of two separate but closely related developments: the International Broadcast Centre (IBC) and the Main Press Centre (MPC), which are being built at the same location in the north-west of the Olympic Park at Hackney Wick, along with a multi-storey car park. The media centre will provide office space and broadcasting facilities for thousands of accredited journalists during the Olympic and Paralympic Games.[59] It is being constructed by Carillion, with an estimated final cost of £308 million.[60]

3.2 The media centre is arguably a more complex proposition than the Olympic Stadium. Around 91,000 square metres of space will be available at the media centre after the Games,[61] with the potential for

[59] A separate media centre for non-accredited journalists will be based at One Great George Street in Westminster.
[60] *London 2012 Olympic and Paralympic Games: Quarterly Report*, Department for Culture, Media and Sport, July 2010
[61] At the Main Press Centre there will 29,000sqm of business space. At the International Broadcast Centre there will be 53,300sqm of studio space and 8,800sqm of office space. www.legacycompany.co.uk

an estimated 8,000 jobs to be located at the site.[62] A range of configurations may be possible depending on what the building is used for, and there could be numerous different tenants or owners from various commercial sectors. Unlike the stadium, therefore, options for the legacy of the media centre are not easily presented as a set of discrete alternative proposals. This chapter sets out the proposals for the future of the media centre and discusses how its legacy can be approached in a way that maximises its impact on the regeneration of east London. In doing so we have consulted experts in regeneration and the media industry, and those representing existing businesses in the area.

3.3 As with the stadium, our goal has been to help ground decisions about the media centre in the wider legacy ambitions for London 2012. While the stadium may act primarily as a visitor attraction for the Olympic Park, the Committee has considered the media centre in terms of how it can boost local business and employment opportunities. In terms of jobs, the development has the most potential of any venue being constructed for the Games. The Government has stated its ambition that 12,000 jobs will be based in the Olympic Park after 2012, and it has been estimated that the media centre could provide two-thirds of these.[63]

The media centre could bring thousands of jobs to east London

Proposals for the media centre

Stakeholders' views

3.4 It was originally envisaged that the media centre would be a temporary facility based in Stratford. This plan was changed in 2006 following discussions between the Olympic Delivery Authority and the London Borough of Hackney. It was decided to create a permanent structure within the Olympic Park at Hackney Wick, which would be available as business space after the Games.[64] By early 2007, it had been proposed by the London Borough of Hackney that the legacy of the

[62] World *class team appointed to develop media centre for London 2012 and local employment legacy*, www.london2012.com, 11 July 2008
[63] *Before, during and after: making the most of the London 2012 Games*, Department for Culture, Media and Sport, 2008; *World class team appointed to develop media centre for London 2012 and local employment legacy*, www.london2012.com, 11 July 2008
[64] David Higgins, Transcript of the London Assembly plenary meeting, 14 June 2006, page 2

media centre would be as a base for the high-technology, media and creative industries.[65]

3.5 The procurement process for the development of the media centre began in April 2007. It was concluded in July 2008 with the appointment of a consortium led by the construction firm Carillion and the regeneration developer Igloo. Under the terms of the agreement, the consortium would fund half of the construction costs. At this time, the Olympic Delivery Authority confirmed that the proposal to create a hub for the creative industries was being implemented:

> *"The legacy ambition is to create a new hub for high-technology and media companies and professionals utilising the high-specification infrastructure installed for the Games and in legacy."*[66]

The creative hub proposal has been endorsed by all major stakeholders including the Mayor, Government and host boroughs

3.6 The proposal has been endorsed by the current Mayor, the previous Government and all five host boroughs.[67] The OPLC, which in 2009 assumed responsibility for the media centre legacy, has confirmed that it is working to deliver a creative hub, and has been holding initial discussions with firms in the sector. As Baroness Ford told the Assembly in March 2010:

> *"We are working to a Plan A and Plan A is to try to deliver that vision of... a cluster of media uses and related educational uses on that site."*[68]

A sustainable legacy use

3.7 The Committee has examined the arguments in favour of establishing a creative industries hub at the media centre. We have heard that it is a priority to use the media centre in a coherent way. This would imply that it is used by firms and organisations that are complementary to each other, or in the same or related industrial sectors. In a written submission, Councillor Guy Nicholson of Hackney argued for a focus on the creative industries and related industrial uses, and argued that, *"A random mix of uses lacking this cohesion would not be*

---

[65] Jules Pipe, Mayor of Hackney, Transcript of the London Assembly plenary meeting, 15 February 2007, part 1, page 16
[66] *World class team appointed to develop media centre for London 2012 and local employment legacy*, www.london2012.com, 11 July 2008
[67] Meeting summary, Olympic Park Regeneration Steering Group, 4 February 2009
[68] Transcript of the London Assembly plenary meeting on 10 March 2010, page 7

sustainable."[69] He also suggested that with this coherent use, local training schemes could be aimed at the jobs in this industry.

3.8 This approach would reflect research into the benefits of agglomeration or clustering for companies in the same sector. It is clear that media and creative clusters have been established in many locations around the world, although they are not necessarily located in a single development. Findings are limited on the comparative benefits for individual firms of being located inside or outside of a cluster, but it has been shown that organising and facilitating interactions between clustered firms is beneficial,[70] and that smaller media firms benefit from clustering with larger firms that they can provide services to.[71]

3.9 However, the media centre could still have a coherent use if it provided a hub for industries other than the creative industries. Dr Jim Coleman told the Committee that there is a general lack of quality business space in east London, and that more work could be done to identify other industries who may also want to use this location:

> *"I think there is a piece of work to be done… looking at what are the sectors that would utilise a space like this in east London. They may be media. They may be other things. They might be environmental technologies. It could be education related. They could be other types of technology… This location and this space in this location might make more sense for these markets."*[72]

3.10 The creative industries tend to be labour-intensive,[73] so one attribute of this proposal is that it could mean a large number of jobs are based at the media centre. The London Borough of Hackney has argued that the creative industries hub has a number of other specific strengths. Firstly, a number of the potential tenants would already

---

[69] Written submission from London Borough of Hackney, June 2010, page 2
[70] *Media Clusters: Local Agglomeration in an Industry Developing Networked Virtual Clusters*, Robert G. Picard, Working Paper Series 2008-3, Jonkoping International Business School, 2008
[71] *Media Clusters and Regional Development: Reflections on the Significance of Location in Media Production*, Robert G. Picard, presented at the 12th Uddevalla Symposium, Bari, 11-13 June 2009
[72] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 18-19
[73] *Surveying Innovation in the Creative Industries*, Christian Handke, 5th International European Meeting on Applied Evolutionary Economics, Manchester, 17-19 May2007

have used the facility during the Games.[74] Furthermore, it would be beneficial for the local economy because the creative industries are a growing economic sector, offer highly-skilled jobs and would be linked to existing industry in the area:

> *"Employment opportunities [at the media centre] should be in modern sustainable industry and include high value, as well as entry level jobs. There is no point in seeking a high number of low skill jobs in some traditional employment activities which are unlikely to be sustainable in a high tech digital economy. The answer is to focus on industries that reflect the strength of east London – i.e. creative industries – and which do not compete with Canary Wharf and the City (commercial services) or Stratford City (retail and commercial)."*[75]

3.11 While some of these arguments may apply also to other sectors, the Committee has received evidence that using the media centre for this purpose would be complementary to existing economic activity in east London. There are many creative firms and individuals living in east London, with a high concentration of artists' studios in Hackney Wick and a large number of new media, art and design firms in nearby Shoreditch and Hoxton.[76] Danny Meaney, a consultant with New Media Partners who has advised on the establishment of hubs elsewhere in UK, told the Committee that within London *"The media and creative industries are moving east anyway so there are a lot of forces working in favour of the [creative hub proposal]."*[77]

3.12 The media centre on the Olympic Park is not just another set of commercial premises. It has been designed as a permanent structure in this specific location for its potential impact on the regeneration of east London after the 2012 Games. It offers huge potential to provide employment and business opportunities within east London after 2012.

3.13 The key outcome that is required from the media centre is the provision of new job opportunities for the people of east

---

[74] Jules Pipe, Mayor of Hackney, Transcript of the London Assembly plenary meeting, 15 February 2007, part 1, page 16
[75] Written submission from London Borough of Hackney, June 2010, page 5
[76] Written submission from the National Federation of Artists' Studio Providers, July 2010, pages 1-2; Written submission from London Borough of Hackney, June 2010, pages 4-5; Written submission from Belle Media, July 2010, page 1
[77] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 8

London. Using the media centre as a hub for one industrial sector, or related sectors, could enhance this because it will provide a focus for local training schemes. Any industry that has the potential to deliver this employment legacy should be considered as a source of tenants.

3.14 **During this investigation the Committee considered establishment of a hub for the creative industries at the media centre, with related educational and business incubation uses, and believes this is a very strong proposal. Its key attributes are that it has strong support locally, has been endorsed by all major stakeholders in the delivery of the 2012 legacy, offers the potential to bring a large number of skilled jobs to the Olympic Park, and would complement existing economic activity in east London.**

Attracting potential tenants

3.15 The Committee has considered whether potential tenants will be attracted to the site, including those from the creative and related industries, and what can be done to encourage their interest.

3.16 The Committee has heard evidence from the OPLC, the London Borough of Hackney and a local creative firm, Space Studios, that there is interest in moving to the media centre among creative industry firms.[78] As a global media location, London remains very attractive to major organisations in the sector.[79] The 2012 media centre appears to have serious competition within London, however, with similar plans for a new creative hub based around the BBC Television Centre – which is being sold by the BBC – in White City, west London. The factors likely to affect whether tenants come to the media centre are rental costs, the design of the media centre, the surrounding infrastructure and the approach adopted by the OPLC.

[78] Charlie Forman, Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 20 July 2010, page 12; Anna Harding, ibid., page 16; *Exclusive legacy interview with OPLC chiefs*, Paul Norman, www.estatesgazette.com, 26 July 2010

[79] Danny Meaney, Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 10

Costs to tenants

Rent costs are likely to be a factor in attracting tenants to the media centre

3.17 Costs are likely to be a factor in attracting tenants. Danny Meaney told the Committee that Soho originally became a preferred location for the industry because it offered affordable accommodation, and that the media industry has moved eastward within London mainly because the cost of occupation is lower than central London. Similarly, Belfast is becoming a location for the film industry because tax breaks for this industry, alongside factors such as its telecommunications connectivity, make it an attractive location for investors.[80] However, major physical developments such as the media centre tend to have the impact of driving up rental prices:

> *"The disadvantage that shiny new buildings have is that they typically, as soon as they are there, increase the land value and make that place less affordable, or not affordable at all, for [small and medium-sized enterprises]. So you have to find a way of making it accessible for them to be there."*[81]

3.18 In order to ensure that rents at the media centre can remain at an affordable level, the London Borough of Hackney has argued that expectations around what financial returns the media centre will generate should be realised over a number of years and limited to *"repaying the capital transformation costs."*[82]

Design specifications

3.19 The specifications for the media centre have altered significantly during the life of the project, specifically following a change in funding arrangements in 2008. The original funding arrangement for the media centre was that the developers, Carillion and Igloo, would contribute half of the construction costs; the remainder would be public funding via the Olympic budget. This would entitle the private companies to a share of future revenues from the media centre. However, in late 2008 - amid global financial turmoil precipitated by the collapse of the investment bank Lehman Brothers – Igloo was forced to pull out of the project due to difficulties securing finance. Subsequently, the Government announced that the project would be wholly funded by the public sector, with extra money released from

---

[80] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, page 18
[81] Ibid., page 18
[82] Written submission from London Borough of Hackney, June 2010, page 5

the Olympic budget contingency funds. Carillion was retained to lead the construction of the media centre, but under new arrangements the public sector would fully own the media centre after 2012 and receive all revenues.[83]

3.20 It is clear that at the time of the move to solely public funding, there was a partial downgrading of the media centre plans. Although there remained a commitment to the creative hub legacy, the ODA introduced measures to save costs, and the overall level of funding for the media centre fell. The private consortium was expected to contribute £160 million to the cost of construction, and when this was withdrawn the ODA increased its own contribution by £135 million (from contingency funds).[84]

The media centre is being fully funded by the taxpayer, following the change in financial arrangements in 2008

3.21 This reduced funding was reflected in new designs for the media centre released in March 2009, in which the total size of the business space to be available after 2012 was reduced by around a quarter.[85] Aside from the overall size, there has been criticism of design elements within the media centre. The East London Business Alliance has worked with a number of media companies considering plans for the media centre, and reported complaints about narrow pillar spacings, low ceilings, the roof being too weak to support rigging equipment and the lack of central heating, which would reduce its attractiveness to tenants from the industry.[86] A statement from the ODA and OPLC addressing these issues can be found at Appendix 4.

3.22 The Committee has heard from the senior Olympics officer at the London Borough of Hackney about the consequences of the 2008 change in funding arrangements for the design:

> *"We ended up with a publicly-built construction and, obviously, the demands were then simply to make it work for Games time. I think we lost something significant of the original specification. We clawed some of*

---

[83] *More funding for Olympic Village and Media Centres: Overall budget unchanged*, Department for Culture, Media and Sport, 21 January 2009
[84] *Preparations for the London 2012 Olympic and Paralympic Games: Progress report February 2010*, National Audit Office, 26 February 2010
[85] *London 2012 media centre to leave green business and employment space in legacy*, www.london2012.com, 13 March 2009. For previous designs: *World class team appointed to develop media centre for London 2012 and local employment legacy*, www.london2012.com, 11 July 2008
[86] *Firms threaten to shun 2012 centre*, Alison Hayman, Regeneration and Renewal, 13 April 2009

that back in negotiations with the Olympic Delivery Authority as they went towards their planning application."[87]

3.23 It is clear that the media centre has a highly flexible structure.[88] The Main Press Centre is a traditional office space over five floors which can be divided in a number of ways. The International Broadcast Centre is an extremely large, open space which can also be divided into different units. Elements introduced to the IBC by broadcasters such as studio facilities, cabling during the Games will not be retained after 2012, and therefore there will need to be significant work by any future developer or tenant to prepare the space, especially if it is to be used on a permanent basis as a media production site.

Transport infrastructure

Public transport connections to the media centre may need to be upgraded to attract tenants

3.24 The Committee has also heard that transport is a key factor in attracting tenants to the media centre. Road links appear to be strong, with the A12 running past the site and a new multi-storey car park being constructed. However, public transport connections are weaker. The closest train station to the media centre is Hackney Wick, which is a single-line station on the London Overground network. Hackney Wick connects directly to Stratford Regional Station, the main transport hub in the area, which is adjacent to the Olympic Park on the opposite side to the media centre; journeys between the two stations take 6-11 minutes. Hackney Wick is served by six trains per hour at peak times and four trains off-peak.[89] The OPLC estimates that the media centre is approximately 8 minutes' walk from Hackney Wick station and 23 minutes' walk from Stratford Regional Station.[90]

3.25 The Director of Westfield Stratford City, another major development adjacent to the Olympic Park, told the Committee that transport was the key issue for the media centre:

"The question is how do [employees at the media centre] get there? It does not have sufficient car parking for those people. In terms of its relative connectivity to Hackney [Wick] Station, Stratford Station or any

---

[87] Charlie Forman, Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 20 July 2010
[88] Notes from Economic Development. Culture, Sport and Tourism Committee site visit to Olympic Park media centre, 3 September 2010. These notes are included at Appendix 4 of this report.
[89] www.nationalrail.co.uk [Accessed August 2010]
[90] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Olympic Park media centre, 3 September 2010, page 1

of the other local networks, it is too far… to improve its prospects, I think it is the accessibility that really needs to be addressed."[91]

3.26 Similarly, the submission to the Committee from Belle Media notes the long distance from Stratford regional station to the media centre, and that it should be ensured that *"connecting transportation is readily available, dependable and properly covers the out-of-hours working typified by media businesses."*[92] The London Borough of Hackney has argued that there needs to be a maximum five-minute travelling time from Stratford station to the media centre.[93] This may require a frequent 'shuttle bus' service to be run on the park; the OPLC told the Committee it was exploring this option.[94]

Olympic Park Legacy Company activity

3.27 The Committee has heard that a significant factor in achieving a sustainable legacy for the media centre is time. Several regeneration experts and practitioners said that the development of the media centre – and other projects in and around the Olympic Park – should be conceived as a 15-25 year project, rather than something that could be completed soon after the Games.[95] Time is required for the OPLC to engage in discussions with potential tenants from the creative industries, promoting the benefits of the media centre, tailoring plans to the needs of targeted sectors and securing necessary new investment.

3.28 The East London Business Allliance told the Committee that the original partnership with a private developer (the Carillion-Igloo consortium) encouraged a long-term approach, because the developer had a financial interest in the legacy of the media centre, not just in delivering a facility for use at the Games:

"One reason we originally had hope for the Media Centre was because of the involvement of a developer with a long term interest… When the ODA

---

[91] John Burton, Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, Page 14
[92] Written submission from Belle Media, July 2010, page 5
[93] Written submission from London Borough of Hackney, June 2010, page 3
[94] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Olympic Park media centre, 3 September 2010, page 1
[95] Pete Winkelman, Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, page 22; Danny Meaney, ibid., page 7; Dr Jim Coleman, ibid., page 17

removed [Igloo] they removed the legacy driver and the momentum stalled."[96]

3.29 Baroness Ford told the Assembly that the OPLC would be working for around a year from March 2010 on the creative hub proposal, and hoped to have tenants ready to commit to the media centre by the end of this period, before considering other options.[97] In late September 2010, the OPLC is launching a market testing exercise for the media centre. The OPLC told the Committee that this would be targeted at potential investors, developers, operators and tenants from 'all sectors', including but not exclusive to the creative industries. This suggests that the OPLC has moved away from pursuing the creative hub proposal exclusively.

3.30 The London Borough of Hackney has referred to the risks in the OPLC's current market testing activity, in that it suggests a short-term approach. The borough has argued that the creative hub vision needs to be *"given a decent period of time to elicit a response from the market."*[98] In July, Hackney's senior Olympics officer warned that the market testing exercise might suggest that the media centre is available to any tenants, which could discourage the creative industries:

> *"While I think the OPLC is very sympathetic to what they call the 'Hackney vision', we are keen that they embrace it rather more fully. We are worried that they might see that the success they have had in the way that they have gone about the stadium could be replicated by simply creating an all-comers market for the [media centre]. Whereas we feel that, at least for a short period of time, there has got to be a passionate commitment to the idea of the creative industries in order to get those industries to start talking to each other and start creating the sort of connections which would make the place work."*[99]

Financial implications

3.31 The media centre will need to be adapted for legacy use after the Games, requiring additional funding. The ODA's transformation budget includes some funding for removal of temporary features of

---

[96] Written submission, East London Business Alliance, June 2010, page 2
[97] Transcript of the London Assembly plenary meeting on 10 March 2010, page 8
[98] Written submission from London Borough of Hackney, June 2010, page 2
[99] Charlie Forman, Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 20 July 2010, page 16

the media centre, although it is not known how much will be allocated.[100] The ODA's additional contribution to the cost of construction came from the contingency funds in the Olympic budget; at the end of June 2010 there was £1.2 billion of contingency funds remaining.[101] The OPLC has not yet been allocated a budget for its post-2012 regeneration programmes.

3.32 It is possible that a private developer can fund adaptations in return for future revenues from the media centre. The arrangement entered into with Carillion-Igloo in 2008 shows there was willingness in the private sector to do this. However, the Committee has heard it is likely that an additional public contribution to the adaptation will be necessary. Anna Harding, Chief Executive of Space Studios, which was a partner in a bid to develop the media centre initially, told the Committee that developers would not be willing to take on the centre without this additional funding.[102] Depending on negotiations with private investors, it is reasonable to assume that the more capital funding provided by the taxpayer, the greater is the share of future revenues that would be returned to the public sector.

The media centre is likely to need additional funding to secure its legacy

3.33 The OPLC might be able to achieve higher short-term returns on public investment if the media centre is open to tenants from any industry, regardless of the number of jobs being created, and the highest rental income possible is sought. This is especially the case if the post-2012 adaptations are minimised and therefore require less additional funding. Some types of business, such as storage – a use which has been proposed to the OPLC[103] – may require less extensive adaptations. Longer-term returns are likely to depend on a range of other factors, such as how many and what types of jobs are created at the media centre, or the extent to which the activity at the media centre stimulates additional economic activity.

3.34 The termination in 2008 of the agreement with the private development consortium to co-fund the media centre

[100] The Mayor told the Committee that the amount allocated for adaptation is not being released publicly for commercial reasons. Written submission from Mayor of London, September 2010, page 1
[101] *London 2012 Olympic and Paralympic Games: Quarterly Report*, Department for Culture, Media and Sport, July 2010
[102] Anna Harding, Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 20 July 2010, page 16
[103] Baroness Ford, Oral evidence, House of Commons Culture, Media and Sport Committee, 3 March 2010

introduced uncertainty into the project and its ambition to drive the employment legacy for east London. A firm endorsement of the creative hub vision by the OPLC – without precluding other sectors – will help address this uncertainty. The creative industries may not be the only viable option in terms of potential tenants for the media centre, but we would be concerned if the OPLC considered proposals that do not have the same potential to bring a large number of skilled jobs to the site.

3.35 It is clear that if the creative hub vision for the media centre is to be achieved, it will require a high level of commitment from the Olympic Park Legacy Company over a long period of time. The Mayor and Government, the owners of the OPLC, also need to give the project their political and financial support. It is likely to take a number of years to fully establish a hub and deliver the employment legacy. In the critical period running up to the Games, the OPLC needs to continue to be proactive in pursuing the vision. The findings of the market testing work will give the OPLC valuable information about interest in the media centre, but should not be a substitute for direct engagement with the sector.

3.36 There will need to be new investment in the media centre to adapt the site for legacy use. It is expected that a private development partner could meet much of the financial cost of adaptations, although a public contribution may be required. The original budget was reduced in 2008 by £25 million, although the amount required now may differ from this depending on the nature and extent of any proposed adaptations. There will need to be additional investment in transport improvements. Some money should be available in the ODA's existing transformation budget, although it is not known how much. We would also suggest that, because of the strong regeneration potential of the media centre, it should be considered a key priority for additional funding from the Olympic budget in the event that contingency funds become available.

3.37 Clearly, there is a trade-off to be negotiated. Pursuing legacy options such as the creative hub proposal that could offer a high number of skilled jobs at the site, stimulate other local

economic activity and give a clear focus to future training initiatives may not be the quickest way to generate a return on taxpayers' investment in the media centre. However, the regeneration of east London was the promise made when London bid to stage the Games, and must be kept, even if the benefits take longer to be realised.

Recommendation 2

The Olympic Park Legacy Company must ensure the media centre provides a large number of skilled jobs after 2012. Proposals from any industry should be considered, on the condition that they offer this employment legacy. Alongside this, the OPLC should continue to pursue discussions with potential tenants from the creative industries and related sectors, without setting an arbitrary deadline for this activity. In a response to the Committee by the end of January 2011 the Mayor and the OPLC should set out how choices being made about the future tenants of the media centre will guarantee its employment legacy, and how the OPLC will work to promote the media centre to the creative industries.

Recommendation 3

The Olympic Park Legacy Company needs to secure investment in adapting the media centre for legacy use and in enhancing transport connectivity. We recommend that any modest public sector contribution to this should come from the ODA's transformation budget, and if required from remaining contingency funds in the Olympic budget, in the event that this money is available. We ask the Mayor to respond to this proposal by the end of January 2011 and set out initial estimates of funding requirements for this investment.

4 Securing local benefits

Key points

- Access to the 2012 venues for local communities should be guaranteed in any agreements with tenants, owners or developers.
- The employment of local people at the venues should be encouraged through targets, recruitment practices and training initiatives, with clear obligations for future venue operators to comply with these.
- Venue operators should be obliged to participate in local procurement initiatives, with local businesses and non-profit organisations should be supported by the OPLC to take advantage of opportunities at the Olympic Park after 2012.

4.1 The previous two chapters have discussed the Olympic Stadium and the media centre in terms of their primary legacy uses and how decisions regarding this may affect the regeneration of east London. In this chapter we consider measures that could be taken, regardless of who the future tenants of the venues are, to ensure the positive impact of the venues is spread as widely as possible among local communities. We focus on three related ways in which local benefits can be secured: ensuring community access to the venues, providing employment opportunities for local people, and working with local small businesses and community organisations.

Venue access

4.2 The Committee has considered the potential for the stadium and media centre to be used by local communities after 2012. For the stadium, this would mean using the undercroft area and the main stadium structure. There have been proposals for the undercroft to provide space for educational and health facilities, and to host local community groups. The main structure, when not hosting a major event, may also be used for smaller sporting or cultural events. The Committee heard from the Chairman of Milton Keynes Dons that the club's Stadium:MK hosts the finals of all youth football competitions in the city, including those for disabled people, as well as providing a venue for a football competition for homeless people organised by the Salvation Army.

4.3 This suggests that the stadium could provide a new sporting facility for local people. Geraldine Blake, Chief Executive of Community Links, a charity based in Newham, told the Committee that local people would benefit from being able to use the Olympic Stadium and feeling a sense of ownership:

> *"You should be able to ask any young person in Newham, say, two or three years after the Olympics, 'What did the Olympics do for you?' and one of their answers should be, 'Brilliant new stadium, I go there all the time to do a range of [activities].'"*[104]

4.4 The Mayor has set out his aim for *"90 per cent community usage of the park facilities,"* after the Games, in his strategy for delivering a sporting legacy.[105] Although the venues are designed as elite facilities, this suggests that agreements with future operators of the venues stipulate that the facility must be available for community use for the vast majority of the time. Kate Hoey MP, the Mayor's Commissioner for Sport, told the Committee she was discussing plans for this with the OPLC, but admitted the '90 per cent' ambition was not certain to be achieved.[106] The OPLC's submission to the Committee notes that community use is one of its priorities for the Olympic Stadium after 2012, and this is also referred to in the OPLC's recent market testing document; neither document refers to any specific aim for the proportion of community use.[107]

4.5 For the media centre, access could mean that parts of the facility are open to the public or used to provide community services. Access has also been considered in terms of the space that could be made available for rent by local people and organisations. As discussed in the previous chapter, the OPLC and the London Borough of Hackney have stated that they want to use the media centre as a business incubator, making space available for small and micro-businesses at the media centre. The Committee has also heard from those representing artist studio providers – many of which are based in the host boroughs – that the development of the Olympic Park has threatened this sector locally because it has increased property values,

---

[104] Geraldine Blake, Transcript of the Economic Development, Culture, Sport and Tourism Committee, 20 July 2010, page 2
[105] *A Sporting Future for London*, Greater London Authority, April 2009
[106] Transcript of Economic Development, Culture, Sport and Tourism Committee meeting, 7 September 2010, pages 3-7
[107] Written submission from Olympic Park Legacy Company, September 2010, page 5; *Olympic Stadium Legacy: Memorandum of Information*, Olympic Park Legacy Company August 2010

making it less affordable for artists and studio providers.[108] The National Federation of Artists' Studio Providers has suggested that space could be available at the media centre to accommodate these local firms.

Local communities should have access to the venues and be encouraged to use them

4.6 The Committee has heard that physical layout and branding may be important factors in encouraging community use of the venues. For instance, the Pacific Quays site is a media hub based in a deprived area of Glasgow. Danny Meaney told the Committee that a fence was constructed around the site so local residents could not access it, leading to a sense of disconnection between the local community and the opportunities available.[109] This is reflected in the Strategic Regeneration Framework produced by the host boroughs, which states that the OPLC should focus on "firming up the physical links to enhance accessibility between the park and its surrounding areas and to link the fringe communities."[110] In submissions to the Committee, the London Boroughs of Tower Hamlets and Waltham Forest have specifically argued that new bridges or other physical connections are required to link the Olympic Park to the Bow and Leyton areas in east London.[111] As discussed in the previous chapter, enhanced public transport connections are also required to improve access to the media centre.

4.7 When the Committee visited the City of Manchester Stadium, we heard about the competing interests of operators on the 'Sport City' site – where many of the 2002 Commonwealth Games venues are located – in terms of branding. The city council, which owns the site, has stipulated that the branding of the stadium and surrounding area needs to emphasise that it is a public space rather than private property, in order to encourages local residents to visit and participate in community programmes hosted there.[112]

---

[108] Written submission from the National Federation of Artists' Studio Providers, July 2010, pages 2-4
[109] Transcript of the Economic Development, Culture, Sport and Tourism Committee, 8 June 2010, pages 6-7
[110] *Strategic Regeneration Framework: An Olympic legacy for the host boroughs: Stage 1*, London Boroughs of Hackney, Greenwich, Newham, Tower Hamlets and Waltham Forest, October 2009
[111] Written submission from the London Borough of Tower Hamlets, October 2009, page 2; Written submission from the London Borough of Waltham Forest, June 2010, page 1
[112] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010, page 3

4.8 We cannot expect local communities to gain automatically from hosting the 2012 Games in east London. In the run-up to and after the Games, the Olympic Park Legacy Company and other agencies need to take steps to ensure people in east London can share the benefits of regeneration. Being able to gain access to the Olympic Park and its venues is the most basic requirement, and should be guaranteed in any future agreements with owners, tenants or developers of the venues. The Mayor has set out an ambition for 90 per cent community usage of sporting venues, but the status of this is now unclear. The OPLC should also ensure that physical layout, branding and public transport connections of the Olympic Park encourage community access.

Recommendation 4

The Olympic Park Legacy Company should include obligations to guarantee community access in any agreements with future venue operators. It should also ensure that physical layout and branding supports community access to the venues, alongside public transport improvements discussed in Recommendation 3. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures, and clarify the extent to which they remain committed to the goal of 90 per cent community usage of sporting facilities.

Employment

4.9 The previous chapter discussed which future venue uses could provide a large number of jobs on the Olympic Park. Here we discuss ways to help ensure these jobs are available to people in local communities.

4.10 During the construction of the Olympic venues the ODA has been working toward targets for employing residents of the five host boroughs (at least 15 per cent of the workforce) and people unemployed prior to working on the park (seven percent). These have been met. Between April 2008 and June 2010, 15.7 per cent of those who had worked on the park lived in the host boroughs.[113] At the end

[113] *Employment, Skills and Other Socio-Economic Benefits from the 2012 Olympic and Paralympic Games: Update Report*, London Development Agency, July 2010

of June 2010, 11 per cent of the workforce had been previously unemployed.[114] It is estimated that 4.6 per cent of the park workforce were previously unemployed residents of the host boroughs at the end of June 2010.[115]

4.11 However, these targets and figures exclude the workforce building the athlete's village, which if included in the total would represent around a third of the Olympic Park workforce; it is not known whether targets would have been met if the village workforce were to be incorporated. Furthermore, the residency requirements do not distinguish between existing borough residents and new arrivals, so it is not known what the employment outcomes have been for people already living in east London. The London Boroughs of Newham and Hackney have expressed their disappointment at the low number of jobs their residents have gained on the Olympic Park so far.[116]

There is disappointment at the number of jobs local people have secured during the construction of the venues

4.12 Targets have been used successfully for other regeneration projects locally. The Oxford Brookes review commissioned by the Committee highlights London City Airport as an example of good practice in creating local employment. A target was agreed in 1998 between Newham Council and the operator that 35 per cent of the workforce should be from Newham; this was met in 2005.[117] This is a much higher target than used during the construction of the 2012 venues, but is being implemented over a longer timeframe. Pete Winkelman told the Committee that this long-term approach is more effective than putting immediate obligations on employers, because this could discourage investment in the park.[118]

4.13 Beyond formal targets, the Committee has heard that a range of measures can be taken to encourage local employment. Proactive recruitment practices have been used at London City Airport, which runs a 'Take off into work' scheme for local unemployed people to undertake two weeks of training, a two-week work placement and then an interview. On the Olympic Park, measures have included

---

[114] *Employment and skills update*, Olympic Delivery Authority, July 2010
[115] Calculated by the Committee. 19% of workers were host borough residents, and 24% of host borough residents declared themselves previously unemployed. *Employment and skills update*, Olympic Delivery Authority, July 2010
[116] Councillor Paul Brickell, Transcript of the Economic Development, Culture, Sport and Tourism Committee, 20 July 2010, page 19; Charlie Forman, ibid., page 20
[117] *Literature review: Olympic Venues – Regeneration Legacy*, Oxford Brookes University, June 2010
[118] Transcript of the Economic Development, Culture, Sport and Tourism Committee, 8 June 2010, pages 23-24

advertising vacancies within local boroughs in advance of being more widely advertised. The London Borough of Waltham Forest has suggested that after 2012 the OPLC should be obligated to use the job brokerage schemes operated by the local boroughs.[119] The OPLC told the Committee they will encourage future tenants to use local brokerage and use tools such as early notification of vacancies locally.[120]

4.14 Perhaps most importantly, local people need to possess the skills that are required to compete for the jobs that will be available on the park. Dr Jim Coleman discussed how this can be planned for in advance:

> *"What type of businesses may want to locate into certain spaces on the Olympic Park and, therefore, what types of jobs will be created?... What skills will, therefore, be required? Making sure that that thinking or that forecasting about skills is then embedded within the colleges, within the schools and within all of the training providers locally so that people are coming out of training with the right kind of skills at the right times for the jobs that appear."*[121]

4.15 Other regeneration projects have included training programmes of this sort. Westfield, Newham council and Skillsmart Retail are providing a Retail Academy to train people to work at the Stratford City shopping centre. Similarly, the Canary Wharf Group supports a centre of vocational excellence in financial services in Tower Hamlets, although this was not launched until a number of years after the development of Canary Wharf.

Local people need the skills to be able to compete for future jobs at the 2012 venues

4.16 The construction of the 2012 venues has been accompanied by a new National Skills Academy for Construction, based at three sites across east London, although two of these were not launched until one and two years, respectively, after construction on the park commenced.[122] The host boroughs have also provided employment support and training to over 6,200 of their residents under the Local Employment

[119] Written submission from the London Borough of Waltham Forest, June 2010, page 3
[120] Written submission from Olympic Park Legacy Company, September 2010, page 13
[121] Transcript of the Economic Development, Culture, Sport and Tourism Committee, 8 June 2010, page 22
[122] *Employment, Skills and Other Socio-Economic Benefits from the 2012 Olympic and Paralympic Games: Update Report*, London Development Agency, July 2010; Specialist training centre to help deliver major London construction projects, www.legacy-now.co.uk, 29 April 2009

and Training Framework established in 2006 to help local people benefit from jobs associated with the Games; around 2,300 people have secured employment, mainly in construction.[123]

4.17 The proposal to establish a creative industries hub at the media centre post-2012 suggests that local training initiatives could be focused on skills required for this sector. The London Development Agency has already funded the creation of an Advanced Apprenticeship in Creative and Digital Media by Skillset, the sector skills council, which is being piloted in London.

4.18 In securing an employment legacy the Olympic Park Legacy Company needs to learn from the disappointing experience of the Olympic Delivery Authority in the construction of the venues. Targets have been implemented ineffectively, and local construction training initiatives have come at a relatively late stage.

4.19 Agreements with owners, tenants and developers of the venues post-2012 need to ensure that local people can take advantage of new employment opportunities. There should be targets for the employment of local workers, previously unemployed people and apprentices at the venues; these should be long-term, aimed at local people and accompanied by proactive measures to recruit local staff. There should also be skills initiatives focused on the types of jobs that will be available on the Olympic Park after 2012. This needs to happen as early as possible, ideally commencing before the Games take place, and involve employers that will be based on the park.

4.20 Construction training schemes developed in recent years should continue, with those undertaking venue adaptations or new developments required to participate in these. The OPLC should develop a partnerships with local training providers, including Westfield's Retail Academy, to ensure that local training provision is aimed at the jobs that will be available on the park. There should be a particular focus on equipping people to work in the creative industries, if this is determined as the legacy use for the media centre; the apprenticeship

[123] *Employment, Skills and Other Socio-Economic Benefits from the 2012 Olympic and Paralympic Games: Update Report*, London Development Agency, July 2010

scheme developed for this sector as part of the Olympic project should be offered by tenants at the media centre.

Recommendation 5

The Olympic Park Legacy Company should set long-term targets for the employment of local residents, previously unemployed people and apprentices at the 2012 venues, and include obligations to implement these in any agreements with venue operators. The OPLC should also identify training needs for local people to compete for jobs on the Olympic Park, work with funders and providers to ensure these are met, and oblige venue operators to participate in skills initiatives. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures.

Local businesses

4.21 After 2012 it is likely there will be a wide range of opportunities for businesses to provide goods and services connected to the Olympic venues. New contracts may be available at the Olympic Park to provide, for instance, retail, catering, horticulture, cleaning, security, event management and logistics.[124] If businesses based in east London can win these opportunities this will help spread the benefits of the Olympic Park regeneration to surrounding communities, including by creating new job opportunities.

4.22 There may be a number of different ways to involve local businesses. In 2007 the CompeteFor web service was created, to advertise tenders associated with the 2012 Games, including the venues construction. The service is designed to help smaller firms compete for contracts, and has included additional support such as workshops on the tender process, partly funded by the London Development Agency. CompeteFor is not exclusive to local firms, although 6,700 businesses

[124] Written submission from Mark Kass, July 2010, page 6

in the host boroughs are registered with the service.[125] CompeteFor is only funded until the end of the 2012 Games.[126]

Local small businesses could be supported to access tender opportunities at the venues after 2012

4.23 Additional support for businesses that is more locally focused has been suggested to the Committee. East London Business Place offers support to micro, small and medium-sized companies in ten east London boroughs, including matching them to tendering opportunities.[127] Mark Kass, Enterprise Development Manager at the East London Small Business Centre, has argued that there should be a wider focus than just promoting tendering opportunities. It has suggested a new 'small business club' for the Olympic Park, which would inform local businesses well in advance what kind of opportunities are going to be available at the Olympic Park and venues, so they can plan ahead, and provide support for them to win new business.[128] The OPLC told the Committee that it is keen to develop supply chain initiatives which tailor support for small and medium-sized enterprises and match contract opportunities to local businesses.[129]

4.24 The Committee has also heard about the potential for local non-profit organisations to be involved in the legacy of the venues, including social enterprises and community-owned trusts. Geraldine Blake of Community Links told the Committee that procuring goods and services at the Olympic Park would help secure local benefits, because this is the primary aim of these organisations:

> *"The other way that the young people that we work with will benefit from those Olympic jobs is if some of the contracts are let to local social enterprises which are specifically about employing local people, building their skills and developing them. That is about making sure that there are a wide enough range of contracts of different sizes."*[130]

4.25 The Oxford Brookes review commissioned by the Committee also highlights a number of community-owned organisations involved in

---

[125] *Employment, Skills and Other Socio-Economic Benefits from the 2012 Olympic and Paralympic Games: Update Report*, London Development Agency, July 2010
[126] Response to Andrew Boff AM, Mayor's Question Time, 14 July 2010 [2393/2010]
[127] Written submission from East London Business Alliance, May 2010, page 3
[128] Written submission from Mark Kass, July 2010, pages 4-5
[129] Written submission from Olympic Park Legacy Company, September 2010, page 13
[130] Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 20 July 2010, page 22

regeneration work elsewhere in London.[131] The Westway Trust is a community development trust set up to develop derelict land under the A40 flyover in Kensington, and now runs a sports centre at the site. The Coin Street Community Builders is a social enterprise and development trust owned by local residents, set up to develop 13 acres of land at the South Bank, which has provided new homes, commercial premises, sports facilities and public spaces. In Manchester all of the Commonwealth Games venues at Sport City, with the exception of the main stadium, are now run by charitable trusts.[132] It is suggested in the Oxford Brookes review that these types of organisation could own or manage venues and other facilities at the Olympic Park, for the benefit of local communities.

4.26 Local businesses have been supported to become involved in the construction of the venues, particularly via CompeteFor. This approach should be extended to new opportunities after 2012. The OPLC should also consider how it can further ensure local small businesses win contracts, exploring what kind of information businesses need, at what stage, to make them best placed to compete. Agreements with developers, owners and tenants should ensure that they follow procurement practices that support local businesses. Every effort should be made to encourage social enterprises and community-owned organisations to become involved in delivering goods and services and managing or owning venues.

Recommendation 6

The Olympic Park Legacy Company should implement procurement initiatives that support local businesses to win contracts at the Olympic Park, including the use of CompeteFor to all post-2012 tender opportunities at the park. Agreements with venue operators should oblige them to participate in these initiatives. The OPLC should also explore the potential for social enterprises and community-owned organisations to provide goods and services at the Olympic Park or become involved in managing the venues. In a response to the Committee by the end of April 2011 the Mayor and

[131] *Literature review: Olympic Venues – Regeneration Legacy*, Oxford Brookes University, June 2010
[132] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010

the OPLC should set out how they plan to achieve these goals.

5 Governance

Key points

- The Olympic Park Legacy Company has lead responsibility for the venues legacy, but its remit is limited and it has no allocated long-term funding for the development of the park and venues.
- Different models for venue ownership and management may be effective, provided there is long-term, coherent oversight by the Olympic Park Legacy Company.

5.1 A number of the issues discussed so far in the report will be affected by the governance arrangements which are put in place for the Olympic and Paralympic venues after 2012. This chapter therefore considers the different approaches to governance that can be taken, covering the remit of the Olympic Park Legacy Company and ownership or management arrangements for the venues.

The role of Olympic Park Legacy Company

5.2 The OPLC will own a number of the Olympic venues after 2012 - the stadium, media centre, aquatics centre and handball arena – and approximately 40 per cent of the Olympic Park land. Other organisations that are venue and landowners at the park are:

- The Olympic Delivery Authority owns the athlete's village and surrounding land, and is managing the post-Games sale of the village;
- The Lee Valley Regional Park Authority owns two venues (Eton Manor and the velodrome) and surrounding land, and will manage these venues after 2012;
- London & Continental Railways (which operates the Channel Tunnel Rail Link) owns land in the park, surrounding the Stratford City development; and
- Network Rail, Thames Water and the British Waterways Board own rail lines and waterways within the park.

5.3 The OPLC is currently owned jointly by the Mayor and central Government. Recently the Mayor proposed that he should become the sole owner of the OPLC, which would become a 'Mayoral Development Corporation' and have planning powers for the Olympic

Park.[133] Host boroughs have argued that after 2012 they should reclaim planning powers for the park, which currently reside with the Olympic Delivery Authority.[134] In 2009 the OPLC told the Committee it was developing a five-year business plan to be published in spring 2010.[135] However, this plan has not yet been published and, as discussed in Chapter 2, the OPLC has not been allocated any funding for the development of the Olympic Park post-2012.

5.4 Several previous host cities of the Olympic and Paralympic Games have set up special purpose vehicles similar to the OPLC. For instance, the Sydney Olympic Park Authority oversees the legacy of the venues for the 2000 Games, although this body was not created until after the Games. Manchester set up a similar organisation (New East Manchester) before the 2002 Commonwealth Games, although unlike the OPLC the remit of this body extends beyond the immediate Games site into the surrounding communities.

The OPLC has not yet been allocated any funding for the regeneration of the Olympic Park

5.5 The Committee has heard from several people about the benefits of creating a lead agency for the venues legacy. The East London Business Alliance told the Committee that previously it was hard for potential private sector investors to know who they should be dealing with regarding legacy opportunities at the park.[136] Danny Meaney of New Media Partners also suggested that there needs be an organisation that acts as an 'integrator', dealing with the range of stakeholders and investors and providing clarity of decision-making.[137]

5.6 Dr Jim Coleman discussed the example of Wembley Stadium, which is owned by the Football Association. Arguably, there is a lack of a lead decision-making body to oversee the stadium and regeneration work associated with the stadium, which has hampered the project. As Dr Coleman suggested:

> *"You go beyond the stadium into the local communities, the local communities are very, very diverse, very interesting and very entrepreneurial, but quite unconnected, I think partly because of a lack*

---

[133] *The Mayor of London's Proposals for Devolution*, Greater London Authority, June 2010
[134] Roger Taylor, Transcript of the Development, Culture, Sport and Tourism Committee, 12 January 2010
[135] Andrew Altman, Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 21 October 2009, page 18
[136] Written submission from East London Business Alliance, May 2010, page 2
[137] Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, page 24

of spatial connectivity to the stadium. I do not think Wembley is having the impact that it could potentially have, as yet, on its surrounding area. That is not to criticise the operators at Wembley Stadium because their job is to operate a stadium, not to regenerate the local area."[138]

5.7 The Committee has previously raised concerns about the OPLC's remit, specifically around its lack of responsibility for the legacy of the athlete's village.[139] The village will be converted into 2,800 new homes after 2012. While OPLC will oversee other residential development elsewhere on the park, the ODA is the owner of the village and responsible for its legacy. The ODA has already entered an agreement to sell 1,400 units at the site to Triathlon Homes; these will be available after 2012 as affordable homes. The Committee argued that the OPLC should have a significant role in decisions about the legacy of the village. Following the Committee's report it was announced that the OPLC, ODA and other stakeholders would establish a Joint Programme Board to discuss common issues, with a sub-group set up to consider the athlete's village. This provides a formal mechanism for the OPLC to influence the ODA, which retains final decision-making responsibility.

5.8 Furthermore, the OPLC has not been given responsibility for the socio-economic programmes which have been funded by the LDA in the run-up to 2012, including the employment and skills and business support programmes discussed in the previous chapter.[140] The Mayor has proposed that the LDA be abolished by 2012.[141] It is not clear whether the OPLC will be given powers or funding to continue these programmes after the Games.

Governance of the venues

5.9 In this investigation the Committee has discussed different approaches the OPLC could take to the ownership and management of the venues. First, there is a question of whether venues should be sold or leased after 2012. As discussed in Chapter 2, the operators of both

---

[138] Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, page 6
[139] *Legacy Limited? A review of the Olympic Park Legacy Company's role*, London Assembly, February 2010
[140] Baroness Ford,Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 21 October 2009, page 8-9
[141] *The Mayor of London's Proposals for Devolution*, Greater London Authority, June 2010

the City of Manchester Stadium and the O_2 Arena (formerly Millennium Dome) have leaseholds for these venues, with the freehold remaining under public ownership; for both venues there are profit or revenue-sharing agreements between the freeholder and the operator.

5.10 Alternatively, Stadium:MK in Milton Keynes is privately owned, but the owners signed an agreement that the local council can invoke a 'buy back' right if the operator does not meet certain obligations, such as hosting football matches at the stadium;[142] the effectiveness of this option would clearly depend on the availability of public funds to purchase the venue. The OPLC has recently announced it wishes to agree a long-term lease for the stadium rather than to sell it outright,[143] although it is not known whether this will also be the case for the other venues, including the media centre.

5.11 The Committee heard during its visit to Manchester that there have been some problems associated with having several different bodies – two trusts and a private company – operating venues at Sport City, with some inconsistencies in service delivery.[144] Greenwich Leisure Ltd has told the Committee that it would want to provide a 'joined-up' solution by overseeing all of the venues on the park. It is not known whether the OPLC will recruit or establish an organisation to perform this role, or undertake it directly.[145] The OPLC's plans may have to take into account the fact that the OPLC is not responsible for the velodrome, Eton Manor, the athlete's village or large portions of the parkland.

For other major venues there are revenue-sharing agreements between public freeholders and private operators

5.12 Beyond the day-to-day running of the venues, the OPLC will be entering into agreements with venue tenants or operators. These agreements will establish the uses of the venues and may also cover a wide range of issues such as recruitment and procurement practices, community access, training provision, branding, and any arrangements for revenue or profit-sharing. These agreements will need to be monitored and enforced.

---

[142] Pete Winkelman, Transcript of the Economic Development, Culture, Sport and Tourism Committee meeting, 8 June 2010, page 11
[143] *Olympic Stadium Legacy: Memorandum of Information*, Olympic Park Legacy Company August 2010
[144] Notes of Economic Development, Culture, Sport and Tourism Committee site visit to Sport City and Media City, Greater Manchester, 21 June 2010
[145] Written submission from Greenwich Leisure Ltd, July 2010, page 2

5.13 It is important that the Olympic Park Legacy Company has lead responsibility for the legacy of the Olympic Park and venues, and the Committee welcomed its establishment. However, questions still remain about its future role and capacity. There is no certainty that the OPLC will have a long-term existence. Much of the park, major sporting venues and the athlete's village are controlled by other organisations, while the OPLC has no responsibility for socio-economic programmes. Future activity and development across the whole park should be co-ordinated, but it is not yet clear how this will happen.

5.14 Furthermore, the OPLC has not yet been allocated any funding for the future development of the park and venues, which makes any further regeneration very uncertain. Without this certainty, we do not know if the OPLC will be the regeneration agency east London needs for its Olympic legacy, or merely a landlord for the Olympic Park. The Mayor's proposals to turn the OPLC into a Mayoral Development Corporation are positive in that London rather than central Government would lead the legacy of the Olympic venues, but the funding and remit issues still need to be addressed.

5.15 Regarding the ownership and management of the venues, outcomes matter most. Firm agreements to secure local benefits have to be in place and these agreements must be effectively enforced. Leasing the venues offers potential to ensure the public sector retains long-term control of their use. This could also be guaranteed in a sale agreement, although it might be more difficult for the public sector to exert control, especially if there is a lack of money to invoke a 'buy-back' right. Under any arrangements, there must be clear decision-making and strong partnership working to make sure the venues operate coherently, investment is attracted and community programmes are effective. The OPLC needs the security and capacity to lead this work.

Recommendation 7

The Olympic Park Legacy Company or any successor body should have a clear remit and long-term funding for its programmes. After 2012 it should exercise ongoing oversight of agreements with venue operators, and ensure the strategic co-ordination of activity and

development across the whole Olympic Park. In a response to the Committee by the end of April 2011 the Mayor should set out his plans for the remit and funding of the OPLC, for strategic co-ordination of the park, and for oversight of agreements.

Appendix 1 Recommendations

Recommendation 1

After 2012 the Olympic Stadium must be used frequently by a high number of visitors, and operate without the need for ongoing public subsidy. In a response to the Committee by the end of January 2011 the Mayor and the Olympic Park Legacy Company should set out how the choices being made about the future operator(s) of the stadium will guarantee this happens.

Recommendation 2

The Olympic Park Legacy Company must ensure the media centre provides a large number of skilled jobs after 2012. Proposals from any industry should be considered, on the condition that they offer this employment legacy. Alongside this, the OPLC should continue to pursue discussions with potential tenants from the creative industries and related sectors, without setting an arbitrary deadline for this activity. In a response to the Committee by the end of January 2011 the Mayor and the OPLC should set out how choices being made about the future tenants of the media centre will guarantee its employment legacy, and how the OPLC will work to promote the media centre to the creative industries.

Recommendation 3

The Olympic Park Legacy Company needs to secure investment in adapting the media centre for legacy use and in enhancing transport connectivity. We recommend that any modest public sector contribution to this should come from the ODA's transformation budget, and if required from remaining contingency funds in the Olympic budget, in the event that this money is available. We ask the Mayor to respond to this proposal by the end of January 2011 and set out initial estimates of funding requirements for this investment.

Recommendation 4

The Olympic Park Legacy Company should include obligations to guarantee community access in any agreements with future venue operators. It should also ensure that physical layout and branding supports community access to the venues, alongside public transport improvements discussed in Recommendation 3. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures, and clarify the extent to which they remain committed to the goal of 90 per cent community usage of sporting facilities.

Recommendation 5

The Olympic Park Legacy Company should set long-term targets for the employment of local residents, previously unemployed people and apprentices at the 2012 venues, and include obligations to implement these in any agreements with venue operators. The OPLC should also identify training needs for local people to compete for jobs on the Olympic Park, work with funders and providers to ensure these are met, and oblige venue operators to participate in skills initiatives. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they intend to implement these measures.

Recommendation 6

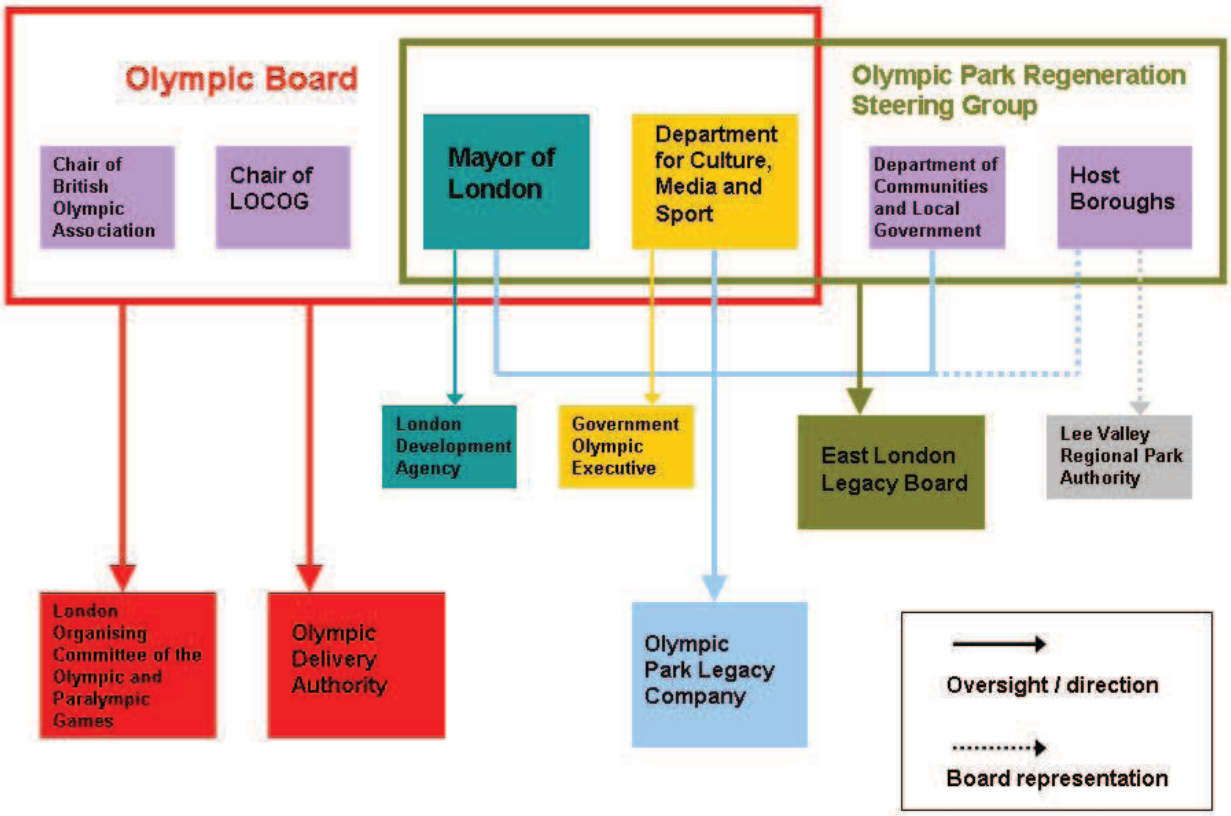
The Olympic Park Legacy Company should implement procurement initiatives that support local businesses to win contracts at the Olympic Park, including the use of CompeteFor to all post-2012 tender opportunities at the park. Agreements with venue operators should oblige them to participate in these initiatives. The OPLC should also explore the potential for social enterprises and community-owned organisations to provide goods and services at the Olympic Park or become involved in managing the venues. In a response to the Committee by the end of April 2011 the Mayor and the OPLC should set out how they plan to achieve these goals.

Recommendation 7

The Olympic Park Legacy Company or any successor body should have a clear remit and long-term funding for its programmes. After 2012 it should exercise ongoing oversight of agreements with venue operators, and ensure the strategic co-ordination of activity and development across the whole Olympic Park. In a response to the Committee by the end of April 2011 the Mayor should set out his plans for the remit and funding of the OPLC, for strategic co-ordination of the park, and for oversight of agreements.

Appendix 2 Decision-making bodies

Figure 2: 2012 legacy decision-making bodies



Olympic Board

Role: Provides oversight, strategic co-ordination and monitoring of the entire London 2012 project.

Board members:[146] Jeremy Hunt MP (Secretary of State for Culture, Olympics, Media and Sport) (co-chair), Boris Johnson (Mayor of London) (co-chair), Lord Moynihan (British Olympic Association), Lord Coe (London Organising Committee of the Olympic Games and Paralympic Games), Tessa Jowell MP

Government Olympic Executive

Role: A unit of the Department for Culture, Media and Sport, providing support to the Olympic Board and oversight of the entire London 2012 project.

[146] A Liberal Democrat representative will also be appointed to the board.

Olympic Park Regeneration Steering Group

Role: Provides direction for the 2012 legacy for east London, particularly the development and delivery of the legacy masterplan framework, and oversees the East London Legacy Board

Group members: Boris Johnson (Mayor of London) (chair), Hugh Robertson MP (Minister for Sport and the Olympics), Bob Neill MP (Minister for Thames Gateway and the Olympics), Sir Robin Wales (Mayor of Newham), Jules Pipe (Mayor of Hackney), Cllr Helal Uddin Abbas (LB Tower Hamlets), Cllr Chris Robbins (LB Waltham Forest), Cllr Chris Roberts (LB Greenwich), Cllr Liam Smith (LB Barking and Dagenham)

East London Legacy Board

Role: Supports the implementation of the Strategic Regeneration Framework for the 2012 legacy in east London.

Represented organisations: Arts Council, Department for Business,

Innovation and Skills, Department for Children, Schools and Families; Department for Communities and Local Government, Department for Culture, Media and Sport, Department for Food and Rural Affairs, Department of Health, Department for Transport, Government Olympic Executive, Greater London Authority, HM Treasury, Homes and Communities Agency, Host Boroughs Unit, Jobcentre Plus, LB Greenwich, LB Hackney, LB Newham, LB Tower Hamlets, LB Waltham Forest, Learning and Skills Council, Lee Valley Regional Park Authority, London Development Agency, London Fire and Emergency Planning Authority, London Thames Gateway Development Corporation, Metropolitan Police, NHS London, Olympic Park Legacy Company, Sport England, Transport for London

Olympic Park Legacy Company

Role: Will own and manage the Olympic Park after 2012, leads legacy planning for the venues.

Founder members: Mayor of London, Minister for the Olympics, Secretary of State for Communities and Local Government

Board members: Baroness Ford (chair), Ranjit Singh Baxi (J&H Sales), Nick Bitel (London Marathon), Aman Delvi (LB Tower Hamlets), Keith Edelman (Nirah), David Edmonds (civil service), David Gregson (Phoenix Equity Partners), Robert John, Sir Robert Kerslake (Homes and Communities Agency), Philip Lewis (Lambert Smith Hampton), Lord Mawson, Liz McMahon (Madison Muir), Jules Pipe (Mayor of Hackney), Tessa Sanderson (Newham Sports Academy), Sir Robin Wales (Mayor of Newham), Jonathan Dutton (Oasis Community Learning), Andrew Altman (Chief Executive)

Olympic Delivery Authority

Role: Leads the construction of the Olympic venues, responsible for granting planning permission for the Olympic Park.

Board Members: John Armitt (chair), Sir Roy McNulty (deputy chair), Lorraine Baldry (Inventa Partners, Tri-Air Developments), Tony Ball (Kabel Deutschland AG), Barry Camfield (Community and Trade Union Learning Centre), Dr Stephen Duckworth (Serco Welfare to Work), Neale Coleman

(Greater London Authority), Christopher Garnett (Anglian Water Services, Aggregate Industries, Transport for London), David Fison (Geoffry Osborne), Kumar Muthalagappan (Pearl Hotels), David Taylor (BL Canada Quays, Rockpools People and Performance, First London Power), Baroness Morgan of Huyton, Sir Nicholas Serota (Tate)

London Organising Committee of the Olympic Games and Paralympic Games

Role: Organising the Olympic and Paralympic Games, completing fit-out of the venues.

Board Members: Lord Coe (chair), Sir Keith Mills (deputy chair), HRH The Princess Royal, Charles Allen (LOCOG Nations and Regions Group), Dr Muhammad Bari (East London Mosque), Sir Philip Crave (British Olympic Association), Paul Deighton (chief executive), Jonathan Edwards (European Athletics Council, Newcatle Gateshead Initiative), Tony Hall (London 2012 Cultural Olympiad, Royal Opera House), Andrew Hunt (British Olympic Association), Justin King (Sainbury's), Stephen Lovegrove (Shareholder Executive), Lord Moynihan (British Olympic Association), Adam Pengilly (International Olympic Committee), Tim Reddish (British Paralympic Association), Sir Craig Reedie (International Olympic Committee), Martin Stewart (SIS, Kabel Deutschland AG), Sir Robin Wales (Mayor of Newham), Neil Wood (Deloitte)

Lee Valley Regional Park Authority

Role: Manages the Lee Valley Regional Park, owns a section of the Olympic Park and three 2012 venues

Board Members: Cllr Derrick Ashley (Hertfordshire County Council) (chair), Michael Rye (LB Enfield) (vice chair), Cllr George Allan (LB Islington), Cllr John Bevan (LB Haringey), Cllr Stephen Castle (Essex County Council), Cllr Ian Corbett (LB Newham), Cllr Malcolm Cowan (Hertfordshire County Council), Cllr Nigel Edey (Essex County Council), Cllr Ralph Gilbert (East Herts District Council), Cllr Brian Hill (Broxbourne Borough Council), Cllr Dave Horan (LB Camden), Cllr Ross Houston (LB Barnet), Cllr Denise Jones (LB Tower Hamlets), Cllr Christopher Kennedy (LB Hackney), Cllr Valerie Metcalfe (Essex County Council), Margaret O'Neill (LB Bexley), Paul Osborn (LB Harrow), Cllr Terry Price (Hertfordshire County Council), Cllr Joyce Ryan (LB Redbridge), Cllr Mary Sartin (Epping Forest District Council), Cllr Alan Searing (Hertfordshire County Council), Cllr Syd Stavrou (Epping Forest District Council), Cllr Bob Sullivan (LB Waltham Forest), Cllr Jeanette Taylor (East Herts District Council), Veronica Ward (LB Southwark), Cllr Elizabeth Webster (Essex County Council), Lyn White (Broxbourne Borough Council)

London Development Agency

Role: Purchasing the Olympic Park, developing original legacy plans, funding socio-economic programmes

Board Members: Harvey McGrath (chair), Ann Humphries (New West End Company, South London Housing Association), Anthony Browne (Greater London Authority), Edmund Lazarus (Englefield Capital), Fran Beckett, Ian Barlow (KPMG, Think London), James Cleverly AM, Jeremy Mayhew (City of

London Corporation), Megan Dobney (Trades Union Congress), Cllr Peter Truesdale (LB Lambeth), Steven Norris (Jarvis, Saferoad BLG, AMT-Sybex Group, Aqueduct, Eastside Young Leaders Academy, London Action Trust), Susan Angoy (The Angoy Consultancy)

Appendix 3 Appearances before the London Assembly

The following is a summary of key points from London Assembly meetings at which the legacy of the Olympic Stadium and media centre was discussed with representatives of major decision-making bodies.

Minutes and transcripts of London Assembly plenary meetings are available at *http://www.london.gov.uk/who-runs-london/the-london-assembly/meetings/whole-assembly* or from the London Assembly secretariat.

Minutes and transcripts of Economic Development, Culture, Sport and Tourism meetings are available at *http://www.london.gov.uk/who-runs-london/the-london-assembly/committees/economic-development* or from the London Assembly secretariat.

14 June 2006, London Assembly plenary

Guest: David Higgins (Olympic Delivery Authority)

Key points:

- Plans for the media centre have changed. It has been relocated to Hackney Wick from Stratford. It will now be permanent and used to stimulate employment.

10 October 2006, London Assembly plenary

Guests: Lord Coe, Paul Deighton (London Organising Committee of the Olympic Games and Paralympic Games)

Key points:

- Leaving a stadium of 70,000-plus seats is unjustified. The current specification is to produce a stadium that has community and commercial use (Lord Coe).
- The media centre will now be permanent and can be converted after the Games for light industrial use (Lord Coe).

15 November 2006, London Assembly plenary

Guests: Sir Roy McNulty, David Higgins (ODA)

Key points:

- The ODA has entered negotiations with McAlpine to build the Olympic Stadium (David Higgins).
- The Olympic Board decided in June that the Olympic Stadium would be 80,000 seats during the Games and 25,000 seats afterwards (David Higgins).
- Football has not been ruled out as a use for the stadium, provided it works in a stadium capable of athletics. Removing the athletics track has never been an option (David Higgins).

- The ODA is not in any detailed negotiations with football clubs, although there have been discussions with West Ham United (David Higgins).
- It would cost £100-£150 million to convert the stadium into a high capacity football stadium; that is very unlikely to happen and time is running out for this option. There has been interest from football clubs to use it as a 25,000-seat stadium (David Higgins).

15 February 2007, London Assembly plenary

Guests: Lord Coe, Paul Deighton (LOCOG), Neale Coleman (GLA), David Higgins (ODA), Manny Lewis (London Development Agency)

Key points:

- Maintenance costs will be lower for the stadium after 2012 if it is reduced from 25,000 to 80,000 seats (David Higgins).
- The LDA is envisaging that the media centre will be a base for high-technology, creative and media sector jobs (Manny Lewis).

10 October 2007, London Assembly plenary

Guests: Lord Coe, Paul Deighton (LOCOG), John Armitt, David Higgins (ODA)

Key points:

- The stadium will be reduced from 80,000 seats during the Games to 25,000 in legacy (John Armitt).
- The delivery partners for the stadium have introduced quality and innovation. It will set a new benchmark for Olympic stadiums in terms of efficiency of design and performance (David Higgins).

8 October 2008, London Assembly plenary

Guests: John Armitt, David Higgins (ODA)

Key points:

- Leaving a high-capacity stadium without an obvious legacy use would be more expensive than reducing it to 25,000 (David Higgins).
- The Olympic Board is committed to leaving an athletics legacy at the stadium (David Higgins).
- The LDA has been working since January 2008 to find a legacy tenant for a mixed use, 25,000-seat stadium (David Higgins).
- There were discussions with Premiership football clubs for a long time in 2006 about becoming stadium tenants (David Higgins).
- Track and field is not compatible with Premiership football; the field of play is very different
- It would require many, many hundreds of millions of pounds to convert the stadium for football use (David Higgins).

- For a football legacy the stadium would have to be transferred to private ownership; because it is Metropolitan Open Land you would have to make available an equivalent area of open space (David Higgins).
- The athletics track and warm-up track will remain at the stadium; it is accepted across Europe that have an athletics track does not work for Premiership football (David Higgins).
- If there was a Premiership football club as a tenant the athletics track could not be used for eight months of the year (David Higgins).
- 75% of all facilities at the stadium, such as toilets and catering, are on pods outside the stadium; it will be a very, very temporary structure (David Higgins).
- The legacy value of the media centre has reduced in the current market. There is scarcity of bank lending and less interest from potential tenants (John Armitt).
- The ODA is reviewing options for the media centre, particularly the mix of permanent and temporary structures (John Armitt).
- The ODA is looking to reduce taxpayers' investment in the media centre, but making sure it works in legacy; some of the media facilities might be moved to Stratford City (David Higgins).
- More of the studios at the IBC will be temporary because there is less demand in the market (David Higgins).

19 November 2008, London Assembly plenary

Guests: Lord Coe, Paul Deighton (LOCOG)

Key points:

- We decided to build new, permanent venues for which we would be able to devise a long-term, sustainable business plan and which produced facilities London was lacking (Paul Deighton).
- We were clear from the outset there was no sense on leaving an 85,000-seat stadium; we wanted to get track and field into the mix (Lord Coe).

21 October 2009, Economic Development, Culture, Sport and Tourism Committee

Guests: Baroness Ford, Andrew Altman (Olympic Park Legacy Company)

Key points:

- The OPLC is undertaking a specialist technical piece of work looking at legacy options for the stadium, including capacity options ranging from 80,000 to 28,000 (Baroness Ford).
- Football is being considered; we would not compromise the athletics legacy but the two sports are not mutually exclusive (Baroness Ford).
- We have to ensure venues not a drain on public resources after 2012 (Baroness Ford).
- The OPLC is in discussions with two or three different sets of people that would make a viable future for the IBC (Andrew Altman).

- The IBC can be resized and divided into different configurations; the sensible option would be to get a significant outfit as a tenant that other tenants would cluster around (Baroness Ford).

21 October 2009, London Assembly plenary

Guests: John Armitt, David Higgins (ODA)

Key points:

- We have designed the stadium so it can be adapted to different legacy forms (John Armitt).
- The key objective for the stadium was to create a really good athletics stadium; people say it is a pity to reduce it from 80,000 but so far that has not been possible (John Armitt).
- The OPLC will now consider options for the stadium and make proposals (John Armitt).

10 March 2010, London Assembly plenary

Guests: Baroness Ford, Andrew Altman (OPLC)

Key points:

- The OPLC is launching a soft market testing exercise for the stadium, looking for solutions that deliver bid commitments, demonstrate value fore money and contribute to the wider regeneration of the park (Andrew Altman).
- The OPLC wants to have a settled solution for the stadium by the end of 2010/11 financial year (Andrew Altman).
- We are looking for people to tell us how they will honour the athletics commitments in the bid (Baroness Ford).
- There is around £36 million in the transformation budget to remove 55,000 seats from the stadium after 2012 (Baroness Ford).
- The OPLC will work for around a year on the proposal for a creative industries hub (Baroness Ford).
- The OPLC has not considered demolition of the stadium or examined the cost of this (Baroness Ford, Andrew Altman).
- If the stadium were only used for athletics it would need an operating subsidy (Baroness Ford).
- The OPLC soliciting interest from media and research companies to become tenants of the media centre (Andrew Altman).
- The OPLC is working to examine the ways in which the media centre can be divided and the costs of this (Andrew Altman).
- The OPLC's plan A is to have a cluster of media uses and related educational uses at the media centre (Baroness Ford).
- We are discussing the relocation of a PhD programme there with a university; we also want space for business start-ups with very easy terms and very loose covenants (Baroness Ford).

Appendix 4 Media centre site visit notes

Date
3 September 2010

Attendees
Len Duvall AM, Richard Derecki, Elizabeth Williams, Richard Berry, Zara Davis, Nina Dawson

Purpose
To consider the potential legacy of Olympic Park media centre, to inform an investigation into the legacy of the Olympic and Paralympic venues

Visit details
Tour of the International Broadcast Centre and Main Press Centre with representatives of the Olympic Park Legacy Company, London Organising Committee for the Olympic Games and Paralympic Games, Olympic Delivery Authority and Carillion (ODA Delivery Partner)

Notes
The visit commenced with an overview of the International Broadcast Centre (IBC) and Main Press Centre (MPC) site from Bill Howard of CLM, explaining the overall design approach and the surroundings of the site.

There are currently around 650 people working on the construction of the site, which is approximately 80% complete.

The development will incorporate a 'high street' between the two main structures and a 24-hour dining facility. Both of these are temporary and will be removed after the Games.

The OPLC estimates that it is an 8-minute walk from the media centre to Hackney Wick station and a 23-minute walk to Stratford regional station. The OPLC believe that future tenants of the media centre would want a shuttle bus to transport people from Stratford, something which is being provided during the Games and they are currently reviewing continuation of this service.

There is access between Hackney Wick and the media centre over a footbridge crossing the River Lea. There are plans to introduce another footbridge closer to the media centre which would shorten the journey.

The IBC is a huge, largely empty structure, which will be used mainly as studio space during the Games. It has two floors with very high ceilings (around 11 metres), without windows or central heating. It is divided up into different units, with breaks between units that will be used as 'roads' for vehicles to drive through the building, with openings at either end. The 'fit-out' of the studio space – such as studio sets – will be done by the broadcasters based there during the Games, and removed afterwards. Cabling infrastructure within the IBC will be provided by the Olympic Broadcasting Service and removed after the Games.

The OPLC explained that temporary elements introduced for Games-time use could be kept at the media centre after 2012, subject to discussion with LOCOG, the ODA and tenants. Heating, windows and mezzanine floors could be installed after the Games, although this would cost additional money not already allocated.

The MPC is a traditional office building, over five floors. It will be handed to LOCOG before 2012 as one unit, although can be divided into a number of smaller units. The first floor has a large terrace. The OPLC explained that after the Games they will need to introduce elements such as refuse areas and bike racks, which will not be left by LOCOG.

The OPLC has explained that a good number of potential tenants have viewed the development already. On 24th September the OPLC will launch a market testing exercise, aimed at tenants and developers from all sectors. As well as the creative industries, a further option to be explored is the introduction of a higher education use, such as a post-graduate research facility on part of the site.

Len Duvall AM requested further information regarding criticisms that have been made of the design of the media centre. A statement from the ODA and OPLC is reproduced below.

Statement to the EDCST Committee on specification points for the Broadcast Centre with regard to usage by media companies (Olympic Delivery Authority and Olympic Park Legacy Company)

After the withdrawal of private sector funding for the International Broadcast Centre in late 2008, the Olympic Delivery Authority (ODA) worked in partnership with the Mayor's office and London Development Agency (LDA)

to redesign the structure to support future legacy uses. The priority was not only to ensure the building was able to accommodate the Games requirements, but to design a building as a future centre for employment.

As part of the planning process, a wide range of businesses, including media organisations and East London Business Alliance (ELBA) were consulted. The redesign proposed a permanent steel and concrete structure that could support multiple uses in legacy. Key features for legacy were designed in at the outset, for example: capacity to divide the structure into four buildings and support alternative exterior cladding schemes; an increase in the amount of column-free floor space; and better insulation and ground floor loading capacity. Below is a breakdown of these design features and how they could meet the requirements of the media industry:

1. Column spacing

The Games-time specification requires that 50 percent of studios provide for wide column spacing. Following discussions between the ODA and LDA, the original design on the ground floor was amended to allow for more generous column spacing.

Now, 80 percent of the studio space is provided with 24 metre spacing between column rows, which is suitable for major broadcast studios. The remaining 20 percent of space features columns at 8 metre spacing, which could be used for a range of uses from smaller studios to facilities such as make-up or green rooms.

2. Ceiling height

The building is highly flexible with 10 metre clear height under the first floor structure and an average eight metre clear under the roof. Ceiling heights are comfortably in the range of existing London television studios.

3. Roof support

Media representatives consulted during the design process clearly preferred the ground floor as the location for studios. The ground floor ceiling can support the rigging equipment loads found in most modern broadcast studios. As it is likely that the first floor would be used for office and support functions in legacy, the roof loading capacity is adequate for this scenario.

4. Central heating

As the building has been designed for Games-time use in the summer, central heating won't be required. Without knowing the needs of the legacy tenant or the legacy building configuration, it is not advisable to determine

what the heating system requirements will be in the future. While central heating has not been installed in the

Broadcast Centre, hot water infrastructure from the Central Energy Plant has been provided to the outside of the building ready for connection to the legacy heating system, avoiding the need for legacy users to install boilers.

5. Data speeds

The ducting installed in the building can accommodate a network that could exceed a data speed of10 gigabits, but as this data speed is not a requirement for the Games, such a network is not currently in place. However, once the end use is established, network capacity can be adapted to meet the users' requirements for data speed.

Going forward the Olympic Park Legacy Company is committed to the Press and Broadcast Centre site becoming a long term centre for employment - bringing jobs and opportunities to east London after the 2012 Games. The Press Centre lends itself well to office space, while the Broadcast Centre has been built with the flexibility to be reconfigured to suit market demand.

There has been early interest in the legacy use of the buildings from a range of sectors including media, creative, retail, education, sports activity, culture and office use. Later this month, we will begin market testing into future usage of the site to build on this interest in order to understand how proposals can fit in with our vision to create a vibrant employment district.

Appendix 5 Views and information

The Committee held two public meetings as part of this investigation. On 8 June 2010 we met:

- Dr Jim Coleman, Regeneris Consulting
- Dr Larissa Davies, Sheffield Hallam University
- Danny Meaney, New Media Partners
- Pete Winkelman, Milton Keynes Dons Football Club

On 20 July 2010 we met:

- Geraldine Blake, Community Links
- Councillor Paul Brickell, London Borough of Newham
- John Burton, Westfield Stratford City
- Charlie Forman, London Borough of Hackney
- Anna Harding, Space Studios

Minutes and transcripts of these meetings are available on request and can also be found on the London Assembly website via: *http://www.london.gov.uk/who-runs-london/the-london-assembly/committees/economic-development*

The Committee received written submissions from the following individuals and organisations:

- Belle Media
- East London Business Alliance
- East London Small Business Centre
- Friends of Queens Market
- Greenwich Leisure Limited
- London Borough of Hackney
- London Borough of Newham
- London Borough of Waltham Forest
- London Development Agency
- Mark Kass
- Mayor of London
- National Federation of Artists' Studios Providers
- Olympic Park Legacy Company
- Social Enterprise London
- Westfield Stratford City

Copies of written submissions are available on request and can also be found on the London Assembly website via: *http://www.london.gov.uk/who-runs-london/the-london-assembly/publications/2012-games*

Appendix 6 Orders and translations

How to order

For further information on this report or to order a copy, please contact Richard Berry on 020 7983 4199 or email: richard.berry@london.gov.uk

See it for free on our website

You can also view a copy of the report on the GLA website: http://www.london.gov.uk/assembly/reports

Large print, braille or translations

If you, or someone you know, needs a copy of this report in large print or braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email: assembly.translations@london.gov.uk.

Chinese

如您需要这份文件的简介的翻译本，
请电话联系我们或按上面所提供的邮寄地址或
Email 与我们联系。

Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে ফো করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Greek

Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں
درکار ہو تو، براہ کرم نمبر پر فون کریں
یا مذکورہ بالا ڈاک کے پتے یا ای میل
پتے پر ہم سے رابطہ کریں۔

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini okumak isterseniz, lütfen yukarıdaki telefon numarasını arayın, veya posta ya da e-posta adresi aracılığıyla bizimle temasa geçin.

Arabic

الحصول على ملخص لهذا المستند بلغتك،
فرجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي العادي أو عنوان البريد
الإلكتروني أعلاه.

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઈલ સરનામા પર અમારો સંપર્ક કરો.

Appendix 7 Principles of scrutiny

An aim for action
An Assembly scrutiny is not an end in itself. It aims for action to achieve improvement.

Independence
An Assembly scrutiny is conducted with objectivity; nothing should be done that could impair the independence of the process.

Holding the Mayor to account
The Assembly rigorously examines all aspects of the Mayor's strategies.

Inclusiveness
An Assembly scrutiny consults widely, having regard to issues of timeliness and cost.

Constructiveness
The Assembly conducts its scrutinies and investigations in a positive manner, recognising the need to work with stakeholders and the Mayor to achieve improvement.

Value for money
When conducting a scrutiny the Assembly is conscious of the need to spend public money effectively.

Greater London Authority

City Hall
The Queen's Walk
More London
London SE1 2AA

www.london.gov.uk

Enquiries 020 7983 4100
Minicom 020 7983 4458